

Editorial And Opinion

Outstanding Citizenship

One of America's far-reaching organizations, the Boy Scouts of America, is marking its 44th birthday during Boy Scout Week, Feb. 7 to 13. On this notable milestone we find the Boy Scout movement at its peak in membership.

Today 2,440,000 boys are enjoying the "game of Scouting" in its three distinct programs, Cub Scouting, Boy Scouting and Exploring, each appealing to boys of various age levels.

We seldom stop to think that this great work is made possible largely through the active sponsorship of the church, the school and other community institutions. But perhaps even more significant is the fact that some 860,000 adults share their time as volunteer leaders with the boyhood of America.

Theirs is a devoted service. A large number have served for many years.

Boy Scout Week this year has been dedicated to honoring the Cubmasters, the Scoutmasters and the Explorer Advisors — the men who bring Scouting directly to the boys.

To them has been entrusted the care and guidance of our boys and young men. It is their influence upon the Scouts of today, with whom they work and play, that help mould these boys and young men into better citizens and better proponents of the American way of life.

These unselfish men who give leadership in Scouting are performing an outstanding act of citizenship. Our nation owes them much.

Irrigation

In Orange County last summer, as well as in many another Tar Heel area, the intense heat, without any rain, brought a drought not unlike the old far western drought of the early thirties.

This drought last year did untold damage to crops in this area and many a farmer found himself, at the end of the season, with little more than enough money to pay for his fertilizer and then some didn't even have that much.

Now the Extension department is emphasizing the benefits of irrigation on farms where such projects can be set up. Irrigation on a farm last summer that was bothered by the drought would have been a life saver not only to the crops but to the farmers pocketbook as well.

It costs money, sure. Anything of benefit always does usually.

But the costs in the initial expenditure will probably be far below the actual monetary benefits in the long run.

The farmer with a pond should look into this situation and see if irrigation may not be the answer to any future danger to his crops by drought.

Pay Raises

Up at Washington, D. C. President Eisenhower's specially appointed Salary Commission has recommended that Congressmen are grossly underpaid and that their salary should be raised to \$27,500 a year from the sum of \$15,000 a year they now get.

The commission commented that Congressmen were "grossly underpaid."

This is an interesting assumption.

The Congressman has all his stationery printed for him, all of his office help paid for and his office free together with traveling expenses and his \$15,000 a year salary.

When a man runs for Congress he also knows what he will get as a salary now and if he doesn't like what he knows he will get, he doesn't have to run for the job.

It seems rather ridiculous to us for the commission to recommend such raises in face of a time when white collar workers, many of whom work as long if not longer hours than a Congressman, are still getting the same thing they got five years ago despite the fact that prices have gone sky high.

Good Manners

Employees who have learned good business manners are a real asset to any business, for how often one determines their intention to deal with firms where they receive cordial and courteous treatment, and vice-versa, how often we turn away from a place of business where the clerk in the store, or the secretary in a business office appears careless and unattentive to our needs.

A few years ago an analysis of the reasons for discharging help was taken from several large firms, from which 4,000 had been discharged. In 85 per cent of the instances it was found that something was wrong with the employee's attitude either general unreliability, insubordination, laziness, trouble making, dishonesty, loafing, habitual lateness, etc.

The young woman or young man who takes to his new job temper, lack of discipline, impudence, and the lack of ability to get on with people, is scheduled for hard sledding ahead.

Young men and women, entering any field of business, should come to realize in the beginning that good manners in business is a valuable asset.



(Continued from page 1) say that we have won because of hard work, good friends, good luck and the good Lord."

"His son, Bill Poe, an associate editor of the Progressive Farmer (Ed. Note: He has another son who is an attorney in Raleigh), says: "Dad works about 50 per cent longer than anyone else here. He is the only one who works on Saturday." That claim makes Clarence Poe grin and he slyly adds, "But I even-up with them by taking a daily mid-day rest. The real truth is that my generation worked too hard."

"His day begins at first light. "I do my best thinking", he explains, "when I first wake up." He keeps a stack of 3-by-5 cards close at hand at all times. From time to time, as he shaves for example, he pauses to scribble notes on a card. When he reaches the office, he has a pile of cards an inch or so high. They serve as his agenda for the days work."

Thus we get a glimpse — one of many taken by various writers during the past 50 years — of how the son-in-law of a Governor — a man with no formal education — became a success. He was a success even before he married Alice Aycock, daughter of Gov. Charles B. Aycock. Dr. Poe had the Progressive Farmer well along the way when he was married at the age of 31 in 1912.

Another outstanding North Carolinian is Dr. Poe's brother-in-law, Major L. P. McLendon, prominent Greensboro attorney, who also married one of the Aycock daughters:

Her mother, widow of the Governor, died here only about two years ago. A grandson of the Governor having the same name lives here in Raleigh.

JOKER. Several of the fellows are still joking a little about a secret meeting held here in Raleigh a few days ago. This hush-hush pow-wow was conducted in a smoke-filled room at Hotel Sir Walter one evening to smooth out operations for a big conference the next day. And what was the big conference? Oh, just a day-long meeting: the Freedom of Information meeting.

Held here on January 14, the event received plenty of publicity. But the laying of plans for it, the backstage discussions, the who's, the why's, and the wherefore's, including the secret meeting on the evening of the 13th, would have made more interesting reading than the main event. But that little huddle was secret, hence the humor.

VISITOR. Sunday afternoon while away from home, I had a visitor. His name: Lamar Caudle, of Wadesboro. Sorry I wasn't home. He was just passing through Raleigh, left his card. Despite all his microphonic utterances and the accusations, hearings, and what-have-you, nobody has yet convinced me he intentionally did anything wrong in the Truman Administration in Washington.

When I was losing my job after Sen. Umstead had lost to J. M. Broughton, the only person thoughtful enough to call was Lamar Caudle. He said he thought he could find a place for me in the Justice Department. But saw he couldn't when he found I was not an attorney.

AND SAFETY. Congratulations to our good friend, Ed Scheidt, Motor Vehicles Commissioner, upon being chosen Tar Heel of the Week by a Raleigh paper. His Safety Program is designed to save lives. You can help him with this Program. . . and the life you save may be your own.

"Come Back And We'll See What We Can Do For You"



Second Of Series

District Organization Set Up To Solve Problem Of Erosion

(Second in a series on the extent of erosion damage to the country, and the land use and practices fitted to the capabilities of the land by which Orange farm families and landowners are checking it.)

With erosion continuing to decrease the size of their farms, as measured by their yields (when not compensated for by better varieties and heavier fertilization) the farmers of Orange, Durham, and Wake counties acted.

In 1939 the farmers of the three counties organized the Neuse River Soil Conservation District as an instrument for solving their land and erosion problems. One of the first things the District did was to prepare a work program for its activities. It is interesting to consider parts of the summary describing the general land use conditions and soil erosion problem such as "Present land cover and erosion":

"About two thirds of the lands in the district have been under cultivation at some time within the 200-odd years since the early settlers began clearing the lower Neuse River Valley. . . . A tobacco and cotton culture and erosion susceptible soil types have been responsible for much soil loss, and the resultant abandonment of tens of thousands of acres. Such 'thrown out' lands were left unprotected. Before pines were able to take hold there was still more erosion, with the result that

today many pine lands are little more than subsoil and disintegrated rock materials. Even at present, this practice of turning out tobacco land, and to a lesser extent cotton fields is rather general. Pines, however, when once established effectively check erosion over most areas.

Although the strips of alluvial soils are not subject to erosion, they are greatly affected by uncontrolled run-off water. Lack of adequate cover on the uplands permits such rapid movement of water that frequent flooding results. . . .

There is little upland pasture which is not on 'worn out' lands. . . . Some few pastures in excellent sod indicate the possibilities of proper methods of handling."

The District program to develop proper use and treatment of the land followed.

NOTES AND COMMENTS

Honesty is more often a policy than a principle.

A community cannot grow beyond the vision of its leaders.

Few smokers believe that tobacco does them any harm.

Foreign-born citizens of this country have no other country.

A propagandist is usually a man who seeks to becloud the truth.

Work is often tiresome and boring but have you ever tried no work?

True friendship is based upon service to others, not upon favors received.

Plans For Future

'Limited Access'

By A. H. Graham
Chairman, State Highway & Public Works Commission

North Carolina's primary highways, carrying 73 per cent of the State's rural motor vehicle traffic, are definitely headed into a new era known to engineers as "limited access." This feature is mainly a safety device in these days of fast travel and heavy, ever-growing traffic.

These arterial highways have been long neglected. Today finds them the immediate object of attention by our 14 commissioners and the general offices here. The secondary roads program, as important as it was to meet the demands of the people, of necessity consumed much of the Commission's time and money since the end of World War II. There was neither the time nor the manpower to keep the first-line highways in step with the times. But now we face the demands of necessity; and we must in humaneness try in every way to prevent more slaughter on all of our 67,500 miles of roads and highways, and especially on the heavier used segments.

"Limited access" means greater safety for motorists, but more restrictions for roadside business and property owners. It means that traffic will be able to travel mainline routes safe from vehicles which dart in suddenly from side roads, business establishments and private drives.

Along most State highways, property owners have had the right to build as close to the road as they wished, provided they stayed back of the right-of-way line. As a result, every local road and driveway tied directly into the main highway, and each entering vehicle was a real hazard.

The "limited access" policy, so successfully tested in highly congested areas of many states, will change all that. Under it, only important connecting roads and streets will tie directly into the main routes, and even these will be fed by way of specially engineered interchanges. Crossroads will traverse overpasses and underpasses. Cloverleaf interchanges will become as commonplace as bypasses, and sideline traffic will be handled by service roads.

In most cases, service roads will run parallel to main highways. A motorist wishing to find a tourist court or a filling station may pull out of the main traffic stream into a service road. Small side streets and private drives will, where necessary, be set back on service roads. And service roads will be provided for local use in towns and built-up rural areas.

Strictly speaking, "limited access" is not new in North Carolina. As early as 1944 and 1945 our highway officials and engineers were trying to employ this feature. We have several such segments in operation now. Perhaps our major examples are the sections of US 29-70 which bypass Thomasville and Lexington. These programs, one nearer the people, were planned about 1947-48 and opened about 1951-52. Other examples are found between Durham and Chapel Hill, on the Henderson bypass, from Gastonia to

Kings Mountain, on a part of the Durham north-side bypass, and others. There are about a dozen more segments now under construction.

The basic difficulty is the adverse reaction of property owners, especially those who derive their livelihoods from traffic, such as motels and service stations. These owners plead the traditional rights of ingress and egress which have always attached to butting property.

Only the open-minded can see that the basic purpose of the design is to impose safety, and that if access is limited to all abutting owners, then the traffic will seek out the owners, although it may be necessary to drive an extra hundred yards or so.

Though not yet extensively used, such designs have proved their worth in terms of accident reduction. Accident causes being so many and so difficult to isolate, considerable time and many miles are necessary to demonstrate safety effects by comparison.

The U. S. Bureau of Public Roads has reported that on a national basis, all available comparisons indicate that the limited access feature of design on rural highways results in about one-third the rate of fatalities and one-half the rate of accidents per unit of travel as compared with sections without this feature. Other evidence indicates that such designs are our most potent weapons for accident reduction.

There is no doubt that the removal of "side" hazards—such as from crossing and entering roads, from parking, and from driveways—makes for an inherently safer design, as well as permitting traffic to move at desirable road speeds without the need for constant maneuvering, weaving and other tiring and dangerous tactics which lead to nerve fatigue, irritation and fatal errors of driver judgment.

It is our plan to push this feature wherever conditions justify its need. "Limited access" is destined to become a highly important feature of our primary highway system, on which a total of approximately \$35,000,000 will be spent this current fiscal year ending next June 30.

Ours is the largest State system of roads in the United States, with only three other states, Virginia, West Virginia and Delaware, having jurisdiction over all secondary roads as well as primary highways. Additionally, it is the duty of our Commission to maintain and supervise some 10,000 prisoners.

To build and maintain roads, North Carolina employs about 8,400 regular and 2,000 temporary workers. During the \$200 million feature. We have several such segments in operation now. Perhaps our major examples are the sections of US 29-70 which bypass Thomasville and Lexington. These programs, one nearer the people, were planned about 1947-48 and opened about 1951-52. Other examples are found between Durham and Chapel Hill, on the Henderson bypass, from Gastonia to

In an effort to provide a sounder program, one nearer the people, Governor William B. Umstead asked the 1953 Legislature to contemplate the feasibility of increasing the 10 divisions. He was authorized. (See HIGHWAYS, page 7)

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