

Other Editors

WALL STREET JOURNAL

The States' Sorry State

California's Gov. Edmund G. Brown is concerned about the state or state governments. He senses they aren't what they used to be in terms of running their own affairs.

The reason is plain. Over the years state governments, partly because so many of their tax sources have been pre-empted by the Federal Government, have looked increasingly to Washington for aid. And Washington has needed little urging. This year the Federal Government is talking of additional billions for urban mass transit, education and other programs in areas once deemed solely state or local.

Already, more than a dozen Federal agencies are engaged in parceling out aid to state and local governments, often for overlapping purposes. An inevitable result of the giveaway confusion has been a steady weakening of state governments, a declining ability or even willingness to face up to their own problems. And yet it clearly is on the state or local level that these problems are most easily seen, most easily solved.

In this situation, what does Gov. Brown propose? Well, for one thing, he would like Washington to authorize yet another layer of government by setting up regional "planning commissions" around the country. There's no reason why states should get together to deal with problems that cut across state lines, and a number have done so. But it's hard to see why the Federal Government must get involved.

It's also hard to see that state governments would benefit much from Mr. Brown's other major suggestion. This is to give the states' chief executives policy-making influence at the Federal level, presumably to strengthen the states' say-so in national affairs. What the states need to do is to stop shipping their responsibilities off to Washington. Unless they can find ways of doing that, it won't help much just to send their gov-

Free Tree Seedlings Available Now From Albermarle Paper Co.

Albermarle Paper Company, formerly Halifax Paper Co., is once again offering free seedlings to farmers, landowners, and civic groups.

The 4-H clubs, Boy Scouts, and other school sponsored or civic groups may obtain 1000 free seedlings upon request by merely filling out the seedling application at the County Agents office.

Seedlings to be used on farms may be purchased from the company on a matching basis up to 5,000 free. For example: if a landowner wants 10,000 seedlings, enough for planting 10 acres, the company will give him 5000 free of charge and he will purchase 5000 at the State Nursery rate of \$5.25 per thousand.

If the landowner needs only 5000 seedlings, then the company will give him 2500 and he will purchase 2500. All seedlings will be delivered by a company forester, free of charge, and the forester will explain the proper planting procedure.

Errors there too.

Bankers Get Chance Learn New Methods Goldsboro Meet 6th

A three-part panel program geared to help bank operations, administration and purchasing personnel is scheduled for Thursday, Feb. 6, at the Hotel Goldsboro in Goldsboro as the third in a series of information programs sponsored by the Eastern Conference of the Association For Bank Audit Control and Operation.

Heading the program and scheduling the Clinic is M. B. MacLeod. His subject will concern overall bank purchasing problems with emphasis on printing and supplies.

Joel T. Lee will discuss the problem of preparedness by banks in the event of national emergency. Included in his remarks will be information pertinent to remote storage of film records, executive succession, and emergency procedures. He will touch on Federal Government requirements in such emergency situations as well.

The Clinic is to begin at 3 p. m. It is the sole complete clinic arranged by NABAC during its year and open to all bank personnel in Eastern North Carolina.

For further information and seedling applications, contact your local county agent or the Albermarle Paper Company at Kinston.

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This 'License' Business

It is argued that a business because it is licensed by that fact admits that the public can run the business.

Nothing could be more absurd or fallacious or dangerous.

Jones buys a license to sell his services or goods or to run a bar-ter shop. He buys his furniture, sometimes having built the store, hires help, buys a license, and pays taxes.

Maybe I am old-fashioned and stupid, but I can't help but look on that as Jones's balliwick. Now, I am told that the license admits it's not his; that the public has more to say about that place than Jones has.

How does this work in logic?

The license is in truth a formal way to regulate honorable activity: its purpose is to protect, not surrender rights.

You must buy a license to get married. Does this mean the public can share your wife with you, because you had to buy a license? Don't say this is far-fetched; it's not far-fetched.

It's a small extension of the specious reasoning that the public can run our business because of a license, and it shows how stupid we can become at times, and hypnotized by a word. It's just another magnet to attract Negro votes. — Garland Porter, Southern Advertising and Publishing.

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Operation Snowflake

Ever travel the Blue Ridge mountain section of Highway 52 in foul weather? Modern trucks are equipped to get through, but cars sometimes stall and block traffic. But not too often or for too long... thanks to "Operation Snowflake," a public service performed by N. C. Motor Carrier members. They maintain a daily patrol, dispatch wreckers, and flash hourly weather and road reports in true partner-on-the-highway spirit.



Countdown Charlie

Before a truck is permitted to leave the terminal, it is checked out thoroughly. This operation is executed with care by trained personnel working with proven test equipment. And why not? The stakes are too high for guesswork. Shippers expect and receive deluxe service. Dependability is more than a slogan, it is a way of life for modern motor carriers — your partners on the highway.



Pro Drivers College

Hey, Bud! What was your college year? Chances are you never asked a truck driver this question, but if you did the answer might surprise you! More than 4,200 truck drivers have graduated from the North Carolina State College Truck Driver Training School. In the classroom and on the training field they study and prepare to become better, safer "partners on the highway". Tuition fee is \$200 for North Carolinians, \$250 for out-of-state drivers.



From The Governor

As part of the N. C. Truck Fleet Safety program a "Driver Of The Year" is selected from the twelve "Drivers Of The Month". He receives statewide recognition and the Governor's Gold Cup at ceremonies in the Governor's office. Other safety activities include the annual N. C. State Truck Rodeo, safety clinics and fleet maintenance courses, among many others.



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