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The Kings Mountain Herald

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TODAY'S BIBLE VERSE

MARTIN'S MEDICINE

Ingredients: bits of news, wisdom, humor and comments
 Directions: Take weekly if possible, but avoid overdose.

Edward L. Rankin, Jr., steps out Saturday of his post, using navy lingo, as Governor Dan Moore's Number 1—Director of Administration Ed. of course, understand the navy lingo well, having first enrolled with Uncle Samuel's navy as a yeoman in 1941, leaving the service after World War II as a lieutenant-commander who had been both Number 1 and skipper of the big flat-bottomed LST's.

Ed steps out to become the managing man of the North Carolina Citizens Association, a trade association of about 1000 members spread over the state from (as Governor Clyde Hoey mellifluously intoned) the sands of Manteo to the hills of Murphy.

With last week's announcement of Ed's retirement from state government, speculation was renewed immediately that he was getting in position to become a candidate for Governor.

A friend of more than three decades in college, through newspapering, navy and government, Ed's announcement of retirement was worth a telephone call about the possibility of his becoming a gubernatorial candidate. In and out of government (mostly in) since 1946, he is as eminently qualified for the role of Main Man in the Mansion as anyone in North Carolina and far better qualified than most.

"No, Martin," he said, "I'm just running for a job. You remember I have three children Fran and I hope to see graduate from college."

He acknowledged that he would have liked to have stayed with Governor Moore another year but added, "The job I'm taking is now. It would not have been available a year hence."

My wife posed the gubernatorial question to Ed several years ago when he did a speaking job for me at the Lions club and stayed with us overnight. He also said "no" at that time, pointing out the mounting cost of campaigning. He did not talk in figures as Jack Stickle, GOP gubernatorial aspirant did recently, when he said he would consider being the Republican standard-bearer with a campaign kitty of two-plus million dollars. But Ed did note that radio and newspaper advertising rates are certainly no cheaper and that the comparatively new medium of television adds much more cost.

Ed's first foray into state government was with the State Highway & Public Works commission. He was the commission's first director of public relations—during the administration of the late Governor Gregg Cherry. When Governor Cherry appointed William B. Umstead to the United States Senate, Ed went along, too. From 1949 to 1953, he was in public relations with Burlington Industries, then went to Raleigh with Governor Umstead as personal secretary.

Governor Umstead suffered a severe heart attack on inauguration day and never regained full health during the two years before his death. Ed, in effect, was Governor without portfolio. He continued in the same role with Governor Luther Hodges, the annual mileage adding to seven years.

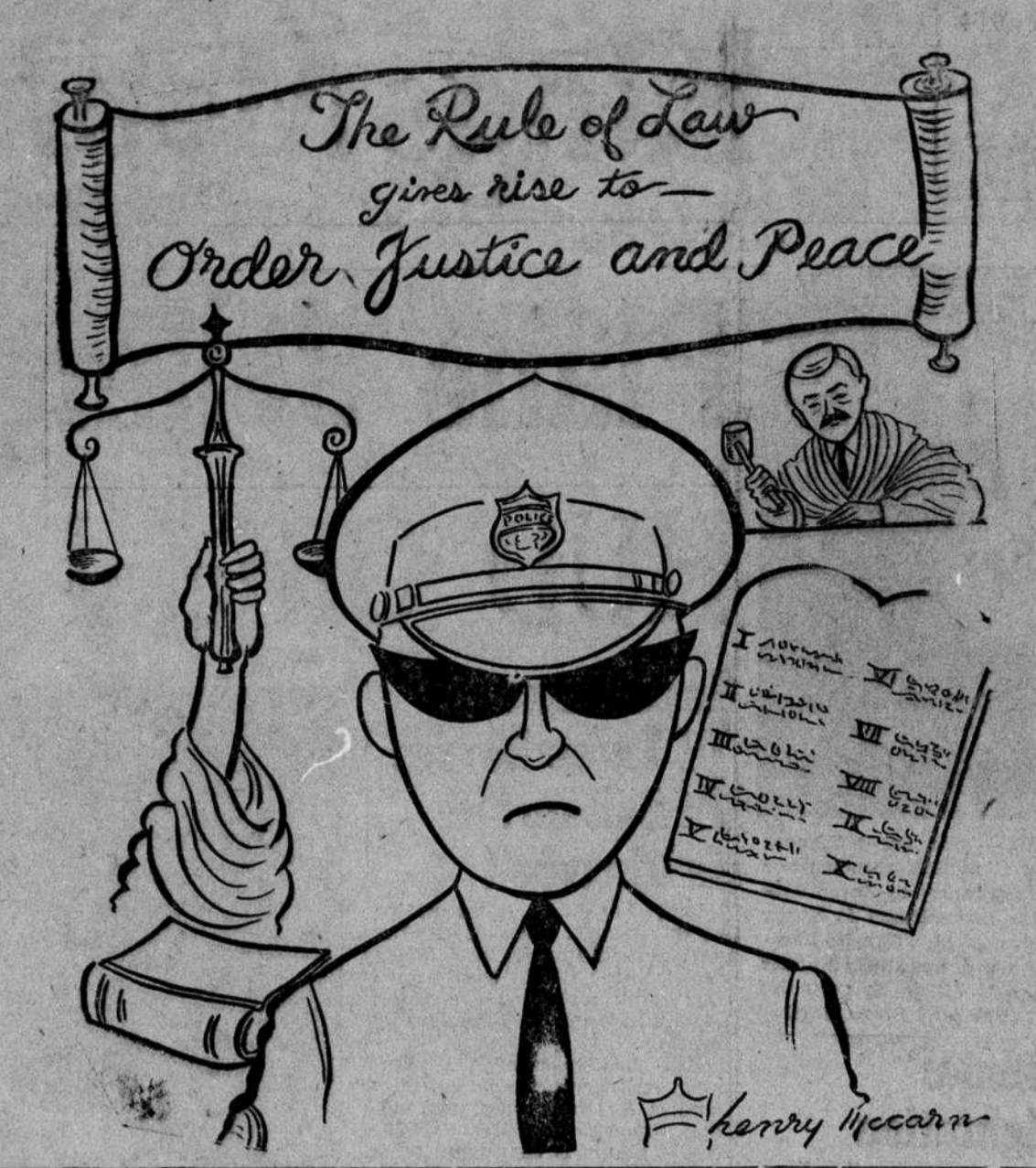
In 1962, at lunch in Raleigh, Ed, Attorney Bill Joslin, my wife and I were discussing gubernatorial prospects for 1964. It was easy to agree that the Democrats, to assure victory over 1) the Lake wing of the Democratic party and 2) the Republican party, had best be sure the so-called Sanford and Hodges wings harmonized their differences and agreed on a candidate.

Ed started rattling off a list of possible candidates including Tom Pearsall, Basil Whitener, and Rich Preyer.

A year later, with Preyer a candidate, I called Ed to tell him I was glad we'd be together in the upcoming campaign.

"Oh, no," he replied, "I'm for Dan Moore."

Did he not remember his very



SO THIS IS NEW YORK

By NORTH CALLAHAN

One of the most remarkable rides in the world today is that on the Staten Island Ferry which plies from New York City proper to its borough that lies slightly out to sea. When I was in the Army in World War II, I was stationed at Governors Island, a historic post which dates from the time of pre-United States, a colorful headquarters that has recently been turned over to the Coast Guard. Each day, in going to the post, I rode the government ferry and was treated to many sights, from debris in the water to great ocean liners and warships, which sailed close enough to seem like Neptunian neighbors. And always parallel to us ran the huge and crowded Staten Island Ferry, costing its passengers a nickel for the long ride—and still the same price today!

The ferryboat has been an American institution for three centuries and although probably on its way out, is still in our modern picture. Each year as engineers build bigger bridges and longer tunnels, this traditional shuttle craft is pushed a little further toward the oblivion of covered wagons and streetcars. The first ferry in America is said to have been launched by the Massachusetts Bay Colony in 1635. In those days the Dutch farmers of New Amsterdam commuted by water to their land in Brooklyn. By the 18th century, hundreds of ferry lines were operating across rivers in all parts of the country. Many of them hauled passengers by horse boats, crude craft propelled by a team of horses walking a treadmill. Others used craft rigged to an overhead trolley and nudged across stream by the tides. Ferrying passengers by sail across New York Harbor at the turn of the century laid the groundwork for the rail-roading fortune amassed by Cornelius Vanderbilt, which culminated in the New York Central Railroad. Ferrying by stream brought fame to Robert Fulton who in 1811 put his engine-propelled craft into shuttle service between New York's Battery and the Jersey shore. In other American cities, particularly San Francisco, ferry service was used to carry to work 50 million passengers a year across the beautiful and bustling bay. Now water commuting on the West Coast has become mostly a memory.

In 1910, there were 35 different ferry routes serving Manhattan, Long Island, Staten Island and New Jersey. By that time, the great, double-ended ferry boats plowing across the world's busiest harbor had reached their peak of elegance. They were gleaming white and red and decked out with gay nannants, their 200-foot lengths boasting such luxuries as string orchestras and women's cabins decorated in cream and gold. These ornate boats cost nearly a million dollars each. This may seem high, but New York City will soon take bids for two big double-enders for the Manhattan Island run which are expected to cost 4 1/2 million dollars each. The ferry boat era here began to fade with the erection of bridges, climaxed by the great Triborough span linking the Bronx, Queens and Manhattan. The boat lines were also hit hard when underground tubes opened train routes to Long Island and New Jersey, and vehicular tunnels virtually killed the automobile trade that made up much of the revenue of ferry lines.

Editorials on this page were written by Elizabeth Stewart of the Herald Staff with the exception of "Stronger CAGO Can Foster Stronger Countywide Ties", reprinted from the Shelby Daily Star September 25 edition and written by Star Editor James P. Allen.

Stronger CAGO Can Foster Stronger Countywide Ties

Kings Mountain officialdom has decided to go to the people with a \$3 million bonding proposal for the Buffalo Creek water impoundment and treatment project.

At almost the same hour Monday evening, the Cleveland County Planning Board was working out its unanimous endorsement.

AS THE KINGS Mountain Board of Commissioners is on record as being prepared to sell water reasonably to outsiders should the Buffalo project be brought to fruition, so is the planning board on record as recommending long-range cooperation and coordination in the countywide interest so long as it is economically feasible and mutually beneficial.

Properly handled, the project could be a boon to us all, not just to Kings Mountain and those who populate its immediate perimeter area and . . . And everyone might live happily ever after.

THE THEME OF this piece, however, has nothing to do with the pros and the cons of the Buffalo project.

We endorsed the effort last February, although we did then urge that countywide officialdom reason logically together before rather than long after the project's dams, its treatment plant and its transmission lines became accomplished facts.

No! The theme of this piece is much different.

THE THEME HAS to do instead with keeping lines of communication un-snarled back and forth across Buffalo Creek and into and out of Upper Cleveland County and on all azimuths out of the City of Shelby.

We agree that good communication is needed. There are far too many well-meaning folk who think it old-fashioned to worry themselves with where the country or county is going so long as it is moving. Basic values must change with the time, they tell you with mockingbird aptness. They parrot such nonsense as "we've never had it so good."

Neither did Goldilocks till the bears came home.

It is not the times that have changed but the people and what they will stand for.

Constitution Week

What do you write about Constitution Week after all the textbook pleasantries and ideals?

What can you say after aging enough to know there really are people who no longer hold its concepts as worthwhile even though the greatest nation on earth sprung from its building blocks?

What can you say that has not already been said by a million editorial writers before?

What you can say is something like this:

It is high time that more Americans than just a handful of writers, statesmen and two few organizations, such as the Daughters of American Revolution, get themselves worked up over where we are going and what we are doing in getting there. Does the Constitution mean what the founding fathers said it meant or is it just a scrap of paper whose value is no greater than lighting a molotov cocktail?

Constitution Week was September 17-23.

RX For Happiness

Some time ago the University of Michigan survey research center, after a nation-wide inventory on what makes people tick, came up with a fairly obvious finding.

Major reason for unhappiness is not enough money.

In addition to children, the survey revealed the major reason for happiness was enough money.

Among other findings:

Only 17 percent of those interviewed said marriage alone made them happy.

Only 14 percent cited their jobs as a major source of happiness.

Only 14 percent said they were unhappy because of world tensions.

One interesting sidelight turned up in the survey. College educated people suffer from anxiety ailments, headaches, and loss of appetite more often than people in lower educational levels.

Is the logical conclusion to be drawn from this that best bet to achieve substantial happiness in this world is to accumulate a couple of million dollars while avoiding education like the plague? Hmmm.

This Week In Tar Heel HISTORY

By ED H. SMITH

On September 25, 1773, a restless North Carolina frontier settler named Daniel Boone left his cabin on the Yadkin River to explore "the dark and dangerous ground" of Kentucky.

The British Army under Lord Charles Cornwallis reached the tiny frontier village of Charlotte Town on Sept. 26, 1780.

For several hours the invasion of North Carolina was stalled while ragged militia under Col. William R. Davie popped away at Cornwallis' proud Grenadier Guards from behind the fence rails and houses surrounding the court square.

This action helped earn Charlotte the description of being "a Hornet's Nest of rebellion."

The first woman in U.S. history to be appointed Postmaster was Mrs. Sarah De Crowe, who was given that job in Hertford, N. C., by President Washington on Sept. 27, 1792, shortly after the state entered the Union.

The first air mail letter to be delivered in this state was sent from New York City to the postmaster of Greensboro on Sept. 28, 1911.

BIRTHS AND DEATHS

Died, Sept. 26, 1829, former governor Gabriel Holmes, in Sampson County. His term in office (1821-24) was largely uneventful, neither marked by accomplishment nor marred by misfortune.

Holmes stressed internal improvements, largely in the field of transportation and roads. During his term a road leading from Morganton to Fayetteville was completed, and the road from Burke County to Charlotte, S. C., improved, opening up the western part of North Carolina to better connections with the seacoast.

William Reed, one of the state's least-known chief executives, died during September, 1728 (exact date unknown).

Reed served on the Governor's Council for many years. When Governor Thomas Pollack died in office the Council elected him to serve as Governor of the colony until the Lords Proprietors could appoint a new one.

He served as Governor from 1722-24.

Favorable remarks about Rich Preyer? Quite definitely, he declared, but added, "You forget I also mentioned Dan Moore."

One-up for Ed in the gubernatorial golf game.

SMOKING SHOCKER

The new report on smoking by the Department of Health, Education and Welfare is a shocker. It summarizes 2,000 research studies published since 1964, when the Surgeon General found cigarette smoking to be "a health hazard of sufficient importance to warrant appropriate remedial action." It says that these studies reinforce the earlier finding. The report makes clear there is no argument any more about whether cigarette smoking causes disease and death. Scientific investigation focuses merely on the rates and means by which these consequences occur.

A government and public that look the new report seriously would treat tobacco no more kindly than heroin. But cigarettes provide billions of dollars in income to citizens and in revenue to government, and all of us look on smoking as a matter of private choice. So there has been no widespread or effective attack on the problem.

—Washington Post

CIVILIZATION'S PREY

The wild creatures that are man's companions on this earth are rapidly disappearing. There are 250 species—the blue whale, the polar bear and the leopard, the fearsome tiger and the humble alligator—now nearing extinction. Man, the giant predator, preys upon these animals recklessly and relentlessly in the pursuit of money.

Fashion and snobbery play a large part. There are excellent imitation alligator products available, but items stamped "genuine alligator" confer more status on the purchaser. As a result, more than 50,000 alligators are killed in Florida in a single year.

In an effort to lessen its dependence upon mink, the fur industry has intensively promoted coats made from more exotic animals. "Fun furs" are now in fashion, and tigers, leopards, ocelots, jaguars and other members of the cat family are in peril.

Tanzania and some of the other newly independent countries have done outstanding work in creating national parks and trying to protect their wild game, but the economic pressure are hard to resist. Exotic pelts bring high prices. It is estimated that a thousand leopards a week are killed in East Africa. No species can survive this kind of depredation for very long.

Senator Yarborough of Texas has introduced a resolution in the Senate calling upon the United States to convene a world conference on means of protecting wild animals. Meanwhile, Americans can help by supporting the Florida Audubon Society's voluntary boycott against articles stamped "genuine alligator." Shoppers can also ponder the cost of that leopard skin coat; a cost far higher than the figure written on any price tag.

—New York Times

King Football

The big stadiums are being filled again on Saturdays, as the big, brawny guys in crimson, blue, gold and navy bang each other with vim and vigor for 60 minutes at a stretch.

Football's back in season, and its lost none of its appeal, even though highways are more clogged and therefore more dangerous to navigate.

Last Saturday was Band Day on several college campuses. Kings Mountain's band participated at Clemson University Band Day. One local foot-

10 YEARS AGO

THIS WEEK

Items of news about Kings Mountain area people and events taken from the 1957 files of the Kings Mountain Herald.

Six incorporators filed application for state charter for Kings Mountain Industries Development Corporation, Inc. this week.

The city's Fall street-paving program got underway Wednesday, as Neal Hawkins, Gastonia contractor, began dropping hot mix asphalt on Hawthorne Road in Crescent Hill.

SOCIAL AND PERSONAL

Kings Mountain Chapter 123, Order of the Eastern Star, will hold its regular meeting Friday night at 8 o'clock at Masonic Hall.

Mrs. Hugh A. Logan, Jr. entertained members of the Contract Bridge club at her home Tuesday night.

Mrs. L. S. Stroupe was hostess Thursday evening to members of the Hi-Lo Bridge club.

A SOLUTION

Kingman Brewster, the president of Yale, has proposed a government-financed, scholarship plan that could bring joy to middle class parents who are too affluent to be eligible for college scholarships for their children but not rich enough to afford the \$3,000-plus that it usually costs for a prestigious college year.

Brewster's plan would permit a student to borrow Government money and repay it as an income tax sur-charge. Thus, if a student borrowed \$6,000 and averaged \$10,000 in income after college he would pay the Government \$200 a year, or \$8,000 over a 40-year working career. As Brewster said, this is a way society could invest, without any cost whatsoever, over the long run, in incoming generations. And of course, it would actually benefit everybody, not just the middle class families.

—The Minneapolis Star

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