



## The Kings Mountain Herald

A weekly newspaper devoted to the promotion of the general welfare and published for the enlightenment, entertainment and benefit of the citizens of Kings Mountain and its vicinity, published every Thursday by the Herald Publishing House. Entered as second class matter at the post office at Kings Mountain, N. C., 28086 under Act of Congress of March 3, 1873.

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### TODAY'S BIBLE VERSE

So the last shall be first, and the first last: for many be called but few chosen. St. Matthew 20:16.

### Need For Housing

Kings Mountain is housing shy. Telephones of realtors ring constantly with inquiries about properties available for rent and purchase.

The Herald gets its share, too, as people needing shelter seek an advance peek at the classified advertising section in the "for rent" and "for sale" categories.

Mayor John Henry Moss' call for a minimum of 1000 houses during the coming three years is little enough.

All one need do is add the employment projections of new industry now building and present industry now expanding — this in the face of a paucity of rental housing and a minimum amount of housing available for sale.

Solving the problem appears fairly simple excepting one fact: increasing cost of construction. An out-of-town builder remarked last week, "The houses I once built for \$14,000 to \$16,000 I must now price at \$20,000 to \$22,000 and then I do well to have a few dollars left for my work."

The public housing program promises 150 dwelling units, which should be completed well before the Mayor's stated time limit of three years. However, this program is anticipated as placing the elderly and low income families in standard, rather than sub-standard and/or derelict dwellings.

The need the Mayor was talking about was not in this area, but in the area of housing available to incoming families to staff expanding industry.

Housing is the community's current major problem.

### Welcome, Concept

The Kings Mountain area should be particularly pleased at the announcement last week that a new furniture manufacturer is en route to becoming a Kings Mountain industrial citizen.

Citizens will be pleased, too, at President Lon Miller's announcement that Concept Furniture Corporation expects to employ almost exclusively from this area.

Industrially, the fact of furniture manufacture is welcome, not only for the customary reason of new employment opportunity, but from the standpoint of industry diversification.

Already, Kinder Manufacturing Company promised diversification in the furniture direction.

The owners of Concept are veterans in the furniture field.

All wish them full success.

### To Borrow, Or Not

Micou Browne, chief architect of the report of the highway study commission, delineated this week on the "pay-as-you-go" policy his group recommends.

With some merit he points to the high cost of borrowing and tight money as a principal reason, and he wagers at the same time on an economic slowdown which will slow continuing inflationary trends in construction.

It's still a wager on the crystal ball and a bet likely to be called by those who look with alarm at the recommendations for pay-as-you-go revenue, to wit: a 43 percent increase in the state gasoline tax, auto license tags at \$25, etc.

The super highway, of course, is now estimated at one million dollars per mile. A short eight years ago, that was the projection for super highways in the mountains, not in the rolling Piedmont, the Sandhills or in coastal areas.

Buy a Christmas tree from a Jaycee.

### Amazing Cooperation

A couple of decades ago, a prescient Kings Mountain citizen remarked, "If you're for it, you can be pretty sure your next door neighbor will be against it."

He was correct. Kings Mountain's record of cooperation, perhaps better stated as unified community thinking, was not good. A margin of 5 to 4 was considered in terms of a landslide victory by the winners.

Times must be changing.

Kings Mountain citizens approved the soon-to-be completed sewage disposal program by 13 to 1.

They followed by approving the water program by 20 to 1.

Now the community has witnessed the quite amazing cooperation of what is now the southwest sector of Kings Mountain in agreeing, in fact inviting, extension of the city limits.

Owners of only ten properties in a 425-acre area have as yet declined to petition for inclusion in this most major expansion since 1923.

As a matter of historical record, humors were not as good in that day. But the disincorporation of the Town of East Kings Mountain and its incorporation into Kings Mountain was done by legislative act, rather than by petitions of property owners.

But that was 45 years ago, and the recent indications of unified thinking of Kings Mountain citizens on public matters bodes good for the future for all.

### Allen Retirement

Members of the city electrical department, among them Superintendent Hunter Allen, log in for the day's duties at 7:30 a.m. If the day is normal, work ends at 4:30 p.m.

All days aren't normal.

Between summer storms and winter ice the electrical crew has been known to work around the clock to fulfill their responsibilities to keep electricity flowing for cooking, heating, lighting, and the television tube.

When Mr. Allen joined the city as a lineman in 1931, the city has a department of public works, with the several functions of water, sewer and electrical service under the menage of the late L. C. Parsons. As the city has grown the public works department has been departmentalized.

During Mr. Allen's tenure as superintendent, electrical service has been improved with two system re-vampings, rates for service have been cut to the point Kings Mountain views with Fayetteville for the honor of selling power more cheaply than an power-selling city in the state, and yet the electrical department continues to provide growing profits annually for other city services.

Mr. Allen, it is understood, will remain on scene in a semi-retired, advisory capacity, for which all will be glad. He knows the system. And he has proved over the years he knows the meaning of "service" and with a smile.

Congratulations to Miss Carol Jean Guter and Miss Anne Trotter, recently honored by election to membership in national honorary scholastic societies.

It's hard to believe, but only five shopping days remain until Christmas.

Congratulations to Wayne Mullinax, most valuable, Stan Brown, best blocker, Clarence (Flash) Ashe, most improved, and Jepper Howard, best scholar, of the Kings Mountain high school football team of 1968.

## MARTIN'S MEDICINE

By MARTIN HARMON

In process of re-hashing the gathering last Thursday of city officials and Southern Railway officials on several matters of mutual interest, I learned some more about Tom Tate, member of the city planning board and urban development commission.

m-m

Tom's a onetime railroader for the Seaboard (now Atlantic Seaboard).

m-m

Tom's history came up when I was recalling the comments by S. E. Ratliff, Southern's Piedmont division superintendent, about grade-crossing safety. He suggested that railmen who have ridden in the engineer's cab (as had Ratliff) are more safety-conscious than most motorists.

m-m

Many times, he said, he had held his breath as some non-seeing, non-hearing motorist either stopped in the nick of time or charged across track with only inches to spare.

m-m

But Tom Tate worked in Florida shortly after World War II as a maintenance man. He has two vivid memories of narrow escapes.

m-m

On one occasion the crew was traveling up-track on the more modern self-propelled version of the handcar, at a speed of about 25 miles per hour. It was supposed to be a clear track. Suddenly it wasn't a clear track. Bearing down hard and bailing the jack on a collision course was a fast approaching train. The handcar crew jumped off and rolled to the side, the last one off exiting just in the nick of time. The handcar was smashed to smithereens. The train engineer was nice. He backed down and the handcar crowd rode into the next town in style.

m-m

The next time the crew was working on a bridge over a river. They had noticed the alligators playing about. Here comes another unscheduled train. Alligators notwithstanding, Tom dived over the rail. He is pretty sure, he said, no more than the upper half of his body got wet. He had hardly hit the water when he grabbed a bridge support and pulled himself out. He had remembered the alligators quite well. "The other boys laughed and laughed," Tom recalls, "but I never have remembered that incident as being funny."

m-m

The safety side of the conversations were exploratory at best, nothing in the way of problems, of course, which couldn't be solved with a sizeable piece of the United States mint. Joe Laney, urban renewal director noted. Both Kings Mountain and the Southern seemed to be minus the mint.

m-m

Billy Mauney declared he would like to see all unprotected crossings closed, particular those at Gold street, the Mauney Mill and at Kings Mountain Cotton Oil Company. He felt, he said, an underpass in the vicinity of Gold or Falls street, where the terrain on the west side lends itself to an underpass, would permit the closings.

m-m

Mr. Ratliff said Southern seldom, if ever, participates, cost-wise, in the building of underpasses not on state or federal highways, and he placed the cost of warning bells (such as at Mountain street and Linwood road) at \$25,000. A gate system, such as at North Piedmont avenue crossing, at \$30,000.

m-m

My two-cents worth was the observation that the three S. B. Railroad crossings are plagued as much by short approaches as by lacking warning systems and that extension of Railroad avenue south to link with the road to the Margrace would lessen crosstown traffic.

m-m

The result: the Southern officials asked for some recommendations and the Mayor appointed a committee-of-the-whole to prepare them.

m-m

As was customary when men get together for serious business there was room left for jesting. Jack White, (retained by Southern) teased about the legislator angry with a railroad who wanted to tax the rail companies on basis of a dollar per crossing.

## Man, Whatta Ride!



Henry McCann

## Viewpoints of Other Editors

### THE DECLINE OF MANNERS

In an age racked by violence it may seem trivial indeed to speak of the decline of manners. Yet that falling-off is symptomatic of a concurrent decline of tolerance and hence has something to do with the violence itself.

What decline? Various times past were far rougher than ours, save perhaps for the small civilized elites. Intolerance is rooted in human history.

Still, the growth of boorishness is a highly visible phenomenon today, possibly all the more so because until recently many of us had regarded our society as continually improving in civility and broad-mindedness. In such circumstances the new incivility is both notable and disturbing. White prejudice toward Negroes is answered, on the part of some Negro spokesmen, by an enraged black racism which denies any virtue in white civilization and evidently wants to obliterate it. Whereas mutual accommodation is the basic hope for better race relations, these people advocate the very opposite.

Many of the students who want to "restructure" the university are not seeking to right admitted wrongs (some doubtless are sincere about it). They want to tear it down. Though they are not sure what they would substitute, it would be something they would arbitrarily impose on everybody else. They may think they are anarchists or Communists; implicitly they are fascists.

Or take the whole question of disagreeable radical students, the hecklers and the hippies. Few adults object to long hair and beards as such—they have been worn with elegance in other periods. What is objectionable is the utter slovenliness with which they are worn today, accompanied by an equal slovenliness of dress.

This squallor is deliberate, of course. It is meant to signify a rejection of and contempt for the world of decent manners. These rebels don't care to live in peace with others; crudely intolerant, they would like to turn on the rest of their special mode of life.

So the decline of manners is a matter of some significance. It has often been remarked that manners are the glue that holds society together, man having a fair amount of innate savagery in him.

Manners as a manifestation of tolerance and respect for law and particularly important in our political society. More than any other, it was founded and thus far has been preserved in a framework of tolerance.

The political system wouldn't work otherwise. In a vast land of conflicting interests and numerous ethnic strains, reasonableness and compromise in the best sense are not luxuries but essentials. By and large the nation has been able to adhere to those standards up to now.

We don't know whether the present disorderliness is a passing phase; maybe it is. Certainly we don't know of any pat remedy for it. But we do think it is in no wise surprising that violence frequently erupts out of these selfish, contemptuous and bigoted attitudes.

And it is hard to see that it bodes well for the country when far too many people assault not only a porous system but the dignity of the individual and of human life itself.

The Wall Street Journal

### Ten Years Ago

Items of interest which occurred approximately ten years ago

A Christmas program in song and picture will be presented at Boyce Memorial ARP church Sunday at 6 p.m.

The city board of education Monday night authorized purchase of flagpoles for four city school plants.

**SOCIAL AND PERSONAL**  
Mr. and Mrs. R. B. Keeter of Grover have announced the engagement of their daughter, Peggy Jean, to Frank Wayne Kish, son of Mr. and Mrs. F. J. Kish of Gaston, Ala. The wedding will take place in February.  
Mrs. E. W. Griffin entertained Saturday at her home at a bridal party honoring Miss Shirley Falls, bride-elect.

### LINDBERGH SPEAKS

Perhaps nobody has done more for aviation and space technology than Charles A. Lindbergh. Certainly, nobody is better qualified to appraise the results. When he spoke not long ago to the National Institute of Social Sciences, it was in sorrow rather than triumph.

For, as Lindbergh said, aviation instead of bringing people closer together has driven them farther apart because its powers of destruction have been so highly developed. And the rocket, which explores outer space, is most cherished because of its ability to wipe out civilization overnight. We have, in other words, made the worst use of the best inventions.

There is an answer, in Lindbergh's words — to do "... more through sociology than through technology; more by merging with the ways of God and nature than by attempting to replace them." He calls, as we see it, for a return to the old simplicities and the basic ethics. We desert them at our peril — for science can either enoble us or it can ruin us.

Newsday (Long Island, N. Y.)

### TRUSTING

Christmas is a little girl hanging a stocking.  
Unsure yet why or how or for what.

Knowing — somehow — that something big is in the air.  
Feeling, instinctively, the building excitement.

At almost two, too young to understand about Wise Men and Bethlehem and The Manger.  
A little frightened — even — of stories of a jolly man in red and visits in the night.

But trusting.  
Full of anticipation sure of fulfillment.

Embrued with hope not marred by disappointment.  
Loving openly, happily, joyfully, without embarrassment.

Innocent — still — of wars and prejudice and suffering.  
Untroubled yet by the cruelty of the world — even at Christmas.

Trusting.  
Oh, for her it will not always be so.

The world — eventually — must intrude and innocence be marred by knowledge.  
And she will understand Christmas better.  
Or will she? ...  
(N. C. Education)

## KINGS MOUNTAIN Hospital Log

VISITING HOURS  
3 to 4 p.m. and 7 to 8 p.m.  
Daily 10:30 To 11:30 a.m.

PATIENTS IN KINGS MOUNTAIN HOSPITAL AS OF NOON WED. NESDAY:

Mrs. Annie Blackburn  
Mrs. David Campbell  
Mr. Earl Carpenter  
Mrs. Ida Hamrick  
Mrs. Aquilla Huffstetter  
Mr. Joseph Meilen  
Mrs. Mattie Melton  
Mrs. Ethel Mullens  
Mrs. Maggie McClain  
Mrs. A. H. Patterson  
Sharon Byers  
Mrs. Jimmy Curry  
Mrs. Jack Gaddy  
Mrs. Lena Goforth  
Mr. Lloyd Hall  
Mr. M. L. Harmon, Sr.  
Mr. J. D. Hord  
Mrs. Willie Houser  
Mr. William Houser  
Mrs. Sidney Huffstetter  
Shelia Johnson  
Mrs. Mack Jordan  
Mrs. Amzia McClain  
Mr. James Parker  
Mr. George Runyans  
Mrs. Paul Sanders  
Mrs. Ida Smith

ADMITTED THURSDAY

Mrs. C. B. Bostic, Rt. 2, Seamer City  
Charles Green, Jr., City  
Mr. James Black, Rt. 1, McConeville, S. C.

ADMITTED FRIDAY

Mrs. Ora Mauney, Rt. 1, Bessemer City  
Mrs. Campbell Phifer, P.O. Box 22, City  
Mr. Dorus Smith, P.O. Box 465, City

Mr. Richard Fite, Rt. 3, City  
Mrs. J. D. Short, Rt. 3, City  
Mrs. Ethel Youngblood, 203 Forrest St., Clover, S. C.  
Mr. James Moss, 610 Meadowbrook Rd., City  
Miss Sylvia Jordan, 109 N. Waterson St., City

ADMITTED SATURDAY

Mr. Herbert Clemmons, Dixie Trailer Park, City  
Mr. George Petty, 830 Church St., City

Mrs. Fairy Sellers, Rt. 2, City  
Mrs. Eugene Curry, Rt. 1, City  
Mrs. Jesse Rippy, 608 W. King St., City

Rhonda White, Rt. 1, Kings Creek, S. C.

ADMITTED SUNDAY

Mrs. Gussie Rayfield, 102 N. City St., City  
Mr. Haskell Clark, 105 South E St., Bessemer City  
Mr. James Leach, Jr., Rt. 2, City

Mr. Doytt Falls, 202 Ding St., City

ADMITTED MONDAY

Mr. Kemp Ledford, Rt. 3, City  
Mr. John Bell, 809 Ellison St., City

Mrs. Barry Huffman, 1208 N. Gold St., City  
Mrs. Andrew Locklear, 221 Cloverwood Ln., Gastonia

Mrs. Doris Harris, 500 Queen Ct., Gastonia

Mr. Jimmy Wells, 203 W. Main Ave., Bessemer City

ADMITTED TUESDAY

Mr. Wesley Bailey, 318 E. Bolton Ave., Bessemer City  
Mr. Walker Arrowood, Rt. 2, City

ADMITTED WEDNESDAY

Mrs. Clara Wright

## Two Permits Are Issued

Two building permits were issued during the past week.

Crescent Hill Development Company obtained a permit December 10th to build a one-story brick veneer residence estimated to cost \$18,000.

Charles F. Mauney was issued a permit December 12th to build a one-story brick residence on Roxford road at estimated cost of \$50,000.

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