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THROUGH THE MIST OF FEAR

By Forrest W. Seymour
 Chief Editorial Writer, Des Moines Register

It just happened that during recent days there drifted into our acquaintance, long enough for brief chats, an Anglican from Australia, a Moslem from Pakistan, a Catholic from Austria, a Lutheran from Sweden, a Moslem from Iraq, a Protestant from Holland, a Jew from Israel, a Catholic from Argentina.

In every case these persons had been reared and educated in cultures quite different from our own -- some of them markedly different. Yet as we recall these pleasant conversations now, we realize that we found ourselves immediately "at home" with the visitor, and talking about the simple things which all human societies face in common -- problems of health, and better education, and security, and respect for law; personal family problems; the values in our respective traditions and historical experiences, as nations and peoples; and so on.

The whole world is akin in these things. Differences of religion, of color, even of political creed, dissolve and are forgotten because they are but mists that sometimes blur our vision of the common hopes and common characteristics of the human family.

If this is true of peoples as diverse as the globe at its farthest reaches can provide, how wide is the area of agreement among us who live in the same environment of freedom, who respect the same laws, who worship the same God, who enjoy incomparable comforts and conveniences together, and who have toiled and fought side by side for so long to preserve our common security and ideals?

In this Brotherhood Week, sponsored by the national Conference of Christians and Jews, let us all take the opportunity to step through the mist of prejudice and fear and shallow habit, and see our neighbors for what they truly are -- Americans, family groups, humble citizens, as anxious as we for their children and their ideals, as willing as we to sacrifice and share in our common purposes.

Eastern Baptist Activities

A majority of the 38 churches in the Eastern Baptist Association are making plans to participate in the forth-coming Baptist-wide, and South-wide Simultaneous Evangelistic Crusade -- March 25th-April 9th.

Study-course books on Prayer, Soul-winning, and Spiritual preparation are being taught in many of the churches.

Rev. Herman Trueblood, Associational Missionary, has been teaching the book on "Growing a Church," at New Hope church. He will teach the same book at Magnolia during the week of February 19th. He will teach "The Bible

and Prayer," at Ingold church the week of February 25th.

Mr. Trueblood is now attending the State-wide Baptist Conference on Evangelism in Charlotte this week. He went to Winston-Salem Thursday and addressed the nurses of Baptist Hospital that night.

Heart Attack Fatal To Ned T. Grady

Ned T. Grady, 63, of Albemarle died suddenly at noon Monday

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Jesus is Christ
 Lesson for February 18, 1951

IT SOUNDS odd to modern ears (or to any ear for the past 18 centuries) to say that Jesus "is" Christ. It sounds like saying Abraham is Lincoln, or Winston is Churchill. "Jesus Christ" has become long since a proper name like any other combination of name and surname. But in the early days of Christianity it took sermons to persuade people that Jesus was indeed the Dr. Foreman Christ; and if people knew what "Christ" means, they would see that most sermons today are really aimed at convincing people of the same thing: Jesus is Christ. When Peter said to Jesus "You are the Christ," Jesus' reply shows that Peter had not only said something important, but something which up to that time had not dawned on any one else.

Only One Christ
 WE shall have to think what the word "Christ" meant as Peter used the word and as Jesus understood it. The Jews of that time were looking with eager excitement for an "anointed one" (the literal meaning of Christ, or Messiah) who would put an end to all the evil of the world and usher in God's New Age. They were not quite clear how this would be done, but they were sure that only the Christ could do it.

Consider three points. First, when Peter said "You are Christ" he meant "You are unique." No Jew looked for two Christs. There is no one else in Jesus' class, there is only one of him. Every human being, to be sure, is different from all others; but Simon Peter did not mean that. What he did mean was that Jesus could not be classed as "a" teacher or "a" prophet or "a" man of God. He was the Teacher and Prophet. He was God's Man as no other man was.

We make a mistake, we get away from the original Christian faith, the faith which Jesus preached, when we put Jesus on the same level with other men, any other men. There is only one Christ.

God Was in Christ
 IN the second place, when Peter called Jesus "Christ" he meant that God had anointed him. He was not a man who took a notion to do what he did; he was one whom God had appointed to be and to do as God willed. We cannot understand Jesus apart from God, for his source is God.

Any one who reads the gospel of John will find this very prominent in Jesus' thinking always: "I was sent... My meat is to do the will of him that sent me."

Christians later than this saw that the relation between God and Jesus was even closer than that between sender and sent. Jesus is called the Son of God, he is called the Word that was with God and was God. Paul says God was in Christ.

Later generations would develop the doctrine of the Trinity as it is expressed (for instance) in the Nicene Creed. Every century has its own formulas. Peter in the first century does not use the language of the fourth century, still less of the 20th; but all the formulas express in various ways the conviction Peter had: that when Christ confronts us, God confronts us.

Christ is Lord of All
 A THIRD thing Peter meant when he called Jesus "Christ" and that the church means now -- is that he has complete authority. All other authority, in the church or out of it, is less than his.

A word often used to express this truth is "Lord." But the word alone is not enough. It really makes less difference what words we use about Jesus than what our attitude to him is. Jesus himself once spoke sternly of people who call him "Lord, Lord," but do not do the things he says to do.

It is one thing to say, in the Creed, that we believe in "Jesus Christ, his only Son, our Lord;" it is another thing to carry that part of the creed into life. Jesus is our Lord; not the church, not Moses, not Paul, not any hero or saint of the church, but Jesus. Christians take orders from him first of all, for we believe that his mind was the mind of God.

A Christian profession of faith, therefore, is more than a statement of belief; it is an oath of allegiance.

while visiting in the home of his son, Frank T. Grady in Elizabethtown. Funeral services were held Tuesday at 4 p.m. in the family plot. Surviving with his widow is one daughter, Joyce of Goldsboro; two sons, John B. Grady of Albemarle and Frank Grady of Elizabeth-

THE REPORTER
Scott Summers

Raleigh, Feb. 12 -- The so-called Powell Bill -- designed to band cities and towns \$5,000,000 to use on their streets -- has been railroaded through senate committees faster than any piece of major legislation in many a year.

Its introduction and committee clearance has been accompanied by more deals and mis-statements, to say the least, than any promotion since Esau sold his birthright to Jacob for a mess of pottage.

Senator Julius Powell of Columbus, chairman of the Senate Roads Committee, tossed the bill in the hupper Tuesday, Jan. 30. His name headed a list of 39 co-signers.

Eight days later the Roads Committee gave the bill a favorable report, and the following day -- last Thursday -- the Appropriations Committee added its approval.

Senator Powell told newsmen when the bill was introduced that it was his own idea, that he had not talked to anyone about it. However, it was common knowledge around Raleigh more than two months ago that such a bill would be introduced.

The League of Municipalities told Governor Scott that it wanted and asked his backing for a bill putting city streets under the State Highway Commission, asking an extra one-half cent gas tax and an extra \$5 per automobile license tag to finance the changeover.

At a press conference some two weeks ago, Mayor Dan Edwards of Durham heard Governor Scott tell newsmen that such an agreement had been made. Edwards, the representative of the League, told reporters that the governor's statement was correct.

Then, suddenly, when the Powell bill was up for a public hearing -- and without the League's own bill even being introduced -- League officials appeared in behalf of the Powell bill. This brought a charge from the governor that the League had "broken faith," that it had "run out on its agreement" with Kerr Scott.

The bulldozing tactics of the Powell bill's backers brought condemnation from the governor, as well as a number of legislators.

"It almost looks as though they don't want either us or the public to find out what's in the bill," one senator said.

And -- although the bill probably will pass the Senate -- opposition to it is growing in the upper chamber as the senators study the measure.

Four or five of the co-signers have asked oldtimers how they could get their names withdrawn as sponsors. One had his name withdrawn because of the railroad tactics of the backers.

In getting signers of the bill, its backers told one and all that it merely gave cities and towns \$5,000,000 from a \$16,000,000 highway fund "surplus." In the first place, that \$16,000,000 is not a surplus, it is a reserve. It is used to match Federal highway funds, when they amount to more than the matching amount set aside under the budget. It is used for emergency rebuilding or repair, such as a bridge collapsing or being washed away in a flash flood. It is used to build needed bypasses, and in the current emergency would be used to match federal money in building military roads. And it is used for needed work on primary highways, other than that specified under the budget.

In other words, that 16 million is an emergency reserve -- without which no big business would be caught, and highway building is big business.

One question being asked is: "If this \$5,000,000 is taken away, what will it mean to the primary roads in my district or county?"

Well, it means simply that this \$5,000,000 a year -- and it is five million dollars for each year -- will not be available for primary road use. In ten years that amounts to \$50,000,000 -- a lot of money in anybody's league.

There's a little section at the beginning of the measure which puts all city and town streets that are a connecting part of the highway system under the Highway Commission. Backers of the bill say that it merely adds \$5,000,000 a year to the \$2,500,000 already earmarked for city and town street-building. But the bill says that the Highway Commission shall assume all responsibility for these connecting links and continuations of the state's highways, with the money to come from the Highway Fund. In other words, the bill makes the State liable to pave every city and town street that is a part of, or connecting link to, the highway system, no matter what the cost -- even if it's \$10,000,000 a year or more.

It's an addition to this, that the cities and towns get \$5,000,000 a year to spend as they see fit on streets.

That's another thing. If a city or town saw fit it could pave a 60-foot boulevard through an undeveloped subdivision. There are no strings attached to the city's share of the \$5,000,000, except that it must be used for streets in the town. He was the son of the late Mr. and Mrs. J. McR. Grady of Albemarle.

shall be spent on streets. The opportunities for graft by city officials are limited only by the amount of money the city or town receives.

Meantime, over in the House, Rep. Fred Royster of Vance and 20 other signers introduced a little bill that would call for a State referendum on whether or not the Highway Commission should take over construction and maintenance of city and town streets.

It is in much the same fashion as the \$200,000,000 bond issue voted some two years ago.

If the voters go for the idea an additional one-cent gasoline tax would be levied to take care of the cost. This would bring in an estimated nine to ten million or more dollars annually. This is the amount estimated by a study to take over the streets.

The Royster bill was almost killed three hours after its introduction by the House Finance Committee, but a motion to adjourn saved that off.

This action brought a blast from Royster against "unfair tactics" of the "no new tax" boys. He cornered Rep. Bob Lassiter of Mecklenburg, who made the motion to kill the bill, and told the Charlotte man how he felt.

The bill, however is expected to die in committee.

Division of funds under the Powell bill would be made on a per capita basis. It comes out roughly \$3.50 per person in a city or town, but goes only to "active" municipalities. Those are the ones that have had an election within the past four years. This proviso knocks out some 104 "inactive towns."

Legislators from the less populated districts and counties are waking up to the fact that this bill strongly favors the highly populated Piedmont. Thirty-seven counties east of Raleigh will get a total of \$1,237,000; 19 far western counties will get a total of \$410,000, leaving the nice sum of \$3,352,000 to go to the Piedmont.

In addition, on a county-by-county breakdown, this shows up: Mecklenburg would get something over \$431,000 (according to 1940 census figures) while Dare county would be given a neat \$2,731 -- about enough to pave one-third, at the most, of a city block. Clay county would get \$1,367 -- Guilford \$405,615. Three counties, Camden, Currituck and Hyde -- would get nothing.

According to paving assessment in Winston-Salem in 1948, a 1,000-foot long block of top-grade paving, with curbs and gutters and sidewalks, would cost \$26,000. A block of low-grade paving, without either sidewalks or curbs, would run \$16,000 -- and this cost probably is higher now. And that is in a city that has street-working and paving machinery. The cost in a small town probably would be higher.

But using that as a measuring stick, here's an idea of what the per capita distribution of the money would do:

Fifty-five of the state's 100 counties would get \$25,000 or less. That is just enough for one block of top-grade paving, or roughly one and two-thirds blocks of low-grade paving. 47 of the 55 counties would

Members of the House and Senate are important folks in the State, at least once every two years, anyhow. But to visiting school kids, the lawmakers take a back seat to the pages. The girls "ooh" and "ah" over this and that handsome young page. The boys want to know how they got the jobs, and "why can't I get up here next time?"

Lawmakers this year are talking about "hold the line", trimming expenses, and "no new taxes". But they're right free-handed when it comes to their own comfort.

At one of the first sessions of the Joint Appropriations Committee, committee members complained about the hard seats in the chairs, asked Rep. Larry Moore and Sen. John Larkins, chairmen, if they couldn't "see about getting some cushions." They got some -- foam rubber jobs.

Joint Finance Committee members heard about it, decided they needed some too. The result? Not-

One reason many lawmakers say the Royster bill -- calling for a vote on increasing the gas tax -- will be killed is because some legislators fear it would pass. Some are lawyers who represent trucking firms or gasoline firms to whom the added tax would be distasteful. To say the least, and they don't want to even gamble that it would be defeated.

Hotel-room lawmaking is an art. That's where the boys line up support for pet bills. They may stretch the truth a little, or just evade it. They may swap votes for some bill another lawmaker has in mind. They may just flatter or cajole another member -- particularly a freshman -- into voting their way.

One of the best at this style of persuasion is Senator Rivers Johnson of Duplin County. The dean of the Senate knows this art backwards and forwards, and is one of the most able men in either house at lining up support for a bill. Give him enough time alone with a fellow member, and Johnson probably could talk the other men into voting for secession.

This session it has become common practice to appoint a subcommittee to study any bill that starts a little argument. At a joint Judiciary session the other day they were taking up several welfare bills. One measure called for reciprocal trials and abandonment cases. Rep. B. T. Salls of Cleveland thought the best idea was to "submarine it to the House". A subcommittee was named.

Rep. Umstead of Orange believes Tar Heels don't mind paying extra taxes for needed services, if these services are explained to them. "If you ask folks if they favor new taxes they'll tell you no," he says. "But if you ask them if they are in favor of seeing that folks at the mental hospitals are taken care of, or if they favor helping needy students through medical school, they'll tell you, 'we'll scrape up the money somewhere.'"

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