

The Warren Record

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MOSTLY PERSONAL

By BIGNALL JONES

Somewhere a few days ago I read that Henry Ford around 1921 was asked what car, next to the Ford, gave the most value for the dollar. Ford answered the Franklin.

Ford said that it was an honest car, giving tremendous gas mileage, and very economical with tires. In addition, he said, the engine was air-cooled, and added that all automobile engines should be air-cooled.

The article stated that the Franklin in a test run had given more than 80 miles to the gallon, and gave figures for tire mileage, which I do not remember. The initial cost of the car was given for its lack of public acceptance. It seems to me that the Franklin was priced at more than \$200 when a Ford could be bought for \$400 or less, but I am not at all certain of this.

Someone about that time owned a Franklin in Warrenton, and I believe it was Dr. Harry Walters, a Warrenton dentist, but I can not be certain as that was some 40 years ago. I do remember that Dr. Walters prior to that time owned a Stanley Steamer. I also remember the electric runabout of an earlier date, at least one of which was in Henderson. I also remember the cars with solid tires, one cylinder, side-curtains, chain-drive, and many other features that have passed out of existence.

The comments about the Franklin car started me to thinking about the large number of cars that are no longer manufactured; perhaps half a dozen of the hundreds manufactured thirty or more years ago are still on the market, among these being the Dodge, the Studebaker, the Cadillac, the Ford, and I think, the Chevrolet, although all of them have undergone such modifications as to be hardly recognizable as kin to their old models.

A list of these extinct cars comes to my mind, although it is just off-hand and will fall far short of the actual number. Many old-timers can add to this list, which I am publishing below, and many will probably enjoy doing so. My list:

The Appleton, the Anderson, the Stutz, the Star, the Pierce-Arrow, the Franklin, the Stanley, the Oakland, the Maxwell, the White, the Reo, the Corbett, are only a few, and far short of the list that I believed that I could give. Many more would recur to me, were there more time to devote to the subject.

I have driven many of them in the days when the gear-shifting was manual, and the gear levers were in the floor, and when there was no standard gear shift. For instance,

at one time the gear-shift of a Buick was just opposite from that of a Studebaker. Incidentally, the gear-prongs on the old Studebaker were not covered, but exposed beneath the floorboard of the car. Quite often when we were unable to shift gears on our old Studebaker we would have to find a rock, crawl under the car and hammer a gear-prong back to where it would mesh with the gear-shift lever.

The gear-shift of the old Model T was quite a contraption and handled altogether by the feet. To go into low one mashed on a pedal, and to go into high—there being no second gear—one let the pedal all the way out. That was a simple matter; but complications developed when one had to back. Then one had to hold the starting pedal between low and high and mash down on a reversing pedal. One could never be quite sure that the car pedal was in neutral, and sometimes one would be trying to back and go forward at the same time, usually resulting in a stalled engine. In addition to the two pedals for forward and backward there was a brake pedal.

The old Model T had no footfeed, but the steering column contained a spark lever and a gas lever. When we hit a good piece of road we would often pull these levers together, which meant that the car was "wideopen," and perhaps running at a little better than 40 miles an hour. There are many other peculiarities of the Model T that space does not allow me to recall, but I will relate one incident that caused some amusement at the time.

There were many manufacturers of accessories for the Model T. Among these was a footfeed, a rather long lever which was depressed with the foot for acceleration. Mr. Tasker Polk had one of these attached to his car, no doubt by his son, Bill. Mr. Polk also had a poodle dog of which he was very fond and which rode with him in the car. One day Mr. Polk started down town to his office and the dog jumped into the foot of the car, which began to run at a fast clip. Mr. Polk could not stop it or account for it until he reached the heart of town when he realized the dog was lying on the footfeed. Fortunately, there were no speed limit or stoplights in those days.

Mr. and Mrs. H. E. Shaw spent the holidays in Aoshkie and Norfolk, Va., with relatives. Mrs. Katie R. Creech has returned from visiting in Kinston and Washington, N. C., during the holidays.

Holiday visitors in the home of Mrs. Myrtle King in Arcola were Dr. and Mrs. Graham J. Davis of Greenville and Mr. and Mrs. Marvin P. King of Washington, D. C.

Mr. and Mrs. John Joyner and family visited relatives in Wilson on Sunday.

1962 Farm Income Picture About The Same As 1961

Farm income in 1962 is expected to be about the same as in 1961.

Two extension farm management specialists at N. C. State College, R. L. Johnstone and W. L. Turner, made this prediction after taking a look at the factors that will likely effect farm income next year.

"There are two major factors that will likely have a repressing influence on income," Johnstone and Turner said.

Lower prices are expected for several of the livestock and livestock products. Production costs are expected to continue upward.

On the plus side is higher prices for several major commodities resulting from higher price supports. Also, consumer demand and exports apparently will continue strong.

"It is difficult to foresee any improvement in farm income during 1962," Johnstone and Turner said, "since farmers generally had a favorable production year in 1961 and prices for several major commodities were relatively strong."

Looking beyond 1962, the farm management specialists

say two major factors bear close watching. One is farm price legislation; the other is the European Common Market. "Should a widespread feeling develop that the current government effort to support farm prices is too expensive, there may be some legislative resistance," Johnstone and Turner predicted.

This could mean lower prices for several major commodities, such as feed grains. If this occurs, production could also expand because of less control.

The development of the European Common Market may bring greater competition for several U. S. farm commodities.

"Economic pressures under which agriculture operates are likely to remain for the next five years," the specialists predict. "Total net farm income will likely remain relatively stable while national income increases in coming years."

Rose's Distributes Christmas Checks

Manager N. M. Hilliard of the local Rose's Store announced that distribution of his company's gifts to employees this year amounts to \$119,932.50. Every member of the 151 stores in the seven southeastern states

served by the company participates to a greater or lesser degree depending on length of service.

In notifying the Managers, T. B. Rose, Jr., the company President said, "Whatever success we have enjoyed has been largely due to the loyalty and hard work of those who have been associated with us. The gifts we distribute now are tokens of our genuine appreciation of their fine efforts."

Rose's also has a retirement fund with assets of \$5,105,634.55 reserved for employees whose service record is two years or more. The employees pay nothing into the fund, but shares in its benefits according to a predetermined schedule.

Use the classified advts.

PENNIES A DAY KEEP THE PESTS AWAY
ants • rats • mice
silverfish
roaches
call **Orkin**
for the sake of your home

More Delay On Adoption

Postponement by the Warren County Board of Commissioners of a decision to approve subdivision regulations to their February meeting will probably do no harm, but we find ourselves in agreement with Planning Board Chairman Marvin Newsom when he told the commissioners that it would be nice to see Warren County take the lead in some progressive measure instead of waiting around to see what other counties might do.

A public hearing was held in the county court house on Monday, December 4, when an opportunity was given interested persons to make known their views on the adoption of subdivision regulations for Warren County. The meeting was well publicized and was attended by some 25 persons. Following a lengthy explanation of the reasons for subdivision regulations and their value in the development of the Gaston reservoir, each person present was called upon individually for an expression of their views. Only one person of those present expressed any opposition to the plan, approved by the Warren County Planning Board, the Planning Boards of Northampton and Halifax Counties, and the State Department of Conservation and Development.

Following the hearing, it was expected that the Board of Commissioners would adopt the plan. However, the board deferred action until their January meeting in order to give further study of the plan and to hear more expressions from the public. Monday afternoon the commissioners again deferred any action for 30 more days. In deferring the action, the commissioners said they had heard some rather bitter opposition to the adoption of the subdivision regulations, as well as some strong support for the measure. They said among those opposing the measure strongly was one person, whom they named, who did not raise any opposition at all when asked for his comment at the mass meeting.

This raised the question if there is great opposition to the adoption of the subdivision regulations why was not this opposition raised at the hearing on the matter. The public was notified of the meeting, was told of its purpose and further informed that if there were any opposition that it should be made known at this meeting. Yet only some 25 persons showed enough concern to attend the meeting, and only one person expressed his opposition.

One now wonders if opposition is based on additional information supplied the opponents, and just how authentic these objections could be.

The Board of County Commissioners several months ago were asked to appoint a planning board for Warren County, and the Board of County Commissioners asked Warren's Representatives in the General Assembly to have the county covered by Planning Board legislation. In addition the commissioners approved a donation of \$3300 to pay Warren's part in the cost of a survey of the area.

The commissioners, it seems to us, made a good selection in the personnel of the Warren County Planning Board. Its members are recognized as good business men and sound citizens. For months this planning board has studied the best method for the orderly development of the Gaston reservoir to obtain the maximum benefits for all the people of Warren County. They have discussed, among other things, the subdivision regulations; they have called in experienced help from the State Department of Conservation and Development, and they have recommended the adoption of the subdivision regulations. If they don't know more about its worth than anyone else in the county they should.

We will admit that it is possible that

there are valid objections to the adoption of the subdivision regulations: we will admit that we do not know as much about the plan as we should. But, frankly if we must choose between the judgment of the Warren County Planning Board, the only group that has given full study to the measure, the North Carolina Department of Conservation and Development, and the State Highway Commission, and the views of the man on the street, we must go along with the Planning Board, and we feel that so should the Board of County Commissioners.

Has He Paid All Of His Bills?

The Charlotte Observer

"A man drives a car the way he lives his life."

That's the conviction of Dr. James L. Malfetti, psychologist at Columbia University, who was quoted in Newsweek.

Dr. Malfetti has been head of a safety education project at Columbia since 1957. He has supervised psychological tests on hundreds of drivers.

"The violator," he reported, "is usually younger, aggressive and rebellious. He tends to be in conflict with others, including members of his own family."

Conversely, the safe driver is almost completely non-aggressive. He pays his bills promptly, plans his vacations months ahead of time, almost never gets into a fight and gives the other fellow the right of way.

Forwarned is forarmed. Next time you're invited to ride somewhere with a person whose driving habits are unknown to you, just ask him if he has any bills that are overdue.

Question From The Audience

Decatur (Ala) Herald

The neutron bomb is designed to destroy people but not property. But then who would pay the property taxes?

There's a stairway to success, but everyone is looking for the elevator.

NEWS OF FIVE, TEN AND 25 YEARS AGO

Looking Backward Into The Record

January 4, 1957

W. A. Miles was appointed Mayor of the Town of Warrenton at a called meeting of the Board of Commissioners Thursday afternoon. He succeeds J. Edward Rooker, resigned.

J. R. Peeler, former superintendent of Fremont City Schools, arrived in Warrenton Wednesday to assume his new duties as Superintendent of Warren County Schools.

C. C. Granger Company of Henderson, which has been operating a store here since early fall, has closed its Warrenton store.

The Town this week took over the operation of Hotel Warren with the expiration of the lease of Horace Cooper.

January 4, 1952

The promotion of Col. Claude Bowers of Warrenton to Brigadier General was announced this week by Governor Kerr Scott.

Warren County farmers received their largest income in history in 1951, County Agent Frank Reams said this week.

The children of the 1st Will Allen Connell have donated a room at Warren General Hospital in memory of their father, F. P. Whitley, hospital manager, announced yesterday.

Corporal Donald E. Wilson, son of Mr. and Mrs. M. E. Wilson of Afton-Elberon, is on the prisoners list released by the Red Army of Korea.

January 1, 1937

First prize, a floor lamp offered by Carolina Power and Light Company, was awarded to Mr. and Mrs. Hugh Holt for having the most attractive decorated home here during the Christmas season.

Robert D. Scott, for nine years Deputy Register of Deeds under Joseph C. Powell, last night resigned.

The 1937 farm program offers Warren County farmers over a quarter of a million dollars, County Agent Bob Bright said yesterday.

The December issue of The Southern Agriculturist carries a story written by Mrs. Crich-ton Thorne Davis of Warrenton, entitled, "One Storm Less, Old Shocco."

January Clearance Sale

"BUY NOW - SAVE LATER"

MEN'S SUITS And OVERCOATS
1/4 Off
Values to \$60.00

MEN'S PANTS
1/4 Off
Values to \$14.95

SPORT SHIRTS
1/4 Off
Values to \$3.98

MEN'S SWEATERS
1/4 Off
Values to \$13.95

LADIES' SUITS And COATS
1/4 Off
Values to \$99.98

SKIRTS And SWEATERS
1/4 Off
Values to \$14.95

LADIES' DRESSES
1/4 Off
Values to \$24.95

MEN'S JACKETS
1/4 Off
Values to \$22.95

WARRENTON DEPARTMENT STORE

"The Home Of Quality Merchandise"

NO LIMIT AT YOUR FRIENDLY A & P!

BANANAS
2 POUNDS FOR **19c**



FRESH CARROTS 2 lb bag 17c
YORK APPLES 4 lb bag 39c

SULTANA
Salad Dressing 32-OZ. JAR 39c

JANE PARKER LARGE FAMILY SIZE CHERRY

PIE ONLY 43c

ANN PAGE TOMATO
KETCHUP 2 14-Oz Btls 39c

ANN PAGE CREAMY SMOOTH
Peanut Butter 12-Oz Jar 31c

JANE PARKER LARGE SPANISH BAR

CAKE ONLY 29c

COME SEE OUR SCHOOL SUPPLY DISPLAY
WRITING TABLET 175 CT. SIZE 39c

PRUNES

A & P LARGE 1-LB. DRIED PKG. 33c 2 LB. PKG. 63c

Prices In This Ad Are Effective Through Saturday, January 6.