

Editorial And Opinion

Who Deserves Consideration?

Efficient and safe municipal administration would seem to dictate that downtown garbage be picked up in the early morning before traffic becomes congested on streets, rather than during the peak traffic period of 8:30 a.m.

In Hillsboro, they do it the other way.

Drivers on the way to work or to school invariably become involved behind the big, stopped truck picking up garbage from grocery stores and other downtown businesses or have to venture around it fear an intersection with danger to life and limb.

Is there any reason why Hillsboro garbage collectors cannot go to work at 4, 5 or 6 o'clock, which ever is necessary, to get downtown garbage picked up before the business and school rush begins?

Kasper Is Something Different

It is in the very nature of human behavior's seamier side that wherever there has been violence or attempted violence against school desegregation in the South some person or persons have shouted the words that turned a confused and unhappy crowd into a mob.

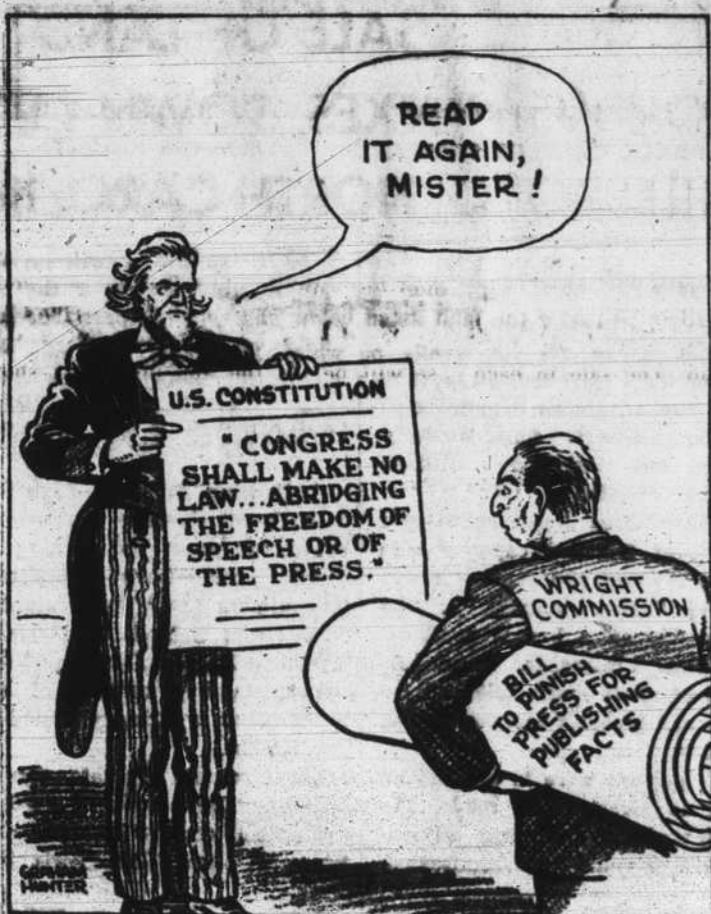
Most of those who have thus tossed the match into the powder keg have been local citizens, themselves confused and unhappy over a change for which they are not prepared.

But John Kasper is something different. He is not home-grown. He is not some resident of the community, emotionally resolved to preserve the world as he has known it. He was born in New Jersey, educated in the North, and before he took up this profession of rabble-raising against desegregation fraternized with Negroes in his Greenwich Village Shop.

Kasper admittedly has moved from community to community to fan into flames whatever smoldering objection to desegregation he scents. After being twice convicted for inciting community disorders in Clinton, Tennessee, he announced he would go to Nashville and do the same. He did. He harangued groups, suggesting hanging ropes and dynamite. Then a school was blown up.

Nashville has arrested him for inciting to riot. And he is held without bail. The city is asking the federal court to revoke his appeal bond on the Clinton conviction and to enjoin his inflammatory activities. It has become clear that this sort of incendiaryism cannot be allowed to run loose any more than the kind which runs around setting fire to buildings.

THINK IT OVER!



An Alarming Proposal

There is good reason for alarm over the recent recommendation of the Commission on Government Security that would make it a federal crime to publish information which had, by any means, "leaked" past government security arrangements.

All responsible American journalists recognize the need for safeguarding information that would affect the national security or defense. But once a secret escapes through government doors, through some failure of its custodians, federal power to suppress it by fines and prison sentences upon America's citizens and press could be terribly more dangerous than the security "leak" itself.

History makes it tragically clear that punishing the press for publishing facts is fatal to a nation's freedom. Aware of this, the framers of the first ten amendments to the U. S. Constitution provided that "Congress shall make no law... abridging the freedom of speech or of the press." And this principle has precedence as the first article of our Bill of Rights—not to favor the press but to perpetuate our people's freedom to be informed.

The violation of this principle proposed by the so-called Wright Commission would reduce our national law to the level of Peron's dictatorship in Argentina, where news reporters and their papers were subject to prosecution for the crime of truth.

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KIDD BREWER'S Raleigh Roundup

(Continued from page 1)

have recently put into operation three fine new ferries: the Emmet Winslow, the Sandy Graham, and the Governor Cherry.

These ferries carry cars and boats of fishermen and other vacationers from Tyrrell County over to Hyde County. Operated without charge by the State Highway Commission, they run every 45 minutes, make the three-and-a-half-mile crossing in about 18 minutes.

This is about an embarrassing incident which occurred on the Good Ferry Sandy Graham on last Thursday evening, September 12, about 7:15, but solid dark because of a western-sky thunder cloud. The ferry, with cars and boat trailers, was rumbling along toward Sandy Point from its eastern terminal, East Lake. Suddenly it seemed to lose its speed. There was hollering and hallooing between the captain up in his crow's nest and the crew. Then the ferry grumbled and ground to a halt. It was about a quarter-mile from shore. Cars were asked to turn on headlights to find the shore.

But the captain could not see the reflector. "Pull the pin," he said. "Oi can see the reflector, Captain," cried out a member of his crew. "Well, you are down there and Oi'm up here—and Oi can't see it." Passengers just stood around looking silly and asking questions. Two or three seemed mildly frightened.

Finally, the "pin was pulled"—whatever that meant—and the ferry was turned about. It had a searchlight, but since the ferry was moving backwards, the light was no good. It was shining away from shore and toward East Lake. It could not be turned and so—to turn the light—they had to turn the whole ferry around and cars, trailer boats, and the whole shebang had to back off the ferry—amidst a lot of confusion and cussing. All because the Sandy Graham had a light that would not turn. You can bet the incident was not reported—until now—but please, New Highway Commission, let's make those ferry lights more serviceable.

NOTES . . . Sleeper in the Atlantic Coast Conference gridiron was this year. It is said to be State College, quietly loaded . . . In most of the national ratings, Duke is ranked in the upper ten . . . We keep hearing talk of opposition to Harold Cooley—but we'll believe it only when it happens . . . Easter said than done, boys . . . It now looks as if none of our N. C. Congressmen will have serious opposition in next spring's Primary

As the battle rages in Washington over whether airlines should serve drinks to their passengers, it should be noted here that in dry North Carolina passengers can still purchase highballs shortly after boarding one of the flights from Charlotte-to-Raleigh . . . Bourbon-and-ginger-ale: \$1.00 . . .

Acquaintances in Raleigh say Mrs. Eugene Shaw is largely responsible for the Commissioner of Revenue's decision to enter the practice of law in partnership with their only son . . . and that the decision goes back to an old family promise made when Shaw gave up his Greensboro practice to come to Raleigh in April of 1949. Also, the Shaw's have a lot of friends in Greensboro and want to be back with them. Eugene Shaw, will not have a unique opportunity to build for his son a terrific law practice relating . . . to taxes. They are high-type people.

The Governor is having a busy week . . . as usual. It began Monday with the regional meeting of Democrats here in Raleigh—big beginnings for '58 and '60 . . . and ends Saturday with the football double-header at Atlanta (Kentucky-Georgia Tech and Georgia-Texas) . . . It will be education in Atlanta on Saturday morning with the Southern Regional Education Board meeting . . . and on to Sea Island for politics with Southern Governors: (Why a Southerner Can't be President) Conference

Meantime, Raleigh continues as hot as a fiddler's foot . . . in more ways than Fahrenheit . . . and the humidity is worse than in mid-summer . . . Be careful . . . attending these football games please. Please don't drink . . . stay in line . . . don't speed . . . Watch fatigue.



C. R. Daniel For The News

Free Wheeling . . .

License Plates—1909 Evolution

By BILL CROWELL Reporting From Raleigh

TAG TALK . . . Prior to 1909, no one had any idea how many motor vehicles were operating in the state. No registration figures were maintained, no license plates were issued and, in short, North Carolina just couldn't have cared less.

But in 1909 the state awoke to the fact that the motor age was upon us, and that some system of counting noses ought to be set up. Consequently the Secretary of State was directed to start registering all motor vehicles cruising the road then.

As it turned out, the operation was extremely casual. Owners simply called at the Secretary's office, mentioned the fact they owned an automobile, and were issued a set of digits and instruct-

ed to place them somewhere on their machine.

The do-it-yourself trend continued until 1913 when officials took a long look at the expanding auto population and decided to inject some uniformity into the operation. Thus the next year the state began to issue plates to vehicle owners and compile accurate registration figures.

The 1914 tag was a red-on-white model, that is red numerals and letters against a white background. The combination has been repeated several times incidentally, the latest in 1951. And color schemes through the years have ranged from rainbow—running from deep purple to maroon, orange and silver.

For the last several years, of course, the plates have alternated between orange and black, a po-

lice to be followed indefinitely according to Motor Vehicles Commissioner Ed Scheidt.

It was Scheidt, too, who ordered the legend "Drive Safely" stamped on Tar Heel tags, beginning in 1954. Indiana, incidentally, has copied the state in that its current tags bear the same admonition.

LAST LAUGH . . . It's terribly embarrassing to say so, mind you, but a couple of our state highway troopers were outwitted recently. And by an elderly, well-dressed old-timer—the kind of gentlemen you automatically address as "Mister." But he was a sharpie, let me tell you that.

The boys in uniform were operating an electric timing device near the South Carolina line when it happened. Gramps ran over the Whammy at 65, was promptly hauled down, and preparations made to write out a ticket. The old man pleaded speedometer error. "Honestly, gentlemen," he said, "my speedometer must be wrong. I simply couldn't have been going that fast." He wanted a test.

"Let me go back up the road and come through again," he suggested. "You time me and let's see who's right." The troopers agreed and the old man climbed back in his car. Returning a minute later toward the Whammy, he kept right on accelerating, zoomed straight through into South Carolina without a backward glance. Troopers, hats in hand, muttered, "Well, that's the way it goes—somedays."



WASHINGTON — Last month there were some intriguing figures brought out in Senate debate. Realizing that figures and statistical information are generally uninteresting, I will keep them at a minimum in this week's column, but I do think the story they tell is of interest to all of us in North Carolina.

Golden Era
I am referring to the progress of rural electrification made during the first half of this century. It is aptly described as the golden era of rural electrification.

In North Carolina
Let's look at the record for North Carolina. In 1935, for example, as pointed out by the figures in this Senate discussion, there were 300,987 farms. Of this number, only 9,672 were receiving central station electrical service. This figure roughly 3.2 percent of the farms with this service. In November, 1954, there were 267,906 farms. By June 30, 1956, there were 257,500 farms with central station electrical service, a phenomenal growth. That is 96.1 percent of our farms with electricity.

Gone are the days of the kerosene lamp as the source of light in so many of our farm homes; the drudgery of farm life has been reduced by the coming of this golden era of electricity. The credit for this goes to the power

companies and the REA. In May 1936, the Congress passed the Rural Electrification Act. This hastened the day of the spread of power to rural America.

This program has done so much fundamental good for the people that I doubt that its authors could have even envisaged its scope when it was created.

North Carolina's rank on percentage, 96.1 of rural electrification is high. New Jersey's 99.2 percent is at the top; the bottom is represented by Nevada's 73.5, which is easily explained by the sparsity of population in that State. We rank ahead of our neighbors, South Carolina, Virginia, Tennessee and Georgia. Their percentages are 91.1, 93, 94.3 and 95, in that order.

Perhaps the time will never come when the percentage will be 100, but the time has come when as could ever have been dreamed.

It would certainly be dreary to reflect upon our situation in North Carolina without the progress in rural electrification. Moreover, I am glad that this progress was fast in coming to our people. I have tried to take a stand in the Senate that would keep the progress of our power companies and the REA continuous. They are both vital to our economy.

Tar Heel

PEOPLE & ISSUES

By Cliff Blue

FOOTBALL . . . Saturday, September 21 is a pretty important day with a good many people in North Carolina. This is the day that Carolina football team will meet State in Kenan Stadium at Chapel Hill. It also provides the occasion which makes quite a few people want to be members of the Consolidated University of North Carolina Board of Trustees. All the trustees, members of the General Assembly, Governor, Council of State and other top-ranking public officials are invited to the roof-garden of the Morehead Planetarium at Chapel Hill for a delightful buffet luncheon and given free tickets for the football game.

POLITICS . . . The occasion provides a fine opportunity for the politicians to get-together and discuss how the wind is blowing in the various sections of the state; for the legislators to get-together and chat, many for the first time since the Assembly adjourned in early June.

SAUNDERS . . . Governor Hodges made the announcement about Karl Robbins buying the 4,000 acres of land on which he hopes to develop an industrial research park between Raleigh, Durham and Chapel Hill. But many will tell you that the main man who interested Robbins in investing a cool million bucks in the project was his close personal friend and former business associate, William P. Saunders, Director of the Department of Conservation and Development. Saunders, like Hodges has many excellent contacts in the field of industry due to his work in the textile field as President of the Robbins Mills of which Karl Robbins was Chairman of the Board.

BEN EATON . . . Ben Eaton, the Assistant Revenue Commissioner who resigned in a huff last week after being informed by Jim Currie, the new Revenue boss that his services would not be desired under Currie's administration, was most likely already miffed at the Governor for passing him over when the nod was given Currie to take over the job held by Eugene Shaw for the past eight years. Some think Laurie McEachern, Hoke native and career man in the revenue department, would make a good assistant for Currie.

CONGRESS . . . Census experts are now predicting that North Carolina's population increase will not be sufficient in 1960 to enable the state to retain its 12 seats in the National Congress. The state is expected to show a considerable increase in population but not up to the national average. If the census shows that the state will lose a congressman, membership and chairmanship on the General Assembly's congressional committee will become prized spots.—In 1951, Ordinariness, membership on the committee is considered an empty honor. It merely adds to the number of committees and enables the chairman to have his name printed on his stationary as chairman of the committee.

INTEGRATION . . . North Carolina and Kentucky are being mentioned in the northern newspapers and magazines as southern states where integration is making progress in our public schools. Hodges is being commended for

his statement that not be tolerated. Strengthen his chances. presidential nomination. Happy Chandler, Governor has already said he expects to run. We don't expect to get any further. did in 1956 when he a handful of votes in his home state.

ADLAI . . . Adlai is coming to North a "non-political" occasion at Chapel Hill. This will mark the first trip to Tar Heel for the presidency. The former Illinois announced that he is seeking the presidency. He should not be out of the picture at this time. He should not be remembered that in Illinois for reelection. He should not seek the presidency. Well, when he was offered him he accepted it. We doubt he would be offered him again. Jennings Bryan, who run a third time, called that Al Smith defeat for the president. He would not run again. years later he was nominated for a second time. nominated the first

Jack Gilmore's Garden Gossip

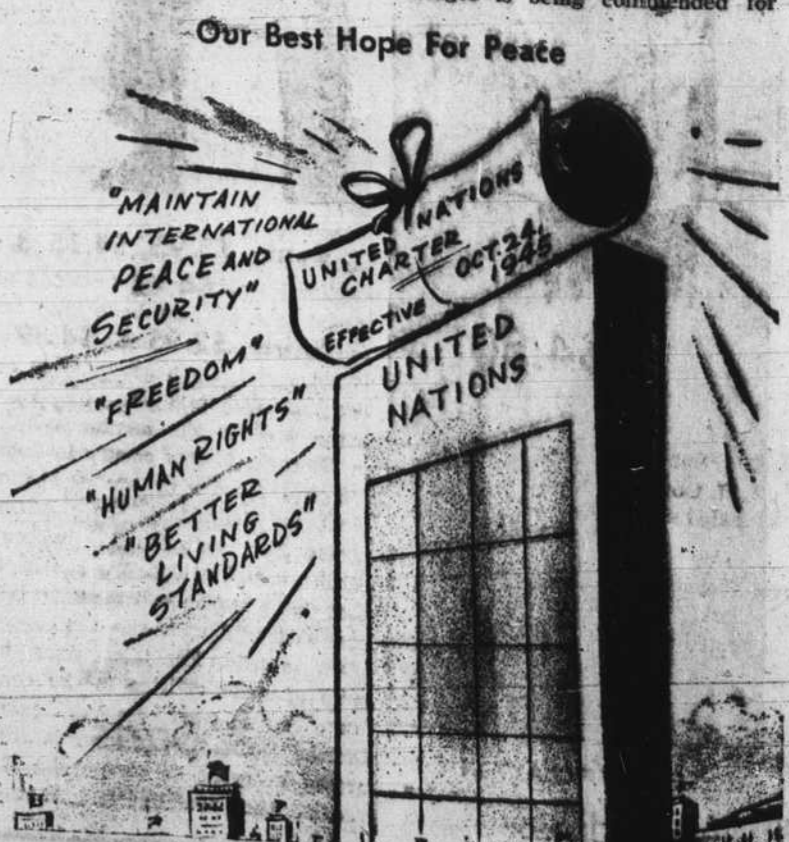
In late August, when we see the Spider Lily brilliant scarlet bloom the thistles, which flaunt their heads in three weeks. So long, they come up in foliage to enhance beauty.

I have lived in the state of North Carolina but I never saw a Spider Lily until I came to Hillsboro. Brown, our beloved, gave me my first Spider Lily in my borders. Do not dig your few parent-bulbs until the foliage which thru the soil just as bloom dies, has dried. June. Should you see the bulbs at other than them-up carefully. ing the soil about the replant at once. Even care they may not season. Spider Lily remain green all year add interest to the

A good top dressing should be given all good commercial plant food freely when planting. Plant your winter now for best results. fuses to plant one says that he looks better as a release from ing to never end task the lawn. Woe is me!

Gems of Thought

"BEAUTY OF THE DON'T waste your rejection, nor bark against, but chant the beauty of—Emerson
This man who tried the good, believing in victory, while he was back and even disaster, know defeat. The sin I know is cynicism. L. Stimson
I say frankly that would rear children, zest for life, who would be interesting, and good.—Leslie



Walt Partymiller—York Gazette & Daily