

# Capitol Clipboard

By EULA N. GREENWOOD

**SURPRISE . . .** Close friends of the Brewer family here are still speechless over the highway sign scandal which almost took the life of one of those most prominently connected with it.

They can hardly believe it has happened to friendly, carefree Kidd Brewer, the nearest thing in these parts to the adult, family-man version of the All-American boy.

And yet there it is — one surprise after another — shock on shock. In general, sympathy around too-sophisticated Raleigh seemed to be with Brewer until the story moved out of the \$40,000 class and into the big-check payments moving to Brewer from a hardware firm in Boone. When this development hit the headlines, loss of face for Brewer came almost as suddenly as the first mention of the case from the Governor's office.

Now that it has all gone this far, Raleigh is ready for anything, for any announcement. Feeling here is there can be no more shocks.

**ISOLATED? . . .** How the affair became so big and involved only three local people — Burch son and father and Brewer — is difficult for old heads here to understand.

With the thousands of people associated with highway construction and the thousands more on the State payroll, you would think one or two more would be directly or indirectly involved . . . but apparently not. As of this past weekend, it still looked — strange as it seems — like an isolated thing.

But a whole lot of questions must still be answered. There is more than one person in Raleigh who thinks "more heads will roll" before "finis" is written to the case.

**GOT TO HIM? . . .** The word we get from neighbors of the Brewer's is that he had slept very little, had paced the floor like a caged animal for nearly two weeks before slashing himself with razor blades. He finally broke. Who wouldn't?

Every street corner here is abuzz with what Brewer's attorneys told him just before he slipped out of the conference and drove the six miles to his suburban home. When a trail of blood was found and it was announced that Brewer was missing, one Raleigh resident indirectly close to the case said: "It looks as if — got to Brewer." This, of course, proved incorrect — but it was a most interesting reaction to the announcement.

**WHY NOT REX? . . .** Now what

was the real reason Kidd Brewer was moved from Rex Hospital in Raleigh to Duke Hospital? And, under the circumstances, would it not have been better for him to be moved to Memorial Hospital in Chapel Hill or Bowman Gray in Brewer's hometown of Winston-Salem?

**NEXT . . .** Now the next round could involve the Burch's or the Minnesota Mining Co. It looks as if Kidd Brewer will be out of it for a season. The belief here is that he will recover physically before he does mentally.

Before the apparent suicide attempt, the Revenue Department was calling the shots. Now it is a psychiatrist over at Duke University. He, and only, he will say when Kidd Brewer is able again to enter the fray.

Meantime, watch for some interesting — and rather unique developments.

**HAND-SHAKING . . .** Just before

he began his speech to the National Association of Travel Organizations in Washington's Willard Hotel last week, Commerce Secretary Luther Hodges tore himself away from the august group at the head table, and made a quick hand-shaking tour among 25 Tarheels.

As of last week, only Dean Rusk seemed more of a fixture in the Kennedy cabinet than Hodges. He looks young, vigorous, full of health, makes a good speech — and still reads it so hurriedly you miss whole sentences.

**NEXT TIME . . .** Fifth District Congressman Ralph Scott is telling ambitious young Democrats of that section they can fight for the honor of succeeding him two years hence — but he would be very much obliged if they would just leave him along this time.

And — we rather think they will. It's no time to beat a conservative in a district which has just added Wilkes County to its listings.

**CAR SALES . . .** New car sales in the State for this past December were 9,680 against 9,027 for the same month of 1960. Chevrolet led Ford — 2,424 to 2,078 . . . Auto sales in the nation for the first

# Other Editors Say...

**A Yacht for Haile Selassie — What Next?**

Well the good ole' U. S. A. Government Brains in Washington must have stayed awake all night

ten days of this year were averaging 17,668 per day — 18 per cent over the first ten days of 1961.

**NOTES . . .** We had a nice letter from Harold D. Cooley . . . who said he has no gubernatorial ambitions . . . is interested in continuing his work in the House as a "balanced Democrat" . . . We still say he would make a great Governor . . . but no doubt will mean more to the State and nation as chairman of the House Agriculture Committee.

But we DO have at least a half dozen House members who would run at the drop of a hat. Here's a list: Basil Whitener, Alton Lennon, Charles Jonas, Horace Kornegay, Paul Kitchin, David Henderson, and Lawrence Fountain.

Whitener has it worst as far as 1964 is concerned, with Lennon watching for 68 . . . and others . . . watching for an opening. Able men, too.

to think up a justification to spend a million tax dollars on the new USS Orca (now referred to as a Yacht-Training Ship by the Ethiopian Navy.)

A picture of the converted U. S. Navy seaplane tender appeared in yesterday's Record next to President Kennedy's 1963 \$92.5 billion budget he sent to Congress.

Under the military aid program for Ethiopia, labor and overhead costs of almost one million dollars are being borne by the good ole' American Taxpayer to convert the ex-Navy vessel into a yacht for emperor (of what for gosh sake) Haile Selassie.

The new vessel will have a suite of rooms lined with gold wallpaper and paneled wood, two fancy tile baths and a private kitchen for the emperor (?).

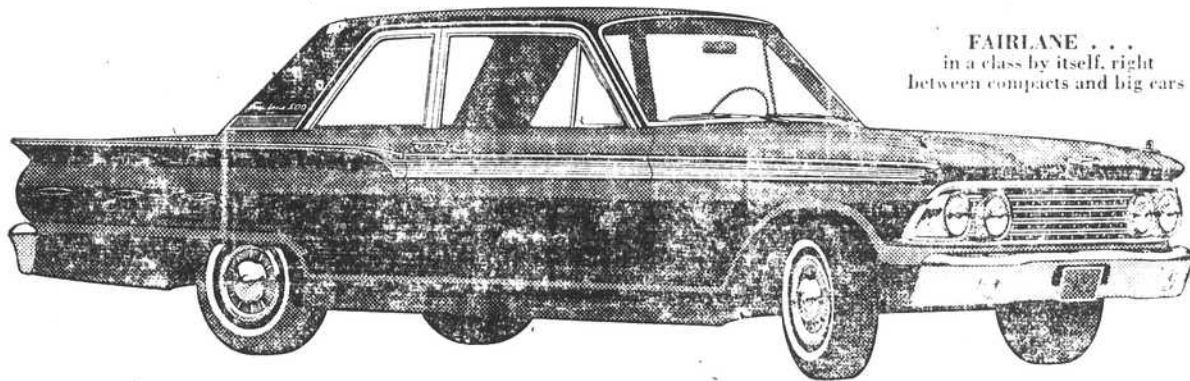
This gift we are so graciously contributing to the starving Ethiopian people should be well received by the "man on the street there" as it will be in every community in the U. S. A. It just might take an "A" bomb to wake us up — St. Augustine, Fla. Record

If you're one of the millions of car owners who should get their cars serviced this week, here's good news:



**GALAXIE . . .** styling and performance leader of the full-size cars.

## Ford eliminates 10 out of 12 service stops required by most cars!



**FAIRLANE . . .** in a class by itself, right between compacts and big cars

In a 1962 Ford Galaxie or Fairlane you can go all year—or 12,000 miles—with only two stops for service. This revolutionary new twice-a-year maintenance program—available only in the cars from Ford—frees you forever from the nag-nag-nag of month-after-month servicing. (See chart.) It's the biggest thing that's happened to cars since Ford introduced the 12-month or 12,000-mile warranty.\* See your Ford Dealer soon—and start saving time and money with the convenience of twice-a-year maintenance. It's another Ford first!

\*Ford Motor Company warrants to its dealers, and its dealers in turn, warrant to their customers as follows: That for 12 months or for 12,000 miles, whichever comes first, free replacement, including related labor, will be made by dealers of any part with a defect in workmanship or materials. Tires are not covered by the warranty, appropriate adjustments will continue to be made by the tire companies. Owners will remain responsible for normal maintenance service and routine replacement of maintenance items such as filters, spark plugs, and ignition points.



MILE	MANUFACTURERS' SUGGESTED SERVICE INTERVALS FOR AMERICA'S BEST-SELLING CARS											
	GALAXIE AND FAIRLANE		BUICK		CHRYSLER		DODGE		FORD		PONTIAC	
1,000 MILES	X	X	X	X	X	X	X	X	X	X	X	X
2,000 MILES	X	X	X	X	X	X	X	X	X	X	X	X
3,000 MILES	X	X	X	X	X	X	X	X	X	X	X	X
4,000 MILES	X	X	X	X	X	X	X	X	X	X	X	X
5,000 MILES	X	X	X	X	X	X	X	X	X	X	X	X
6,000 MILES	*	X	X	X	X	X	X	X	X	X	X	X
7,000 MILES	X	X	X	X	X	X	X	X	X	X	X	X
8,000 MILES	X	X	X	X	X	X	X	X	X	X	X	X
9,000 MILES	X	X	X	X	X	X	X	X	X	X	X	X
10,000 MILES	X	X	X	X	X	X	X	X	X	X	X	X
11,000 MILES	X	X	X	X	X	X	X	X	X	X	X	X
12,000 MILES	*	X	X	X	X	X	X	X	X	X	X	X

These service intervals are based on the requirements for oil changes, chassis lubrications, minor lubrications, etc., as specified by the manufacturer in the owner's manual for each car.

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**"Madison Avenue"**

— with —  
Dana Andrews Eleanor Parker