

Mountaineers Started Scrimmage Sessions Thursday; Dozen Lettermen Pace 34 Candidates For Positions

Candidates for the 1953 Kings Mountain high school football team continued twice-daily drills during the past week, shooting towards a September 11 opening

game date with Bessemer City high school's Yellow Jackets at City Stadium.

The squad got down to contact scrimmage work last Thursday afternoon after three day work on the new T-formation attack.

With the first string backs working behind the second string line and the main string forwards backing up the reserve ball carriers, defense predominated in the opening scrimmage session.

The reserve backs worked over the session's only score, Quarter back George Harris finding Halfback Charles Smith open on a long pass play.

Outstanding in the forward walls on defense were Tackle Ken Cloninger, a junior up from last year's squad, and Guard Ken Burns, a freshman.

Ollie Harris was under center with the first-line backs and scored hits with his sharp passes, End Ronnie Layton and Halfbacks Gene Patterson and Don McCarter on the receiving end.

Fullback Richard George ran well at his position as the team began ironing out the clinks in the new attack.

Running on the first string line last week were James Abernathy, a senior from last year's squad, and Layton, a 1952 letterman, at ends; Eddie Goforth and Ranny Arnette, lettermen tackles; Charles Yelton and Jim Caveny, lettermen guards; and Milton Hope, Jr., letterman center.

Other candidates for the squad include: Ends — Letterman Franklin

Plott, Dewitt Blanton, J. L. Stewart, Charles Bridges and Tommy Gilbert, Jr.

Tackles — Ken Cook, a transfer from Shelby high, Buddy Mayes, Charles Cashion, Cloninger and Lewis Cole.

Guards — Burns and Don Wright.

Centers — Earl Stroupe, Palmer Huffstetler and Joe Ormand. Backs — Letterman Earl Marlowe, Smith, Harris, Mike Houser, Curtis George, Harold Jackson, Jerry McCarter and Bobby Wilson.

Two 1952 lettermen, Tackle Sammy McCarter and End Meryl Valentine, have not reported for the squad to date. An even dozen lettermen are vying for starting positions on the team.

Nine players on the 1952 squad also have not reported for drills. They are Tackle Bob Carrigan, Back Clyde Cobb, End Buddy Falls, Tackle Don Falls, End Donald Hord, Back Clyde Hinson, Guard Gerry Logan, Back Bud Rhea and Back Jimmy Robbs.

Coaches Everette Carlton, Don Parker and John Charles have been working with the team since August 17 on a twice-daily schedule of drills. The tempo is to be cut Thursday, with only one drill scheduled, and on Tuesday the team will begin a one-a-day schedule with the opening of classes for the 1953-54 school term.

Herald want ads bring quick results. To place your want ad in next week's edition of the Herald, call 167 or 283.

Conference Group Includes Mrs. Page

Mrs. Bill Page, Kings Mountain high school teacher of home economics, was elected one of a committee of six to serve with the Raleigh supervisory staff in planning next year's State Conference for Vocational Education Teachers.

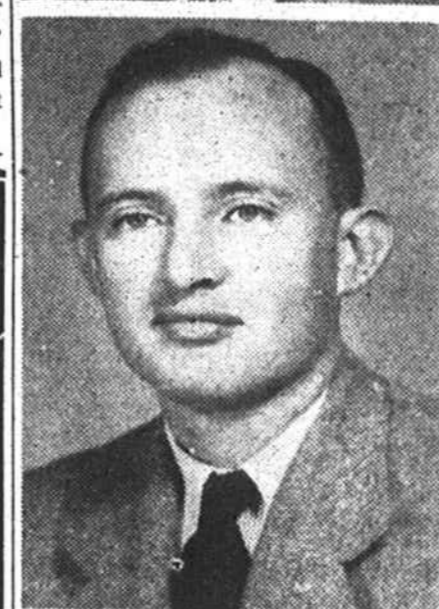
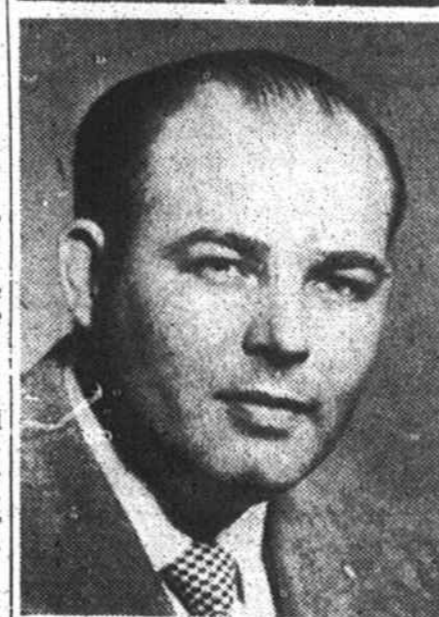
Mrs. Page was chosen at the 1953 State Conference for Vocational Teachers held in Raleigh last week, the conference including divisions of home economics, agriculture, distributive education, guidance services counselors, and teachers of trades and industry.

All groups met for the general sessions in the Raleigh City Auditorium. Many specialists appeared on the program, including Miss Martha Creighton, president American Vocational Association; Dr. M. D. Mobley, executive secretary American Vocational Association; Dr. Joseph R. Strobel, assistant Commissioner for vocational education, United States Office of Education.

After the general sessions the group met with their respective areas.

A highlight of the Home Economics conference was the address of Dr. Russell Smart, head of the Department of Child Development and Family Relations, University of Rhode Island. His theme was "Family Centered Approach to Our Teaching."

Had a party? Has a new son or daughter arrived at your home? Been on a trip? Call 167 and the news will be placed in next week's edition of the Herald.



GOP LEADERS — Shown above are three township committeemen named by area Republicans who held an organization meeting here Monday night. They are Wray A. Williams, top, Charles Alexander, center, and Grady Howard, below. A picture of W. T. Weir, elected chairman, was not available in time for publication.

Grover-Lyman Link Of Highway 29 Scheduled For Completion in 1954

Work on the new segment of Highway 29 from the state border at Grover to Lyman, S. C., is proceeding well and the new 44-mile link is due for completion in 1954, according to a feature story in last Sunday's Greenville, S. C. News.

Safety and pleasure will be the twin keynotes of driving over the new, straight two-lane strip, according to the Greenville reporter.

His account of the project follows:

A partly completed relocation of Highway 29 from Lyman to the North Carolina line is its own best argument for the \$6,000,000 cost.

"If pleasurable and safe travel can be measured in dollars and cents, every motorist who travels between Greenville and Charlotte will be getting his money's worth when the 44-mile link is completed next year.

"The new highway, at present a single lane but someday to be a dual-lane sure - highway, eliminates most of the hazards common to old Highway 29.

"It traverses no major metropolitan center, eliminating such bottlenecks as Spartanburg, Cowpens, Gaffney, Blacksburg and several industrial communities.

"Old Highway 29 had 82 curves, many of them dangerous at even moderate speeds. The new roadway has only 26 and all of them have excellent visibility.

"Dangerous intersections, frequent and nerve wracking on the old highway, are all but eliminated by the relocation with one-way intersections, traffic circles, underpasses or overpasses.

"At present, the new highway is completed only to the CC and O Railroad near Highway 221 just out of Spartanburg. Certain gaps remain to be filled between there and a point near Gaffney, to which through travel will be possible around Sept. 1, according to District Highway Engineer F. E. Armstrong, who is in general charge of the project.

"Sometime next year, the largest river span across the Broad River, a 670-foot reinforced concrete and structural steel bridge, will be completed and traffic can begin to move along the entire length from Lyman to Grover, where the new highway connects with a similar thoroughfare into Black Mountain and on to Charlotte.

"Most of the 13 bridges, including grade separation crossings, underpasses and overpasses, are completed. The roadway is 24 feet with 10-foot shoulders, but the State Highway Department owns rights-of-way sufficient for addition of another lane in the future.

"A trip along the completed portion of the new roadway may surprise the motorist accustomed to pampering his foot through the floorboard on open stretches to make up for time lost in cities dragging along behind slow traffic at hills and curves.

"At a smooth and unhurried 55 miles an hour, or less depending on lawful limits at certain points, one can cut many valuable minutes off the trip without endangering lives or property.

"Because through traffic is seldom slowed for right-angle intersections, railroads or metropolitan center traffic jumbles, the motorist can make excellent time at moderate speeds.

"The new route's 44 miles actually is about 10 per cent shorter than the old road. It is virtually a straight shot from Lyman to Grover, just north of the present Highway 29. It goes through no major town, city or community, although it comes close enough to Spartanburg, Cowpens, Blacksburg and other old highway 29 centers to serve them equally as well.

"Something of the expensive problems involved in relocating major highways can be found in this list of bridges along the 44-mile route; most of them structural steel and reinforced concrete:

"At North Tyger River, 150 feet; Jordan Creek, 150 feet; Southern Railway near Hayne Shop, overhead bridge; Howard Gap Road, grade separation crossing; Lawson Frok Creek, 260 feet; Clinchfield Railroad, underpass; Picolet River, 420 feet; Thicketty Creek, 350 feet; Cherokee Creek, 120 feet; Broad River 670 feet (longest on route); Buffalo Creek, 350 feet; Southern

nates one of the more dangerous portions of the present Superhighway to Spartanburg, a one-way section of old roadway just beyond Lyman which has narrow bridges and chopped up driving surface similar to the single-lane Highway 29 from Spartanburg to Kings Mountain."

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KINGS MOUNTAIN Hospital Log

VISITING HOURS
Daily, 10 to 11 a. m.
2 to 4 p. m. and 7 to 8 p. m.

PATIENT LIST AT NOON WEDNESDAY:

Chris Raines, route 3, city, admitted Wednesday, August 12.
Catherine Arrington, city, admitted Tuesday, August 18.
Treva Herron, city, admitted Tuesday, August 18.
June Adams, city, admitted Thursday.
William Bailey, route 2, city, admitted Thursday.
Gaylys Crawley, 401 N. Sims st., city, admitted Thursday.
Ken Davis, route 1, city, admitted Thursday.
Mrs. T. A. Pollock, city, admitted Sunday.
Queenie Williams, city, admitted Sunday.
Willie Adams, city, admitted Monday.
Ivey Almond, city, admitted Monday.
Lona Bumgardner, route 2, city, admitted Monday.
Mannie Pearl Crawford, city, admitted Monday.
Mrs. Marvin Byers, route 2, city, admitted Tuesday.
Elizabeth Huffstetler, Morris st., city, admitted Tuesday.
Brady Lail, route 1, Grover, N. C., admitted Tuesday.
Mrs. Martin Wilson, Jr., city, admitted Tuesday.
Galley Fite, 12 Poplar st., city, admitted Wednesday.
Burnetta Haywood, city, admitted Wednesday.
Ruth Hughes, Cleveland avenue, city, admitted Wednesday.
B. T. Peterson, route 3, city, admitted Wednesday.

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