

Warren Illiteracy Rate Lower Than Neighboring Counties

While Warren County's illiteracy rate is slightly above the state's 8.3 percent of adults who cannot read, it is lower than any of the North Carolina counties adjacent to Warren County, according to figures compiled by the State Highway Safety Research Center released this week.

Warren County's illiteracy rate of 8.6 percent was .03 above the state rate of 8.3 percent. Vance's rate was 9.8 percent; Franklin, 9 percent; Nash, 9.6 percent; Halifax, 9.5 percent; Northampton, 25.5 percent.

Avery and Graham Counties, in the western part of the state, had no adult illiteracy while in Northampton County, the illiteracy rate was the highest in the state, with slightly more than one-fourth of their adult citizens unable to read and write.

The report stated that illiteracy is generally higher in eastern North Carolina and among non-whites. This did not hold true for Warren County, which has one of the highest non-white populations of any county in the state.

Conducted by the Highway Safety Research Center of the University of North Carolina, the study considered a person functionally illiterate if he was unable to take the written test for a driver's license and had to take the oral exam instead.

Illiteracy was 8.3 percent statewide, the study showed. Also, there were some counties, mostly in the mountains, where no applicant took the oral exam and other counties, mostly in the East, where as many as 25.5 percent of the applicants were illiterate. A similar study in 1959 showed a 20 percent illiteracy rate.

The research center undertook the study last summer at the urging of state Sen. McNeill Smith, D-Guilford. It was made part of the center's project to develop procedures and materials for classified licensing, meaning a person would be licensed according to the type of vehicle he will drive.

"The great value of this study is that it was not taken by the school people, the census people or by anybody trying to get a grant," Smith said. The figures revealed by the study are representative of the illiteracy in the population because North Carolinians must rely on automobiles for transportation, he said.

"For the first time we've got a good breakdown of illiteracy," he said. The study contains a

county-by-county breakdown and shows the percentages by race, age and sex.

The study's results can be used by the legislature, the State Department of Public Instruction and the governor's office in putting priorities on where the crash reading program in primary grades should go first, he said. It also will be valuable in showing local leaders and parents where the problems are so an effort can be made to solve them, he said.

The legislature may want to phase in a program that would allow only those who can read to have a driver's license, he said, noting that literacy may be a safety factor.

"The ability to read is more important now because of complex traffic instructions," he said.

Smith said he intends to file a bill that would require reading ability to get a driver's license. It would be an incentive for illiterates to take adult reading courses from community colleges, he said.

Information on people taking the oral examination was collected for three weeks at the end of last summer.

Here are the major findings of the study:

—Older and nonwhite applicants were more likely to take the oral test and males tended to take it more often than females.

—The western part of the state shows a much lower percentage of applicants taking it, while the eastern area is the highest. These differences are related at least in part to the differences in racial composition that obtain in the different areas of the state.

—Some 6.7 percent of those applying for a license the first time took the oral exam while 11.3 percent of those renewing their licenses took it.

In summing up the report, Patricia Waller and Robert G. Hall, the authors, said the illiteracy rate is a burden to the state.

"Functional illiteracy represents a failure of the system to provide a major means by which one may compete successfully economically and perhaps even more importantly, enjoy the cultural riches of our society. Neither the society nor the individual can afford such a handicap," they wrote.

Noting that literacy has not been a requirement for obtaining a license, the authors said, "it may be worthwhile to consider whether it should become one. Certainly any

precipitous across-the-board implementation of such a program would work serious hardship on many and possibly achieve no real benefit."

The authors suggested that such a requirement apply to young drivers and be coordi-

nated with remedial reading programs. They also said the safety factor would have to be studied because "licensing cannot justifiably be used to achieve nondriving related goals, no matter how worthy they appear."



By David Alan Harvey © National Geographic

TEN-POUND SALMON brings a happy smile at the Lummi Indians' fish ranch near Bellingham, Washington. The tribe's pioneer venture releases young fish to mature at sea, then traps them when they return to spawn. About 40 commercial aquaculture ventures flourish in the Puget Sound region—citadel of industry and vast outdoor playground.

Pacific Northwest Paradise Threatened

The two million people who live around Puget Sound view the sea gate of the Pacific Northwest as a watery bit of paradise.

"I'm inclined to agree, though paradise has its share of earthly problems," reports William Graves in the January National Geographic. "How Puget Sound solves them will affect the future not only of the Pacific Northwest but also of Alaska and neighboring parts of Canada."

Puget Sound long has served as the gateway to Alaska, often at a handsome profit. Alaskans still claim that in the gold rush

of 1898 little of their hard-earned bullion got beyond Seattle.

Vital to Alaska

The Sound will continue to be a vital link to Alaskan development as tankers bring pipeline oil to Pacific Northwest ports. The prospects alarm environmentalists who fear a major oil spill—and resulting ecological chaos—as increasing numbers of the large vessels hauling crude to local refineries ply the often foggy waters.

Environmental authorities still give the Sound their highest rating—Class A. Non-degraded—despite the encroachment of polluting industries and the threat of oil spills. The Sound brings in more than \$100 million a year from recreation and other activities dependent on pure water.

Aquaculture is widespread on the Sound, especially "farming"—the raising of salmon from eggs to market size in underwater pens.

Only Indians, however, are permitted by law to "ranch" salmon—raising the fish to intermediate size, then releasing them to the sea to be harvested on their return 18 months later to a huge pond adjoining the Sound. Sluice gates allow the fish to swim in and out of the Sound.

Assaulted by Enemies

Only a small percentage of ranched salmon return home. Between their feeding grounds far out to sea and their birthplace the fish run a gantlet of natural predators, disease, and fleets of sport and commercial fishermen.

"In 1974," said a Lummi Indian spokesman, "we got back about 20,000 fish, or 4 percent of the original half million. That sounds like nothing, but remember, it's all profit from the moment of release."

"Fish farmers have to tend and feed their stock year round, but ours will feed themselves at no cost and show up weighing roughly eight pounds each, making a total harvest of 80 tons. At a wholesale price of \$1.50 a pound, that's nearly a quarter of a million dollars' worth of salmon."

Puget Sound provides transportation as well as fresh fish and recreation. With permanent communities scattered throughout their islands, Puget Sounders rely on an excellent state-run ferry system for everything from commuting to cities like Seattle to a trip to the dentist.

IGA

SOUTH MAIN ST.
WARRENTON

WE LIKE PEOPLE

WE ACCEPT
FOOD
STAMPS

OPEN 7 DAYS A WEEK

MON thru THUR 8:30 A.M. - 7:30 P.M.
FRI and SAT 8:30 A.M. - 7:30 P.M.
SUNDAY 1:00 P.M. - 7:30 P.M.

TABLERITE WESTERN BEEF

BLADE CUT
CHUCK ROAST
LB. **58¢**

STORE COUPON

SAV-MOR ONE-LB. PKG.
Margarine

4 \$1

FOR **SAVE at IGA**

Expires Mar. 13

CLIP AND SAVE-SAVE

FAT BACK
lb. **39¢**

STORE COUPON

SAV-MOR Qt.
Mayonnaise

49¢

with this coupon and \$10.00 Food Order

SAVE at IGA

Expires Mar. 13

CLIP AND SAVE-SAVE

QUART SAV-MOR
Mayonnaise
49¢

STORE COUPON

3-LB. CAN SAV-MOR
Shortening

59¢

with this coupon and \$15.00 Food Order

SAVE at IGA

Expires Mar. 13

CLIP AND SAVE-SAVE

303 CAN PINE CONE
Tomatoes
4/\$1

PHILLIPS 14-oz. CAN
Pork & Beans **3/\$1**

SAV-MOR 3-LB. CAN
Shortening
59¢

FRESH
SPARE RIBS
lb. **99¢**

SAV-MOR
Margarine
4/\$1

SOFT AND PRETTY
TISSUE
4 PAK **69¢**

COURTLAND
SAUSAGE
lb. **59¢**

RED BAND
FLOUR
5-LB. BAG **69¢**

WE ACCEPT WIC ORDERS

SAVE YOUR TAPE JACKPOT

\$100⁰⁰ CASH

IF NOT WON BY WEN. NITE 7:30

RED CAP 25-lb. Bag **\$3³⁹**

Dog Food..... **69¢**

GALLON IGA Bleach..... **69¢**

HI-DRI Paper Towels **49¢**

BANANAS

7¢ EACH

Henderson Tobacco Market

A Progressive Market

For Over 76 Years

22,040,641 LBS. OF TOBACCO SOLD IN 1976 FOR AN ALL TIME HIGH AVERAGE OF '108'

We Offer Seven Warehouse Firms To Serve Growers With Efficient, Fair, and Courteous Service Throughout The 1977 Selling Season.

For A Good Sale Every Day

DESIGNATE

MARCH 7 THRU APRIL 8

Your Choice of One or More of The Following Warehouse Firms To Sell Your 1977 Tobacco Crop.

Alston-Farmers Warehouse..... Phone 492-0256

"Jeff's" Big Banner Warehouse... Phone 438-5015

Big Dollar Warehouse Phone 492-2901

Ellington Warehouse Phone 438-3553

High Price Warehouse Phone 438-8192

Liberty Warehouses No. 1 & 2... Phone 438-7212

Golden Leaf Warehouse Phone 492-7490

We Will Sincerely Appreciate Your Choice Of Henderson As Your Tobacco Market Again In 1977.

W.H. "BILL" HOYLE
Superior of Sales