

OBITUARIES

Marshall Native Has Seen Lot Of Road

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ROOFING SHINGLE

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All Lengths ROOFING

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CARTER H. BALL. Carter H. Ball, 87, of Biltmore, died Monday, August 4, 1975, in an Asheville VA hospital after a long illness. A native of Madison County and a resident of Buncombe County for 40 years, he was retired from Oteen VA Hospital, a World War I veteran and a member of Mount Hermon Masonic Lodge No. 118 AF and AM. He was a son of the late Gus and Marcena Phillips Ball.

Surviving are the widow, Mrs. Ethel McLaugh Ball, and several nieces and nephews. Services were held at 2:30 p.m. Friday at Calvary Baptist Church in Madison County, of which he was a member. The Revs. Ralph Hogan and Bob Selman officiated. The Mount Hermon Lodge conducted graveside rites in Mars Hill Cemetery. Nephews were pallbearers. Capps Funeral Home was in charge.

ELMER TEAGUE. Services for Elmer Teague, 53, of Teague Road, Rt. 1 Marshall, who died Saturday, August 9, 1975, were held at 2 p.m. Tuesday in the chapel of Groce Funeral Home.

The Revs. Earl Jones and Oler Anders officiated. Burial was in Redmon Baptist

Church Cemetery. Pallbearers were brothers-in-law. A native of Madison County, he had lived in Buncombe for the past 15 years and was son of the late Arthur and Alpha P. Teague. He was a member of Redmon Baptist Church and a farmer.

Surviving are the widow, Mrs. Bromia Teague; three daughters, Misses Judy and Karen Teague of the home and Mrs. Marilyn Ball of Marshall; a son, Lonnie Teague of the home; a brother, Gilmer Teague of Marshall; and two grandchildren.

RALPH GREGORY. Services for Ralph Gregory, 60, of Detroit, Mich., who died Saturday, August 9, 1975, were held at 2 p.m. Wednesday at Bethel Baptist Church, of which he was a member.

The Revs. Donald Gasperson and Dearn Ammons officiated. Burial was in the church cemetery. Nephews were pallbearers. Formerly of Mars Hill, he moved to Detroit 25 years ago, where he retired from the Mahone Steel Co. He was a son of Mrs. Bertha Ray Gregory of Mars Hill and the late Sam Gregory.

Surviving in addition to the mother are the widow, Mrs. Okla Ponder Gregory; two sisters, Mrs. Jake Robinson of Mars Hill and Mrs. Leslie Ponder of Burnsville; and two brothers, Clyde Gregory of Mars Hill and Grover Gregory of Verndale, Mich.

MRS. ZADE SPRINKLE. Mrs. Carrie Sams Sprinkle, 89, of Gastonia, died Monday August 11, 1975 in a Gaston County nursing home after an extended illness.

A resident of Mars Hill for 50 years before moving to Gastonia in 1958, she was a daughter of the late Lee W. and Ella McCarthy Sams and the widow of Zade Sprinkle, who died in 1943.

Surviving are a daughter, Miss Hazel Sprinkle of Gastonia; three sons, Roy Sprinkle of Gastonia, Gay Sprinkle of Madison, Wis., and Jobie Sprinkle of Mars Hill; four sisters, Mrs. Annis Gillis of Biloxi, Miss.; Mrs. Grace

English of Marshall, Mrs. Jessie Corlette and Mrs. Estelle Anderson of Flag Pond, Tenn.; two grand children and five great-grandchildren.

Services were held at 3 p.m. Wednesday in the chapel of Capps Funeral Home. Dr. Douglas Aldrich officiated. Burial was in Mars Hill Church Cemetery. Pallbearers were Ralph Munday, Roy English, Joe Chapman, Fred Sams, Fred Sprinkle and Henry Tron.

JACK PLEMMONS. Services for Jack Plemmons, 63, of Martin Branch Road, Leicester, who died unexpectedly Thursday, August 7, 1975, were held at 2 p.m. Sunday at Turkey Creek Baptist Church, of which he was a member.

The Revs. Harold Cable, Erskine Plemmons and Alvin Ballard officiated. Burial was in church cemetery. Pallbearers were Larry Merrill, Ricky Buckner, Joe Treadway, Roy, Ted and David Plemmons. Geter Kuykendall and Daniel Sluder. Honorary pallbearers were former employes of the Spinning Department of American Enka Co. and the Men's Bible Class of the church.

A lifelong resident of Buncombe County and a son of the late Reagan and Katherine B. Plemmons, he retired from American Enka Co. in March, 1975, with 37 years service. He was a member of the Enka Pioneers Club.

Surviving are the widow, Mrs. Pauline T. Plemmons; a daughter, Nancy Ann Plemmons of the home; a son,

Jackie Plemmons of the home; a brother, Joe Plemmons of Marshall; and several nieces and nephews.

IN MEMORY OF My Son RONNIE JOE SPROUSE Entered Eternal Rest Wednesday, March 5, 1975. God took you home my darling Son.

One morning he said your work is done, No more heart ache, toil or care, Enter in to rest for ever more, You didn't have time to say good-bye, Your thoughts were on God, Heaven and Home, He wiped from your eyes all the tears, That mother had wiped through all the years, He took the sun shine from my life, To brighten the beautiful garden path, One day soon when my work here is done, I'll be with you in that beautiful home, We'll thank Jesus together for his great love, And all the wonderful things he's done, We'll sit by the river and bask in his love, And wait for our children, yours & mine, To enter the gates of that wonderful land, We'll say, I've been waiting for you to get here, And enjoy the beauty which cannot compare, In that wonderful chair, Thank God, we'll all be so happy up there. Mother Dusky Griffin Sprouse

EDITOR'S NOTE: The following story, written by Wink Fitz, is reprinted from the Morganton News Herald. Jess Wilson is the son of Mrs. Linda Roberts Wilson and the late Wiley Wilson, of Madison County. Mr. Jess Wilson is married to the former Miss Lola Bentley, of Newton, N.C. They have four children.



"I can make it to New York on six cigars," says Jess Woodrow Wilson. "When you've been hauling up North as many years as I have, you get to where you know about everything and everybody along the road." Wilson could qualify as another Charles Kuralt by the number of miles he has driven and the number of faces he has seen since his first truck-driving, he says. "I believe that whatever you want to do, you can do it if you try hard enough and, believe me, I've worked at it. I guess it takes somebody like me with a weak mind and a strong back to be good at truck handling."

Wilson is "one of the best long-haul drivers around," says Forrest Gaines, owner of Gaines Motor Lines in Hildebran, where Wilson has been working since 1948. "There isn't anybody up the road that doesn't know his reputation."

Wilson has logged more than three million miles since he started hauling lumber at the Madison CCC camp in 1934. "I started out to driving when I was 15 in an old 1928 White (truck) for that civilian camp," he says. "It would take me a whole day then to get that wood up to Asheville, and that was only 20 miles away. But I still think just driving is the best way to learn trucking."

His truck learning all came from North Carolina too. "I'm from the North Carolina mountains," he says, "from up in Marshall. You just put in the paper that I'm 'the man from the mountains.' We got a little saying up in Marshall that goes like this: this town's a street wide, sky-

high, hell - deep, mile long, with a schoolhouse that sits in the middle of a stream, where the sick get well and well never die. That's how I like to think of it and myself too."

Wilson could be considered the Paul Bunyan of the highways. Somehow he seems bigger than life, a master of a machine that easily eats up more than 100,000 miles a year. "I live in my truck," he says. "Since '74 I've been driving this 1974 KW (Kendrick) that's got a 425 Caterpillar engine in it. Now that's a trucker's dream - plush interior, radio, tape deck, air conditioning, whatever you want. It's plush, I tell you. Got everything in it but a blonde - or a brunette."

Wilson is one of those few people who take pride in what they do. His truck is spotless with never a piece of dirt or dust in it. It's cleaner than most houses. "You got to take care of your equipment and that's why it lasts longer. I don't push it on the road and I keep it housecleaned. I live in it so why have it nastied up all the time?"

Young drivers don't seem to care much about their rigs or themselves, he says. "This living fast has gotten to them, all the time being pulled up and such nonsense. If you leave yourself time and take care of your troubles before you leave, then most everything will go smooth on the road. Confidence is one thing Wilson has plenty of. Most of the younger drivers at Gaines' call him 'Pappy,' which is a title respectful of his many years of safe driving. "I ain't never been scared when I was behind the wheel because I know exactly what I need to do. None of this riding double for me. As long as that truck's rolling, I want to be behind the wheel. And when it ain't, I want to be asleep in my bunk right there with it."

"The only thing I'm scared of is New York City," he says. "There you don't see nothing or hear nothing. Just say yes or no and be suspicious of everybody. It's bad but there are a lot of worries on the road and it ain't like it used to be. You don't have any fun on the road like you used to because, I guess, the caliber of boys ain't the same or something. These new boys like it too fast and they wouldn't stop to help for nothing."

"I used to like the scenery along the way, too, but they got to where they was all covering it up with long pants!"

The road with its tricks and turns has its match in Wilson. It's changed a lot over the years, he says. "Now we can carry more weight because of the bigger rigs and we got better equipment. It used to take 24 hours to get to New York, but it takes about 12 hours or six cigars to get there now. It's just a lot faster. Like most legendary heroes, Wilson has matched his skills against the elements and the fates. "Back in the early 40s, I drove my rig through a hurricane in Florida. I'd always heard about those winds so I just went down to where it was going on. The roads was closed but I waited until the roadblock boys went to sleep and then I barged on through to Melbourne."

"On Route 1, the wind was a-whipping so I couldn't make any way, hardly, couldn't see. I was driving along the ocean, hearing it roar and seeing those waves coming up high and all. That's some kind of feeling, to run through it. I could have wiped out in the ocean and nobody knowed me or the rig was under. I believe I was scared that time, but I got through it and found out what one of those hurricanes can do."

He's been stuck for as long as three days in blizzards up North. "In '47 or '48, I got stranded in New York for I don't know how long with the snow getting up to 150 inches or more. It didn't bother me much. I guess it worried my wife and all but I got a good rest. It can't all be good or it wouldn't be trucking."

Humans are little match for him, especially when he whips out a deck of cards. "I've been known to play a little five-up on the road. They know me at these truck stops."

Jess Wilson is a good driver because he knows his stuff, Gaines says. "He knows how to get the most out of his truck and not monkey with it."

The main thing is to use good judgment, Wilson says. "You got to feel your load out, you got to be quick, be able to think about a million things at one time, and be responsible. You can't tailgate or overrun traffic or you're gonna get in trouble. I've had a few speeding tickets, sure, but none bad and I ain't had one now in over four years."

"To tell you the truth, I don't believe one-third of these boys are qualified to drive just like folks who drive cars. I've stopped many a time to help folks out in accidents, and if they'd just have been paying attention, it wouldn't have happened. You got to have reflexes to drive. You can help from having wrecks a lot of times. Safe driving ain't all luck."

I don't count on these Citizen Band radios to get me out of a fix with the law. I don't own one and I don't need it since I'm driving right to stuff with."

As much as Jess likes to drive, he can't stand driving a regular car. "I like that high perch up there where I can look out over the road. I tell ya, I just don't feel safe in a car no more, and anyway, when I get home from a trip, I like to stay there. It's my wife, Lola that likes to take vacations."

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Condensed Statement of Condition June 30, 1975

| | |
|---|------------------------|
| ASSETS | |
| Cash and due from banks | \$ 516,128,000 |
| Due from banks — interest bearing | 158,137,000 |
| Securities | 672,916,000 |
| Loans | 1,589,026,000 |
| Federal funds sold and securities purchased under resale agreements | 120,500,000 |
| Trading account securities | 25,669,000 |
| Premises, equipment and leasehold improvements | 52,373,000 |
| Customers' acceptance liability | 14,529,000 |
| Other assets | 70,731,000 |
| | \$3,220,009,000 |

LIABILITIES AND SHAREHOLDER'S EQUITY

| | |
|-------------------------------------|------------------------|
| Deposits in domestic offices | |
| Demand | \$1,075,860,000 |
| Savings | 539,995,000 |
| Savings certificates | 274,958,000 |
| Large denomination certificates | 473,560,000 |
| Other time | 61,256,000 |
| Total deposits in domestic offices | \$2,425,629,000 |
| Deposits in foreign offices | 188,950,000 |
| Total deposits | \$2,614,579,000 |
| Federal funds and other borrowings | 206,106,000 |
| Acceptances outstanding | 14,529,000 |
| Unearned income | 74,239,000 |
| Other liabilities | 63,131,000 |
| Subordinated 4-60% notes payable | 23,650,000 |
| Total liabilities | \$2,996,234,000 |
| Reserve for loan losses | \$ 30,222,000 |
| Shareholder's equity | |
| Common stock | \$ 51,360,000 |
| Surplus | 72,000,000 |
| Undivided profits | 68,538,000 |
| Capital reserve | 1,655,000 |
| Total shareholder's equity | \$ 193,553,000 |
| | \$3,220,009,000 |

Marshall

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