

The Warren Record

Published Every Friday By

The Record Printing Company

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Member North Carolina Press Association

ENTERED AS SECOND-CLASS MATTER AT THE POST OFFICE IN WARRENTON, NORTH CAROLINA, UNDER THE LAWS OF CONGRESS

"Second Class Postage Paid At Warrenton, N. C."

SUBSCRIPTION RATES: One Year, \$3.00; Six Months, \$1.50

"Trash" Mail

Monday we found in our postoffice box a letter addressed to "Rural Route, or Star Route Boxholder, Postoffice Boxholder, Local," bearing a postmark Oklahoma City Okla., and stamped U. S. Postage, 21¢, bulk rate.

We were en route to the trash can in the postoffice to dispose of this nuisance, when the thought occurred to us that it might be an example of why the Postoffice Department runs a deficit. As for a public service rendered, we haven't the slightest curiosity about what the letter contains and have not opened it. In addition to the cost of handling this kind of mail by the post-office, it is a nuisance to many receivers.

However, it is not of its nuisance value that we wish to comment, but of its cost to the postoffice department. For quite obviously it requires just as much handling to dispatch this "trash"

mail as it does a first class letter, although in fairness it must be pointed out that it does not require quite the rapid handling given to first class mail. This, however, we feel, is not too important a factor in its cost to the post-office department.

The Postoffice Department is now—as is usually the case—running in the red. In order to lessen this deficit the department is asking an increase in postal rates, on first and second class matter. The Department is seeking to have the first class letter rate raised from 4c to 5c, claiming, we understand, that the 4c rate does not cover the cost of handling a first class letter. If a first class letter can not be handled for 4c, one wonders how a third class "box holder" letter can be handled for 21¢.

Another thing we haven't been quite able to figure is why there should be a cents difference in the charge for handling a sealed and unsealed letter. It seems to us that the mechanics are exactly the same.

Then there is the matter of franked mail, covering all the mail of federal agencies, including the bulky and largely unread Congressional Record. What charge the Postoffice Department makes to these agencies for handling their mail we do not know. But we have a firm conviction that if instead of a franking privilege, each Congressman and Senator—as well as heads of other agencies—were given a postage meter and charged the regular rate for his mail as a charge against the operation of his office, that there would be much less mail dispatched, and much less deficit in the Postoffice Department.

The United States has a fine postal system and renders a remarkable service to our people. It is a debatable question as to whether or not it should be operated for profit or as a public service. But, we feel, that if the department is to be run as a business, that it could do away with much franked and "trash" mail with little loss to its patrons.

NEWS OF FIVE, TEN AND 25 YEARS AGO

Looking Backward Into The Record

May 10, 1957

Warrenton citizens were this week asked to conserve water by Supt. Harold Skillman due to a threatening water shortage.

W. A. Miles, incumbent, was re-elected Mayor of Warrenton Tuesday, defeating Frank Banzet by four votes.

P. J. Harton was elected a member of the Board of Commissioners of Norlina in a light election Tuesday.

D. A. Rose defeated Mayor T. R. Walker in the race for Mayor of Littleton on Tuesday.

May 9, 1952

Frank Robinson of Oine, Smith Creek Township Constable, was on Monday appointed County Dog Warden by the Board of County Commissioners.

The board of Town Commissioners approved the building of a large warehouse here by D. G. Currin at a meeting here on Monday night.

The Rotary sponsored John Graham High School Band will give a concert in the school auditorium tonight under the direction of Robert Macon Davis.

The Board of County Commissioners, meeting here Monday, ordered that \$500 be included in the 1952-53 budget to subsidize a TB X-ray campaign in the county next fall.

May 7, 1937

Harold R. Skillman was named temporary inspector by the Board of Town Commissioners on Monday night.

Mayor W. T. Polk and seven commissioners for the town board were elected in an election on Tuesday in which a total of 26 votes were cast.

Closing exercises will be held at the John Graham High School auditorium tonight.

The Town of Warrenton is again seeking the town roller, lent to someone and forgotten.

Letter To The Editor

Dear Editor:

Leading the list for Congressional Legislation this year is the government sponsored King-Anderson bill, H.R. 4222, or so-called Medical-Aid-to-the-Aged program.

President Kennedy has stated that this is not a program of Socialized Medicine. The Governmental control necessary to see that Governmental intent is fulfilled in such a program spells Socialism. Such a program immediately eliminates free choice.

Bismark's plan for compulsory national health insurance instituted in 1884 was a type of nationalistic socialism to end international socialism, and ended in failure. England's first experiment with socialized medicine in 1911 was also a failure, as such experiments have always been.

Such a failure establishes a vicious entanglement. The government takes power and money from the people to promote their welfare and then failing to do so makes matters worse for the people. The government then argues that it did not have enough power and money to do enough promoting, consequently more legislation for more power and more money, ad infinitum. Mixing government with a private activity such as medicine, education, etc. inevitably leads to a political activity. On the other hand when a people are forced to pay for something whether they want it or not, the inclination is to use as much of it as they can in an effort to obtain their money's worth.

Our government's first big venture into socialism was in 1935 with the advent of the original Social Security Act. An attempt to include National Compulsory Health Insurance in the original Act failed as did attempts in 1939 by Senator Wagner; in 1943 by Senator Wagner and Congressman Dingell; and again in 1945 and in 1947.

However, in 1950 the approach changed to one of amending the Social Security Act to bring in a few people at a time. In that year amendments provided money payments, medical care, and remedial treatment for needy and disabled individuals 18 years of age and older. More amendments since have brought more people under the Act.

These amendments have been made mainly during election years and have succeeded in extending compulsory coverage with liberalization of the benefits at the same time putting the Federal Government further into the Medical field. In fact this has now reached the proportion that today the federal government provides governmentalized (socialized) medical care directly to at least 1/5 of our total popula-

tion through numerous federal medical systems operated by the Armed Services, Veterans Administration, U. S. Public Health Service, Department of Agriculture, Interior Department, and Labor Department. This does not include grants-in-aid programs or the overall activities of the Department of Health, Education and Welfare.

The agitation for socialized medicine began with an allegation that Americans were in a deplorable state of health because of inadequate medical care. Comparable figures belie this statement. Now a better political pawn has been discovered, and that is the organization of 17 million Americans over the age of 65 to influence Congressmen.

This nation's private health insurance firms offer a striking example of contributions made to American life by voluntary and cooperative effort. One hundred thirty million of more than 180 million Americans are covered by private health insurance, all without any Federal subsidy or tax load on anybody.

I feel that there is no need for Federal intervention and that this so-called insurance program is not an insurance program, but rather a way of additional direct taxation of income. Federal income tax, originated in 1913, was estimated to amount to only approximately 1%. Now it is a minimum 20%, and a confiscatory 91% in certain brackets. The Social Security program called for a 3% payroll tax 1 1/2 employee and 1 1/2 employer) on the first \$3,000 of income. Present law calls for increase through 1969 (34 years after its inception) which will constitute a 9% tax on salaries and which is in addition to Federal Income taxes; Federal gasoline, excise and luxury taxes; and County and State sale taxes, real estate taxes, and State income taxes. This means a minimum of 24% Federal taxes on income by 1969. Indeed, this is National Socialism.

In closing I quote the Dan Smoot Report of January 25, 1960:

"If money will solve all our

MOSTLY PERSONAL

By BIGNALL JONES

While Warren County persons are enjoying Reynolds Price's "A Long and Happy Life," they may look forward to reading another book whose scene is Warrenton.

Winston-Salem Publisher John Blair has scheduled for June publication a novel, "The Way We Were," by Mary Polk, a sister of the late well-known editor William T. Polk. Of this book, Betty Hodges commented in "Book Nook," of the Sunday edition of The Durham Morning Herald:

"The book is billed as 'a description of the beginning of a new century in a small town in the South and a picture of a family that had to keep up its prestige largely on its personality.'"

"Mr. Blair, who is not given to extravagant statements, says that Miss Polk's book is 'a work of art, subtle, incisive and humorous' and will make of her one of the distinguished authors of the year 1962."

Mrs. Gibbs uses her maiden

name for her pen name, and to many older persons in Warrenton she is still known as Mary Polk in spite of having been married to Frank H. Gibbs for more than a quarter of a century—as is the way of small towns. Her book will be widely read here because of her friends living in the town and because of her connections, and I feel, because of the worth of her production.

The book will be particularly enjoyable, I predict, to older citizens of the town who remember the Polk family during the period described by Mrs. Gibbs.

I am one of those who are

looking forward to the appearance of "The Way We Were" with a great deal of anticipation. Few friendships have meant as much to me as the friendship of Bill Polk, not only for the pleasure of his company but for the influence he had on my life through his counsel and through his friends. The Polk children were childhood friends and this friendship has lasted into adulthood. When Mary Polk writes of her family, of her childhood experiences, she is writing of a part of my life.

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Two Cheers For Old North State

Greensboro Daily News

On paper North Carolina's per capita income has crept up from 44th to 42nd place among the 50 states, but there is considerable question whether this represents an income explosion for the Old North State or simply a disastrous sag for states like North Dakota and Louisiana.

Among the contestants near the bottom of the ladder, and that includes mostly southeastern states, North Dakota and West Virginia, to mention two, sagged badly.

The important point about North Carolina is this: We did not sag. We bettered our per capita income from (\$1,574 to \$1,640) while North Dakota, which undoubtedly suffered a major crop calamity, fell from 40th position and an income of \$1,741 in 1960 to 47th and \$1,484 in 1961.

North Carolina's modest increase, during a year when there was much backsliding, is encouraging. The gain is not spectacular but the trend is forward. It means that more jobs are being created in the state—more than are being wiped out by the farm revolution. It means a dynamic spirit still stirs in a state which has always had more children than it knew what to do with and so has had to export many of them.

We venture to make one prediction: Barring some unforeseen crop calamity or a sudden decline of tobacco manufacturing, North Carolina will continue the upward march in the sixties. By a sacrificial effort we have lifted our teacher salaries out of the forties into the thirties in national ratings. This brings us national attention in the right circles. It also challenges salary levels in competitive fields.

So while the latest per capita income report does not merit three cheers, it probably merits two. The Old North State is on the plus side, even if by a narrow margin; and that is something.

Safety Sense

The Advertiser (Fountain, Colo.)

A deluge of ghoulish guessing and blood-thirsty reporting has obscured the very real progress that has been made in automotive highway safety.

From a high of 11.5 deaths per 100 million vehicle miles in 1945, the rate was slashed to 5.3 in 1960. In 1961, it was reduced even more, with a record low of 5.1 posted in the first 11 months. This outstanding progress was made during the decade and a half since World War II when the number of cars, trucks and buses on America's streets and highways soared from a little over 31 million to more than 74 million.

With the automotive safety record constantly improving, it's time to stop screaming death for the family car in the garage.

There's no minimizing the importance of highway safety and nobody wants to—but sensational reports of widespread carnage, instead of making drivers safer and more competent, can make them more tense, more nervous and more accident-prone.

What makes better drivers is not horror but help; not scares but suggestions; not terror but teaching. Safe driving is a skill which, once mastered and remembered, provides great pleasure. America's automotive safety record can be improved still more, without horror and hysteria, by the conscientious application of the principles of safe driving.

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It couldn't look more like a convertible unless it were one! . . . A steel top molded into the crisp contours of a convertible. Chalk it up to Body by Fisher finesse. Here's luxury and riding comfort that add up to everything you expect in an expensive car—except the expense.



NEW CHEVY II NOVA STATION WAGON Space and spice in a new kind of saver. And it's just one of three new Chevy II wagons. Very parkable. Very packable, too. Has a load floor that's over 9 ft. long with second seat and tailgate down.



NEW CORVAIR MONZA CLUB COUPE The trim sportster that started the bucket seat brigade. Here's rear engine scamp wedded to the road with tenacious traction and quicksilver reflexes. And this one's as easy to own as it is to drive.



NEW BEL AIR 4-DOOR SEDAN This popular priced Jet-smoothie rides like a family room on wheels. Got a mammoth cave of a trunk, too, with bumper-level loading and a handy deep well for bulky items. Plus a choice of six or V8 skedaddle.



NEW IMPALA 6-PASSENGER STATION WAGON Chevrolet wagoning at its most elegant. With up to a whopping 97.5 cu. ft. of cargo space—including a compartment in the floor where you can stow golf clubs and other valuables out of sight.

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