

National Perils Have Left Mark On Declaration Of Independence

WASHINGTON—A dramatic experience awaits Americans who have never seen the original Declaration of Independence.

The historic document, which is magnificently enshrined in the Exhibition Hall of Washington's National Archives Building, is faded and discolored, says the National Geographic Society. Most of its signatures are illegible.

Yet the very scars have meaning. They tell of perils survived by the parchment that proclaimed these "self-evident" truths: "that all men are created equal . . . endowed by their Creator with certain unalienable Rights, that among these are Life, Liberty, and the Pursuit of Happiness."

Today, the Declaration of Independence is protected by every means known to science. For nearly 150 years, however, it was the most traveled, handled, and innocently abused of America's state papers.

Signed August 2, 1776. Contrary to popular belief, the Declaration of Independence the Declaration adopted on July 4, 1776, was not signed that day. The document in the Archives Building did not even exist then. Congress, in July 19, ordered it to be engraved from the much-edited, Jefferson-drafted charter.

When the parchment was ready, on August 2, 1776, it was signed by John Hancock as President of Congress, and the 50 or so members present for the session. The other signatures were added later.

A curious fact—due chiefly to changes in Congress after the Declaration was approved—is that not all the men who voted for the document signed it, and that some signers never had the chance to vote for it.

From its earliest days, the Declaration led a precarious life. It was among other official papers transported in a "light wagon" when Congress fled from Philadelphia to Baltimore in December, 1776.

The document was soon returned to Philadelphia, but only to be on the move again

when British advances forced the delegates to set up other temporary capitals in Pennsylvania, first at Lancaster, then York.

After the war was won, the priceless parchment traveled with Congress, in turn, to Annapolis, Maryland, Trenton, New Jersey, and New York City. Transferred to the new Department of State on the adoption of the Constitution, it followed the National Government back to Philadelphia, and finally, in 1800, to Washington.

Hidden In Barn
But there was still no rest for the American statement of liberty. In the War of 1812, the then Secretary of State, James Monroe, ordered the Declaration, the Constitution, and Bill of Rights removed to safety.

Hastily the papers were sewn into linen bags and hidden in a barn on a near-by Virginia farm. Then they were taken to the home of a preacher in Leesburg, where they remained until the Federal city was back in American hands after the British evacuation.

Strangely, the Declaration apparently suffered less in war than in peace. Much of the loss of ink from the original is blamed on a facsimile plate made in the early 1820's presumably by the early wet-printing process.

Other factors in the deterioration were the sunlight and seasonal heat and cold to which the document was exposed between 1841 and 1894. For the first 35 years it hung, unprotected, before a window on the wall of the Patent Office. In 1876, it was lent to Philadelphia for its centennial celebration. Returned later, it was exhibited in a cabinet in the State Department's library.

Meanwhile, concern was growing about the condition of the Declaration. In 1894, the State Department announced it had been removed from public view and had been stored in a steel case.

As years passed, the authorities decided the document could be safely displayed, after all, with proper precautions. It was

therefore transferred, in 1924, to the Library of Congress, and sown under double-pane, filter-equipped plate glass. Eventually, still more protection was provided by improved filters and by sealing the parchment in an enclosure filled with properly humidified helium.

With one notable exception, the Declaration remained in the Library of Congress until it was placed in the care of the National Archives in 1952. The exception was a three-year period in World War II, when it was safeguarded, with other national treasures, at Fort Knox, Kentucky.

Hall Made-To-Order
The Exhibition Hall of the Archives Building was designed to create a fitting background as well as the safest possible haven for the three most precious papers in the American heritage.

On a columned platform against circular, marble walls, the Declaration is displayed—upright and centered—above the tabled sheets of the Constitution and Bill of Rights.

On either side are Barry Faulkner's colorful murals, depicting the men who framed the historic papers. The protective devices go far beyond the immediate containers that ward off the effects of time and atmosphere. Below the hall is a steel-and-concrete vault that is fireproof, shockproof, and bombproof.

At the beginning and end of each day, the enclosed documents are raised from, and lowered into, the vault by an electric mechanism. In the event of national emergency, alternate equipment can be operated to lower the cases at a moment's notice.

Littleton Circles Hold Meetings

LITTLETON — The Fannie Heck Circle of the Littleton Baptist Church held its regular meeting on Monday night at eight o'clock in the home of Mrs. Anthony Johnston. Mrs. C. E. Rock presided over the meeting and read the scripture and led in prayer.

Mrs. James Kearney, Jr., had charge of the program, "Teach Me to Pray," and Mrs. Johnston had the closing prayer.

During the social hour angel food cake and lime sherbert were served to Mesdames Rock, Kearney, Milton Chichester, Miss Lucricta Jones and Mr. Clyde Johnston.

Miss Fannie Moore was hostess to the Rachel Humphrey Circle of the Littleton Baptist Church at her home on Monday night at eight o'clock with Mrs. Freddie Moore as co-hostess.

Mrs. Jack Tant, leader, presided and the program was on "Teach Me to Pray."

Lime drinks with open-face sandwiches and homemade cookies were served to Mrs. Tant, Mrs. P. A. Johnston, Mrs. Sol Bobbitt and Mrs. Bill Pegrum.

The Lottie Moon Circle of the Littleton Baptist Church held its regular meeting on Monday night at eight o'clock at the church with Mrs. A. P. Farmer, leader, in charge. Mrs. Frank Foster was hos-

tes to the Annie Armstrong Circle of the Littleton Baptist Church on Monday night. Mrs. J. B. Acree is the leader for this circle.

Large Hail Stones Cut Down Tobacco

LITTLETON—Hail stones as big as hen eggs cut down tobacco, cotton and other crops and gardens in the Corinth Church Community, located about four miles from here and on several farms in the Aurelian Springs Community in the storm about two o'clock Monday afternoon. There was also an unusual amount of rain and electricity in and around Littleton.

Henry Morris, a farmer in the Corinth Community, picked up a bowl full of stones and placed it in the refrigerator. He said the hail is not round as hail usually is, but jagged.

According to some of the farmers, the hail storm traveled in a path across a number of farms in that area on down as far as the Deep Creek section. In some places it was said to have "stripped" the crops.

Other hail was reported, but smaller and with less damage. Lightning struck a tree on East Halifax Street in Littleton causing minor damage to current but was soon remedied.

Bible School Ends At Littleton Friday

LITTLETON — Commencement for the Union Vacation Bible School was held Friday night at the Littleton Baptist Church.

The school was held all last week with a total enrollment of 124. The highest attendance at one time was 122, with an average attendance of 117.

The Rev. Levi H. Humphreys, pastor of the Littleton Presbyterian Church, served as principal. Mrs. Wilton Browning, Jr., was secretary for the school.

Workers in the school included Mrs. Betty Harris, Mrs. Claude Wilson, Miss Faye Best, Mrs. Winfield Warren, Mrs. DeWitt King, Mrs. Pat Barnes, Mrs. James Kearney, Jr., Mrs. Fred Short, Mrs. Victor Miller.

Also Mrs. C. E. Rock, Mrs. Ned Long Clark, Mrs. Anthony Johnston, Mrs. Jack Perkinson, Miss Barbara Curl, Mrs. S. B. Bobbitt, Mrs. Marvin Newsom, Mrs. E. K. Fishel, Miss Kathy Thorne, Miss Jane Riggan and Mrs. Browning, Mr. Humphreys, Miss Joyce Moore, Mrs. E. A. Daniel, Mrs. Joe Newsom and Miss Sally Foster.

Miss Barbara Curl served as pianist.

Children four years old through grade three met at the Baptist Church each day; the fourth, fifth and sixth graders met at the Methodist Church, and the seventh through ninth graders met at the Presbyterian Church.

At commencement, the Rev. Colie Rock, pastor of the Baptist Church, gave the welcome and offered prayer. He led the Pledges to the Flags and to the Bible.

Mr. Humphreys announced that the offering for the week would go to Fort Worth, Texas, to be applied towards the purchase of Braille Hymn Books.

Thought for the week, conspicuously displayed by a Columbus, Ohio, insurance company: "A dime is a dollar with the taxes taken out."

Adkins To Be Div. Engineer In District Changes

Merle T. Adkins will become division engineer in the Fifth Division of the State Highway Commission July 1, succeeding J. W. Jenkins, who is retiring. State Highway Director W. F. Adcock announced today.

Adkins worked in the Warrenton area in the 1920's with the Highway Commission and is remembered by older citizens here.

Adkins will be succeeded as assistant division engineer by Carl C. Painter of Reidsville. Painter has been serving as district engineer in the seventh highway division, located at Graham. A Caswell county native, Painter graduated from State College in civil engineering. He served as an officer in U. S. Navy during World War II, and joined the highway department as an instrumentman after his discharge from active duty. He is married to the former Cora Lee Wagoner and they have two children.

Adkins, the new division engineer, is a native of New York, but moved to North Carolina as a child and was educated in Durham high school, Carolina Military Academy and the University of North Carolina. He has been in the highway department since 1925 serving as rodman, instrumentman, party chief, claim adjuster, right-of-way engineer and district engineer. He was named assistant division engineer in the fifth division in 1957. He is a member of the Durham Engineers Club and the North Carolina Society of Engineers. He is married to the former Louise Mason and they have two children.

Jenkins is retiring after 41 years with the highway department. He is a native of Gold Hill, Rowan county, and was educated in the Salisbury city schools and at several technical schools. During World War I he was a pilot in the Air Corps. He has served as instrumentman, resident engineer, district engineer and assistant division engineer. He was named head of the Fifth Division in 1957. Projects built under his supervision include Raleigh downtown boulevard; the West Durham bypass. Jenkins and his wife live in Graham.

HAIL

(Continued from page 1)

—If the tobacco has a good green color, additional fertilizer is not needed on tobacco that is mature or approaching the button stage. Additional nitrogen on tobacco in this stage may increase the difficulty in curing and lower the quality.

—Younger tobacco, less than waist high, may benefit from 50 to 75 pounds of nitrate of soda, or from 100 to 150 pounds of 8-0-24, especially if the tobacco is yellow and on sandy soil.

—In the case of older tobacco (waist high to approaching the button stage) if the plants are yellow from excess water or nitrogen deficiency due to leaching, a light application of nitrogen may be beneficial. From 30 to 50 pounds of nitrate of soda-potash or nitrate of soda, or 75 to 100 pounds of 8-0-24 may be

helpful.
DROWNED tobacco:
—There are no miracles to bring drowned tobacco back to normal. Some growers have had beneficial results from plowing deep in the row middles as soon as possible after tobacco has had enough rain to cause it to flop or wilt.

—A one-horse turning plow with the moldboard removed is suitable, or a bull tongue run in the middle may help. A mule will be needed for this operation, since the land will be mired. Tractor will usually not do and the tobacco may be too large for tractors to get through the field without further damage.

—A light application of nitrogen or nitrogen and potash may help; it is likely to do much harm. From 50 to 75 pounds of nitrate of soda-potash or nitrate of soda, or about 100 pounds of 8-0-24 may be helpful, especially in sandy soil and where the tobacco was yellow prior to the heavy rains.

APPLYING topdresser under present conditions:
—Fertilizer material should be broadcast in the middles, between plants and as well up under the leaves as possible without getting the fertilizer on the leaves.

—Do not overdo the top-dressing at this time. Since much of the growing season is past, excess nitrogen may do more harm than good.

HAIL-DAMAGED tobacco:
—There is a bulletin in the county agent's office giving details in handling hail-damaged crops.

—Tobacco that has had 60 to 70 per cent or more of the leaves destroyed by hail may need to be cut off and a crop grown from a sucker. This is more or less a last resort, but it should be done where the crop is severely damaged or destroyed.

—If only 4, 6, or 8 leaves are destroyed, usually there are 10 to 18 leaves still on the plant. Generally, this means staying with what you have. Top a little higher or turn out a sucker to replace some of the leaves lost.

—Additional fertilizer has rarely paid on hail-damaged crops, except when accompanied by very heavy rainfall.

—If nematodes or excess rain has damaged the root system, or if mosaic gets started in a hail-damaged field, recovery may be greatly hindered.

—In case a crop is to be cut off, disinfect the knife with formaldehyde solution or the milk treatment suggested for mosaic control.

—If the stalks are cut off, cultivate once or twice to keep weeds or grass under control.

HARVESTING a wet weather crop:
—Remember last year following a wet year—how rapidly the tobacco came off

the stalk and how destructive brown spot was.

—Do not underestimate the effect of excess water on tobacco that has reached maturity. Keep up with the harvest very close. Prime two or three times a week if possible, removing the leaves as soon as they reach the ripe stage. Try to avoid an error in judgment that may result in your getting behind with the harvest in a wet season. You may never catch up.

—Just as soon as the ripening slows down, slow down with the harvesting. Ripe, mel-low tobacco has been praised by just about all the companies.

4-H Members To Leave For Camp

Around 30 Warren County 4-H Club members are expected to attend 4-H Camp Millstone, near Rockingham, next week, July 3, to 8.

A supervised camp program is planned for next week at Camp Millstone, which is said to be one of the better 4-H Club camps.

Any 4-H member, still interested in attending camp next week, are asked to contact the Home Agent's office in the Agriculture Building in Warrenton.

Two Norlina Men Enlist In Navy

John R. Smiley, Jr., and William Howard Cook of Norlina enlisted Monday in the United States Navy, according to the local Navy recruiter at Henderson.

Smiley and Cook will take basic training at San Diego, California. Both men are in competition for selection for entrance to the Naval Academy at Annapolis, Maryland, under the Navy-Sponsored training programs leading to a college degree and/or commission in the Navy.

The enlistees are graduates of Norlina High School and are guaranteed an assignment to a school in the electronics field under the Navy's High School Graduate Training Program.

Some Complaint

"I wish to make a complaint," said a man to a Post Office official. "For some time I have been receiving disagreeable and threatening letters through the mail. How can I stop it?"

"I think we can help you," replied the official. "That sort of thing is forbidden you know."

"Oh, good," replied the man. "Have you any idea where these letters come from?" the official asked. "Do you know who sends them?"

"Oh, yes," answered the complainant. "They all come from the income tax collector."

People, Spots In The News

COME-HITHERISH co-ed, caught by camera at Florida's Silver Springs, is Susan Ann Engle of U. of Florida.



KNOW HER? It's Bettie Davis, made up for role of "Apple Annie," Broadway character.



GERMAN USE of U. S. grain is discussed by E. E. Keim (left), president of Cargill, Inc., grain export firm, and Dr. P. F. Pelschenke of West Germany. Equipment is wheat protein tester at Cargill labs.



ALL THEY OOP! Former Olympic champion Bob Richards leads his young sons, Carol, Bobby, 10, and Paul, 8, over hurdles at their Laverne, Cal. home.

C & S SALES SPECIALS

- Several Good Electric Stoves \$35.00
 - Bathroom Fixtures Commode and Tank \$12.50
 - Lavatory \$10.00
 - Kitchen Sinks \$12.50
 - Kitchen Cabinets \$12.50
 - Breakfast Sets Table & 4 Chairs \$17.50
 - Dining Room Suites \$50.00
 - Bedroom Suites \$45.00
 - Single Beds With Spring \$5.00
 - Double Beds \$5.00
 - China Cabinets \$25.00
 - Buffets \$17.50
 - METAL Baby Bed With New Mattress \$12.50
 - Electric Water Heater \$25.00
 - Roll Top Desk \$17.50
 - Bureaus, Vanities, etc. \$12.00
 - Odd Lot Tables \$1.00 Up
 - Chairs Of All Descriptions \$2.50
 - Coil Springs Double Size \$5.00
 - Heavy Duty Double Hot Plate \$12.50
 - Step Tables \$5.00
 - 1 Good Swivel Office Chair \$15.00
- Many Other Items At Money SAVING Prices
- # C & S SALES
- Next to Warren Record WARRENTON, N. C.

Announcing . . .
The Formal Opening Of
HENDERSON LANES
BOWLING ALLEY
Saturday, JULY 1
10:00 A.M. TO 1:00 P.M.
BOWLING AFTERWARDS
LOCATED U. S. 158 BYPASS
WEST OF HENDERSON
★ ★ ★ ★
12 LANES
AMF Automatic Pin Setters
Air Conditioned

THE AC-1 CARIBOU, largest fixed-wing transport aircraft in the Army aviation program, prepares to land during a recent demonstration at the Army Aviation Center, Ft. Rucker, Ala. Built by De Havilland Aircraft of Canada, Ltd., the CARIBOU carries 32 combat-ready troops or three tons of cargo. The aircraft has three significant features: (1) short take-off, (2) short landing and (3) ease of loading or unloading through the rear ramp. It will be used for transporting supplies and personnel to and from short, improvised airstrips in field Army areas.