

# The News - Journal

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Second Class Postage at Raeford, N.C.

THURSDAY, JULY 3, 1975

## As We See It..... by Laurie Telfair

The investigation by the district attorney's office into operations at the city garage is serious and disturbing to Raeford citizens, following as it does the years of dishonesty and corruption in national government.

Yet it should be borne firmly in mind at this point that an investigation is just that - an inquiry. An investigation does not fix guilt or disprove innocence. Those questions, should it come to that, are addressed later, according to due process of law.

However, the city council is to be commended for initiating the inquiry. It would have been easy for them to close their eyes to the charges being circulated and to have taken no action at all. That would have been wrong, for no purpose and no individual would have been served by refusing to look at the situation.

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The decision to close the A&R depot has drawn some comment in the community by those who regret the changing of a landmark and others who see the closing as one more blow to the vitality of the city downtown area.

But time and economics take their toll, on traditions as well as on people. The day of the railroad agency is probably passed in Raeford.

The A&R, however, made a commitment to the community to maintain the building and its landscaped garden. This promise must be kept, for the property occupies a central position in downtown and any deterioration there would nullify other efforts to improve the appearance of the city.

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The new boss at HEW (unconfirmed as yet) credits his success in life to growing up in a small town.

"I'm not quite sure what it is, but maybe it's just being surrounded by people who have confidence in you and will support you all out of proportion," he's quoted as saying.

There is a great deal to be said for that. Young people in a small town have a much greater access to the lines of authority within their environment and a greater impact on their community. Chances are a city kid has never seen his police chief or a county commissioner and if he had, he probably wouldn't know what to say to one.

Of course, there are advantages to city life, such as greater recreational and cultural opportunities, and not everyone is suited to a small town.

But the confidence and support that youngsters get from their community cannot be underestimated. It can't help but be a great influence on later life.

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Speaking of support, the community is delighted with the success of Kathy McMillan, long-jump champion from Hoke High, who is currently competing with the American track team in Russia. Best of luck, Kathy.

## Browsing in the files of The News-Journal

### 25 years ago

Thursday, June 29, 1950

North Carolina voters named Willis Smith, a champion of what he calls "Southern democracy," to replace Frank P. Graham in the U.S. Senate.

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Lacy Clark, Raeford postmaster, said this week that rural deliveries of mail by carriers from the Raeford post office would start at nine-thirty a.m. daily instead of 11:00 o'clock.

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"Harry's 5 & 10c Store" will have its grand opening here Saturday, according to an announcement in this issue of The News-Journal.

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Mrs. Ida Hood English, 79, died Thursday morning at the home of her daughter, Mrs. E.W. Huggins, near Elizabethtown.

### 15 years ago

Thursday, June 30, 1960

Dr. Clifton Davenport, 38-year old native of Dover in Craven County, will take over the office of the late Dr. R.A. Matheson, beginning practice on Monday, July 11.

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Almost as many Hoke County voters went to the polls for the second primary Saturday as did in the first primary on May 28 when about 1,900 voted.

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At their June meeting the members of the Chamber of Commerce Board of Directors unanimously approved changing the name of the chamber from Raeford Chamber of Commerce, Inc. to Raeford - Hoke County Chamber of Commerce, Inc.

'Stop referring to him as a pushover...'



The Christian Science Monitor

by Marty Vega

## Freeloaders Guide

For those of you heading for New York on this Fourth of July weekend, the best advice is to stay home, but of course the attraction of New York is hard to pass up, when you've got the time and the money.

### Puppy Creek

## Philosopher

Dear editor:  
As Calvin Coolidge used to say, the cure for unemployment is more jobs, but of course the rub is, how can you create more jobs?

I have given this some thought and I believe what we need is a sensational new invention that'll take the country by storm. We just can't rely on the old ones anymore. I mean, take care, Sure, making cars provides a lot of jobs but there's a limit to it, as Detroit is beginning to see. Or take clothes. Changing women's styles every year helps employment in the garment industry, just as convincing men that wide-flared trousers are in right now but narrow ones will be back before the wide ones are worn out. Same thing goes for ties. Also, I've always thought that the plumbers let the economy down when they didn't try to persuade homeowners that styles in bathtubs and other bathroom items should change every spring. Bring out a new model tub every year in different colors and hood design and have people embarrassed to be using last year's model. The piano people made the same mistake. I know people who've had the same piano for 50 years. With violins it's even worse.

But even so, all that wouldn't have been enough. What we need to create more jobs is some brand-new invention people simply can't live without, like television. You know, when television first appeared 90 per cent of the people already had all the time - payments they could handle. They were up to their necks and nobody could imagine how they could take on one more major gadget, yet, as everybody knows, 90 per cent of the homes in the country now have television sets, and some have two, especially homes where children are unmanageable and two sets are required if the grown-ups get to watch what they want.

Clearly, the answer to 9 per cent unemployment is some new invention I haven't been able to think up. Oh, I thought of a few, like air-conditioned lawnmowers or TV screen as big as one side of a room so you can see the entire football field instead of the rear end of the quarterback, but those are stop-gap half-measures. Not enough universal appeal.

In the mind of some lonely inventor or abstract-minded scientist working late in some laboratory there must be lurking unborn some unheard-of ideas which, once sprung on us, none of us can live without, and the production of which will create thousands and thousands of jobs. Don't worry, we'll find the money to buy it with somehow, and full employment will be at hand.

Has President Ford thought of offering a big prize for such an idea? The election is only about a year away.

Yours faithfully,  
J.A.

Everyone should go there at least annually, if for no other reason than a therapeutic measure to show you are better off living where you are, wherever that may be.

Still, you can find there are ways to kill a few days in New York without blowing all your money. You have to have the essentials, like food, and here is where you can really do some freeload.

There really are some decent, in fact, some of them fairly high class, spots where you can get freebies without sacrificing all dignity. This information is correct as of January last year, and beyond that, you're on your own.

The Cattleman, 5 East 45th Street (between Madison and Fifth Ave.) serves a terrific hot buffet between 5 and 10 P.M. Chicken, meatballs, spareribs, pizza, etc., all free, and because of the crowd, they may not notice if you don't order a drink.

Max's Kansas City, 213 Park Avenue South, serves free hors d'oeuvres between 5 - 6 P.M., and they're not chintzy, either. Fried Chicken, meatballs, different cheeses, etc. Drinks are reasonable, too, \$1 - \$1.25.

So maybe you're not crazy about Korean food, but if it's free, who's going to argue. Check out Arirang House, 28 West 56th Street (between 5th and 6th), where if you order a drink, they bring you a special plate of delicious, fried appetizers. Regrettably, they only give one to a customer, though.

Here's a place that's really generous, you can go back for seconds, thirds. This is a place for serious eaters. The Teheran, 45 West 44th Street, serves clams, fried shrimp, all kinds of hot and cold hors d'oeuvres. Drinks are \$1.20 and you can fill up on all the free cheese and crackers you can eat at the Town House East, 108 East 38th Street (between Lexington and Park Ave.), on weekdays only between 5-7 P.M. This is that real good English style cheddar, by the way. Drinks are \$1.50 and up.

The Golden Eagle lounge in the Holiday Inn on West 57th Street has some pretty good free food between 5 and 7 P.M.

The Roast Beef and Brew, 59th Street and Madison Avenue, has unlimited hot hors d'oeuvres with the drinks, which are \$1.55.

Last on our list, but first in terms of the view, is the lounge on top of the Beekman Tower Hotel at 49th Street and First Avenue. Free hot and cold hors d'oeuvres from 5 to 2 A.M., seven days a week. Drinks are \$1.50 and up.

This listing is by no means complete, and we'll be glad to add more if the readers will contact us. Coming soon, a freeloaders guide to the Washington, D.C. area.



## Letter To The Editor

Editor:

In reference to the airport situation in general and the editorial "As We See It" by Laurie Telfair, I'd like to make a few comments.

Since coming to the Ft. Bragg area in 1967 and with the exception of a few years spent overseas, I have flown aircraft from the Raeford Municipal Airport. The airport was one of the two major considerations I had when I purchased land for a home-site near Raeford. The other was the friendliness of the Hoke County population.

Ms Telfair states "... even at its busiest, the airport serves only a small proportion of Hoke's residents". To some this may seem to be the case, however, I think the proper use and development of a public airport has a lasting effect on the majority of the population. Some effects may be only indirectly related to the airport while some effects take time to build up to a visible impact. It's a matter of just stopping a minute and thinking about it. "No man is an island" and airports serving airplanes is only incidental, they actually serve people. Not just pilots, but all people. If you don't believe it, look at the sales figures for planes that only carry a pilot. There are only a few built, and these mostly for research or recreation. Even military single place aircraft carry cameras or guns or other cargo.

Raeford Municipal Airport has seen aircraft from the smallest on up to large twin engine jet (turboprop) aircraft. In the past I have seen twin-engine business aircraft drop off their executives on Raeford's grass runway, then have to fly to some other airport to refuel. Now fuel is available. People in the past have complained of the erosion of the grass runway, although even prior to Mr. Thacker establishing his skydiving center, the grass was mowed and erosion filled regularly. (I thought it was very well maintained). Anyway, now there is a paved runway (I prefer the grass, but...) Several years ago, in order to decide what runway to use, one looked for smoke, flags, or other indications of the wind direction. If there was no one at the airport waiting on your arrival, it was necessary to walk or hitch-hike several miles to town. Now there is a radio (unicom) to advise incoming airplanes of local weather conditions, local traffic, active runways, or to call a taxi or company car. There is even a courtesy car and soon (so I hear) a direct telephone line to the Flight Service Station so the public can obtain first-hand weather information, notices to airmen (NOTAMS), and even file flight plans, if desired.

The point is the Raeford Municipal Airport has come a long way from the sand and grass runway to the airport it is now. It is an airport to be proud of, but it still needs to grow. It will depend on the city if the airport will grow with the city or not. The results will be felt directly or indirectly by the citizens of Hoke County and surrounding communities for years to come.

As far as airport improvements, the most important is a taxiway to the end of the runway. At the present time the common practice is to taxi from the ramp to the runway. Then taxi on the runway to the end of the runway for the takeoff. Of course, if an airplane is approaching to land, most aircraft stay off the active

runway until after he lands. During peak traffic periods it is sometimes necessary to wait for upwards of five aircraft to land before it is safe to taxi onto the runway. If there were a taxiway to the end of the runway, it would be unnecessary to taxi onto the active runway until actually ready to take off, thereby freeing it for use by others. I feel this is one reason the aircraft used for jumping don't follow the normal procedure, instead they use only half the available runway. Another reason is or may be economics. It costs more money to use the full 3400 feet of runway available, rather than the 1700 feet available from the ramp. Again my opinion is the sacrifice in safety is not worth the economic gain.

There have been quite a few times when jump aircraft have been taxiing onto the active runway in front of landing aircraft, causing the landing airplane to "go around" and set up another landing approach. I don't consider this a problem, only a nuisance. On the other hand, the nuisance value increases with the complexity of the aircraft and the relative importance of the passengers, whether from local industry, military, government officials, or perhaps just a friend that you had wanted to impress with your local airport. Some impression!!! And what about the transient pilot or passenger who isn't familiar with this kind of situation??

I don't worry about parachutes at altitude. Most parachutes when open are almost as large as an airplane. As far as jumpers landing on the runway, skydivers train at Raeford for precision accuracy with distances measured in centimeters. Most days, however, the target extends for several miles around the Raeford Municipal Airport and includes such non-target objects as airplanes, hangars, cars, cultivated fields, power lines, trees, roads and etc. Moving the drop zone target may help some. Anyway, this too is a nuisance.

Another improvement will be to have more paved area in which transient aircraft could tie down in the event they had to stay overnight for whatever reason. At present there are only two tie down areas reserved for aircraft not based at Raeford, these being near the Cameron-Poole hangar. Often these tie-downs are blocked by aircraft waiting to pick up jumpers. At times there have been many more than two aircraft (transient aircraft) which needed to be tied down due to bad weather. Of course in the past, all have been accommodated by tying down in a vacant slot, or by placing temporary tie-downs in the grass.

I feel Mrs. Telfair wrote some good articles about the situation and apparently went through the trouble to research, rather than writing gossip. But her statement referring to the amount of citizens served by the airport could be likened to a similar statement that railroads serve only those people who own trains. Aviation has always been important to Hoke County, and the people who had foresight to start the little grass runway should be commended.

In closing, The Raeford Municipal Airport is listed by the FAA as a public airport, not as a private operation of any one individual. Let's keep it a public airport, open to any and all citizens.

Bill Knetts

### CLIFF BLUE ...

## People & Issues



GENERAL ASSEMBLY - The 1975 General Assembly has come and gone. To our way of thinking, it has been a responsible Assembly of which the people of North Carolina can well be satisfied. The session, to be sure, had its strong points as well as its weak points.

A strong point was the budget was balanced without raising taxes, and at the time without sacrifice to the worthwhile services of the state.

Heretofore, for many years, the General Assembly was faced with a healthy surplus at the beginning of each biennium. This year the situation proved to be quite different. The surplus was much less than in past years, and in fact much less than had been anticipated six months ago.

Governor Hodges faced a similar situation in 1959. Situations like this can be of great value to State government and the taxpayers in particular. You will very seldom have thrift and economy in government unless you have years when the lack of funds will necessitate tightening the belt, in which case the budgeting authorities will have to look close to weed out "dry rot" and waste, which is badly needed from time to time.

While many divisions of state government failed to get anything near the appropriations requested, we do not know of any which cannot live and serve well with the funds allotted.

To Lt. Gov. Jim Hunt and House

Speaker Jim Green, in general we can say "Well done," even though the Assembly could have done as well and as much by meeting March 1 as it did by meeting in early January. The General Assembly, for instance seemed not to share the tight budget in its own spending to the extent that other branches of government have been forced to trim spending.

SANFORD'S CAMPAIGN - We talked with Terry Sanford about his campaign for the Democratic presidential nomination a few days ago while the former Tar Heel governor was attending a "Sanford" organizational meeting in Moore County.

While Terry has a long, long way to go to win the nomination, we would certainly not write him off at this stage of the game. Outside of George Wallace, who has little chance to win the nomination, there is no other candidate who appears to come anywhere near catching the imagination of the people to run away with the nomination.

Terry says he will not enter the primary in any state which has a favorite son candidate which means he will not enter Georgia, Texas, Washington, Oklahoma, Arizona and Alabama. This, we believe is a wise decision by Sanford. Say what you please but when an outside candidate comes into the home state of another candidate, even though he does not win many votes, it does not endear

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