

### Heart Association Explains How Its Program Affects Tar Heels

CHAPEL HILL — The average North Carolinian knows he has got a fifty-fifty chance that he will die of heart disease.

"Well," Timothy Tarheel says, "we've all got to die of something, and it may as well be a good clean coronary."

The North Carolina Heart Association, which supports community health education and heart research programs in the state, doesn't agree with Timothy Tarheel, however, because, without that "good clean coronary" he might have 10, 20, or 30 more years of life. In biological terms the human span is more than 100 years.

According to the state heart group, whatever cuts short that "whole life span" is either a disease or an accident, and the complex of heart and circulatory disorders are diseases as specific as malaria, gout or cancer.

Heart trouble is not an inevitable part of aging. But only in the twentieth century have physicians recognized that heart diseases, with causes that can be found, — treatment and prevention that can be developed from a knowledge of causes. That is why medical scientists, such as those at Duke, Bowman Gray, and the University of North Carolina at Chapel Hill, are now making a massive worldwide effort in heart research. And their efforts are producing results.

This is the measure of our progress, says the North Carolina Heart Association. Most me-

chanical defects in the heart can now be repaired by surgery. And through surgery, defective blood vessels in certain parts of the body can be replaced. Most forms of high blood pressure can be controlled. Attacks of rheumatic fever can be prevented and valves affected by rheumatic fever repaired.

And this is the challenge. We know a good deal about how arteries harden and blood clots, but not enough to prevent or reverse the hardening process or stop heart attacks. We know a good deal about how the heart beats, but not enough to prevent the muscle from weakening or the heating mechanism from faltering. We know how to control high blood pressure, but we still do not know what causes most cases. These are research jobs still to be done and the American Heart Association and its affiliates are putting about \$11 million into heart research this year, with about \$250 thousand allocated to investigators at North Carolina medical centers.

The ultimate aim of all medicine is not treatment or cure, but prevention. The ultimate aim of the Heart Association is to give people freedom from disorders of the heart and circulation during the first century of life. Therefore, a large proportion of Heart Association research funds are expended on basic research, finding out about those particles, barely above the atomic level, that govern life process.

It is true, of course, that one out of one person must die of something. However, the lay and medical leaders of the North Carolina Heart Association are determined that, sooner or later, their fight against heart disease — now the leading cause of pre-

mature death and disability in North Carolina — will be successful.

Malfunction of these chemicals, most scientists believe, are the root cause of diseases of the heart and circulation. These are the enzymes, the hormones, the cellular proteins, the fat molecules, the salts and minerals out of which life is made. Imbalances of these chemicals set up chains of events that lead to clinical disease. As these processes are identified and understood, it will be possible to counteract the imbalances before disease develops.

While this basic research continues, clues, partial answers, and educated guesses are being brought forward by investigators. To give Timothy Tarheel the benefit of this research progress, year by year, the North Carolina Heart Association keeps its physicians informed so that they can help him guard his heart. It is not known, for example, what causes heart attacks, but broad studies of population groups show that coronary heart disease is associated with high blood pressure, a high level of blood fat, obesity, excessive cigarette smoking, and a family history of heart disease. Therefore, physicians, are growing increasingly watchful of these signs long before a heart attack may occur.

As knowledge about heart disease advances, the North Carolina Association, through Timothy Tarheel's doctor, hopes to translate that knowledge into added years of life.

Complete information and application blanks may be obtained at the Civil Service Office, Veterans Administration Hospital, Fayetteville, N. C., or at the local Post Office.

Timothy Tarheel has a real stake in the outcome of the Heart Association's efforts, says Dr. Daniel T. Young, president of the state heart group.

### Nursing Assistant's Applications Given

The Board of U. S. Civil Service Examiners, Veterans Administration Hospital, Fayetteville, N. C., announced today that applications are being accepted for the position of Nursing Assistant, GS-2, \$3680 per annum.

The examination is being conducted to fill positions at the VA Hospital in Fayetteville. Persons interested in applying should forward their applications to the Executive Secretary, Board of U. S. Civil Service Examiners, Veterans Administration Hospital, Fayetteville, N. C. The examination will remain open until the needs of the service are met.

Complete information and application blanks may be obtained at the Civil Service Office, Veterans Administration Hospital, Fayetteville, N. C., or at the local Post Office.

### Ballard Assigned To I Corps, Korea

Army Sgt Roy A. Ballard, whose wife, Helen, lives on Route 2, Bessemer City, N. C., was assigned to Headquarters, I Corps, Korea, July 9.

Sergeant Ballard entered the Army in December 1942 and was last stationed at Fort Bragg, N. C.

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### How Fast Is Too Fast?

EDITOR'S NOTE: The 1965 General Assembly passed more than 30 laws involving motor vehicles. The following article by the North Carolina Traffic Safety Council, Inc. explains current laws governing speed limits on North Carolina highways and laws relating to license suspension for speeding convictions.

No one violation accounts for as many highway deaths as speed. Speed not only makes accidents more likely; it makes death in accidents more likely.

If you hit a stone wall at 20 mph, the impact would be the same as if you drove your car off the top of a building one story high. However, the force in the same collision at 40 mph would be not twice, but four times as great. It would be the same as though you drove your car off the top of a four story building. The impact in a head-on collision with another car at 60 mph is an amazing 200,000 pounds, or 100 tons.

There are a number of laws dealing with speed but the basic one is simply the rule of common sense: No person shall drive a vehicle on a highway at a speed greater than is reasonable and prudent under existing conditions.

The "existing conditions" are constantly changing as you drive. One minute you are rolling through open country. The next minute you are driving through a small community. Later you may be passing through a school zone or be in a congested business district. Your safety depends upon constant attention to adjust your speed to changing traffic conditions. Other conditions such as weather, light, sight distance, speed of other traffic, type of road surface, car condition, and your own physical condition are equally important.

In addition to the "reasonable and prudent rule" there are various specific limits set by law:

1. In a business district, the maximum is 20 mph for all vehicles.
2. In a residential district, the maximum is 35 mph for all vehicles.
3. On the open road, unless posted otherwise, the maximum limit for passenger vehicles is 55 mph. For trucks over three-quarter ton, and for vehicles towing trailers licensed for more than

2,500 pounds, the limit is 45 mph. On certain highways the limit may be fixed and posted at 60 mph for passenger vehicles and 50 mph for trucks.

On interstate highways, the speed limit for all vehicles (except activity and loaded school buses) may be set at 65 mph.

4. For loaded school buses, the maximum is 35 mph. For school activity buses, the limit is 45 mph.

5. Special speed limits, higher or lower than the above, may be posted by State and local authorities for special areas, except that 65 mph is the top legal limit.

### Minimum Speed Limits

On the primary and interstate systems, minimum speed limits are in effect for passenger vehicles. The minimum limit is 40 mph in a 55 zone and 45 mph in 30 and 65 zones. However, these limits can be enforced only when appropriate signs are posted.

A person's license must be suspended for 30 days if he is convicted of exceeding the speed limit by more than 15 mph, provided that he was also driving in excess of 55 mph. In addition, the Department of Motor Vehicles may impose a 6-month suspension if a person is convicted twice within a period of 12 months for speeding over 55 mph but not more than 75 mph.

Upon one conviction of over 75 mph, the Department may suspend for a period up to one year. Any speeding convictions not covered above carry a two point penalty under the Point System.

Accumulation of 12 points within a three-year period may result in suspension for as long as 60 days.

### Special Rules For Provisional Licensees

A provisional licensee is any licensee under 18 years of age and the Department must take the following action regarding suspension for moving violations:

1. For conviction of a second motor vehicle violation, in any twelve-month period, thirty (30) days;
2. For conviction of a third such violation, in any twelve-month period, three (3) months;
3. For conviction of a fourth such violation, in any twelve-month period, one (1) year;
4. For conviction of one such violation in connection with a motor vehicle accident resulting in personal injury or property damage of one hundred dollars (\$100.00) or more, sixty (60) days.

### Routine Docket Aired Monday

A routine docket was aired in Monday's session of Kings Mountain Recorder's Court at which time Judge George Thomason handed down the following sentences:

Prayer for judgment was continued in the case against Henry Whisman, 19, of 109 North Tracy Street for assault with a deadly weapon.

Mack Lefevers, 40, of 506 Lincoln Street, was found not guilty of simple trespassing.

The case against Joe Lee Woodward, 61, of 206 West Gold Street, following too closely, was continued until July 26.

James J. White, 22, of Route 3, charged with no operator's license, was sentenced to 60 days suspended upon the payment of a \$25 fine and the court costs.

Henry P. Hovis, 28, 907 Church Street, charged with driving while intoxicated, posted a \$500 jury fee and his case is to be scheduled for trial in Cleveland County Recorder's Court.

Paula D. Forsyth, 36, of 515 North Monroe, charged with simple assault, was sentenced to 30 days suspended upon the payment of the court costs.

The case against Lawrence Moore, 37, of 316 Wattersson Street, failure to pay taxi fare was continued until July 26.

Charles Deal, 29, Clover, charged with assault on a female, was sentenced to 60 days suspended upon the payment of the court costs.

A nol pros was taken in the case against Jerry A. Ross, 907 Boyce Street, parking meter violation.

Franklin B. Lemmons, 36, 207 Waco Road, charged with no operator's license, was sentenced to 60 days suspended upon the payment of a \$25 fine and the court costs.

George Hall, Jr., 52, 810 Grace Street, charged with assault on a female, was found not guilty.

Hubert C. Timmons, 25, 109 S.

Cherry Street, charged with violation of the prohibition laws for beverage purposes, bond forfeited.

The case against Janice Hudson, Kings Mountain, charged with four counts of worthless checks, was continued until July 26.

Five cases of public drunkenness were heard.

Submissions included:

Bobby D. Clark, 40, Lowell, N. C., violation of prohibition laws, 30 fine plus the court costs.

John W. Oates, 48, Route 3, stop light violation, half costs.

Willie Lee Adams, 21, 202 Wattersson Street, reckless driving, 30 days suspended upon the payment of a \$15 fine and the court costs.

Lee Moore, 38, 316 Wattersson Street, violation of the prohibition laws, costs of court.

Catherine B. Day, 26, 1315 Grover Road, following too closely, half costs.

James H. Roberts, 19, Route 1, exceeding safe speed, half costs.

Andrew P. Brown, 19, 206 Carpenter Street, exceeding safe speed, half costs.

Clyde G. Jeffries, 46, Route 1, Grover, exceeding safe speed, half costs.

Peter L. Putnam, 19, Route 1, failure to yield right of way, half costs.

William B. Crawford, 28, Rt. 2, parking meter violation, paid later, plus the court costs.

David L. Walls, 29, Route 1, Shelby, improper passing, half costs.

Brenda J. Rudisill, 18, Cherryville, improper muffler, half costs.

Thomas M. Roberts, 20, Route 1, Shelby, stop sign violation, half costs.

Melvin F. White, 16, 414 Wilson Street, stop sign violation, half costs.

Six public drunkenness, costs of court.

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