



Driver education slices accident toll in half, says Dr. Benjamin C. Tinnell, right, Appalachian State Teachers College professor. He discusses the progress of driving student Louise Moretz with instructor Jack Groce at the laboratory high school on the campus. (Carmen Carter Photo.)

### School And Your Child

By: Joan Coiey  
Appalachian State Teachers College

By mid-February better than a million Tar Heel auto owners will have plomped down an extra \$1 to get their '59 license tags. The dollars finance driver education in schools.

Many wonder:

...the training a fit? Does it actually take 30 hours classroom instruction and six hours practice

driving to learn to operate a car? Some boast they learned in an hour.

Will the training reduce highway fatalities, the State's number one accident-killer of youths between the age four and twenty-five, larger than all other accident categories combined?

Dr. Benjamin C. Tinnell, a professor at Appalachian State Teachers college, Boone, N. C., thinks it will.

He's taught and studied driver

training for 10 years, observed first-hand over 100 programs operating in the United States.

Driver education emphasizes how to drive but its sharpest accent centers on developing sensible driving attitudes among youngsters, states Dr. Tinnell.

He names this the key to reducing accidents, which took a heavy death toll in North Carolina last year.

The accident rate can be sliced in half by proper driver training in high school, predicts the professor. The forecast is based on his own teaching experience and a Cleveland, Ohio, study of 1700 students who took driver training and 1700 who didn't.

The 1700 who didn't had twice the accidents of those who did.

Most school administrators in North Carolina seem to agree.

Eighty-one percent—or 693 high schools—of the schools with year offer driver education to approximately 37,000 students, or 58 per cent of high schoolers reaching legal licensing age.

Each local school administrative unit receives \$5.25 for each high schooler enrolled. Local conditions determine the exact time when courses begin in various schools.

Lack of qualified instructors has posed a roadblock. Only 18 percent of schools had the program in 1957. The obstacle is rapidly being removed as revealed by the 81 percent now having it.

Dr. Tinnell, for instance, is currently conducting in Burke County an extension course for 15 prospective driver education teachers. He'll teach a similar course on the Appalachian campus this summer.

Youngsters should take driver training just prior to reaching licensing age, states the professor. In North Carolina, most attain the minimum legal driving age during the tenth school year.

The course is not forced upon the student. It's an elective.

In some schools the course is taught during regular school hours. At others it's afterward or during summer. Dr. Tinnell ventures that best results come during regular school hours because practice driving and classroom instruction can run concurrently.

Required for driver training are text-books, psycho-physical testing devices and automobiles with dual controls for both student and instructor.

Local auto dealers usually loan schools new vehicles for driving practice. Manufacturers give dealers \$125 off list price. Both benefit from obvious advertising received.

Some manufacturers believe that 75 per cent of the people will buy the make of car in which they first learned to drive, says Dr. Tinnell.

Driver education standardizes driving techniques. This eliminates parents possessing poor driving habits from passing them on to their children.

It also teaches drivers how to save money. For example, many clutch their car in high gear before putting on brakes. "Apply footbrake before applying clutch pedal" advises Dr. Tinnell. "It'll enable the driver to stop the car

in less distance and save wear and tear on expensive brake shoes."

Editors note: SCHOOL AND YOUR CHILD is a regular weekly column in this newspaper. Readers having questions concerning education are invited to send inquiries to SCHOOL AND YOUR CHILD, Appalachian State Teachers College, Boone, N. C.

If cross eye is noticed in children, it should be professionally attended to. Waiting for it to "take care of itself" and straighten out can cause permanent blindness when it does straighten out.



### NOTICE OF VOLUNTARY DISSOLUTION OF PARTNERSHIP NORTH CAROLINA YANCEY COUNTY

NOTICE is hereby given that the partnership heretofore existing wherein William A. Banks and Jack C. Patton were partners, trading and doing business under the firm name and style of Banks & Patton Lumber Company of Burnsville, in the County of Yancey and State of North Carolina, has this day been dissolved by mutual consent of the partners.

The business heretofore conducted by the said partnership will in the future be conducted solely by William A. Banks under the name and style of Bank & Lumber, and the said Jack C. Patton will have no further interest therein.

This the 1st day of January, 1959  
William A. Banks  
Jack C. Patton  
Jan. 15-22-29, Feb. 5

### SALE OF LAND UNDER DEED OF TRUST STATE OF NORTH CAROLINA COUNTY OF YANCEY

Under and in virtue of the power of sale contained in a certain Deed of Trust executed by J. Walter Howell and wife, Thelma J. Howell, dated 13 August 1957 and recorded in the Office of the Register of Deeds of Yancey County, North Carolina, in Mortgage Deed Book 43, page 86,

nothing having been made in the payment of the indebtedness thereby secured and said Deed of Trust being by the terms thereof subject to foreclosure, the undersigned will offer for sale at public auction to the highest bidder for cash at the Courthouse door in Burnsville, North Carolina at 11:00 o'clock A. M. on the 7th day of February 1959 the property conveyed in said Deed of Trust, the same lying and being in Green Mountain Township, Yancey County, North Carolina, adjoining the lands of Loss Peterson, J. W. Howell, W. S. Renfro, bounded as follows:

FIRST TRACT: BEGINNING on a small Locust on the bank of Toe River just below the mouth of small branch at a culvert under the State Highway and South-west a straight line about 300 feet to a Locust stump at the ford of the branch; thence up the branch to an Apple tree on the bank of the branch; thence a Southeast course up the ridge with the H. M. Bailey line to an Oak bush in Loss Peterson's line; thence with Loss Peterson's line down the ridge a Northeast course to a Maple; thence an East course down the hillside with said Peter-

son line crossing the Public Road to a rock where two sawmills formerly stood on the bank of Toe River; thence down the river to the BEGINNING, containing 15 acres, more or less.

SECOND TRACT: BEGINNING on an iron pipe driven in the ground on the bank of the road 42 feet from the South corner of the store building and parallel with the wall of said building; thence up and with the North bank of the road same course leaving ample room for truck road up the branch 35 feet to another iron pipe driven in the bank of said road; thence a North course 30 feet to a stake; thence an East course 35 feet to a stake; thence 30 feet to the BEGINNING, forming a square and containing about 1 and 16 part of an acre, more or less.

THIRD TRACT: BEGINNING on a Locust stump up the branch from the store, an old corner between H. M. Bailey and John D. Peterson and runs a North course up the hillside to a Hornbeam bush on the point of the ridge; thence up with the main height of said ridge to a stake in R. C. Howell's line, a conditional corner made by R. C. Howell and

Frank Howell; thence a straight line and horizontal to a Poplar tree; W. S. Renfro and J. W. Howell's corner; thence with main height of ridge a South course to Hickory, corner between J. W. Howell and W. S. Renfro on top of the ridge; thence with main top of the ridge to a stake in Loss Peterson's line on top of the ridge; thence an East course down the ridge to Frank Howell's line on top of the ridge in Loss Peterson's line; thence with Frank W. Howell's line to the BEGINNING, containing 20 acres, more or less.

This sale will be made subject to a certain other Deed of Trust executed by J. Walter Howell and wife, Thelma J. Howell to C. P. Randolph, Trustee, for The North-western Bank at Bakersville, North Carolina, dated 13 August 1957, and recorded in Mortgage Deed Book 44, page 84 in the Office of the Register of Deeds of Yancey County.

This sale will also be made subject to all outstanding and unpaid taxes due Yancey County on said real property.

This the 5th day of Jan. 1959.  
C. P. Randolph, Trustee  
Jan. 15-22-29-Feb. 5

## WE ARE HAPPY

THAT AUTOMOBILE OWNERS WILL Be ABLE TO PURCHASE 1959 LICENSE TAGS IN BURNSVILLE, YANCEY COUNTY AUTOMOBILE OWNERS DESERVE THE BEST IN SERVICE.

BUY YOUR AUTO INSURANCE FROM  
BURNSVILLE INSURANCE AGENCY  
Next Door To The Bank

and

YOUR LICENSE TAGS AT THE  
INFORMATION HOUSE on the SQUARE  
Burnsville Insurance Agency

Tel. MU 2-2515

BURNSVILLE, N. C.

Patronize The License Tag Bureau in Burnsville BUT -- Buy Your Insurance LOCALLY From ROBERTS INSURANCE AGENCY

Where You will secure prompt and efficient service on claims, transfers and correct coverage without delay!

Phone MU 2-2191 WEST MAIN STREET  
BURNSVILLE, N. C.

Be our guest for a pleasure test...  
and let Chevy do its own sweet talking!

Before you decide on any new car, here's the biggest break you can give your dollars—and yourself: Drive a '59 Chevrolet. You'll find there's no reason to want a car that costs more—and no car you want that costs less!

Here are some of the things Chevrolet will tell you about when you drive it—

ROOMIER BODY BY FISHER—more width for seating comfort, more luggage space, and new in-

everything but its famous soundness. MACIG-MIRROR FINISH—keeps its shine without waxing or polishing for up to three years.

NEW OVERHEAD CURVED WINDSHIELD—and bigger windows—all of Safety Plate Glass.

NEW BIGGER BRAKES—deeper drums with better cooling for safer stopping and up to 66% longer life.

HI-THRIFT 6—up to 10% more miles per gallon; more usable horsepower at the speeds you drive most.

VIM-PACKED V8's—eight to

choose from, with compression ratios ranging up to 11.25 to 1.

FULL COIL SUSPENSION—further refined for a smoother, steadier ride on any kind of road.

TURBOGLIDE, POWERGLIDE, AND LEVEL AIR suspension head a full list of extra-cost options that make for happier driving.



See this bright new addition to the Chevrolet line—the Bel Air 4-Door Sport Sedan

now—see the wider selection of models at your local authorized Chevrolet dealer's!

Manufacturer's License No. 113

ROBERTS AUTO SALES, Inc.

WEST MAIN ST. FRANCHISED DEALER No. 1019 BURNSVILLE, N. C.

