

On Aviation Day

Earlier this week, National Aviation Day was observed throughout these United States.

At this time, attention is being focused upon the unbelievable advances that have taken place in the art of flying in the sport space of time since the Wright brothers lifted their frail craft off the ground at Kitty Hawk.

Aircraft exhibits dramatize the marvelous performance, comfort, and speed of today's planes—planes of every kind and size.

If you are in the right vicinity, you will see the small pleasure craft, as well as the planes that have become the tools of the businessman, and the jets that carry air travelers throughout the globe.

There are other aspects of the aviation age that cannot be paraded across an airport but are equally impressive. For one thing, the cost of

living has increased by 50 per cent since 1947, yet the cost of air travel is lower than it was then and has decreased by 13 per cent during the last 5 years.

The decline is more spectacular—and realistic—when put another way. Expressed in constant dollars of 1967 purchasing power, the average cost incurred by air passengers per mile of travel in 1967 was more than one-third less than in 1947.

Another aspect of air travel that cannot be put on exhibit is the impact of the great jets flying internationally carrying millions of people each year to every nation on earth.

What this must inevitably mean in terms of greater understanding among all peoples will never be measured on a graph. Yet, it may well turn out to be the most decisive factor in reaching the ultimate goal of peace and a higher civilization.

A \$10 Haircut!

The National Observer starts off a feature article on inflation with "Haircuts for \$10, minus tip. Food bill for a family of four: \$115 a week. Cost of a 'medium-priced' car: \$9,900. An average-quality man's suit: \$250." The Observer points out that such prices appear fantastic, but they are what we may expect to pay within a very few years if the present course of inflation and the depreciation of the dollar continues unabated.

Even more alarming than the steady advance of inflation is the apparent indifference of the people—or at least many of them—to what is going on. The Observer accounts for this indifference by drawing attention to the fact that during the past 10 years, on the average, personal income for most people in terms of

purchasing power has kept ahead of inflation. Until very recently, most individuals have enjoyed a complacent ride on the inflation bandwagon, but the day of reckoning is near. During the past two years, inflation—price increases—has been catching up to productivity. During the past two years, the purchasing power of the paycheck of a man with three dependents has declined.

As The Chase Manhattan Bank of New York observes, "For many Americans the apparent economic gains of the past two years have been only an illusion created by inflation." The price of unlimited government deficit spending is cheaper dollars and lower living standards. The remedy lies in bringing government spending into line with taxpayers' ability to pay.

Inflation Hits Home!

The modest little dream house or moderate-rental apartment may go the way of the two-cent newspaper, five-cent cigar and the fifty-cent haircut.

Who's the villain? Skyrocketing construction costs, due in large measure to inflationary wage demands. They not only threaten to cripple new private and public construction, but also could put new residences out of range of many middle and lower income families.

Last year's wage gains for construction employees worked out to 34.9 cents per hour—the highest for any industry and more than double the all-industry average of 14.3 cents.

Some sources allied with the President's Committee on Price Stability observe that the construction unions' goal for all of 1968 is to meet

or beat the 1967 settlements in Ohio, which ranged between 10 and 18 per cent.

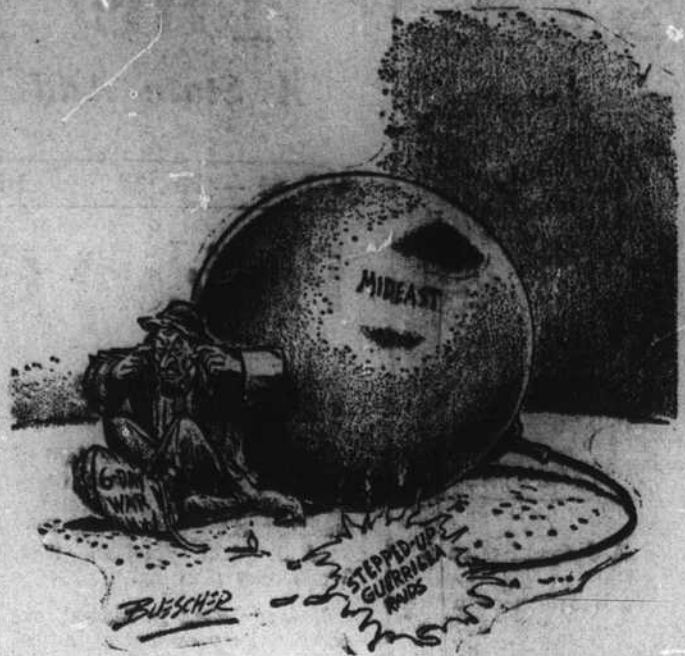
The high incidence of strikes by construction unions, their resistance to new methods of construction and insistence on duplicating and "make-work" projects, and their discriminatory hiring practices—which help to perpetuate a shortage of skilled workers—all contribute to the cost-push that threatens both public and private construction.

The billions of dollars of private and public funds now earmarked for buildings will buy less and less until these roadblocks to building progress are eliminated.

Paragraphics...

The dictionary is the only place where success comes before work.

NO TALK, SEE OR HEAR



WASHINGTON — New gun-control legislation is scheduled to be considered by the Senate when it reconvenes next month.

Earlier in the session, the Congress cleared for the President's signature an omnibus crime control bill which contained provisions regulating the acquisition and possession of handguns and certain other firearms. This Act was signed by the President and became the law of the land. I support this Act.

This measure was well along toward passage when the tragic assassination of Senator Robert F. Kennedy took place and brought a flood of appeals to Congress to add very stringent restrictions over the sale and use of firearms. I have received thousands of letters from North Carolinians in recent weeks giving their views

on the subject of gun-control legislation.

For this reason, it seems appropriate to call attention to the gun-control provisions of the Safe Streets and Crime Control Act of 1968. It outlaws mail-order shipments of pistols and compels those who wish to purchase pistols to buy them from local dealers who can readily ascertain their eligibility to purchase them. It prohibits the acquisition and possession of pistols, rifles, shotguns, or other firearms by any person who has been convicted of a felony; or who is under indictment for a felony; or who has fled from any state to avoid prosecution for a felony; or who has been adjudged mentally incompetent. Moreover, it requires every importer, manufacturer, or dealer in firearms to obtain a license from the Secretary of

—Turn To Page Three

THE EVERYDAY COUNSELOR

BY

DR. HERBERT SPAUGH



The mind is much like an iceberg — the majority of it is submerged. Psychologists tell us that nine-tenths of our thoughts lie below the level of consciousness. It is called the sub-conscious. The conscious mind — one-tenth — responds to reason, but the sub-conscious responds to suggestion. Take for example the matter of breathing. This does not come as the result of conscious effort, but by reason of the inner control center, which is a part of our spiritual nature.

We are also told by the psychologists that the subconscious keeps stored away within us the accumulated thoughts and desires of the years. By the time we have reached maturity and middle years, we have accumulated there a whole host of thought suggestions of fear, doubt, suspicion, illness, limitation and lack, which are in direct contradiction to the voice and promises of God. These contradictory thoughts and voices throw us into inner confusion and strife.

What can we do about it? The first reaction is to fight. But this is the wrong method. Evil resisted gains strength. Look at the world picture for example. We will not overcome Communism by fighting it. By fighting it we can restrain military aggression. But the evil spirit of Communism must be overcome by the good spirit of God, "not by night, nor by power, but by My Spirit, saith the Lord," writes the prophet.

"Resist not evil," said Christ. He practiced it. He did not resist Satan. He simply turned His back on him, quoting the eternal promises of God.

We are to use the same method with our subconscious. We should, like Jesus, turn our backs on Satan, turn our thoughts away from the old accumulation of fears and doubts, away from the old thought-habit. St. Paul wrote, "Be not overcome of evil, but overcome evil with good."

Patiently we must teach ourselves a new thought-habit and come to a realization that we are called to be children of God and inheritors of His wonderful promises. We must re-educate the subconscious mind, filling it with new thoughts of God, and His goodness and power, which can be ours for the taking. We must replace thoughts of fear with thoughts of faith, thoughts of illness with thoughts of health, thoughts of evil with thoughts of good. In other words, we must learn faith by practicing the presence of God.

The pianist, the typist, the scuba diver, the aviator acquired his skill by long hours and days of practice. In the same way we re-educate the subconscious. We first take God into partnership with us, giving Him control and asking Him to cleanse our lives from evil. Then with His help we commence the process of re-education of the subconscious.

As quickly as possible we commence to fill the subconscious with the promises of God by memorizing them from the Bible. One of the best collections of these promises assembled for each day in the year is "Daily Light on the Daily Path." Get a copy from your book-dealer. If he does not have it, write The Everyday Counselor in care of The Charlotte News and we will advise you where to get one.

Learn the promises, claim the promises, practice the promises and you will soon be living a new life of peace, harmony and happiness.

EDITORIAL PAGE

THE TRANSYLVANIA TIMES

PAGE TWO

Thursday, August 22, 1968

LETTERS TO THE EDITOR

(Editor's Note: Letters must be brief, signed, typed or written legibly on one side of paper. We reserve the right to reject, edit, or condense. Letters should be received by The Times by Monday mornings.)

Cedar Mountain, N. C.
August 15, 1968

Mr. John Anderson,
Transylvania Times
Brevard, N. C.

Dear Mr. Anderson,
The following appeared in an editorial recently (Aug. 7th) in the Greenville, S. C. News:

An Unsafe Bill

South Carolina's General Assembly refused to pass this year a bill to allow out-sized tandem truck-trailers on the States highway system. North Carolina rejected a similar bill earlier.

The trucking industry now has shifted its efforts from the state to federal level. The United States Senate already has passed a bill opening the way for triple-trailers, wider trucks and heavier weight per axle. This is (even) more drastic than the proposal presented to the state.

The editorial goes on to say that if this gets by the House and is signed into law, state laws limiting truck sizes will be bypassed by the huge trucks, or "rubber tired freight trains."

We shudder to think what will happen if we should be unfortunate enough to meet one of these out-sized multi-trailers crawling up - grade on poor old tired and crooked U. S. 276, or high tailing it down grade, between Conestee Falls and Rockbrook Camp, on one of those numerous dead-man blind and dangerous curves. Another statistic, another wreck on the highways. Enough of such incidents, and no doubt the Truckers will bring about the modernization of this important highway link between North and South Carolina.

The ordinary property owner and tax

payer seems to have failed.

Sincerely,
Geo. Barr
Cedar Mountain, N. C.

Brevard, North Carolina
August 13, 1968

Mr. John I. Anderson, Editor
The Transylvania Times
Brevard, N. C.

Dear Mr. Anderson:

Friends of the Library has given a book to the Transylvania County Library in honor of Brevard's 100th birthday. The library is so pleased to have the book, *The Complete Encyclopedia of Antiques*, for it is a book all Brevardians will enjoy.

The complete encyclopedia of antiques compiled by the well-known British magazine, *The Connoisseur*, is a comprehensive and authoritative sourcebook for everyone interested in antiques. It is illustrated with over 500 handsome monochrome plates, the contents cover a vast variety of subjects including furniture, glass, pottery, armour, clocks, rugs, coins, metalwork, needlework, scientific instruments, paintings, jewelry, etc.

It is a beautiful book and is an excellent reference book. It is a most welcome addition to the reference room, and I am sure the citizens of the county will use it and enjoy it.

The library, and I am sure the entire community, appreciates the thoughtfulness of the Friends in giving this lovely birthday book.

Yours truly,
Elizabeth R. Kapp
Librarian
Transylvania County Library, Inc.

Guest Column

Making A Point

By - Nudy James

Montgomery Herald, Troy

Mrs. Irene Jordan of Mt. Gilead found this bit of interesting dialogue while going through an old scrapbook:

An alien applied to the federal court for naturalization papers and the following are the questions which were asked and the answers he gave:

- "Born?"
- "Yes, sir."
- "Where?"
- "Ireland."
- "Why did you leave Ireland?"
- "Because I could not bring it with me."
- "Where were your forefathers born?"
- "I only had one father."
- "Where is Washington?"
- "He is dead."
- "Do you promise to support the United States?"
- "How can I with a wife and four children."
- "What state are you in now?"
- "Terrible."
- "Now if the President and Vice - President were to die who would take charge?"
- "The undertakers."
- "Who discovered America?"
- "Columbus."
- "Where is he now?"
- "In Polk County, N. C."

Pick of the Press

Truckers Bearing Gifts

(From The New York Times)
Do you want longer, wider and heavier trucks on the highway

It is doubtful if very many people outside the trucking industry would answer that question affirmatively. Yet the Senate last April without a record vote passed a bill which would permit trucks on the interstate highway system to be a foot wider and to increase their gross weight from the present limit of 73,000 pounds to as much as 138,000 pounds or more.

The new limit is not easily defined because it is figured according to a formula based on a truck's wheelbase and number of axles. Since there is no limit on the length of truck-trailer combinations, trucks pulling two trailers would become common and those pulling three would be feasible.

The American Automobile Association has properly characterized these enormous truck-trailers as "rubber-tired freight trains on the nation's roads" and warned of the increased peril they would present for ordinary motorists. Moreover, incalculable sums running into the hundreds of millions of dollars will be needed to strengthen existing bridges to sustain such truckloads and to rebuild roads worn out prematurely.

Yet the House Public Works Committee has cleared this bill for floor action. So far this is a fairly familiar tale of an industry pushing a piece of special-interest legislation through Congress. But the story gained added significance when

enterprising reporters of The Washington Daily News and The Des Moines Register analyzed the recent political campaign contributions of the truck operators' "non-partisan committee."

It turned out that fifteen members of the House Public Works Committee in both parties have received contributions ranging from \$500 to \$1,500 apiece. For Representative John Kluczynski, Democrat of Illinois, Chairman of the Public Roads Subcommittee and the man more responsible than anyone else for the execrable, lobby-loving highway bill, the truckers recently brought \$2,400 worth of tickets.

A similar pattern of contributions exists for fifteen members of the House Interstate Commerce Committee which recently cleared another bill desired by the commercial truckers which would have the effect of cutting down on their competition from trucks owned by farm cooperatives.

Representative Fred Schwengel Republican of Iowa, has courageously called attention of the House to these disclosures and written the House Ethics Committee urging an inquiry.

For his efforts we think Mr. Schwengel deserves a medal instead of the paper in the nose which one self-righteous member—Representative Dingell of Michigan—threatened to give him.

A full investigation of the trucking industry's efforts to influence legislation is clearly necessary.

The Transylvania Times

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