

The Yancey Record

Established July, 1936

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Published Every Thursday By

YANCEY PUBLISHING Company

Second Class Postage Paid At Burnsville, N. C.

THURSDAY, MARCH 23, 1967

NUMBER THIRTY

Subscription Rates \$3.00 Per Year

Out of county \$4.00

Scene From Top O' The Hill

By: Jack Kelly

Everybody is reasonably familiar with the F.B.I. and the Secret Service and the Postal Inspection Service and pays them their well merited homage and credit. However, the Government has many other investigational agencies, albeit, less well known. Such an outfit is the A & I. These initials stand for Audits and Investigations. This A & I is a small ball-bearing in the great cogs of the governmental machine that, literally, keeps the wheels turning. A & I numbers among its component parts — auditors, investigators, engineering advisors, real estate specialists, right-of-way men and the necessary clerks, typists, secretaries and messengers necessary to bring to a cohesive fruition its efforts expended in assuring the Public that it gets the roads it pays for.

A & I oversees and checks into any and all complaints having to do with roads built by the various States with Federal-aid Assistance, whether they be primary, secondary or Interstate — the greatest mechanical achievement even conceived and produced by a free society. This entire operation, involving the expenditures of billions of dollars, is supervised, nay, handled, by one of the few men if not the only man who could possibly conduct its operations. The appointment of this man, by our own Luther Hodges, little mentioned at the time, will doubtless prove to be Mr. Hodges' most splendid choice.

Joseph M. O'Connor (the M is for Michael) a former FBI Supervisor came into being when Luther Hodges realized that he and his Department of Commerce needed a special group of specialists to keep a check-rein on the immense expenditure of money going into our road program. Hodges picked O'Connor for the usual and varied reasons of ability, tact, background and so forth. O'Connor was originally, one among many aspirants for the position. Few people conceded him much chance of getting it because, to use a Washington expression, "He wasn't wired as good as some." Wired, in Washington, means political contacts. Actually, this lack of wiring proved to be O'Connor's saving grace. Everyone in North Carolina knows that Luther Hodges was a past-master at politics. This knowledge stood the Secretary in good stead. He knew that he needed an able man, not a politician for the position. Besides, from his personal interviews, he had determined that this handsome Irishman, who broke six-foot and 200 pounds, had the added gift of a persuasive tongue and a sense of humor. A certain twinkle in his eye could replace the icy glare when needed. He was selected

by Luther, and the numerous political selectees returned to their tents to lick their wounds, with no understanding of the reasons behind the O'Connor appointment. They immediately became candidates for other positions which, if the Country was lucky, they could fill.

In the five years that O'Connor has conducted the A & I, his savings of money and man-hours to his Country is beyond estimate. His representatives go into all fifty States. Obviously, from time to time, his men have caused a ripple or two of ill-will but, the overall picture proves that, by and large, they have engendered much more good will and have placed the stature of A & I on the peak of the various agencies.

Mr. Hodges can well be, and, I know, is, proud of the O'Connor appointment, a Massachusetts man chosen by a Tar Heel. You, too, as you ride along the beautiful highways interlacing the States can be proud of the fact that A & I, the "seeing eye" keeps a watch on the construction of your roads as well as expenditure of your tax payments, under the vigilant supervision of Secretary Hodges' most productive appointee, Joseph Michael O'Connor, Director of Audits and Investigations.

DAWN

By: A Senior at East Yancey High School

Dawn is to many of us today something that is of very little importance other than the changing of another ordinary night to another ordinary day. But to many people, dawn has a very different meaning.

To the hunter, dawn is when for the first time he will be able to spot his prey. It is also the time when the hunted must leave his protection in search of food and match wits with the dreaded enemy.

The thousands of men during D-Day waited long and patiently for the dawn when at last they would be able to abandon their filthy ships and fight for their country. For many of them dawn was certain death.

The capsize sailor floating on a seemingly boundless sea waits for the dawn which brings with it a new hope of land that will save him from his isolated starvation.

During his trans-Atlantic flight Charles A. Lindbergh welcomed the dawn that brought landmarks and an end to his fears of being off course.

To the many people at Sunrise Services on Easter morning, dawn marks the time nearly two thousand years ago when their Savior conquered death and ascended into heaven.

Yes, dawn is something different to everyone. What is dawn to you?

IT NEVER FAILS



Drive Carefully, During Holidays

Easter is a glorious time of reverence and solemn reflection; don't shatter its tranquil mood by driving into one of the thousand or more traffic accidents and highways which the N. C. State Motor Club warns may take up to 19 lives during the extended weekend.

The state will officially count its holiday traffic deaths from 6 p. m. Friday, March 24, through midnight Monday, March 27.

North Carolina's Easter toll last year climaxed to 20 fatalities, after five delayed deaths were reported. Another 703 persons were injured in 1,017 accidents. Nine of the deaths occurred on Easter Sunday.

Of the 944 driver violations reported, the leading causes of accidents were: speeding, 206; failure to yield right of way, 144; driving left of center, 143; driving too closely, 24; and reckless driving, 71.

Thomas B. Watkins, president of N. C. State Motor Club, said Easter traditionally opens the spring travel season and motorists will be encountering additional hazards on congested highways.

"Please be cautious and considerate and drive carefully yourself," he urged.

FANCY THAT!

THE FIRST AIRLINE STEWARDESS WAS ELLEN CHURCH, WHO MADE HER FIRST FLIGHT MAY 15, 1930, BETWEEN SAN FRANCISCO, CALIFORNIA, AND CHEYENNE, WYOMING!

TODAY, MORE THAN 10,000 PEOPLE ARE EMPLOYED BY DOMESTIC AIRLINES, WHILE ABOUT 1,000 MAKE OVERSEAS FLIGHTS!

STEWARDESS' POISE IN DEALING WITH PEOPLE IS AN ASSET WHICH REMAINS WITH HER EVEN AFTER SHE LEAVES THE AIRLINE. IT WAS THIS FACT THAT INSPIRED PAUL CORRELL— HIMSELF AN EX-AIRLINE STEWARD— TO START THE COR-AIR-Y GIRL, INC.

1270 AVE. OF THE AMERICAS, IN NEW YORK CITY, AN ORGANIZATION TO EMPLOY THE SERVICES OF RECENTLY RETIRED STEWARDESSES FOR CONVENTIONS, TRADE SHOWS AND OTHER SIMILAR EVENTS WHERE THEIR TRAINING AND EXPERIENCE CAN BE VERY VALUABLE!

27 N.C. Colleges Sign Contracts With PACE

Twenty-seven colleges and universities in North Carolina have signed contracts with the State Department of Public Welfare to participate in PACE, INC. (Plan Assuring College Education in North Carolina), which helps to provide summer employment for needy students to finance their college education.

The participating institutions are: Atlantic Christian College, Agricultural and Technical College, Bennett College, Campbell College, Central Piedmont Community College, Davidson College, Duke University, Elon College, High Point College, Johnson C. Smith University, Lees-McRae College, Lenoir County Community College, Lenoir-Rhyne College, Livingstone College, Meredith College, Montreat-Anderson College, Mount Olive Junior College, North Carolina State University, Pembroke College, Sacred Heart College, Sandhills Community College, St. Andrews Presbyterian College, University of North Carolina—Chapel Hill, Charlotte, and Greensboro, Warren Wilson College, and Winston-Salem State College.

Last year, 995 college students earned \$529,749.04 to apply to their college expenses at 37 colleges. They resided or worked in 83 different counties in North Carolina and helped provide additional services to Tar Heel citizens through 363 agencies. They worked in recreation programs, welfare departments, health departments, educational TV, law enforcement agencies, agricultural extension, research, schools and school offices, historic sites, parks, highway commissions, libraries, hospitals and many other services. This was provided at a local cost of \$79,462.36 and the students spent in their communities \$68,244.81. The average gross earnings per student was \$532.41.

All this was a result of the College Work-Study Program (Title IV B) of The Higher Education Act of 1965. On the basis of survey of the students, most of them would not

have been able to go to college or been able to remain in college had it not been for this program.

The North Carolina State Department of Public Welfare through its Community Services Division developed the idea of a coordinated approach. A student who needs financial assistance to go to college applies for participation in the Plan. If the college is one of the institutions cooperating in the program and if the Student Aid Officer deems the student eligible on an academic and needs basis, PACE attempts to help the student find a work opportunity in his own home community. Thus the student earns money toward his college expenses, helps provide additional service to his community, is able to work when it will not interfere with his study time, and can stay in his own home.

Students interested in applying for participation in PACE should contact their Guidance Counselor, local Welfare Department, Community Services Consultant, Student Aid Officer, or write PACE, INC. State Department of Public Welfare, Box 2539, Raleigh, N. C. 27602.

Non-profit agencies having work where students could perform but having limited budgets should contact the local Welfare Department, Community Services Consultant, or PACE at the address above.

