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**-- Overlook On Life --**  
 By WARREN S. REEVE  
 The idea of "Overlook" is taken from the Overlooks provided for viewing panoramas along the Blue Ridge Parkway.

The re-opening of the schools this week inclines me to consider three basic educational problems. The first is the aim that teachers and the general public should have in mind as we variously take our respective parts in the support of the school system. Have we all thought through what the schools are doing for our children, and why they are doing it? A better question would be: What ought they to be doing for our children? Why do we have schools? Let me list several answers that might be given to these questions:

1. Our schools exist in order that we may comply with federal and state laws.
2. Schools serve as a place to keep children out of mischief, getting them out of their homes for a few hours every day and thus giving a blessed relief to tired or busy mothers and obviating the need, in some cases, of engaging baby sitters.
3. Schools fulfill their purpose, some might say, if children acquire a minimum of familiarity with the three "R's" — which is all that is necessary for them to have in order to get the kind of jobs they will want.
4. Schools are places where children learn to get along with other children and to learn co-operation.
5. It is the job of our schools to prepare youth to enter colleges or vocational schools.
6. Schools may be thought to be "successful" if the children come out of them as "good" characters and "good" citizens.
7. Schools exist to give children and youth and education (education being taken to mean a fair amount of knowledge or information in the areas covered by the courses of study) All seven of the above propositions are, to say the least, inadequate statements of what our schools are and should be doing. Some of the statements are not only inadequate but serious distortions of sound judgment.

work.  
 2. Everything possible should be done to make children enjoy trying to excel in studies. Not only children but the general public should admire excellence more than they do. Pride in doing things thoroughly may be encouraged.  
 3. I would like to see three other virtues emphasized constantly in school life: cooperativeness (getting along well with others), responsibility and honesty.  
 4. The ability to read reasonably well aloud; a love of books; an ability to spell accurately and to write decently — these are attainments our schools should strictly insist upon.  
 5. Children should not be passed unless they acquire the prescribed knowledge in mathematics, science and history.  
 6. Students should be given an understanding of our civilization and of our government and of America's position in the world today.  
 7. For graduation from high school two years work in some foreign language should be required.

The second problem I want to allude to is school attendance. Surely more can be done to reduce unnecessary absenteeism in our schools! Perhaps a publicity campaign whereby it would be to be a mark of disgrace for children not to be in school when they could be there would be a possible way of dealing with the situation.

The third problem pertains to our provision for the negro children of the community. This has many ramifications into which I cannot go and into some of which I am not qualified to go. But I venture to make a few observations:

1. There has been inadequate communication between the races. Many of the white people do not know what the colored people are thinking, and many of the colored people do not know what the white people think and feel. In order to increase communication, would it be feasible for the Burnsville School PTA to appoint a committee and for the negro PTA (if there is one; or if not, the negro community as a whole) also to appoint a committee — these committees to meet together as one joint committee just to talk informally with one another, each to hear the other's point of view. If neither side tries to dominate the other and if each side would sincerely try to see the point of view of the other, this communication should be of real help, I suggest.
2. A second observation is that

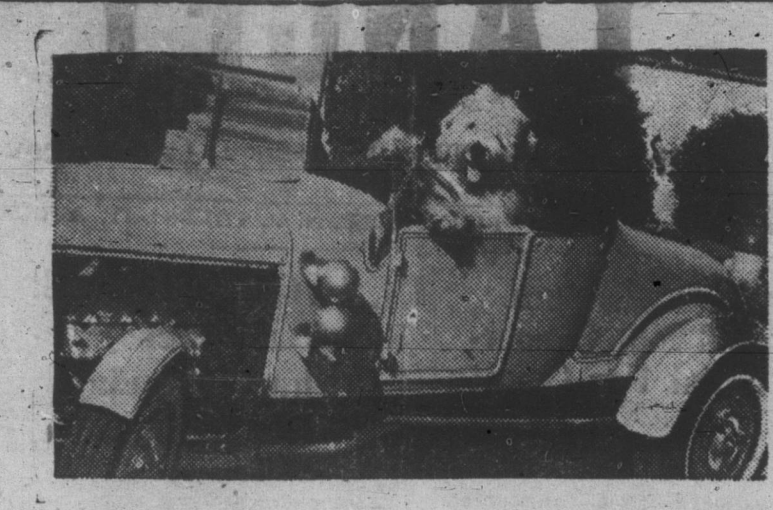
**Obituaries**  
 ZEB T. FOX  
 Services for Zeb T. Fox, 82, of Burnsville, who died Friday in the home of a son here after a long illness, was held at 2:30 p. m. Sunday in Bolens Creek Baptist Church.  
 The Rev. A. Z. Jamerson, pastor, officiated, assisted by the Rev. O. L. Brown. Burial was in McCracken Cemetery here.  
 Surviving are two sons, Latt Fox of Burnsville; Frank Fox of Virginia; and 6 grandchildren.  
 Active pallbearers were Arney and James T. Fox, Roy and James Ray, Nick Huskey, Billy Ray Riddle, Sidney Bailey and Kenneth McCurry.

**C. BEN MORRISON**  
 C. Ben Morrison, 54, of Pompano Beach, Fla. died Saturday at his summer residence near here following a brief illness.  
 The body was sent to Fort Lauderdale Fla., where services were conducted at 2:00 p. m. Thursday in the chapel of Fairchild Funeral Home.  
 Surviving are the widow, the former Miss Anne Merrill; one son, Richard C. Morrison, of the home; and two sisters, Mrs. Ray Madden of Detroit, Mich., and Mrs. Jesse Bauer of Jeannette, Pa.  
 Mr. Morrison was a sales representative for the Atwood Brass Works of Detroit, Mich. He had maintained a summer home near here for the past six years.


**SAFE AS AMERICA**  
  
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Burnsville seems to me to be the kind of a community where we could really be pioneers if we would it ought to be possible for us to work out a right solution to our problems in race relationship amicably and without any pressure being put on us by outside groups or interests. We can be pioneers in accomplishing delicate adjustments without violence and even without acrimony, but with patience and quiet magnanimity.  
 With an understanding of the objectives to be sought in our school efforts we can with diligence provide this bit of God's country with men and women who a generation hence will be better folks than we are and an ornament to the life of this our beloved country.

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The "Shaggy Dog" Now Showing At The Yancey Theatre

**The WORLD OUTDOORS**  
 BY MIKE BENNETT  


SINCE the memorable battle between the Natchez and the Robert E. Lee, there have been many boat races on the mighty Mississippi River. But in the 88 years since the famous Natchez-lee race, less than 30 boats in competitive races have completed the 1,068-mile grind from St. Louis to New Orleans. Distance and turbulent water are enough to stop all but the sturdiest crafts and skippers.  
 This Labor Day weekend, some 50 boats are expected to race from St. Louis to New Orleans in hot pursuit of more than \$5,000 in prize money. It's a safe bet that plenty of boats will not complete the race.  
 Record for the distance is 29 hours and 29 minutes, set last year by Byron Pool and Lonnie Kirkpatrick. Their time was the fastest any man, boat and motor had ever made the trip, and smashed the old record for this race by 14 hours 30 minutes.  
 Only stock boats and motors, as used by everyday boaters, are eligible for the race. The prize money includes \$1,000 to the winner with other prizes ranging from \$500 to \$100 for the next nine to finish. In addition, \$100 government bonds will be awarded the first boat to reach each of seven fueling stops.  
 The race will be run in three daylight legs—St. Louis to Memphis; Memphis to Vicksburg; and Vicksburg to the foot of Canal Street in New Orleans.

**Speaking of Public Safety:**  
**SAFE STREET LIGHTING SAVES LIVES, MONEY**

CLEVELAND, O.—The public should realize that it spends much more in a year on night traffic accidents than it would pay for the adequate street lighting that could have prevented the car crashes.  
 Interviewed here, Edmond C. Powers, educational director of the Street and Highway Safety Lighting Bureau backed up this claim by citing an annual toll of \$1 billion as the bill for traffic accidents that adequate street lighting could have prevented.  
 "On top of financial toll," Powers said, "at least 10,000 persons lose their lives while another 400,000 are seriously injured in night accidents that street lighting, by permitting safe visibility, would have prevented."  
 "We have reports from small and large cities," he said, "where thorough cost analysis has shown lower overall figures after lighting than those when streets were poorly lighted or not lighted at all."  
 Asked why the country as a whole still has so much "horse and buggy" lighting, Powers said:  
 "While lots of reasons are given, the big one is that while the public wants all the benefits of modern street lighting, people expect it to be provided instead of demanding that their public officials install it."  
 "Like everything else in life, the public will be given modern street lighting when the public convinces officials that modern lighting is wanted."

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