

Reminiscences Of Cherryville

David P. Dellinger, A. M. RAILROADS

A generation or so ago all people everywhere were clamoring for a railroad to serve every part of the country. Heeding the demands railroad companies made every effort to bring railroads into every section that held out a fair prospect of a fair profit to the promoters. It is surprising to think of how nearly the project did reach all people.

In many parts of the country local people, counties, districts and states divided into the business and in some cases it proved to be a profitable venture and is yet profitable. For instance the state of North Carolina still holds millions of dollars worth of stock in some of the best lines in the state and it is making good returns. However, many branch lines which in other years made good money have been abandoned and the tracks torn up and removed.

The time was when the people of almost every town and city felt they must have a street railway. All the larger places got them. That was considered one of the finest investments in the country. The cities must have parks and show places to entertain people. Most of those places were located five or ten miles out of town and they were built in cooperation with the street railways. There were no automobiles and millions of passengers rode the street cars to the parks. All made large profits. Many of our readers will remember those things. A ten mile ride for a nickel. Now that has all changed. Automobile killed street railways. Parks are no good as people in fine cars have no time for parks. Most of those places were laid out or the go all day.

The most pathetic thing about street cars and street railways is that old men, widows and orphan children lost millions and millions of dollars they had invested in such stocks through the years in the hope that it would be a nest egg for them in their old days. All such stocks dwindled to nothing and became absolutely worthless. I believe there is not a mile of street railway in the state at

date 1856. Some one used the same figures "transposed and made it 1886. That was before we had railroads anywhere in the world.

Hymn Of The Week

By Rev. Ernest K. Emurian
BREAK THOU THE BREAD OF LIFE

If Mary A. Lathbury had not done such an excellent job in writing a vesper hymn for use at the Chautauqua, N. Y., religious conferences, she would not have been asked to write what has become one of the best hymns about the Bible in all hymnody. She had served in an editorial capacity for the Rev. John H. Vincent when he was Secretary of the Methodist Sunday School Union, and through him she became associated with the Chautauqua movement. Thus it was that she spent the summer of her thirty-fifth year at the summer assembly ground on beautiful Lake Chautauqua in the finger lakes region of western New York state.

William F. Sherwin, director of music, and his assistant, George Stebbins, little dreamed that that particular summer of 1877 would be one of the most fruitful in their lives. At Bishop Vincent's request, Miss Lathbury wrote the well-known evening hymn, "Day Is Dying In The West," for which Mr. Sherwin immediately composed his equally famous tune, "Chautauqua—Evening Praise," to which her stanzas are universally sung. A more perfect wedding of words and music would be hard to find. Becoming instantly popular, this hymn has found its way into most of the hymnals of English-speaking Christendom.

Because the Chautauqua Literary and Scientific Circle had sponsored study classes which were becoming increasingly popular, Bishop Vincent was encouraged to suggest to the "Lyrist of Chautauqua" that she and Mr. Sherwin collaborate on another new hymn for this organization. "They emphasize the study of the Bible as well as related fields, such as archaeology, ancient history, science, literature and philosophy," he explained. "The president of the group asked me to make this request of the two of you," he added, "so the members can use the new hymn in connection with their morning class sessions." When Mr. Sherwin agreed to compose the music, Miss Lathbury could not turn the director down.

There was a dearth of good hymns about the Bible, the poet

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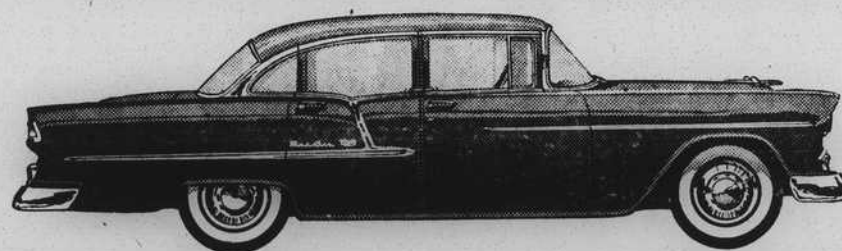
The railroad from Wilmington to Rutherfordton was one of the key lines in the state. It required many years to build it, and the building was a tough proposition but when finally built and completed it was a great thing for thousands of people. Passenger traffic was heavy for many years and that was a very profitable thing for the road. We had many trains for passengers, mail and express. This service was a business builder for the towns on the line.

Our road has suffered the fate of many others in the state. Trains were cut down from time to time and as all know they were cut out entirely as to passenger service because the patronage would not pay the cost of operating trains.

The Government is of opinion that the railroads are here to stay as they must be maintained and used for defense in case of war here or a world war affecting us. As a matter of fact some of the railroads are still doing a profitable passenger traffic business, apparently. At any rate they were the best trains the country ever had. It will be interesting to follow up the railroad business to see what changes the next fifty years may bring to them. Certainly not as much as the past fifty years.

FIRST TRAINS WERE IN 1856
There was a great error in the story last week. We wrote the

The exciting new idea behind the motoramic Chevrolet



The Bel Air 4-Door Sedan—one of 14 new Fisher Body beauties in three new series

Maybe once in a car-buying lifetime, you come across something that breaks all the old patterns and establishes new ones. This is that kind of car. This is the true story of how Chevrolet and General Motors shaped a new idea in steel.

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Your eye tells you the Motoramic Chevrolet is no styling "patch-up" job. A rakish, low profile... soft swiftness from its sleek rear fenders to its wide-eyed Sweep-Sight windshield... a new outlook for motoring. And that outlook doesn't change when you slip inside... exciting fabrics and trim are harmonized with the whole car.

A Sensational Ride!
You live the new idea instantly... you glide... actually glide because spherical joints "roll with the punch" of the road in Chevrolet's new Glide-Ride front suspension. And outrigger rear springs mean new balance in turns... turns made so effortless by new ball-race steering. And when you stop suddenly, new Anti-Dive braking control checks that nosing down in front... you get "heads up" stopping. Tubeless tires mean much greater protection against blowouts. And with new high-level ventilation there's fresher air.

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You also feel the new idea quickly... quick power like a panther's paw with the new "Turbo-Fire V8" (162 h.p.) and two new "Blue-Flame" 6's. And sparking this performance is a 12-volt electrical system giving you better ignition, faster starting, greater electrical reserve for any of the power assists you might desire. You have a transmission choice of economical Overdrive and improved, automatic Powerglide (optional at extra cost) or standard shift.

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And if you desire the convenience of power assists (optional at extra cost)... you'll find new power-steering and improved power brakes on all models. Power-controlled windows and powershift seat are available on the Bel Air and "Two-Ten" models, while air conditioning may be added on V8 models.

Won't You Try It?
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soon learned. Bishop Howe had written "O Word of God Incarnate" ten years earlier, in 1867, but the Rev. Washington Gladden was not to pen his hymn, "Behold a Sower From Afar," until 1904. It was her good fortune to fasten upon a theme that had not yet been developed in hymns about the Bible, that of "Christ, the bread of life, breaking for His children the living bread in His Book, just as He broke the physical bread for the hungry by the shores of the Galilean lake centuries ago." With that idea in mind, the talented "poet laureate" wrote several stanzas, the first of which contained these lines:

Break thou the bread of life,
Dear Lord to me,
As thou didst break the loaves
Beside the sea;
Beyond the sacred page I seek
Thee, Lord;
My spirit waits for thee, O
Living Word.

Mr. Sherwin rose with the occasion with a tune which he named significantly "Bread of Life." While the poet wrote widely on a variety of subjects and the musician composed many other tunes for hymns and songs, they are remembered today for the unusual collaboration of that summer of 1877 which produced the two Chautauqua hymns, "Day Is Dying In The West" and "Break Thou The Bread of Life." Although the latter often has been misused as a Communion hymn, it is found in the section on "The Holy Scriptures" in most Hymnals today, and continues to be the favorite hymn about the Bible in the hearts of millions who cherish and study the Word of God.

And by most of them it will be sung reverently, prayerfully and enthusiastically on the second Sunday in December, which has been designated "Universal Bible Sunday."

Do You Remember?

When David P. Dellinger ran for Lieutenant Governor?
When Alfonso Beam was a Brick Mason?
When John W. Homesley operated a Barber Shop and Pressing Club on the lot between the Eagle Publishing Company and the City Market?
When W. H. Carpenter managed a Pool Room here for Dr. R. J. Morrison?
When Carl B. Harrelson was Cherryville's undertaker?
When Herbert Beam attended Lenoir-Rhyne College?
When Earl Costner made two Balloon ascensions in Cherryville?
When James L. Beam, Sr., lay brick?
When Ezra V. Moss barbered here with his brother Jim?
When W. Cone Carpenter took an embalming course?
When Elfrids Department Store was here?
When Mrs. Pearl Beam was Central Office girl here?
When D. R. Mauney, Sr., operated the Josephine Knitting Mill here?
When four passenger trains came through Cherryville daily—two West bound and two East bound—two in the morning and two in the afternoon?
When Cherryville had two Livery Stables?
When Parsons Furniture Company was located in the building

AMERICA BY 1975

(Reports 17 & 18)

America by 1975 will witness a 260 per cent increase in use of electric power, according to the National Association of Manufacturers.

Earl Bunting, managing director of NAM, said in a recent address that "electric power, which is technically called a secondary form of energy because it is derived from the primary fuels or water power, will grow enormously. The supply of electricity has had to double every ten years since 1920 and will have to continue to expand at a rapid rate in order to support the output of goods and services that we anticipate and hope for in 1975. It is estimated that the demand for electricity will increase by more than 260 per cent by that time."

America by 1975 will witness about a 50 per cent increase in consumers' expenditures on appliances, according to governmental estimates.

The National Association of Manufacturers cites a report by the President's Materials Policy Commission in pointing out that "...a projected increase of 50 per cent in consumers' expenditures on appliances makes a substantial allowance for rapid growth of such newcomers as air conditioners, home freezers and dishwashers. Fortunately, these appliances requirements to the remainder are broadly similar in their material requirements of the group as a whole at 50 per cent above the 1950 level."

SHELBY SOLDIER ARRIVED IN JAPAN RECENTLY
U. S. Forces, Japan—Sgt. Edson D. Rippey, 28, whose wife, Sarah, and mother, Mrs. Bula Rippey, live at 420, Airline Ave. Shelby, N. C., recently arrived in Japan for duty as a lineman with the 50th Signal Battalion's Company B.
Last stationed at Camp Gordon Ga., Rippey entered the Army in January 1945 and completed basic training at Fort McClellan, Ala.

LEGAL NOTICES

NOTICE!
NORTH CAROLINA GASTON COUNTY.
Notice is hereby given that application will be made to the Commissioner of Paroles and the Governor of North Carolina for the parole of Grady Lewis.
All persons who oppose the granting of said parole are invited to forward their protests to the Commissioner of Paroles forthwith.
This the 13th day of November, 1954. 4t-D8

ADMINISTRATOR'S NOTICE
Having qualified as the administrator of the estate of J. DEAN STYERS & RUTH STYERS WOOD, Co-administrators of the estate of W. J. T. Styers, deceased. 6t-D29

NORTH CAROLINA, GASTON COUNTY
Jessie Bess, Plaintiff vs. Clarence A. Bess, Defendant
IN THE SUPERIOR COURT
NOTICE
The defendant above named will take notice that an action entitled as above has been commenced in the Superior Court of Gaston County, North Carolina, wherein the plaintiff seeks a divorce from the defendant; that said defendant will also take notice that he is required to appear at the Clerk of Court's Office in Gastonia, North Carolina, within 20 days after the 30th day of December, 1954, and answer or demur to the complaint now on file in the Clerk's Office, or the plaintiff will apply to the Court for the relief demanded in said Complaint.
This 1st day of December, 1954.
GEORGE C. HOLLAND,
Asst. Clerk of Superior Court. 4t-D22

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