



Leslie Campbell, Jr., left, and Allen Cleaton, right.

Wins Boat Regatta

Allen Cleaton, a freshman at Louisburg College, and native of Warrenton, N. C., but lived most of his life in Ashland, Virginia, won first place in the National Cougar Catamaran Sailing Regatta last month while sailing in a three-day sailing race that took him over 100 miles of competitive waters of Clear Lake, Iowa.

Young Cleaton has taken the North Carolina Governor's Regatta for two years while sailing out of Satterwhite Point on the John Kerr Lake. This was his third attempt at the National honors, once in Canada and another

time in the Atlantic Ocean out of New York when he missed by only 1/4 point when his equipment broke.

He has won dozens other honors leading to the number one silver winner in Cougar sailing, with most of his sailing time on the Chesapeake Bay from the Virginia shores. The Catamaran is a 20-foot long, 8-foot wide sail boat with approximately 300 square feet of sail standing approximately 30 feet in the air.

At left is Cleaton's sailing skipper, Virginia State Senator, Leslie D. Campbell, Jr., also of Ashland, Virginia.

Fountain Hits Nixon On School Amendment

Washington, D. C. - "President Nixon's campaign speech in Charlotte last year supporting freedom of choice in the public schools must now be viewed as no more than empty oratory tailored for North Carolina consumption," Congressman L. H. Fountain

said today.

The Administration's position was made crystal clear when it announced opposition to the freedom of choice amendment to the House-passed HEW appropriations bill.

This was the Administration's first formal word of opposition to the amendment which forbids the Federal Government to withhold aid from school districts that have freedom of choice plans. The bill and this amendment are now being considered by the Senate.

The Second District Congressman also took aim at HEW Secretary Robert H. Finch and said, "Mr. Finch has gone full circle from the well-publicized position he took in that U. S. News and World Report interview some months ago."

"Back then Mr. Finch took the position that freedom of choice was right and proper," Rep. Fountain added.

"I remember expensive ads in Eastern North Carolina newspapers during the President's campaign," Rep.

Fountain noted, "that quoted liberally from the Charlotte speech. The implication was clear."

Rep. Fountain expressed the hope that Members of Congress would actively demonstrate their resentment at this heavy-handed action by the Administration.

"I hope the Senate will, despite strong Presidential opposition, go ahead and pass the HEW appropriations bill without watering down the freedom of choice amendment," Fountain urged.

The Congressman said that the only course of action open to North Carolinians if the amendment does not pass is for local and state officials together to exercise their own best independent judgment and make the best of a deplorable situation.

"If it doesn't pass, we will still be open to financial blackmail at the hands of HEW," he pointed out.

Rep. Fountain concluded, "In any event, we must preserve our public school system and restore and maintain quality education for all of our children."

Wolfpack

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Centerville, revealed Monday that it was he who called Dement. Rev. Childers said he returned home around midnight Saturday night and "noticed them all ganged up around Ollie Leonard's Service Station." He said there were about twelve youths there at the time. "I called Joe Perry (radio dispatcher) at the Louisburg Fire House and he called Raleigh but couldn't get any help," Rev. Childers said. "He told me to call Sheriff Dement. I did and in about six or seven minutes, he had (Deputy) Lloyd Gupton there." Rev. Childers continued, "And I went home. In about thirty minutes there were 13 patrolmen here and that bunch scattered."

Rev. Childers said, "I certainly appreciate this kind of action. As a private citizen, I want to express my appreciation to Sheriff Dement and the Highway Patrol."

Rev. Childers also stated that he has a "personal opinion" that "some of our senior citizens aid and abet this kind of thing." "They encourage it," he added. He also stated that he believes that the problem can be solved by the people who are "willing to show them that we will not stand for any more of this."

Kidnapper

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strangled on a dirt road between Wallace and Kenansville. Her body was recovered the next day in Stocking Head Creek 16 miles northeast of Wallace.

Duplin Sheriff T. Elwood Revelle was a key prosecution witness. Revelle, despite defense objections, was allowed to summarize a statement given him by Miller on the night of March 26.

Collins Promoted

The Air Force promoted Lt. Col. Michael Collins to full Colonel on his return from the moon. Gen. John P. McConnell, Air Force Chief of Staff, said the promotion was "a token of appreciation for the part you played." Armstrong is a civilian and Aldrin is a full colonel.

People, Spots In The News



'AIR-FORCE' vehicle is parked on pad near Saigon. Air-cushioned 13-ton craft can speed 70 mph over soggy Mekong Delta on 5-foot air column.



BIRTHDAY cake is eaten atop 90-foot swaypoles by Joseph Bauer and wife at Old Forge, N.Y.



ARTHUR RUBINSTEIN, 82, stars as pianist and life-story teller in 90-minute TV special on NBC Sept. 5, Borg-Warner's debut as network sponsor.

Henderson Tobacco Market

From the Henderson Daily Dispatch
(No such record available for the Louisburg Market)

| YEAR | POUNDS | MONEY | AVERAGE |
|------|------------|---------------|---------|
| 1903 | 5,203,822 | \$ 406,824.35 | 7.82 |
| 1904 | 3,981,518 | 384,819.24 | 9.72 |
| 1905 | 4,194,952 | 444,333.22 | 10.58 |
| 1906 | 3,777,310 | 425,907.44 | 11.27 |
| 1907 | 3,585,512 | 423,934.45 | 11.83 |
| 1908 | 5,216,496 | 587,682.62 | 11.07 |
| 1909 | 5,365,310 | 688,064.70 | 12.83 |
| 1910 | 5,432,506 | 715,149.45 | 13.16 |
| 1911 | 5,818,712 | 846,662.14 | 14.55 |
| 1912 | 5,616,208 | 1,072,046.14 | 19.08 |
| 1913 | 10,087,070 | 2,131,436.54 | 21.13 |
| 1914 | 8,646,418 | 1,038,976.10 | 11.25 |
| 1915 | 9,552,344 | 1,195,570.72 | 12.52 |
| 1916 | 7,691,628 | 1,492,576.36 | 19.41 |
| 1917 | 8,856,838 | 2,768,175.50 | 31.58 |
| 1918 | 11,342,438 | 3,207,358.13 | 37.09 |
| 1919 | 11,757,370 | 6,958,032.77 | 59.18 |
| 1920 | 15,761,130 | 3,078,477.23 | 19.53 |
| 1921 | 8,711,052 | 2,197,310.22 | 25.32 |
| 1922 | 6,855,794 | 1,673,985.37 | 24.06 |
| 1923 | 8,090,338 | 1,639,887.47 | 20.40 |
| 1924 | 8,914,880 | 1,297,372.71 | 21.98 |
| 1925 | 9,714,408 | 2,071,501.17 | 21.32 |
| 1926 | 13,222,088 | 3,336,502.55 | 25.31 |
| 1927 | 21,867,166 | 5,174,451.82 | 23.67 |
| 1928 | 21,818,920 | 4,272,162.31 | 19.58 |
| 1929 | 23,709,072 | 4,532,851.86 | 19.12 |
| 1930 | 27,911,492 | 3,730,537.41 | 13.38 |
| 1931 | 22,272,734 | 1,841,608.98 | 8.26 |
| 1932 | 13,608,716 | 1,665,006.87 | 12.23 |
| 1933 | 19,480,900 | 3,504,854.07 | 18.00 |
| 1934 | 15,482,776 | 4,637,116.81 | 29.95 |
| 1935 | 24,261,444 | 5,055,054.01 | 20.84 |
| 1936 | 21,098,250 | 5,212,280.90 | 24.80 |
| 1937 | 23,352,808 | 5,925,910.16 | 25.38 |
| 1938 | 19,359,826 | 4,136,719.44 | 21.37 |
| 1939 | 29,959,942 | 4,528,712.14 | 15.12 |
| 1940 | 20,500,598 | 3,681,314.48 | 17.86 |
| 1941 | 19,291,996 | 6,233,680.28 | 32.31 |
| 1942 | 20,683,412 | 8,662,806.76 | 41.88 |
| 1943 | 18,886,516 | 7,322,625.75 | 38.77 |
| 1944 | 23,974,582 | 10,456,796.56 | 43.62 |
| 1945 | 22,386,232 | 9,802,982.30 | 43.79 |
| 1946 | 31,179,508 | 14,501,145.21 | 46.51 |
| 1947 | 28,719,138 | 12,193,025.00 | 42.46 |
| 1948 | 27,706,800 | 14,155,072.91 | 51.09 |
| 1949 | 22,773,392 | 10,573,731.31 | 46.43 |
| 1950 | 27,324,934 | 15,417,545.06 | 56.46 |
| 1951 | 28,050,816 | 15,416,261.12 | 54.94 |
| 1952 | 26,797,406 | 13,475,711.78 | 50.29 |
| 1953 | 19,404,596 | 7,965,454.95 | 41.15 |
| 1954 | 21,599,522 | 10,854,289.97 | 50.25 |
| 1955 | 25,765,304 | 13,621,791.58 | 52.87 |
| 1956 | 22,980,810 | 11,529,142.97 | 50.17 |
| 1957 | 18,374,482 | 9,317,733.14 | 50.71 |
| 1958 | 19,909,498 | 11,446,108.30 | 57.49 |
| 1959 | 21,615,002 | 11,773,082.95 | 54.47 |
| 1960 | 23,636,556 | 14,285,501.54 | 54.47 |
| 1961 | 21,098,686 | 13,435,892.00 | 63.68 |
| 1962 | 26,980,862 | 16,495,089.28 | 61.14 |
| 1963 | 27,874,858 | 15,629,870.52 | 56.07 |
| 1964 | 29,442,742 | 17,330,535.01 | 58.86 |
| 1965 | 26,125,816 | 12,849,690.47 | 63.85 |
| 1966 | 21,757,869 | 13,902,015.52 | 63.89 |
| 1967 | 19,709,851 | 12,672,736.16 | 64.30 |
| 1968 | 13,985,363 | 9,025,053.07 | 64.53 |



1970 BONNEVILLE



1970 GTO

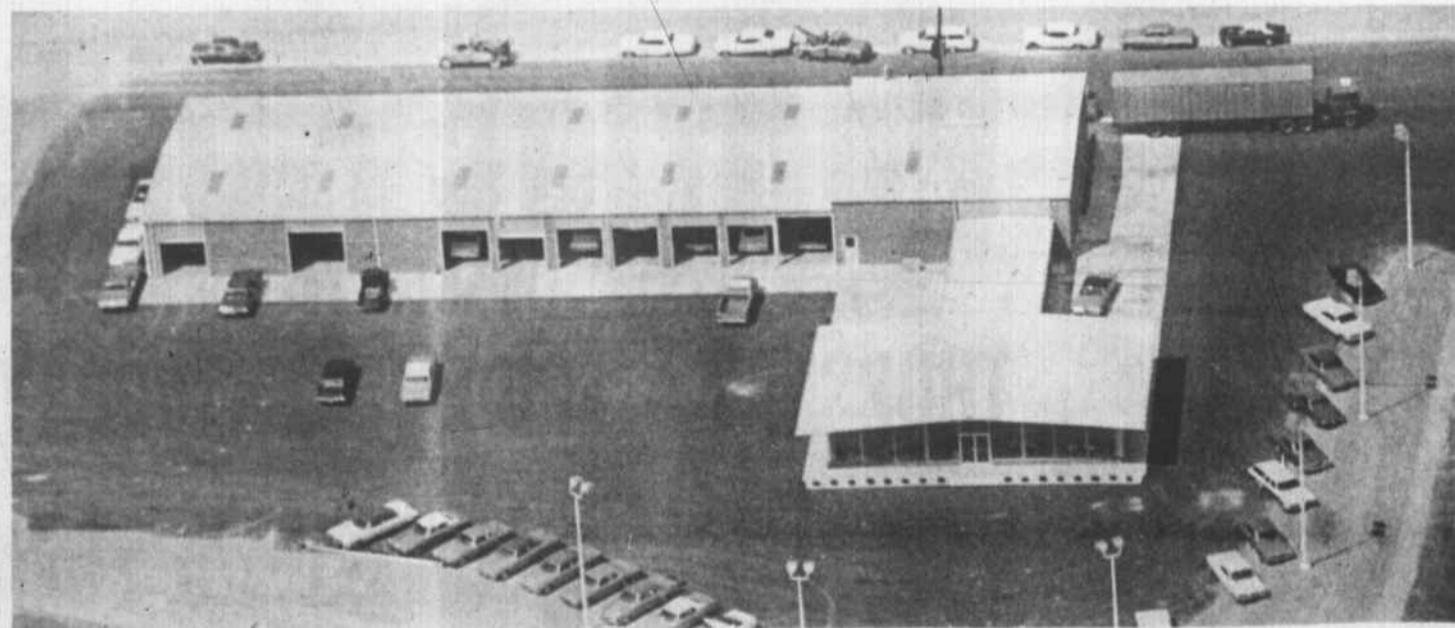


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