

## LOCAL EDITORIAL COMMENT

### A Job Well Done

For years, this writer, like most citizens had little cause to follow fire trucks, rescue wagons and such. As a result, like most citizens, we thought kindly of the men who serve in these capacities, but we really had very little first-hand information of this service.

But, during the last few years, it has been our business to report the actions of groups such as these and we have seen some of the things these men go through in serving the community.

Tuesday night was a case in point. In twenty-degree temperatures, we watched as ordinary citizens, with nothing to gain personally but self-satisfaction, risk their very lives climbing ladders and stairways in smoke so dense they could not see beyond their noses.

These were the firemen from Louisburg and other communities in the county fighting the blaze which threatened a large portion of downtown

Louisburg. We did not hear the first complaint. This in itself is somewhat remarkable, since we ourselves were complaining about the bitter cold and the lateness of the hour.

It is difficult to say in so many words what one feels about such service as these men performed Tuesday night. All were volunteers and many came from several miles away. The building stands today as testimony to the efficiency of these firemen, who did a remarkable job of saving the structure and the businesses inside.

We've said it before and we'd like to say it again . . . it is very comforting to know as we go to bed each night, that there are such dedicated and unselfish men standing by to rush to the aid of all of us in case it is needed.

A large tip of the old battered hat to the firemen of Louisburg and Franklin county for another job well done.

### Proud Of Our Youngsters

We have said on many occasions that we have, in these parts, the finest group of young people to be found anywhere. Most of us are indeed thankful when we read about the actions of youngsters in other parts of the country and compare these actions with those of our own.

As proof of the responsibility of our young people, the Louisburg High School Student Council has taken action designed to put a halt to dangerous dri-

ving by a few when leaving the campus. The Council has requested the assistance of the local police department.

It is heartening to us all to see these youngsters recognize some undesirable actions by their friends and fellow students. It is even more so when they take the initiative in solving the problems.

Youngsters such as these are a credit to any community and Louisburg should be very proud of theirs.

## NATIONAL EDITORIAL COMMENT

### Ignorance On China

Although we have in this country columnists writing frequently about the Communist regime in China, some living in Hong Kong or Formosa or Japan, the truth has been strikingly revealed in recent days—that we know almost nothing about what goes on in this vast country.

As an example, it has just been learned that back in 1958 and 1959 there was a rift in top leadership circles in Red China, and at that time the man we have accepted all these years as the virtual dictator of Red China was, in effect, rebuked. For eight years we knew almost nothing about this vitally important event!

In more recent weeks and months stories have followed stories—from the Far East, and one usually contradicted the other. The correspondents writing them knew almost nothing about actual events inside Red China. They were speculating or writing heresay.

This is one good reason the State Department should relax its opposi-

### Eating & Dining

It was once said that most of us eat and some of us dine. In a sense, there is a lot to that statement.

What it points to is that fact that some of us appreciate foods, proper cooking and seasoning, and so on, more than others. All of us have to eat to live whether we are happy with plain food, prepared with little effort, or whether we are gourmets, appreciating the fine points of taste and seasoning.

It is probably true that those who study the world's best recipes and know something about the dishes of the great restaurants, and who appreciate the varied possibilities in food preparation enjoy meals more than those who have little time to give to this trend of thought.

Americans are too prone to eat in a hurry, swallow it down and get on to work or some other pursuit. Europeans, on the other hand, will take from an hour to an hour and a half ending up a splendid meal of several courses with cheese and wine, or cheese and fruit.

If you don't know how to start buy a couple of cookbooks preferably one or two describing foreign dishes and begin by preparing several of the recipes yourself.

tion to an exchange of visitors and newsmen with China. Only if we have professional newsmen in that vast land can we get some of the truth about events there back to the people. Since the Chinese are the most populous nation in the world it is in the long-term strategic interest of the United States to develop liaison, contacts and sources of intelligence and information in that country. The Chinese can already find out just about anything they need to know about the United States by reading the newspapers.

## Louisburg College

# The First Hundred And Eighty Years

### PART IV

There are many other names closely associated with the beginning of Franklin Academy. Some of these perhaps did as much or more than those already mentioned. However, history affords them less space than Hill, King and Seawell.

It is significant that the names of William Green and John Hunt appear on both the school charters and as commissioners in the deed directing that the town of Louisburg be built. The names of William Lancaster, Francis Taylor and William Green appear on both the 1787 charter and the charter of 1802.

Another Trustee was Judge John Haywood who was later elected Solicitor General of North Carolina, Attorney General and Judge of Superior Court. He was also a Trustee of the University of North Carolina. He moved from Louisburg in 1807.

Archibald Davis, Jordan Hill, William Green, and William Williams, all Trustees and all served in the General Assembly from Franklin County during the late 18th century and early 1800's. Joshua Perry, Jeremiah Perry, Jr. and Major Jeremiah Perry, prominent land owners, were members of a family which ardently supported the Louisburg school in the early years.

There were perhaps many others, though not trustees, who certainly contributed to the establishment of Franklin Academy. Early accounts of the area, point to the support given the school by local people. This same support prevails today. Among the founders of Franklin Academy-Louisburg College, we are sure there were a number of people who have been overlooked by history. These, to us, are also founders even though they forever remain anonymous.

Franklin Academy, first chartered on January 6, 1787 and later chartered again in 1802, actually began to operate as a school on January 1, 1805. It was not the first Junior College chartered as often stated. In 1784, Leicester Junior College, Leicester, Mass. was chartered. Its growth has never reached the success of Louisburg College and little is known of it in this area. The University of North Carolina was chartered in 1789 but



## Tax

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sensus that taxation of property has reached its limit. Land-owning farmers are already burdened about as much as they can stand, one Commissioner commented, and more taxation on other property owners, such as business and industry, is likely to deter expansion and growth.

Under the present rate of \$1.56 county tax levy, it would take an additional property levy of 47 cent to bring into the county till the same \$138,040 and somewhat more if the municipalities received their share. According to the county tax supervisor and assistant county accountant this \$139,040.00 represents 16.9 percent of the present tax income.

There are other ways for the county to gain revenue. Some advocate that the State return some of the present taxes collected to the various counties for local use. Just how much support such a proposal has among State legislators is uncertain. This would perhaps be the best way and certainly the easier method to gain additional revenue for the county.

The Tax Study Commission has recommended that each county be allowed to decide for itself whether or not to levy the 1¢ sales tax. The Commission suggests that the Commissioners be given the authority to levy with or without a vote of the people. In

the event that the Board would decide not to levy, the people could ask for a vote on the matter when 15% of the voters petitioned for a referendum.

However, before any decisions can be made locally, the legislators must act on the recommendation. Thus far, there has been no sign of any activity in this area, although it is far too early to discount their doing so.

Until they do, and perhaps after any action is taken, Franklin County like many other counties, will have to continue to search for new ways of raising money to finance the ever-growing needs of its people.

Most everyone is opposed to increased taxes, but at the same time, most everyone is in favor of continued services by county government. One or the other is going to have to give. If Franklin County is to take care of its needs, more money is going to have to be made available to the county government. One way or another, it will have to come. It seems the only question remaining to be answered is, How?

## Weather

Clearing, rather cold and windy today. Friday, fair and somewhat warmer in afternoon. Low today, 31; high, about 45.

## Blood And Dust

Editor's Note: Hundreds of sheets of material, pertaining to everything from mountain people in Japan to political speeches in Kansas, cross our desk each week. Once in a long while, one single article or written word merits our attention. When such happens, and we feel that the particular writing will interest our reader, we publish it on these pages. This is the case with BLOOD AND DUST, a booklet on highway safety distributed by Employers Insurance Company of Wausau (Wisconsin). We are happy to publish here, with permission of the company, excerpt from this booklet.

... the Angels,  
Throw down their pens in a  
divine disgust—  
The page is so besmeared with  
blood and dust."  
—Bryon: A Vision of Judgment.

Oh, sure; we say the auto death toll is awful, just as we say that an earthquake in China or a war in Viet Nam or eight nurses murdered in Chicago is awful. And having said so, we turn to the sports pages. We treat the very streets in front of our homes as if they were as remote from us, as far beyond our control, as a hurricane in the Caribbean.

Until they were made standard equipment, seat belts at \$15-20 were far outsold by automobile radios at or close to the hundred-dollar level.

Driving after drinking is a crime. But we line our highways with roadhouses which can survive only by selling liquor to patrons who must get to them and leave them by automobile. (How many take taxis?)

Speeds over 65 miles per hour are permitted on only a fraction of a per cent of our traveled ways. How fast can your car go? (And how fast is it driven?)

Despite our sophisticated weaponry, we have yet to invent a means of killing people on purpose as efficiently as our motor vehicles do by accident. Statistically, American soldiers are safer in Viet Nam than they would be on American highways.

There is a taste of hypocrisy in our hand-wringing and easy tears over the blood spilled in our streets. It looks very much as if Americans want to drink and drive; want to share their roads with operators who ought to be de-licensed; want to hurl their chariots at 100-mile speeds at the peril of anybody who can't jump out of the way fast enough—but lack the honesty to admit it and pay the butcher's bill.

Reading the bad news beside the mailbox that morning, suppose somebody had asked us "Which troubled you the most? Six hundred traffic deaths over the Fourth of July weekend? Or this \$26 hike in your personal automobile premium?"

There are three broad possible approaches to the problem of automobile mayhem. Stated in the proper order:

1. You can try to stop the accident from happening.
2. You can try to build automobiles and highways of materials which will protect accident victims by cushioning the physical effects of the accident.
3. You can try to compensate the victims adequately.

The seeming public indifference as to the causes of highway injury and death undergoes an instant and radical change when the time comes to assess their results. We can't do enough for the victims of the accidents that we could and should have prevented. Our courts are crowded with the people who survived automobile injuries (and with heirs of those who didn't).

The trouble is not with the tool, but with its users. The fault, dear Brutus, lies not in our automobiles but in ourselves.

Why is it that so many of us, so much of the time, undergo a complete change of personality when we climb into the driver's seat? What makes us saunter,

as if we had a week to spare, three blocks to an automobile, only to drive it as if harried by every imp in hell? Watch any two men reach a door together; how they compete for the privilege of holding the door and being the last one through. Watch the same two men driving in parallel traffic lanes; how they jockey for position and exchange sour looks.

By the way, how does Ralph Nader square this record with his theory that it is the condition of our automobiles, rather than the condition of our operators, that cause injuries? The under-25 group drive the dsam cars that their seniors do.)

Drivers under twenty account for only 9.8 per cent of the motoring population — but they ring up 16.5 per cent of the accidents and 15.5 per cent of the fatalities. Operators from 20 to 24 compose only 10.4 per cent of the driving public, but manage to involve themselves in 16.7 per cent of the smashups, and in a whopping 17.2 per cent of the deaths. Taking these two age groups together, youngsters under 25 make up only 20.2 per cent of the drivers on the road, but contribute 33.2 per cent of the accidents and 32.7 per cent of the fatalities.

In the 'teens and early twenties, a car and the right to drive it is in our society a highly-valued status symbol. Most objectionable youthful driving practices are nothing but status-asserting devices. Discarded mufflers, gunner motors, musical horns, smart-alecky stickers, souped-up engines, skidding starts and gravel-throwing stops—these are all variations on the ancient cry of "Lookit, Ma — no hands!"

After all, the underlying wish of the adolescent is to appear grown up (the one adjective which no normal child will tolerate is "childish"), and we must convince him that reckless driving is simply not grown up. But we must practice what we preach. We can't teach our juniors what we have never learned ourselves.

When you can't move a jack-ass with a carrot, it's time to look around for a club. If we are sincere in our determination to stanch this flow of blood and money, and if some operators won't respond to the techniques of persuasion, they must be hauled from behind the wheel by the scruff of the neck.

To cite a great and particular peril, let's consider the lethal combination of drinking and driving. How lethal is demonstrated by a study in Wisconsin. State coroners made tests in 250 driving fatalities. Alcohol was present in the blood of 165 — that's two-thirds — of those drivers. And 157 of them — about three-fifths of the total — disclosed alcohol at levels constituting drunkenness under Wisconsin law. Is there any reason to suppose that the situation is different in other states?

When automobile operators know in advance that violations will result in stiff fines, suspension or loss of their drivers' licenses, and in extreme cases hoosegow time, the majority of them will not risk it.

What are the legal maximum and minimum penalties for speeding in your jurisdiction? For operating to endanger? For driving under the influence of liquor? Are the penalties impartially enforced? How easy is it to fix a ticket?

You needn't feel embarrassed if you don't know the answers to half of those questions (or any of them). If you don't, you are only in the same boat with most of the rest of us. But we think the time has come to reverse the old warning.

We think it's time to rock the boat.

**RAMA**