

To help earn an income should be on public assistance. (Public assistance means Old Age Assistance, Aid to Dependent Children, Aid to the Blind, and Aid to the Totally and Permanently Disabled. This regulation does not apply to some of the medical care programs, but an income chart does).

To the Editor:

No, I didn't have apoplexy when I read your editorial last week. I was too tired. I guess I felt sort of like the man who was attacked by a goat after being mauled by a tiger. You see, I had just returned from the annual welfare superintendents' conference and was already overwhelmed with the problems of public welfare. Your criticisms were mild compared to the ones we made of ourselves and covered considerable self ground.

The big 'blame' this year, "Why do we continue to fail to meet the needs of desperate children when their own homes fail?" Our answers of (1) lack of personnel and (2) an inability to find calm understanding men and women willing to be loving foster parents didn't satisfy any of us. We still have the children.

One superintendent reported being "handed" eleven children by the court with no warning. I guess we've been lucky in Carteret County. We've never had more than five at a time with no warning.

We hotly debated that century old problem of illegitimacy again as usual, and came out with the same answer. Illegitimacy is the product of poverty, ignorance, and emotional instability. You can't fight any of those things with deprivation and punishment. In face of all the public criticism we almost regretfully stuck to the conclusion that to deny help to children who are hungry or sick because they were born out of wedlock is not the answer.

This may sound stupid but in reply to some of the questions I've been asked I'd like to state we have never helped an illegitimate child before he was born or before he was in need. We don't give help to a child because he doesn't have a legal father. We give help to needy children. We think they will have a better chance of growing up to be good citizens if they are not deprived of basic necessities.

The help we offer is frequently too little and too late, and I am not now talking just about financial help. Frequently, there are more important needs, and a few are given necessary financial help in their own homes only because we have no other help to offer.

Social workers, like other people, often disagree. But we agree on this: None of us believe in fostering dependency, nor in encouraging relatives to pass off their responsibilities to government agencies. Many of us feel strongly that there is a trend in this direction and that every effort should be made to combat it.

We think that the number of children who feel that their aged parents should be taken care of by the state is increasing, and that there is a growing feeling that the taxpayers should furnish "a little spending money for the old people so they won't have to ask their children for everything."

We wonder, too, about parents' reluctance to be dependent upon their children after their own resources are used up. Is this because of changes in the total structure of families and our society? If public welfare has any part in it, we are failing in the purpose of our program.

Public assistance grants are for those whose own resources have been exhausted, and whose relatives are not able to provide for them without depriving themselves of a minimum security and standard of living. Welfare checks are not pensions, nor rewards, they are only for people who are not physically able to provide for themselves and are in need of basic necessities.

You spoke of a couple who drive a Mercury. We think you are referring to a man whose nephew owns a Chrysler. This man recently had a very serious operation. He is receiving a check for the support of his children until he can go back to work. The doctor tells us he should be able to resume the support of his family in another two months. His welfare check will stop as soon as the doctor tells us he is able to work.

No one in Carteret County who has an automobile that is not used

We try to encourage people to work all they can, and if an aged or disabled person can earn part of a living with an automobile, we do not deny supplementary assistance. That is only if the earnings are sufficient to maintain the car plus give some support to the individual. The car is allowed if it is absolutely necessary to the employment, and if the cost of owning and maintaining the car is not unreasonable. We do not allow automobiles for any other reason, no matter how urgent. We do not deny assistance if a person has a relative who owns an automobile.

We would like to know the name of the parent of the man in the Air Force and whether he is able to support and if he does. Military personnel in the lower rates with families of their own are not often able to help support their parents. But, we have had an Air Force captain threaten and berate the caseworker when she explained to him that his father was not eligible for assistance. He felt his father DESERVED it.

It is rather odd, perhaps, but I can count on my fingers the times I have had specific complaints with names and facts given about a person who did NOT need help. But, we constantly receive complaints about people who do not receive enough help or are denied assistance. Names are given then. One man made his mother-in-law move out of his home because she was denied Old Age Assistance on the basis of his income and ability to support her. He said we "forced him to make her move."

Blaming the federal government for our problems is the easy way out. I'm afraid it is more complicated than this. The federal government does exercise control over the public assistance program. The purpose of the control is to insure uniform and equitable treatment to people in need wherever they may live and to prevent public assistance from becoming a political football.

The federal government couldn't use funds to help people in one section more liberally than in another, any more than Carteret County funds could be used more liberally on Harkers Island than in Newport. The county puts up approximately one-tenth of the public assistance money. The federal government puts up eight-tenths and the state the other tenth.

There is talk of putting this all back on the states and counties. The President recommends doing so.

If we could reduce our average checks to the old people, the disabled, the blind and the dependent children we could save a few hundred dollars of county money for other things. We would also deny these needy people ten times the amount saved.

We can't reduce the checks because the basic rules to determine the amount each receives is determined by federal regulations and amplified by state regulations. This federal money cannot be spent on our other programs like hospitalization and boarding home care for children and disabled adults. That is what is meant when people say the federal government controls the welfare departments.

There is federal money for some things and not for others, and when it is available there are uniform regulations about how it should be used. We don't have to use it. We could get more if the state legislature would put up more to match it, but the counties would have to put up more too.

I want to comment on the comparison between costs of education and welfare, on the publishing of lists of welfare recipients, and on some other things, but will do that in the next installment.

Very truly yours,
Georgia F. Hughes
County Welfare Superintendent

Argonaut Captivates Visitors

The visit of the submarine Argonaut turned last weekend into a special one for Carteret Countians. Many enjoyed their sight-seeing tour through the "tin fish".

Arrival of the Argonaut at the state port for Armed Forces Day weekend was somewhat of a surprise.

The Morehead City Chamber of Commerce, according to its manager, J. A. DuBois, had contacted the proper authorities to request a ship of some sort at the port in observance of Armed Forces Day, but not much encouragement was given him. Then, almost at

the last minute, Mr. DuBois receives word that the Argonaut will be here.

The men aboard the sub were most gracious hosts. In war, a submarine and its crew is a formidable weapon; in peace and on its mission here last weekend, the Argonaut and its men were devastatingly effective in building favorable public sentiment toward the Navy and the Armed Forces.

Our best wishes go to the skipper and men of the Argonaut for happy days ahead. The buoy at the entrance to Beaufort Inlet will always curtsy a fond welcome to you should you ever be in these waters again.

Another Milestone . . .

The News-Times reached a milestone on the first day of this week. It was 10 years old.

But we were so busy going about the business of putting out a newspaper — and especially Tuesday's resort-port edition — that we hardly noticed one whole decade was behind us.

It seems but only yesterday that dire predictions of failure were made when Morehead City's small daily newspaper and Beaufort's weekly were combined as The News-Times.

Some businessmen who looked upon newspaper advertising as "a favor to the publisher" instead of one of the necessary ingredients for doing business, refused to advertise. There was grumbling and mumbling on both sides of Newport River. But, as the man once said, the world will beat a path to the door of the man who builds a better mousetrap.

Thus far, the world hasn't come to our door but Carteret folks seem to realize, whether they are conscious of it or not, that their newspaper is a good one. We have exerted every effort to make it that way — and will continue to do so.

A large part of this success is due to you. Some of those who doubted, back in 1948, that The News-Times had a chance for survival, were willing, at least, to give us an even break. That's all we asked.

In 1949 the newspaper moved into a

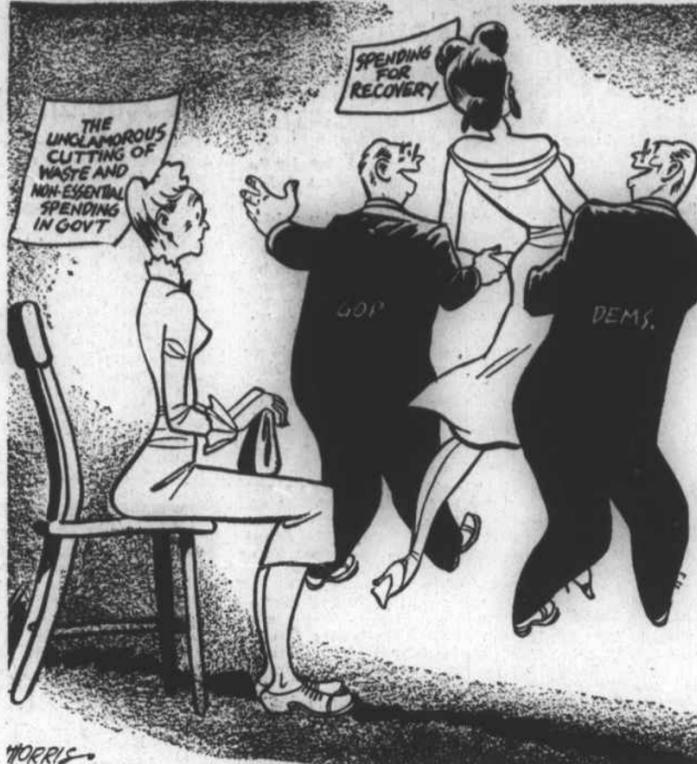
new building which it occupies today on Arendell Street, Morehead City. Its coverage of the county is unprecedented in the annals of county publishing history.

Nobody at The News-Times is yet in the Rolls-Royce category, but a healthy annual payroll supports the baker's dozen who work here and the paper supplies spending money to a corps of fine newsboys and girls.

We hope The News-Times prospers. It will if the rest of the county prospers, too. That's why one of our major aims is to promote in every way possible this area — its advantages, and the opportunities that are here for earnest, hard-working businessmen; to support the efforts of those who are rearing families, who give of their time and brainpower in civic endeavors, and who hope with us that Carteret will fulfill the golden destiny we believe awaits us.

This anniversary cannot pass without our wishing Happy Birthday to John Christian Smith, age 10, who was born at the Morehead City Hospital in the early hours of the morning when his daddy, Joe Smith, our pressman, had just started rolling off the first papers of the new News-Times.

We're looking forward eagerly to the next 10 years. The decade will have its peaks and valleys, but through it all, our sole aim will be to produce a good newspaper worthy of the good people who read it.



Security for You . . .

By RAY HENRY

From Mrs. M.A.V. of Washington, D. C.: "I am a widow of a World War I veteran and want to know if you can tell me where I can go to get a raise in the widow's pension I got from the Veterans Administration. I am 74 years old and receive \$30.40 a month."

Under present laws you are now drawing the highest amount the Veterans Administration pays to widows of World War I veterans who died of causes not connected with their military service. So, there's no possibility of a raise unless Congress changes the law.

From Mrs. B.R. of Beloit, Ohio: "I'm wondering how I should go about obtaining my Social Security. I will be 72 on the 17th of November but there is no record of my birth in the city where I was born."

You don't necessarily have to have a birth certificate to draw Social Security. Other types of proof of your birth may be accepted. I suggest you get in touch with the nearest Social Security office to find out if you don't now have something in your possession which will be acceptable as proof of your age.

From J.F.A. of Cape Girardeau, Mo.: "I have a question I would like to have answered about the lump sum Social Security payment which is paid after a person dies. Who draws this payment?"

Ordinarily, the lump sum is paid to the widow or widower. If there is no such eligible dependent, then the person or persons who paid the burial expenses may receive the payment.

From Mrs. L.G. of Lock Haven, Pa.: "I worked for 10 years be-

tween 1937 and 1947 under Social Security. Since then, I haven't worked. I'm now 62 and would like to draw any payments I have coming, but I don't have a Social Security card. I can't remember my number. Do I have to have the card and number to draw payments?"

No. Just go to the nearest Social Security office and fill out the appropriate forms.

From E.O. of Pittsburgh, Pa.: "How long does a woman have to be married to receive Social Security payments as a result of her husband's Social Security record?"

The marriage must have been in effect for three years or the couple must be the parents of a child.

From N.E.E. of Knoxville, Tenn.: "When a man and wife have both worked under Social Security and contributed the maximum amount since it started in 1937, what will they get when both are 65, under the present law?"

They'll both be eligible for \$108.50 a month.

From U.D. of Midland, Va.: "If a person works 10 years at the same place under Social Security and then quits work when only 50 years old, can he draw Social Security when he is 65?"

Yes. Once a person has 10 years employment on a job covered by Social Security he is fully and permanently insured. His benefit at age 65, however, will not be as big as if he continued to work.

(Editor's Note: You may contact the social security representative at the courthouse annex, Beaufort, from 9:30 a.m. to 12:30 p.m. Wednesdays. He will help you with your own particular problem.)

Free Wheeling

By BILL CROWELL
Department of Motor Vehicles

HAZARD . . . There's nothing new about "highway hypnosis." It's still a wolf in sheep's clothing and it can kill you if you aren't alert.

Highway hypnosis, remember, is the relaxed feeling of security one experiences driving hour after hour along new improved highways. You sometimes get it after long periods of steady driving.

As you go along mile after mile on straight, easy and level roadway you may be lulled by the constant drone of the engine and tires, the sameness of the scenery, fixed eye position and the general monotony of flawless car operation.

You may develop a false sense of security and grow less aware of actual traffic conditions. In this sub-alert state, you may drive off the road, plow into traffic or anything else in your path, or even de-ze off at the wheel.

Or you may grow so accustomed to sustained speeds that you lose the ability to judge speed accurately. You may well be unaware that your speed is above safe and posted limits. Accidents that happen from such sub-alert driving are generally bad ones.

Motor Vehicles Department authorities suggest that you check your speedometer often, vary your speed slightly now and then, and keep yourself fully alert at all times. Keep a car window open beside you so that a stream of fresh air blows across your face. Stop at least every hour, whether you feel like it or not.

When you do stop, take time to wash your face and freshen up, get gasoline, a bit to eat, a cup of coffee, and walk around a little. If possible, change drivers at these rest stops.

All such measures help prevent grogginess, combat "highway hypnosis," and reduce the likelihood of driving at unrealized speeds.

In addition to fresh air, varied speeds, frequent stops and rest, experienced drivers suggest different tips for maintaining alertness. Some of them are:

Avoid heavy, sleep-inducing meals. Glance at passing scenery to avoid steady focusing of eyes ahead. Wear loose, comfortable clothing. Avoid long driving periods, especially at night. Listen to a snappy radio program. Avoid oversmoking. Converse with others or sing a song. Be interested in road markings, traffic signs, colors, other traffic and such things OUTSIDE the car.

SUDDEN THWAT . . . The whammy may speed up our indignation, but it sure slows down our driving.

ANON . . . Her lips quivered as they approached mine. My whole frame trembled as I looked into her eyes. Her body shook with intensity as our lips met, and my chin vibrated and my body shuddered as I held her. The moral is, of course, never kiss a girl with the engine running.

Column Will Reappear in June

Mrs. G. T. Spivey, Words of Inspiration columnist, has reported that she will resume her column the first of June.

Mrs. Spivey has been unable to write the column during the past month due to her heavy schedule as public health nurse with the County Health Department. We're sure her many readers will be happy to have her inspirational messages appear again on the editorial page.—The Editor.

F. C. Salisbury

Here and There

The following information is taken from the files of the Morehead City Coaster:

FRIDAY, MAY 23, 1919

Miss Lena Yokely left Wednesday for her home in Winston-Salem, having taught here in the graded school during the past year.

Leo Lupton and family left this week for Baltimore where Lupton will be engaged in the ship yard there.

Miss Pearl Davis has returned to the city after several days' visit with relatives in Durham.

J. C. Helms and Linwood Wade have returned from a trip to Flint, Mich.

Baker Morris, formerly "Sergeant Morris," has returned home after several months service in France.

Miss Lucile Arthur has returned to Camp Mead, Md., after spending two weeks here with her parents, Mr. and Mrs. G. L. Arthur. Miss Arthur, an enlisted nurse of the American Red Cross, has been stationed at Camp Mead since entering the service.

Mr. and Mrs. G. Arthur Leathers have returned to the city after spending some time visiting northern cities.

The following young men have given their lives in the service of their country: Irving Fulford, Morehead City; Lloyd Harris, Marshallberg; B. Tucker Willis, Williston; Y. Z. Weeks, Cedar Point; Gales Robinson, Atlantic.

Heroes from the front lines are always awarded their medals, but the Morehead City policeman continues to wear the back of a "Golar watch" however much a hero he might be.

C. M. Wade and A. Dewey Willis, trading as the Willis Grocery Com-

pany, have dissolved partnership. The store will continue to be operated by C. M. Wade.

Yeomenettes, Misses Healy, Valia and Winterbottom arrived in the city Wednesday morning, having been assigned to the Naval Air Station at Camp Glenn.

The many friends of Miss Emeline J. Pigott will regret to learn that she is critically ill at her home on Bridges Street.

Carl Taylor of Wilson has accepted a position with The Coaster. Before entering the service he was employed by the Wilson Printing Company.

The city's crack baseball team won over Kinston Saturday in a very closely contested game at Carville Park, the score being 9 to 8.

The Southland, a handsome fishing boat owned by the Carteret Fish and Oil Co. of this city, was launched recently from the shipyard of the Bell-Wallace Company. A new pier has been erected by M. S. Lee of the Newport Fisheries, near the spur of the N-S Railroad in the yard of the shipbuilding company.

Wednesday and Thursday was "moving day" for the hospital when they vacated the upper floor of the Paragon building. Built at a cost of \$65,000, this institution is one of the most handsome buildings in North Carolina.

Smile a While

A sultan, at odds with his harem, thought of a way he could scarem. He caught him a mouse, set it loose in the house, thus starting the first harem-scarem.

A Car for a Bear — And No Boot

(Greensboro Daily News)

With the "hard sell" coming back into the automobile industry younger salesmen accustomed only to plush times might hearken to old-timers who have been through wars, previous depressions and natural disasters.

Charles H. Jenkins of Aulander, president of a unique automotive firm in a small Eastern Carolina town, might offer some advice.

"Once he traded an automobile for a bear, Mr. Jenkins told the Bertie County Historical Association. Departing from the usual fare of county historical societies — old homes, Indian tribes and early settlers — the Bertie group took note of recent economic developments in Eastern North Carolina.

Mr. Jenkins, known elsewhere in Tarheelia as a former state senator and member of the State Board of Conservation and Development, was invited to tell about his unique agency. He started in business with one Overland — all he was able to borrow money to buy — in 1912; now he has five agencies in four counties and is one of the few dealers in the nation to hold the franchise for all General Motors cars.

His reminiscences about the old days are contained in the April issue of The Chronicle, the Bertie society's publication. Swapping a sedan for a bruin was

only one experience:

On another occasion we traded a car for a cow and a diamond wedding ring. Once while negotiating a sale in a customer's home, the car which was parked near the house self started and knocked the kitchen of the house off its foundations. Notwithstanding the accident the customer bought the car.

During the depression of 1921 we sold only two cars and one of these was sold to a customer from Texas. Fortunately for us his bride lived in Northampton County, so we supplied the transportation for the honeymoon.

No doubt Mr. Jenkins has plans for weathering the current recession.

The modern miracle of atomic energy is being put to work in the Nile River in Egypt, where fishing has been going on for over 6,000 years. A young Swiss scientist, Dr. Richard Vollenweider of the United Nations Educational Scientific and Cultural Organization, is experimenting with the use of a radio isotope (Carbon 14). His aim is to measure the amount of glucose being produced in the algae on the floor of the Nile pools. More glucose in the algae means more food for the fish, and ultimately more fish.

Carteret County News-Times

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From the Bookshelf

The Ginger Man. By J. B. Donlevy. McDowell, Obolensky. \$3.95. A young man named Sebastian Dangerfield, whose rascally character gives this first novel its title, runs wild over wine and women in Dublin.

He has a wife Marion of whom he says, with a rueful sympathy: "She wants it both ways. Dignity and me. She's got me." Yet he is not quite fair to himself for there is a kind of savage dignity about him in fact.

He clouts his women in the mouth, he talks filth, but a fabulous energy possesses him and drives him like mad. He is uninhibited natural man, but with a brain.

I hesitate to recommend him to you, not because of him, but because I don't know you. But I'll tell my friends about him.

—W. G. Rogers

The Underground City. By H. L. Humes. Random House. \$4.95. The war is over but the hate continues as this novel, 735 long pages long, opens in Paris. A man named Dujardin sits in a cell waiting for the guillotine to end a career disgraced by some pro-Fascist, collaborationist activities.

He is days from death when crowds of Parisians are aroused to demonstration in his defense.

The Communists set out to help him, too. It seems that in the end the Americans will be the losers; they are represented mainly by John Stone, a weary one-time secret agent, and Bruce Sheppard, an ambassador several notches higher than the popular notion of our diplomats.

There are women, Frenchmen, Russians, and a Montpelle flash-back.

This is a big, fat European kind of novel. Moving at a leisurely pace, motivating, explaining, the author aims to whisk you past less absorbing passages by heightening his tension and suspense.

For me, he is signally successful at creating a mood. He has a sure touch in setting a scene, letting the dark close in ominously, and accompanying his characters as they drive or fly to some fateful encounter.

—W. G. Rogers

No man is fully accomplished until he has acquired the ability to attend to his own business.