

MAN'S UNLIMITED CAPABILITIES ACCENTED BY SUCCESSES IN SPACE, FAILURES ON GROUND

By Jack Rider

Ordinarily this paper confines itself to local knitting but in the more than 20 years the paper has existed no other event has had nearly the immediate or long-range significance of this week's journey to land on the moon by two gallant Americans.

And, of course, written as this is just a few hours after this trip began and several days before the actual moon-landing is scheduled to take place and several more days before their safe return can become a part of history it is a little frightening to count these space chickens before they are finally and safely hatched.

But whether Apollo 11 ends in tragedy or extravagant success the basic premise remains that man's unlimited capacities have never been more fully accentuated than in these space explorations, and at the same time when these great events are taking place we remain confronted by the frightening and immediate failures of man much, much closer to home than the moon.

The Russians, unable to match the United States in such efforts have tried feebly and unsuccessfully to belittle these manned flights by claiming that a mechanized flight could gain as much knowledge at less cost and without jeopardizing the lives of the men involved. Aside from finding it unusual for the Russian government to exercise much concern over human life in view of its gory record of the greatest mass murders in the history of mankind it is also worth noting that the Russians didn't exercise the same concern when they rushed the first man into space ahead of the United States back in 1957.

But the petty jealousies and major philosophical separations suffered on both sides of this particular issue are certainly not the story this week.

This week the story — and it is not yet ended — is another climactic chapter in the great-

est story every written about man's capacities and functions.

After the expenditure of something like \$30 billion, over a 12-year period involving the efforts of an average of 250,000 people from the greatest scientists living down to just plain common manual laborers man is likely to do this week what the majority of us thought never could be done; and that very simply is to set foot on the moon, and even more amazing is to return to tell about it and almost startling is that a very large part of this space spectacular is being done on international television with untold hundreds of millions of distant eye-witnesses.

In one sense it is a stunt... something like climbing mountains. The doing of something just because the doing represents a challenge.

But in its more refined sense this is far more than an acrobatic act in a space carnival.

Foremost this confirms what only a few have dared to insist: That man can do far more than he has ever done in any chosen field of endeavor.

It reflects that an average expenditure of a tiny fraction of this nation's gross national product and the efforts of a very small fragment of the nation's work force can perform literal miracles.

Nobody in his right mind now will dare to doubt any prediction of what the encore may be to a landing and returning from the moon by tiny mortal man.

But whether it is further exploration of the moon, planets, and asteroids in our own solar system or even ventures beyond; the most tangible reflections upon this July miracle will be right here on Mother Earth.

The airplane was old enough to vote before it became anything more than a toy. Then it was suddenly catapulted into an importance Wilbur and Orville Wright could never have dreamed possible.

The steam engine huffed and

puffed for a very long time before it was added to wheels and revolutionized land transportation with the railroad and sea travel when the same steam was geared to a paddle or a propeller to push ships faster and further with bigger loads than ever before.

The internal combustion engine also took a few flips of the calendar before it became the Frankenstein monster it is that does such wonderful work but makes such monstrous demands upon civilization as it does today.

But the tempo of space technology will not move so slowly, and the only impediment to fantastic industrial miracles will be the limits of money and manpower to keep pace with the technological spinoffs of the space age.

New products, new uses of old products, new techniques and perhaps more important even than either of these will be new attitudes, new willingness to accept major change... these will make life before the end of this century even more improved than today's life is over that of 25 years ago.

The mass of machinery that erupted to half destroy the world in World War Two convinced many that the end had been reached in the mass and in the speed of machines.

Today with tiny, unbelievably complex little gadgets spinning hundreds of thousands of miles away from the earth at speeds of 25,000 miles per hour it is amazingly ironical to recall that

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Five Die in Two Separate Wrecks on US 70 Between Cove City and New Bern

Albert Lee Corbett of La-Grange was one of four persons killed at about 12:50 Sunday morning in a two-car accident on US 70 between Kinston and New Bern.

The other three victims were from Craven County and included the driver of the car which hit Corbett's car, Willie Koonce of Cove City route 1, Eugene McCoy of Cove City and Donald Bristol of New Bern.

Highway Patrolman M. B. Gregory said the car driven by the 30 year-old Koonce ran off the road on the right shoulder, skidded back onto the road into the wrong lane and into the path of Corbett's car.

All four were rushed to Craven County hospital in New Bern, where they were pronounced dead upon arrival.

This brought the 1969 highway death toll in Craven County to 19.

Patrolman Gregory also investigated the 20th fatal accident of the year Sunday afternoon at 5:30 when 43 year-old Paul Edwards of Barbara was killed 6.6 miles west of New Bern on US 70 when his car went out of control and rammed into a bridge abutment.

Edwards was killed instantly but three other passengers in his car escaped with minor injuries.

S. Williams a lot in Pollocksville township.

Jones Arrests

Three arrests were reported by the Jones' County Sheriff's department during the past week. Stanley Johnson of New Bern was charged with driving under the influence and driving without a license. Stanley Lemuel Johnson of Magnolia was booked on a charge of public drunkenness. Also arrested was Thomas Burl Henderson who was charged with driving under the influence.

Jones Civil Suit

Clifton Eugene Hood filed for divorce from Patricia Parker Hood during the past week in Jones County.

LAND TRANSFERS

The following land transfers were reported by register of Deeds Bill Parker in Jones County.

From Wilford Philyaw to James W. Gibson 3 town lots in White Oak township.

From Clifford Adams to Raymond and Carolyn King a lot in Cypress Creek township.

From W. D. Eubanks to Jones Academy 4 acres in Pollocksville township.

From Janie S. Fisher to Sarah Smallwood a lot in Pollocksville township.

From Janie S. Fisher to Rosa

JAMES RIDER PARKER PROMOTED TO LIEUTENANT COLONEL ON JULY NINTH



Newly promoted Air Force Lieutenant Colonel James Rider Parker gets an assist in pinning on his oak leafs from his pretty wife Christine and Marine Corps Major General John H. Masters, Atlantic Command Headquarters Deputy Chief of Staff, during ceremonies.

Colonel Parker, a 17 year Air Force veteran and a native of Kinston, is presently serving as the Air Force representative to the Joint Petroleum Office of the Atlantic Command. Colonel Parker is a graduate of East Carolina University, and is a Vietnam Veteran.

Editor's Note: Ordinarily we wouldn't run a picture so large

as this but this is the first time we've had a first cousin make the rank of lieutenant colonel, in anything, and as an ex-buck sergeant it's hard to cover up our pride.

And we'll add to what the Atlantic Command release had to say by pointing out that Mrs. Parker also has a flock of kinfolks in this neck of the woods. She is the daughter of Mrs. Felix Johnson of Kinston route 5 and Lt. Col. Parker, of course, is the son of Mr. and Mrs. Gilliam L. Parker also of Kinston route 5 and both were graduates of Southwood High School.