

The Kings Mountain Herald
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TODAY'S BIBLE VERSE
A merry heart doeth good like a medicine: but a broken spirit crieth the bones. Proverbs 17:22.

Nasser Aftermath

The death of General Abdel Gamal Nasser, dictator of Egypt and strongman of the Arab world came as a shock to much of the world.
 Immediately there was foreboding on the possibilities of peace in the Middle East, Nasser's death of a heart attack being interpreted as productive of a power struggle in Egypt in the choice of Nasser's successor, and the concurrent prediction that whoever he may prove to be, he would lack Nasser's weight and force.
 Time will answer those predictions.
 Nasser, the man, did not get star billing as a friend of the West. Yet, while he appeared to lean to the Soviet Union and did, there were numerous technical assistance projects carried out with Americans at the helm, one in cotton growing directed by a Kings Mountain native Dr. Jake Ware.

Ancient History Modern

Joseph C. Harsch, in his column in Tuesday's edition of the Christian Science, delves into some interesting history, with a Bible atlas his source.
 He writes:
 "Now, as in the most ancient of times, the key to control of what we call both Jordan and Syria is at one single and consistently important crossroads."
 "In strategic terms nothing has changed, really, since the days of Abraham and Isaac."
 "Then as now there is a most important north-south road. It used to be called the Highway of The Kings. It runs due north from the Gulf of Aquaba through Amman to Damascus. It is the shortest route for goods coming from the Far East."

"Just south of the Sea of Galilee is an easy passage across the 'Great Valley'; at that point the valley of the River Jordan. That passage is ideal for goods moving eastward from the Phoenician coast. From time immemorial there has been an east-west road which started on the coast at or near what is now Haifa. It struck east across the Jordan Valley. It crossed the Highway of The Kings on the high plateau beyond the valley. It strode on into the desert with Baghdad as its far terminus.
 "The Iraq pipeline today follows, roughly, the line of the ancient east-west camel caravan. It runs from Haifa all the way through northern Jordan into Iraq.
 Where those two roads cross is where control in four directions has been, and today can be, exerted.
 When Babylon was dominant in the days of Nebuchadnezzar it controlled that crossroads. When Rameses II of Egypt drove northwards to dominate Arabia his goal was that crossroads. When the Medes and Persians held sway, they held that crossroads.
 "King Solomon's empire was secured at that point. Damascus could not injure him without first taking that crossroad. When kings of Israel lost control of that crossroads, they were beaten."
 His conclusion is that in the recent fighting the crossroads proved as important today as in ancient times.
 Syria invaded Jordan and stopped. With control of the crossroads, Syria needed go no farther. The supply lines of Syria's guerilla friends were open.

MEDICINE MARTIN'S

Rapid transit. . . .
 m-m

Joe Kakassy, of K Mills, had a telephone call on September 23, from an English textile manufacturer. He would like to take a look at Joe's plant and would tomorrow be o.k.? It would.
 m-m

On Thursday, Harry White was in Kings Mountain, toured Joe's plant and the Neisco plant, too. Harry operates principally in Blackburn, England, County Lancashire, which he describes as a principal center of the British textile industry. He is native to Blackburn and was reared, he says, in textiles.
 m-m

While his major operation is production of friezes (\$8 million last year), he also looks after the operations of another plant producing copious yards of mattress ticking.
 m-m

He will be back in the United States for the Greenville, S. C., textile machinery show and regularly checks on machinery offerings at the European show set for late spring next year in Paris.
 m-m

Mr. White is an enthusiastic man of 41, a birthday he turned last Saturday, and hardly the model of the supposedly phlegmatic Englishman.
 m-m

It was cold enough for a bit of heat Tuesday night, but when the thermostat was twirled at our house nothing happened and John Dilling already had six service calls ahead of us on his list. Therefore it would be next day before he could help.
 m-m

This situation resulted in our building a fire in the fireplace for perhaps only the second time in the 13 years we've occupied the house. My wife Anne remonstrated a bit, thinking ahead to the clean-up job next morning. But she relented and was glad she did. There's something special about an open fire and she remarked, "It should be Christmas." The odors emanating from the burning oak and maple added to the glanor.
 m-m

The lone sour note concerned our dog Sir Winston. It was his first experience with an open fire and the strangeness, apparently, did not suit. He took station under a bed and wouldn't deign to come out until we pulled him out. Shortly he was back under the bed.
 m-m

"Hot-rodder", signifying a speed motorist on the highway, is not limited to the highway.
 m-m

Two visitors from the Department of Conservation and Development, Larry Wenley and Ray Denny, who were being toured through the Buffalo Creek water project early Wednesday. Surveying the dam area where three big tractors were dropping dirt at two levels, entering by yet a third road strip, Denny opened his mouth in amazement, as one driver wheeled his rig to the top of the hill, turned on a dime at fast speed, straightened and began unloading cargo. Denny said, "Wow, I thought he was going over the cliff."
 m-m

Shortly thereafter one of the big rigs was delivering a load on the center strip on which we were perched. There was plenty of room, of course, but that big fellow bearing down doesn't produce a comfortable feeling.
 m-m

Approximately 5000 cubic yards of concrete will go into the spillway and 75-foot racecourse which will return overflow water to the creek bed below the dam.
 m-m

Jack Whetstone, who lives in a Washington, D. C. suburb and is in the concrete business. We were talking about the dam project when he was here recently and I suggested 5000 yards was a good-sized amount.
 m-m

He said "Yes, pretty good amount...but we poured 250,000 cubic yards in the new FBI building."
 m-m

National Newspaper Week October 4-10



and Bible in every house, a good schoolhouse in every district, and a church in every neighborhood, all appreciated, as they deserve, are the chief support of virtue, morality, civil liberty, and religion."

AMERICAN NEWSPAPERS - 200 YEARS OF FREEDOM - 1770 TO 1970
 Benjamin Franklin
Henry W. Coakley

Viewpoints of Other Editors

TRUCKERS ARE GOOD SAMARITANS OF HIGHWAY
 By J. W. LONG
 Managing Editor
 Morganton News Herald

The first time they did it a few years ago, there was a big splash, and almost every newspaper in North Carolina carried stories about the unusual service the North Carolina Motor Carriers Association (NCMCA) was going to do for Tar Heel motorists over the long Labor Day weekend.
 Just before the past Labor Day holiday, Jeff B. Wilson, who handles the publicity for the truckers from his office in Raleigh, sent out a story which he headed, "Trucking Industry Holiday Road Patrol."
 Jeff wrote, "For four days, Sept. 4-6, more than 100 professional safety men and patrol cars from the North Carolina Motor Carriers Association will be operating a statewide Holiday Courtesy Patrol around the clock."
 We received the story, but somehow it got buried under the pile of papers such as only a newspaper man can collect without even trying. Those are things which are catalogued in the mind under "I know where it is when I want it." It doesn't always work that way.
 Anyway, we plead our defense on the fact that we used the stories about the first safety patrol and maybe once or twice since and should be excused for our delinquency. Maybe other papers did as we did, just took the safety patrol for granted.
 But those motorists who were helped during the last holiday won't take it for granted. They will remember the helping hand extended by a man who drives one of those large tractor-trailers for a living, and gave up his holiday to be a Good Samaritan of the Road.
 The public are not the only ones appreciative of the patrol. Col. Edwin Guy, commander of the State Highway Patrol, said of the safety patrolmen, "Their wide-experience on the highways and their record of motorist cooperation will certainly help us over the Labor Day weekend, thereby aiding substantially during the period of high density traffic."
 A motor club predicted that 21 people would possibly be killed over the Labor Day weekend. Only 14 were killed as compared to last year's 19.
 Colonel Guy suggested that he was not aware as to whether or not the road patrol actually helped this particular part of the total; however, he felt that the very fact that these men gave their time and were interested in their fellowman that it in some way made people realize that it is important to drive courteously and safely.
 The road patrol is not authorized to chase speeders or corral drunk drivers. Their main purpose is to help motorists in trouble, such as lack of gasoline and mechanical failures far way from any service stations. True, they aided State patrolmen at accidents by helping direct traffic and other needed chores.
 There were more than 100 courtesy road patrolmen on the highways over both the July 4th and Labor Day weekends, aiding more than 150 motorists and assisting at the scene of a dozen automo-

bile accidents. The Highway Road Patrolmen, including, safety supervisors and other personnel from the trucking associations' members, worked some 1,600 hours as a public service to Tar Heel motorists over the two holidays.
 Some of the NCMCA Courtesy Patrol cars are equipped with tools spare fuses, warning flags, two-way radios, first aid equipment and gasoline safety cans. They even have been known to warm baby's bottles, but there are no records showing they changed any diapers, but it's a cinch they could and wouldn't be adverse to trying the quick change for the first time.
 Motorists oftimes are glad to see a member of the trucking industry's patrol stop when they give out of gasoline or have a flat tire, especially on interstate highways where exits to service stations are few and far between.
 Here are excerpts from reports of some courtesy road patrolmen:
 "I helped a lady change a tire on High 95 near Durham."
 "On U. S. 29 north of Charlotte assisted motorists out of fuel."
 "Between Black Mountain and Asheville, picked up gas for two cars on I-40. Offered assistance to broken down unit on Asheville to Canton route."
 "Assisted motorists with U-joint broken by securing help. Assisted with two tire changes. Obtained help for unit with flat tire, also another with lights on blink near Elizabeth City."
 "Assisted trailer-car with locating rattle in Scotland Neck."
 "Near Marshall, assisted man driving car with small trailer. He almost ran off mountain. I helped him back on road, fixed trailer and secured water for his car."
 "Between Wallace and Kinston, helped motorists with drowned-out motors by drying wires with extinguisher, assisted two motorists out of fuel and two others with flat tires."
 "On Highway 17 near Wilmington, I helped stalled motorists with loose battery cable. Assisted State Highway patrolman with directing traffic around broken down house trailer, and removing concrete reinforcing wire from center of highway."
 "Truckers don't wait until a holiday to be Good Samaritans on the highways. They are ready to lend helping hands every day as I learned from personal experience."
 Last July in a restaurant which had candles burning in glasses, I received a painful burn on the thumb of my right hand when I grabbed the glass to relight the candle after it went out.
 I noticed a couple of men in the dining room, and when I went to the cashier to pay my bill, these two men came up to me with a first aid kit and asked if they could do something for me.
 One of the men expertly put salve on the burned area and put a bandage, which was much better than the mayonnaise I had applied. As a result of the men's "doctoring" I had very little pain. I thanked them and went outside, where I spotted an Allied Van Lines tractor-trailer.
 A few days later on I-40 near Drexel, I came upon a station wagon and a group of young people. A wrecker was there and another man who was a truck driver operating his private automo-

bile.
 The truck driver put out the fire and later brought the party to Morganton in his car to meet another group of their companions to continue their trip to a church conference.
 Not long ago a Burke County girl working in Charlotte was driving alone and her car stopped. She started the motor and drove a short distance and it conked out again. A truck driver came by and drove behind her to keep her balky car from being struck from behind and she was able to get back to Charlotte safely.
 A few years ago while working in one city, I had to commute approximately 50 miles to work and 50 miles back home after midnight. Oftimes the early morning hours were foggy, and I made it a habit of getting behind the large trucks. It was a safe feeling to have them in front running interference.
 The trucking industry preaches safety and their drivers practice it. Each year the NCMCA has conferences on safety and awards are made to the drivers with the best safety records. The organization also has road-ees and drivers compete, with the winners getting awards.
 NCMCA's public service safety patrol is one of the largest ever assembled in the nation by the trucking industry, according to J. T. Outlaw, executive vice-president of NCMCA. And motorists who have been assisted by the patrol will go one word better - best.

ROTARY PROGRAM

Jim Atkins, candidate for the state senate, will address members of the Kings Mountain Rotary club at their Thursday 12:15 meeting at the country club.

METER RECEIPTS

Parking meter receipts for the week ending Tuesday totaled \$126.10, including \$115.60 from on-street meters and \$10.50 from Cherokee lot meters. Receipts for the month from the Mountain street lot meters were \$68.70.

HOSPITAL LOG

- Mrs. Ronald D. Adams
- Isaac Arrington
- Wm. Banks Barber
- Mrs. Addie K. Beam
- Mrs. Wm. L. Blanton
- Mrs. J. B. Davis
- Wm. Jake England
- Mrs. Mary P. Farris
- Purvia L. Teatherstone
- Mrs. Mamie M. Forsythe
- Mr. and Mrs. Joseph Ryan Foster
- Violet F. Foster
- Rosaleen H. Goins
- Edward Odell Gore
- Mrs. Clara L. Harrill
- Mrs. Joe Houser
- Mrs. Sidney D. Hufstetter
- Ronald Huss
- Mrs. Otis O. Jackson
- Mrs. Homer Kilgore
- Mrs. Alice H. Leech
- Otis A. Moss
- James Jasper Oates, Jr.
- James Roseboro
- Mrs. Frank Self
- Mrs. Marion P. Sexton
- Mrs. James White, Jr.
- Mary F. Green
- Mrs. Earl D. Hicks

ADMITTED THURSDAY

- Mrs. Wm. W. Mosley, Route 1, City

ADMITTED FRIDAY

- Mrs. Lela F. Eury, 310 Dilling St., City
- Mrs. Cora W. Jones, Dixie Trk. No. 27, City
- Kay Frances Tyler, Route 1 Box 17, Gaffney, S. C.
- Boyd Cecil Riley, 209 N. Piedmont Ave., City

ADMITTED SATURDAY

- John Allen Hancock, Route 2, City
- Augustus Holder, Sr., 825 C. St., Bessemer City
- Mrs. Mildred Metcalf, 18 Silver Dollar Tr. Pk., City
- Arthur Morman Pearson, 403 Chestnut St., City
- Robert Lee Eaves, 202 W. Maryland Ave., Bessemer City

ADMITTED SUNDAY

- Mrs. Richard L. Allen, Route 1, Grover
- Frances Berryhill, 110 W. Carolina Ave., Bessemer City
- Mrs. Keith Bess, 302 E. La. Ave., Bessemer City
- Mazel S. Foster, 211 Brice St., City
- Mrs. J. D. Jones, 1260 Westover, City
- Mrs. Marcus Whitehurst, Box 325, Bessemer City

ADMITTED MONDAY

- C. T. Baily, 517 Belvedere Cr., City
- Vance E. Bridges, 216 Brice St., City
- Lottie M. Hodge, Rt. 1, Box 277, Bessemer City
- Miles S. Roberts, 921 Grace St., City
- Mrs. Michael Stroup, 200 Dixie Cr., Gastonia
- Mrs. Geo. H. Tarpley, 708 Bessemer City Rd., Gastonia
- Phyllis E. Watkins, Route 2, Hwy. 274, Bessemer City
- Mrs. Joe Q. Wray, P. O. Box 174, High Shoals

ADMITTED TUESDAY

- Wm. Howard Branks, 715 E. Ohio Ave., Bessemer City
- Mrs. Edgar T. Dobbins, 611 Landing St., City
- Mrs. W. F. Foster, 311 Stowe Acres, City
- Reba Paulette Johnson, Route 2, Box 614, Bessemer City
- Audrey Ann Miller, 116 W. Main St., Bessemer City
- Sandra F. Hinson, 800 Katherine Ave., City
- Mrs. Larry M. McDaniel, 1417 Shelby Rd., City
- Mrs. Glenn V. Walker, 420 S. Columbia St., Gastonia
- Mrs. Ray Lee Heffner, 1508 W. 5th Ave., Gastonia
- Mrs. Jerry W. Price, Route 3 Box 36, City

As of January 1, 1970, more than 50,000 charges brought by the State Highway Patrol had not been brought to trial or were pending court appeals.

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