

# The Warren Record

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## Cause Of Celebration

Of all the New Deal legislation signed into law by President Franklin D. Roosevelt, surely none has meant more to more people than the Social Security Act. It was 50 years ago this month that the act became law, and its milestone anniversary has not gone unnoticed.

In a recent editorial, The Pilot of Southern Pines took note of what this legislation has meant, and remarked as follows:

"It is easy to agree with Elaine Stoops, the assistant secretary of the N. C. Division of Aging, that it was the most significant piece of domestic legislation enacted in this century. Ms. Stoops went on to say:

"Born of adversity and tempered by crisis, Social Security has done more to lift and keep Americans out of poverty than any other governmental initiative. At the time of the signing of the Social Security bill by President Franklin D. Roosevelt millions of Americans were out of work and the country's industrial plants and financial institutions were in disarray."

"Today more than 120 million Americans, including 3.1 million

North Carolinians, are in jobs covered by the Social Security system. Nearly one million people in this state receive monthly cash benefits, and in addition the elderly and the disabled are helped by Medicare.

"A couple of years ago there was concern that the Social Security system was in trouble and a national bipartisan commission was appointed to look into the system and to make recommendations. Those recommendations for reform of the act were approved by the Congress and now the system is on a sound basis for the foreseeable future.

"This is a system which is paid for by the workers and their employers, and their is a government guarantee that their money will be returned to them when they reach the age of 65 or are disabled. Survivors also are entitled to benefits, and in millions of homes this has been a godsend.

"The vision of Franklin D. Roosevelt and the New Deal has proven itself, and this 50th anniversary of Social Security is indeed a splendid time for celebration."

## Highway Blues

In The Greensboro News & Record

You might not know it from looking around, but North Carolina is increasingly an urban state. About 48 percent of the state's population currently resides in urban areas, and those areas are growing more than twice as fast as rural areas.

These figures have plenty of implications, but a major one is that urban traffic problems are growing at a fast clip. Currently, for example, urban areas have only 19 percent of the state's highway mileage, yet 44 percent of the state's travel occurs on urban roads. By 1990, travel on these roads will surpass that on rural roads.

So what's being done about the problem? Very little, if anything. To take Greensboro as an example, current highways needs are estimated at \$300 million. Yet the city has not had a new highways project since Wendover Avenue was completed in 1972. And cities such as Raleigh and Charlotte, which have experienced more rapid growth, are in even worse shape.

Fortunately, an Urban Transportation Task Force has been appointed to examine long-term alternative sources of funding for urban highways. The task force was formed at the suggestion of Gov. Jim Martin and held a hearing in Greensboro the other day.

Task force members heard from Greensboro planners about what they conceded was a Band-aid approach to urban congestion. Intersections have been widened and patched and improved, lanes have been added and traffic signals have been computerized. But with urban roads experiencing nearly 4 percent traffic growth around the state (and it's as high as 15 percent in some areas), the Band-aid can't hold much longer.

We hope the task force can recommend some far-sighted funding solutions. Obviously, the \$5.1 billion price tag that state planners have put on urban highway needs over the next 15 years is totally unrealistic.

As task force goes about its business, therefore, we hope it won't neglect some other alternatives to building new urban highways since many of those highways apparently won't be built, even under the most optimistic assumptions, the task force should also turn its attention to mass

transit and rail transportation as possible alternatives.

We're glad to see, for example, that Governor Martin intends to try to prevent the proposed elimination of Amtrak rail service in the state after Labor Day. Amtrak alone can't solve the state's urban highway problems, of course. But it seems to us that only a combination of different transportation modes can address the staggering needs of an increasingly urban state that doesn't even know it yet.

## Looking Back Into The Record

August 31, 1945

Expressing the opinion that tire rationing is likely to remain in effect until at least 1946, a representative of the Tire Department of the State Ration Board has asked that the public be informed that the 35 m.p.h. speed limit has not been changed for North Carolina.

For the first time in 35 years, all brothers and sisters of J. H. Duke of Warrenton sat down together for a meal at the home of Mrs. E. F. Reavis where a family reunion was held on Wednesday.

Dr. and Mrs. R. B. House have returned to Chapel Hill after spending a two-week vacation with Mr. and Mrs. Russell Palmer and family. While here, Dr. House, who is chancellor of the University of North Carolina, was very much in demand as a speaker. He made seven talks before civic bodies and other organizations of the town and county.

August 26, 1960

Carlton W. Duke, Jr., a native of Norlina, has been honored for his work on Polaris missile data at the U.S. Naval Weapons Laboratory at Dahlgren, Va., it was learned here this week.

A branch of the Biggs School of Dancing of Roanoke Rapids will be opened at Warrenton if enough interest is shown by parents in the Warrenton and Norlina areas.

## The Warren County Scene



The unmanned lifeguard's station at the pool of the Warrenton Country Club is an indicator of the waning "lazy, hazy, crazy days of summer" and the return of young swimmers as well as their lifeguards to the halls of learning.

(Staff Photo by Howard Jones)

## Carolina Commentary

Jay Jenkins

## Gaining Political Capital

Governor Jim Martin is milking the pork barrel legislation adopted by the 1985 General Assembly for all the political capital he can squeeze out of it.

His staff plans to ask Attorney General Lacy Thornburg to issue an opinion about some of the 1,400 projects funded with \$11.1 million on grounds they do not meet the constitutional requirement that public funds be spent for public purposes.

About one-half of Martin's fellow Republicans failed to get any project money for their districts, and they set up a howl. A skeptic's response would be that if the Republicans enjoyed majority instead of minority status in the Legislature, the howlers would be Democrats.

Whatever the outcome of the current squabble, it can be predicted that 1) Appropriations for local projects will be continued and 2) The method of allocating the money will be changed in an effort to remove the pork barrel label.

There probably are some clinkers among the 1,400 projects. But the money also supports a host of worthwhile endeavors in educational, cultural and historical fields.

The trouble arises because the money is doled out by a relative handful of the 170 legislators under a procedure that makes it virtually impossible to reduce or expand the list of recipients. So the decision-making base will have to be broadened unless the ruling Democrats want the political flogging to continue.

One possible solution would be to allocate lump sums for local projects by congressional districts, letting the legislators themselves divide up the kitty. There would be blood on the floor at the end, of course, but the Democratic leadership would have clean hands.

Republicans have listed two projects they claim are of doubtful constitutionality: \$6,000 for the restoration of the King Solomon Lodge Masonic Building in Greensboro and \$10,000 for operating expenses of the Tau Omega Chapter of the Omega Psi Phi fraternity, also in Greensboro.

Herewith a random sampling of some of the 1,400 projects included in the pork barrel bill:

City of Raeford, \$9,000 to sponsor the first annual North Carolina Turkey Festival; Foothills Art Council, \$2,500 to sponsor the annual Foothill Festival in Elkin; North Carolina Oyster Festival, Inc., \$1,000 to sponsor the annual Oyster Festival in Brunswick County;

North Carolina Family of the Year, Inc., \$24,000 for operating expenses to promote a North Carolina Family of the Year Award for five North Carolina Families each year and to hold a Family of the Year Award banquet in all 100 counties; \$30,000 to continue renovation of Kingston's 1915 post office; Preservation Jazz, Inc., \$2,000 for workshops in jazz appreciation;

North Carolina 4th of July Festival, Inc., \$1,000 to sponsor the annual festival in Southport; Department of Public Instruction, \$40,000 to purchase a North Carolina flag for display outside each public school in North Carolina and "Any funds remaining after purchasing a flag for each public school shall be used to purchase additional flags that shall be allocated

(Continued on page 3)



Mary Catherine Harris

## More Of E. B.'s Tales

E. B. Harris of Inez has never come across a bull in a china shop, but his cowcatching escapades have led him to situations almost as unlikely and panic-ridden.

How would you like to return home from church on a Sunday morning only to espy an 800-pound black bull knocking at your front door and peering through your window, as a Franklin County family did a few years ago?

E. B. and his cowcatching comrades and dogs had been summoned to the Alert community by a cattleman wishing to retrieve eight runaway bulls. With four of the fugitives captured and in custody, the cowcatchers began pursuit of one which had strayed, allowing the barking dogs to guide their efforts through the woods and countryside, ending in the front yard of an attractive brick home.

As the men approached the house, they recognized the familiar black form backed up against the front door of the recessed entrance, stance firmly set against the baying dogs a few feet away. The animal's position remained unchanged except for an occasional four-foot stroll to gaze through the front picture window. The men called the dogs away to encourage the escapee's departure from the yard, an event which did not take place before the owners arrived home.

Car doors opened and parents and children started toward the house routinely until someone caught sight of the four-legged Peeping Tom at the window. As the cowcatchers held their breath for fear the animal would charge through the glass, they heard in rapid succession screaming voices, rushing feet and slamming car doors. The vehicle containing the family left and disappeared.

The bull was soon taken captive, but only after he had left a less-than-immaculate trail on the white trim of the house. Whether from the excitement of being cornered or from an overindulgence of appetite is not clear, but during the brush with dogs and men, the animal developed a severe digestive problem requiring a couple of boxes of detergent, several buckets of water and hours of scrubbing to remove.

The episode, however amusing, was just another chapter about an out-of-place cow in E. B.'s annals.

And if that proverbial bull should one day turn up in a china shop, the band of men will in all likelihood welcome the challenge to support their claim: "If they don't take to flying, we'll catch them." They have yet to find one airborne.



Kay Horner

## Remember Mr. McGuire

Monday morning, when you leisurely roll out of bed at 9 a. m., stroll to the kitchen for a cup of coffee, and settle in your easy chair, hoping you haven't missed too much of The Donahue Show, take a moment to remember Peter J. McGuire.

About a 100 years ago, McGuire, a New York carpenter, had a revolutionary idea. He decided the time had come to designate an official day to honor the backbone of America—the worker.

Knowing that nothing of significance is ever undertaken without a committee to work on it, he went to his fellow craftsmen in the United Brotherhood of Carpenters.

They immediately warmed to the notion of a holiday honoring, among others, themselves and knowing that a parade is the most effective way to get a great American movement under way, they passed a resolution to march in the streets of New York City in September 1882.

Workers throughout America soon began to hear rumblings of the Labor Day movement in New York, but ironically, New York was not the first state to make the holiday official.

That distinction goes, depending on the source, to either Oregon or Colorado, both of whom made Labor Day a legal holiday in 1887. New York, Massachusetts and New Jersey followed suit, and organized labor soon began a campaign to make the day a national holiday.

President Grover Cleveland in 1894 obliged by signing a bill designating Labor Day a legal holiday nationwide.

Today, Labor Day is celebrated in most all industrialized countries. Although Canada shares with the United States the September observance, other countries honor their laborers on May 1, the date in 1890 that Europeans demonstrated in favor of the eight-hour workday.

Peter J. McGuire long ago took his place in the depths of obscurity among the countless innovators, past and present, whose innovations we take to heart and whose names we never recall.

But without him, Monday would be just another workday.



America's first coast-to-coast paved road was the Lincoln Highway, opening in 1913.