

MAYSVILLE NEWS

HOW TO LOSE A GOLD MINE

JOHN J. SYNON

If you want to rivet a doctor dead in his tracts, sneak up behind him and hiss, "Socialized Medicine". That will transfix him, I can tell you that.

As I get it, Socialized Medicine would be worse (for us? for the doctor?) than a set-in of bubonic plague. That is what the AMA literature implies, at any rate, and I am inclined to believe it is true.

Even so, I would like an answer or two before I commit to defend "Doctor's" right to exploit the ailing. I have a "why" and a "what".

Why do I have to sit and twiddle my thumbs in their outer office. They set the time of appointment and when it arrives, there I am. But with rare exception, I am forced to wait from 30 minutes to an hour in an uncomfortable, patient-stacked room, awaiting "Doctor's" pleasure and my turn.

To me, this practise of their's is an insufferable form of arrogance; as I sit my blood pressure goes up a point a minute. Who does the jackanapes think he is, with his deliberate strut and soda-jerk coat, he and his coterie of nurses, chirping the live-long day: "Doctor says", "Doctor says" — as though "Doctor" were something down from Olympus, hours, 1-to-5. I have had it in my throat a dozen times to give "Doctor" a piece of my mind and would if I were not so plague-take-it afraid of his needles. Our contract was to meet at such-and-such a time. I arranged my schedule accordingly, and there I am. He knew, I presume, what his schedule was to be when the appointment was set; at least his chirper should have known. How, then, does he justify keeping me waiting? What kind of meat does he eat? Why is the doctor-patient relationship a one-way street?

Now, my "what". Some 60 days ago, I made an appointment with an oculist of repute. I did my waiting in the usual way and eventually was hushed into the august presence. After a bit of big-tooth foolah — the personality gambit — he went to work. At least his hands went to work. His mind, it turned out, was on a barbeque he was planning. His chirper, as I could hear, was on the phone to somebody — "Doctor's" house boy, it turned out — and while he flipped slides for my benefit,

he tossed gustatory suggestions to the chirper, for relay to the boy.

As you might imagine, the prescription he wrote eventually turned into glasses that made me see double.

After about a week's trial, I staggered back and told him my problem. He gave me a patronizing look, said, "Come in", went through the whole rigamarole again, then finalized me with a, "Just dandy", and handed back the glasses.

Well, I thought, perhaps I am stupid and since I was \$85 hooked by then — enough in itself to knock me cockeyed — I went on wearing the blinders.

I have a good friend who is a medic and I forgive him his membership in this closed shop because of his love of Confederate history; he is working with me to get the South's fair share of the good life. Be that as it may, I asked his recommendations as to an oculist; another oculist. I got it and went through the same unnerving routine; an appointment in three weeks; a 30 minute wait after arrival and, finally, the business.

There was the difference: This doctor — once I got to him — proved to be a fine eye man; now I can see again, clearly.

My "what" is this: What can I do about that first joker? Report him to the local medical association? Ha! That would be like trying to impeach Earl Warren.

According to an article in The Wall Street Journal, the average doctor sees 169 office patients a week; 169 office patients a week. With a four-hour day, five-day week, that figures seven minutes per patient. Arthur Murray couldn't beat that. If "Doctor's" average fee is \$10, that is \$1,690 per 20-hour week, or \$85 an hour. It is also \$84,500 per annum, two weeks off for good behavior.

No wonder the phrase "Socialized Medicine" rivets them. It's like say; "Socialized Oil" to Rockefeller.

Subscribe to the Journal Now

by Mrs. Jake Phillips

Mr. and Mrs. Bob Reed of Whitakers and children spent the weekend with her mother, Mrs. Viette Gerock.

Mrs. John Coston of Hertford visited in Maysville Saturday.

Mrs. Ralph Nobles and daughter, Evelyn, of Pollockville visited her mother, Mrs. Anne Belle Williams, Thursday.

Mr. and Mrs. Almond Saulter and Berry and the Donald Saulters of Greenville visited Mrs. Carnell Waters and Mrs. Bill Morris recently.

Mrs. Mamie Boggs of Kinston visited Mrs. L. L. Mattocks Monday.

The Men's Bible Class of the First Baptist Church enjoyed an oyster roast at the home of Mr. and Mrs. Ray Banks Jr. Saturday night. Twelve men and their wives attended. Guests were Mr. and Mrs. Bill Sutton of Jacksonville.

The Gordon Mattocks of Jacksonville spent Sunday afternoon with his mother, Mrs. L. L. Mattocks.

Mrs. G. C. Conway and daughter, Pam, of Jacksonville spent last week with the Colon Conways.

Sergeant and Mrs. Roy McPeak and son visited her mother and other relatives in Texas recently.

Mrs. James Heath of New Bern visited Mrs. Claudia Heath Monday.

Miss Ellen Mattocks and Joyce Johnson spent the weekend with Mrs. Walter Scott in New Bern.

Nathan Wiggins is stationed at Fort Benning, Georgia.

Mattocks in Aden On World Cruise

Storekeeper First Class Harold J. Mattocks, son of Mr. and Mrs. Harold J. Mattocks of Maysville, is in Aden, South Arabia, serving on the destroy Cone.

During the past two months he has visited Greece, Egypt, Jordan, Saudia-Arabia, Iran and India while his ship conducted good will visits as part of the U. S. Middle East Force.

Prior to his arrival in Aden, he spent six days in Bombay, India, where he was the guest of the Indian Navy. During this time he was able to see much of the Indian way of life, the local country side and shop in the exotic stores for unusual items.

He and his ship are scheduled to return to Charleston, S. C., in late January, having spent Christmas in Beirut, Lebanon, and New Year's Eve in Naples, Italy.

Leon Thomas on Nuclear Carrier In Viet Nam Area

Aviation Fire Control Technical Second Class Leon D. Thomas, son of Mr. and Mrs. E. Leon Thomas of Pollockville, is participating in combat operations in Vietnam as a member of Fighter Squadron 96 aboard the nuclear-powered aircraft carrier Enterprise.

Squadron 96, nicknamed "the Fighting Falcons," flies the F4B Phantom II jet fighter-bomber.

His squadron's primary mission is to destroy enemy aircraft and missiles, attack surface targets, escort friendly aircraft and perform other air operations.

This deployment comes only five months after the squadron's return from Vietnam last June.

Smokey Bear needs you



HELP PREVENT FOREST FIRES IN THE SOUTH

Used car buyers!
Now at Ford Dealers:
A 24-month or 50,000-mile
"Factory-Backed"
Warranty
on Late-Model Used Cars.

Now you can get a 2-Year or 50,000-Mile Power Train Warranty when you buy a '64, '65 or '66 Ford car!

Eliminate the possibility of high-cost repair bills . . . on '64, '65 and '66s . . . Ford Motor Company now takes the doubt out of buying a used car. The Factory-Backed warranty will cover your purchase of any used 1964, 1965 or 1966 Ford Motor Company car that has been certified and registered by a participating dealer.

Here's what we mean by it being good for 2 years or a total of 50,000 miles of operation. Say you buy a car with 30,000 miles on it. Then you're covered for another 20,000 miles. For a total of 50,000 miles. But maybe you don't drive that much. Maybe it would take you several years to run up a total of 50,000 miles. If so, we measure your warranty period in time. That's where the "2 years" part comes in. Two years or 50,000 miles, whichever comes first. With this unique Factory-Backed warranty . . . you never have to pay more than \$25 for any single repair that's covered.

Only one more thing to know. Warranty coverage stops 5 years after the car was made.

FORD MOTOR COMPANY USED CAR WARRANTY BASIC FACTS
Ford Motor Company warrants to Purchaser of used 1-, 2- or 3-year-old Ford-built cars certified and registered by an authorized Dealer, that the Dealer, using genuine Ford or Ford Authorized Replacement parts, will repair, free of charge including related labor, any Power Train part which fails or is worn out and service within (1) 24 months from the date of purchase of the Used Car Warranty (or from the date the Used Car Warranty is registered, if that is later), or (2) 5 years from the date of production, or (3) 50,000 miles of total operation, whichever comes first.
The Purchaser will pay only the first \$25 of each warranted repair and must present his Owner Card or Warranty Certificate.
Power Train parts include: engine block, head and related parts, water pump, intake manifold, transmission case and related parts, torque converter, differential, universal joints, rear axle, differential and rear wheel bearings; but exclude related items such as: spark plugs, electrical, cooling and fuel systems, engine or transmission controls or linkages, manual clutch lever, clutch or brake assemblies or shafts, lines or hoses.
The Warranty is not transferable and does not apply to vehicles used for abuse, neglect or inadequate maintenance. Repair attempted by non-authorized dealers, accidents or other causes.
*Every 8 months/10,000 miles engine oil and filter should be changed, radiator cap and air filter cleaned and transmission and axle fluid levels checked. Every 12 months/12,000 miles, air filter (standard restriction system) should be replaced. Every 12 months/12,000 miles, or after 100,000 miles, engine oil should be changed and emission system and carburetor spacer cleaned. Every 24 months/24,000 miles, or after 200,000 miles, spark plugs should be replaced, and universal joints (1964-65 models) replaced. On 1964-65 Lincoln, Mustang II body style body and chassis bolts should be replaced every 24 months/24,000 miles. On 1964-65 3-cyl. Mustangs and Cougars with air-conditioning, and all '66 Lincolns, Mustang II body style bolts should be replaced, and in all models, engine coolant should be changed every 24 months/24,000 miles.

JARMAN FUNERAL HOME
... Where Your Trust Is Sacred
And Your Wishes Cared For . . .
 Dial JA 3-5143 Kinston, N. C.

Use Ready-Mixed CONCRETE
No Mess — No Waiting — Our Ready-Mixed Concrete Is on the Job When You Need It.
 Also Sand, Gravel and Crushed Stone.
Barrus Ready Mixed Concrete Company
 Free Estimates — New Bern Highway, Kinston, N. C.

SEE YOUR LOCAL FORD DEALER
MFG. LICENSE NO. 120