

Archibald D. Murphey, A Master Planner, Died Penniless

He was a master planner, yet he died penniless.

Murphey, a lawyer by profession, envisioned improvements in transportation and agriculture, and the establishment of a system of public schools—all desperately needed if North Carolina was to climb out of the morass of ignorance and complacency that kept her near the bottom in the rank of states and gained her the nickname "the Rip Van

Winkle State."

Born in Caswell County in 1777, Murphey attended David Caldwell's classical school and was a member of the second graduating class of the University of North Carolina in 1799. In addition to his legal career, he served as a UNC professor, was elected to the state senate, elected a superior court judge, was a candidate for the United States Senate and served briefly with the North Carolina Supreme Court.

While traveling as a lawyer, he recognized the need for the state to assume responsibility for internal improvements in education and transportation. In 1815, he introduced in the legislature his first "Internal Improvements Resolution."

He followed it with numerous other bills and resolutions and his dreams generated much interest and support, especially in the western counties which stood to gain the most from the proposed improvements.

Unfortunately, Murphey and his advocates had to contend with the eastern-dominated legislature firmly held in the hands of Nathaniel Macon who staunchly believed the Jeffersonian philosophy that "the best government is the least government;" and that government existed solely to protect the citizens—nothing more. Unfortunately, too, was the 1819 financial panic that quickly brought illiterate and com-

placent citizens, who made up a large proportion of the population, back to their conservation, do-

To advance education, Murphey envisioned a state-operated public education program. He offered his plan to the people with the comment "I bequeath this Report to the State as the richest Legacy that I shall ever be able to give it..."

His proposal that supported primary schools for all white children and university subsidies for those white males with demonstrated ability, fell short of today's concepts. Nevertheless, his ideas were a radical departure when he introduced them in 1815 and they earned for him the title of

"The Father of the Public Schools in North Carolina."

Murphey, realizing that the transportation problem was geographic, pointed out that the state did not have one safe, deep harbor; most of its rivers flowed into other states (carrying with them much of the little trade that did exist); and rivers were too shallow to be sufficiently navigable. A severe lack of bridges, ferries and good roads increased the hindrance to travel and trade. To overcome these problems, Murphey proposed numerous roads and canals.

In 1820, Murphey resigned his position as judge and returned to private law practice. Heavily in debt, primarily due to land

investments, he hoped to pay his bills. His income improved little and he lost his home, "The Hermitage," and most of his personal property to creditors.

In 1827 Murphey delivered the commencement service oration at Chapel Hill, his last public contribution to the life of the institution. Two years later he was defeated in his bid for election to the United States Senate, and during that same year, he was imprisoned in Greensboro for debt. He later moved to Hillsborough and operated a law school which failed due to lack of students. He died there in 1832 at the age of 55.

The Archibald D. Murphey exhibit will be part of the

continuing chronological outline of North Carolina history "From the Stone Age to the Space Age" in the first floor galleries. Graphics will illustrate the various states of Murphey's Career, and some of the problems his ideas could have solved.

Murphey, the dreamer and master planner, died a penniless and broken man. His dreams lived on however and served as an inspiration for the development of the state by future generations.

The North Carolina Museum of History at 109 E. Jones St., Raleigh, is open Tuesday thru Friday, 9 a. m. - 5 p. m. and Sunday, 1-6 p. m. Admission is free.

753,000 Suffer High Blood Pressure

There are enough diagnosed high blood pressure sufferers in North Carolina to fill all the outdoor and indoor sports arenas at UNC, N. C. State and Duke and still have a population left the size of Charlotte, Greensboro and Raleigh.

According to a recently released survey by the State Budget Division, an estimated 753,000 North Carolina adults 18 and over have been told by doctors they have high blood pressure. Totals of other chronic disease victims are: diabetes (159,000), cancer (121,000), heart disease (273,000), stroke (64,000), glaucoma (38,000), kidney disease (239,000), and lung disease (117,000).

The Budget Division conducted the survey to get an indication of the effects of state programs on people. Information gained from the survey will be used by program managers and members of the General Assembly to establish yardsticks to measure whether a program is doing what it was designed to do.

The survey contained estimates showing that seven percent of the adults have trouble getting around freely, 32 percent

have been told by a physician that they have one or more of eight chronic diseases and 10 percent have symptoms of some neurological disorder. Fifteen percent of the adults said they had to go to bed or otherwise restrict their activity due to illness or injury during the month prior to the interview. Persons with low income were the main cause except among south central residents.

Survey results show that adults living in the south central part of North Carolina are experiencing more illness and injury than other areas of the state, and circulatory conditions appear particularly prevalent. Residents of the region utilize health care resources with above-average frequency. At the same time, they are dissatisfied with health care in the area.

On the other hand, adults in the western part of the state appear relatively healthy, respiratory conditions being the major cause of restricted activity. Visits to physicians are low, but western residents use local health departments and dentists more. They tend to view health care facilities in general as satisfactory.

Pigeon Power Confronts Postal Rates

By DONALD J. FREDERICK
National Geographic News

A postman with wings and feathers may be called into action if the cost of delivering mail and messages continues to soar.

Some people in England are suggesting homing pigeons as the answer to rising postage costs. Says a homer expert: "Once you are established, the cost of running a pigeon post is incredibly low."

A small package service is even more imminent. A hospital in Plymouth, England, already has decided to test pigeon parcel post. The feathered couriers will fly specimen vials from the hospital to a central laboratory in the city for analysis.

Pigeons Promise Savings

Taxis now deliver the specimens, and would still come to the rescue if bad weather grounded the birds. As many as 20 hospitals in the Plymouth district eventually may use pigeons, saving thousands of dollars in taxi fares.

Wins School Honor

Miss Deborah Gupton, a junior at Edward Best High School and a member of Sandy Creek Baptist Church, has been selected as a member of The Society of Distinguished American High School Students.

Deborah is the daughter of Mr. and Mrs. Joseph L. Gupton and the granddaughter of Mrs. Mollie Paschall of Manson. She was nominated for the honor by the Rev. Doyal Conley, pastor of the Sandy Creek Baptist Church.

Deborah is active in

Acteens, president of Needle Craft Club, president of the Candystriper's Club and is a Beta Club member at school.

C. C. Bullock Wins Air Force Medal

The Air Force Commendation Medal was presented to Calvin C. Bullock, Sgt. Calvin C. Bullock distinguished himself by Meritorious Service as non-commissioned officer in charge, Item Research Unit, Item Accounting Branch, 317th Supply Squadron, Pope Air Force Base, North Carolina from March 7, 1973 to April 28, 1977. According to his supervisors, during this period his outstanding devotion to duty, technical knowledge and initiative were extremely valuable in contributing to the mission effectiveness of the base.

Sgt. Calvin C. Bullock is a 1973 graduate of John Graham High School and the son of Mr. and Mrs. James Bullock of Route 2, Norlina. He is also the husband of the former Miss Barbara Anderson.

Alston Completes Command Course

National guard Chaplain (Major) Francis O. Alston of Fairmont, recently completed the command and general staff officer course, nonresident-resident, at the U. S. Army Command and General Staff College, Ft. Leavenworth, Kan.

The course is designed to prepare selected officers for high positions at division and command levels.

His father, Robert M. Alston, lives on Route 1, Littleton.

Chaplain Alston is the pastor of the First Presbyterian Church, Fairmont.

Gospel Sing

A Gospel Sing will be held at Oak Chapel AME Church on August 28, beginning at 6 p. m. The Golden Tones and The Traveling Echoes from Sanford will spearhead the program and two groups from Virginia will also be on hand. John J. Hawkins will be master of ceremonies.

Humans have been using the homing pigeon's remarkable navigation instinct to provide fast communication for centuries, the National Geographic Society says.

Many think Noah had the idea first. The Bible says he released a dove after the flood, and it returned with an olive twig. But bird fanciers insist a dove doesn't "home," so it must have been a pigeon.

Egyptians were breeding special strains of messenger pigeons as early as 3000 B. C. The winged heralds sped the names of Greek Olympic victors to their home cities.

The Roman naturalist Pliny marveled at the immense price and prestige commanded by the birds: "Nay, they are come to this pass, that they can reckon up their pedigree and race."

The Sultan of Baghdad linked his empire with a pigeon post system in 1150. Seven centuries later, message-carrying pigeons started Paul Julius Reuter on his way to founding a global news service. And just a few years ago a newsman had his photographic film of a moon shot

airlifted to the office by a homer.

Today, most pigeons fly just for sport. Organized racing began in Belgium in the early 1800s and soon spread. Fanciers breed and race their own birds. Even Queen Elizabeth of England has her own pigeon loft.

Training begins when birds are about four weeks old. First they sit in the loft. Then they "roam" on their own nearby. Finally owners take them on longer and longer trips before releasing them.

In races, specially banded birds are taken in crates to a starting point and released. When each bird comes home, its owner removes the band and inserts it into a device that records the time. Distance from starting point to loft is measured; times are checked and the bird that made it home fastest wins.

When all goes well, a homer can clip along at 35 to 70 miles an hour. With the right wind, birds have been clocked as fast as 90 miles an hour. Flights of more than a thousand miles are common for mature racers, and one United States Army pigeon made a 2,300-mile flight.

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