

"Teen Topics"

BY
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CREAGH

Well, we had excellent attendance on Homecoming night last Friday at Jones Central. In spite of the cold, many people came out to enjoy the festivities.

Of course, the main event was the crowning of the Homecoming Queen for 1965. She is Miss Pam Scott, a sophomore at Jones Central. Pam was crowned by Julia McCoy, the 1964 Homecoming Queen. Other candidates vying for this coveted title included Cora Faye Banks, Betty Becton, Geraldine Foy, Sue Harrison, Brenda Hill, Donnal Kennedy, Linda Lou Moore, Brenda Murphy, Nancy O'Bryan, and Betty Jean Sumrell.

Here are a few interesting facts about our new queen:

Height, 5'2"; Weight, 108 lbs; Eyes, Brown; Hair, Black; Special Interests, Basketball; Favorite Color, Blue; Favorite Song, "Come a Little Bit Closer" and Ambition, To go to college.

Pam had this to say about her new title: "I would like to take this opportunity to express my thanks to the ones who voted for me. The students and the faculty members at Jones Central are very fine people. Let us continue to strive for a school with high standards."

The Jones Central Beta Club held its annual induction in the first part of this month. The inductees for this year are as follows: Walter Adams, Ellis Banks, Betty Becton, Eugene Burkett, Teresa Creagh, Keith Green, Linda Haddock, Dianne Jarman, Janice Lowery, Ronnie McCoy, Linda Moore, Eunice Noble, Kathy Roper, and Mary Ann Taylor.

As everyone knows, this is "fair week." (I really don't need to say more, but I will.) It is traditionally the week when little homework gets done and many students arrive at school,

still half-asleep. But after all, aren't we students entitled to a little fun?

Wonder . . .

If two plus is still equal to four? Can Kathy Roper tell us?

How many people (and which people) were in Ellis Bank's car last Friday night?

Why John Trent Pollock has "slowed down?"

HEARD: Linda Haddock saying, "He got a winner!"

LARCENY SENTENCE

Recorder Buck Wooten Tuesday suspended a 6-month larceny term for William Wayne Royster, put him on probation and ordered him to pay costs.

The San Francisco cable cars, invented 41 years ago out of necessity arising from the city's steep and frequent hills, has now climbed to the peak of esteem and respectability.

The party, noisy, woefully archaic little contraption is not only the revered symbol of a metropolitan city, but has attained national recognition — and protection — as a national monument, a dignity conferred elsewhere in this region only upon such wonders of nature as the redwoods on the slope of Tamalpais and the geologic oddities of the Pinnacles.

The substantial accumulation of prestige for the cable car is all the more remarkable from the circumstance that not long ago the cable car was without honor in its native city, held in such contempt by the tax-minded men of the City Hall and the single-minded accountants of the Municipal Railway that its execution was decreed. Only the outraged good sense and tireless campaigning of a few dedicated and frequently ridiculed zealots saved it from extinction.

So this obsolete, creaking, inadequate, slow, expensive-to-operate, money-losing — and

unhappy San Francisco — piece of last century machinery has risen in the world like a heroic Alger hero and is now a tourist attraction that brings thousands of visitors and millions of dollars annually into the community that was almost taught to despise it.

The moral is plain, but needs

to be repeated. It is a reminder that there are considerations that should outweigh the straight lines of engineers and revenue tables of accountants, that sentiment has a value that is above dollars and also a great capacity for producing them.

OTHER EDITORS SAY

THE SAN MATEO TIMES (CALIFORNIA)

Another Dimension

Many educators have deplored the tendency to look upon college as a degree mill and a gateway to better jobs and salaries, rather than as an opportunity for intellectual development.

Now Dr. Robert F. Goheen, president of Princeton University, goes a step farther in delineating the purpose of a college education in its fullest sense.

Dr. Goheen told the incoming freshmen:

"If any of you has come to Princeton hoping only to accumulate knowledge, I would ad-

vised you to begin immediate negotiations with some sort of institution where you can attach yourself to a pipeline of inanimate learning and become full, like a storage tank, sealed by a diploma, and otherwise useless."

In his plea that the pursuit of higher learning be "a moral quest as well as an intellectual one," Dr. Goheen cites the need not only for clear thinking but for "common standards of decency and citizenship" in a nation disrupted by tensions and violence.

His words command attention . . .

The world's leading acoustical experts made the test.
The U. S. Auto Club certified the results: at 20 mph... at 40 mph... at 60 mph...

The 1965 Ford rides quieter than a Rolls-Royce!

Prior to the introduction of the 1965 Fords, the country's leading automotive writers drove the new models at Dearborn. Most of these experts remarked about the extraordinary quietness and smoothness of the Ford ride. An automotive writer, in *Mechanix Illustrated*, said, "If there is a quieter car made in this country, I haven't driven it."

Quiet Means Quality . . . Since quiet is a traditional measure of car quality, Ford engineers designed the '65 Ford for maximum quietness. To illustrate



New Rolls-Royce Silver Cloud III during series of tests.

this quality achievement, Ford chose to make a documented test against the world's finest luxury car—Rolls-Royce.

Bolt, Beranek and Newman, Inc., world's leading acoustic consultants to government and industry, conducted the tests under supervision of the authoritative United States Auto Club. All cars were tuned to factory specifications.

The Result . . . The Fords proved

PRODUCT OF MOTOR COMPANY

to be slightly quieter at all speeds.

The official test report reads, in part: "At all moving speeds, on both courses, the Fords were quieter than the Rolls-Royces."

The Difference . . . The sound level difference, to be sure, is small—but it is there. At 60 miles an hour, Ford was actually 2.8 decibels* quieter than Rolls-Royce. At 40, Ford was 5.5 decibels* quieter. At 20, Ford was 4.9 decibels* quieter. However small these advantages over Rolls-Royce may be, they are significant evidence of quality—important to anyone buying a car in Ford's class.

Take A Test Drive . . . A key—and a warm welcome—await you at your Ford Dealer's. The key, incidentally, fits in the lock no matter which side is up—symbolic of the hundreds of advances you'll find in any Ford you road-test. Come in and see for yourself.

*Decibels are the universally recognized units for measuring the volume of sound.

SOUND LEVEL (All readings in decibels)

MPH	FORD	ROLLS-ROYCE	FORD QUIETER BY
20 mph	67.4	72.3	4.9
40 mph	75.9	81.4	5.5
60 mph	82.6	85.4	2.8

TEST CONDITIONS: Dry, level, moderately smooth concrete divided highway; light, quartering wind. All cars operated at steady 20, 40 and 60 mph with all windows and vents closed. TEST EQUIPMENT: Bruel & Kjaer precision octave band analyzer, recording through direct observation and through Nagra precision tape recorder. Data expressed in Perceived Noise decibels. TEST CONDUCTED on September 24, 1964, by Bolt, Beranek and Newman, Inc., of Cambridge, Mass., the world's largest

acoustic consulting firm. TEST CERTIFIED by the United States Auto Club. CARS TESTED: Two brand-new Rolls-Royce Silver Cloud III sedans, V-8 with automatic transmission, list price in New York \$16,655 each. Three 1965 Fords, each with 289-cubic-inch V-8 engine and Cruise-O-Matic transmission: Galaxie 500 LTD, Galaxie 500/XL and Galaxie 500 4-Door Sedan.



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