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TODAY'S BIBLE VERSE
 It is a good thing to give thanks unto the Lord, and to sing praises unto thy name, O most High.
 Psalm 91:1.

Students Work And Attend School

Like Grandpa and Dad many of today's students must work to go to school. But assistance is being offered these students in an on-the-job training program enacted by the U. S. Congress in the Vocational Education Amendments of 1968. The Amendments provide financial assistance through part-time employment to students in need of earnings to begin or continue vocational programs.

According to Dr. Charles Law, Director of the Division of Occupational Education with the State Education Agency, the Vocational Education Amendments emphasize three main aspects of vocational programs. One aspect of the Amendments provides funds for expanding on-the-job training related to a student's course of study. Money is also appropriated for developing new programs of cooperative education, 17 of which began this year in North Carolina. A third emphasis, the work-study program, is being implemented in all 152 school systems in the State, said Law.

Funds under the work-study aspect of the program are used to compensate students employed and to develop and administer the program. A student may work a maximum of 15 hours per week while enrolled in a vocational program, but employment is limited to public, non-profit establishments under this part of the program, added Law.

Allotment of funds to local school systems for the work-study program is based on the percentage of the 15-21-year-old population, the number of dropouts, the rate of unemployment, and the median income of the area. Each local unit must match 20% of the funds to the federal government's 80%. The total allocation for Cleveland County is \$864, for Kings Mountain for 1970-71 is \$351 for Shelby for 1970-71 is \$307 as compared to the State total of \$93,633, a minimum of the total cost of the program.

MARTIN'S MEDICINE

By MARTIN HARMON

As the 1971 General Assembly convenes next week at noon on January 13, the members will be sworn to serve the state for the 129th time. Lieutenant-Governor Pat Taylor will convene the Senate, Secretary of State Thad Eure, the House of Representatives.

This and other helpful information comes from Mr. Eure, who has been Secretary of State about as long as I can remember matters political, in a "Facts Memorandum" on the upcoming General Assembly.

Some of the facts are rather revealing, among them that the "Women's Liberation" movement didn't "take" too well in North Carolina General Assembly politics. Only two women will be among the 170 members of the Assembly, both in the 120-member House. (Divided equally, this should assure each plenty of male attention.) Did the ladyfolk get defeated, or were they not interested in this type of women's liberation? Record for lady members was six in 1965.

Then-Senator Robert Morgan of Cleveland was a member of the commission which built this handsome structure. Those unhappy with the cost promptly labeled it the "Teahouse of the August Moon", after a movie of the same name, and it does, indeed, identify with the proclivities of the architect, Edward Durrell Stone, who has provided other handsome "teahouses" throughout the nation.

Senator Claude Currie, of Durham, 80, is both the oldest member of the body, oldest in point of tenure, beginning his 14th term. Charlotte's Jim Vogler is beginning his 14th term in the House, but, on the age point, bows to fellow Mecklenburger Ernest L. Hicks, who, at 78, is the House's eldest member.

Babies of the Assembly will be Senator Phillip J. Kirk, Jr., of Rowan, 26, and Representative Charles H. Taylor, 29, of Transylvania.

The 1933 session is the record-holder for processing and enacting most bills: 2456 introduced, 1470 made law. This session convened before the first inauguration of President Franklin D. Roosevelt, and is known as the "sales tax" assembly. It was the "Great Depression." It was the 1935 session that considered the state's role in implementing state-federal programs spawned by FDR. Promise was the sales tax was a temporary one and it was a major issue in the heated Hoy-MacDonald Democratic primary of 1936. But as early as 1940, the last major attack on the sales

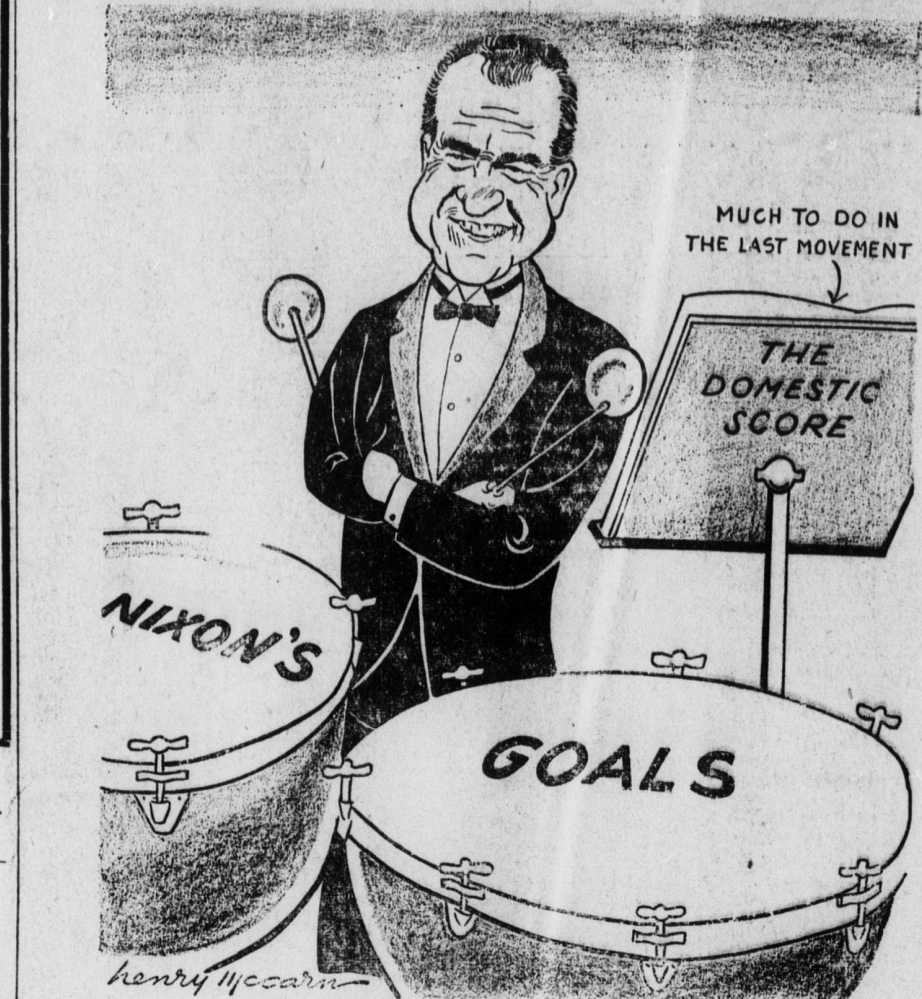
tax was a muted one. Winner J. Melville Broughton promised to get the sales tax off the home table. He won and delivered, whipping the General Assembly into line by dangling appointment carrots until the Broughton plank became law.

But the 1969 session was the longest, totaling 143 legislative days and 169 calendar days.

Of particular interest to newspaper and other communications folk, as well as to constituents, are the duplicated surnames among the lawmakers. Proper identification is of interest to lawmakers, too. Whether ever or never (and I have not inquired) Senator Morgan of Harnett embarrassed Senator Morgan of Cleveland, or vice versa, with their respective homelife, or ditto Senator White of Lenoir and Senator White of Cleveland.

There'll be no problem in the Senate this session as there are no duplicate surnames. But there are seven duos in the House: Brown, Farmer, Jernigan, Ramsey, Rountree, and Johnston. To add to the Johnston problem is Representative Johnson of Cabarrus. The Smith name in this body is a trio—from Guilford, Fredell and Orange.

Halfway Through His First Movement



Viewpoints of Other Editors

THE VIRTUES OF CONFUSION
 There seems at least a chance that Congress will make such a mess of the pending trade legislation that nothing at all will emerge. In that case, confusion surely will have its virtues.

President Nixon of course bears initial responsibility for the measure. While campaigning for office in 1968 he portrayed himself as a devoted friend of free trade—except. Except for textiles, which he somehow concluded must be covered by mandatory import quotas unless Japan would agree to "voluntary" curbs.

The Japanese play their own roles in the sorry tale. For a long time they have seemed to think that free trade was fine for everyone but them, and only in the past year or two have they begun to lower barriers to their own markets. When Japanese and U. S. negotiators failed to agree on voluntary quotas, Japan's entire trade attitude made it easier to whip up Congressional backing for mandatory curbs.

So the scene shifts to the House Ways and Means Committee, where Chairman Wilbur Mills and the members labored long and hard to produce a bill. Some 70 industries, in addition to textiles, were pleading for mandatory quotas, and it was perhaps an achievement of sorts that Mr. Mills and his colleagues added only shoes to textiles.

And that's not all. The oil industry is tired of fighting the battle to preserve its import quotas, which have helped to inflate domestic prices, so it got the Ways and Means Committee to specify that the quota system can't be dropped or traded for a tariff setup.

The House went along with all of this, but over on the other side of the Capitol even stranger things were happening in the Senate Finance Committee.

BRAKING THE FREEWAY
 A lot of people have assumed that the battle between the free-ways and the rapid transit systems had been won—by mass transit. But every now and then, in the city which was once envisioned as the transport pacesetter — Washington, D. C. — Congress fails to note the public temper, and balks.

Just lately, Congress has delayed again in appropriating some of the money it has pledged as part of the "interstate compact" to build a subway, embracing the District of Columbia, Maryland, and Virginia. This is no way to run a railroad, or finance a subway!

Freeways generally are running into increasing public opposition. They bring noise and pollution to every neighborhood they cross. And they destroy homes—often poor folks' homes. Right now, according to the federal highway administration, real citizen opposition is blocking about \$4 billion worth of super-highways — 100 miles in 12 urban areas. The Supreme Court will hear arguments on a case arising in Memphis on January 11.

The United States' remarkable new Interstate Highway System encompasses 31,000 miles, built since 1956. Another 11,000 miles is in the planning or building stage. The total cost — a hefty \$41.7 billion. So long as these great roads stretched through rural areas, opposition was negligible. But in its latest phase the highway system is cutting through cities and suburbs. Citizen revolts have flared in San Francisco, New York, Boston, Washington, Cleveland, Hartford, Baltimore, and elsewhere.

Surely it is time, then, to heed the public concern ahead of the highway lobby. And to continue transferring the federal emphasis from the freeways to the development of efficient, modern mass transit systems. It might even be a very smart idea to allow the Highway Trust Fund (fed by oil, gasoline, and tire taxes) to be tapped to help finance subways and other public transit systems.

To be sure, most subway systems now are losing money. But most of them are also antiquated, inefficient, and don't run where the population has gone. It is time to change the priorities.

THE PRESIDENT AND MISS SWEET
 We wish that President Nixon and Debra Jean Sweet had had the time to sit down and chat with each other for an hour. Each had many important things to say to the other. Each could have learned much from the other.

When Miss Sweet told the President, at a White House award ceremony, that she found it hard to believe in his sincerity until he had gotten America out of Vietnam, she was doubtless saying what large numbers of young Americans feel. The fact that youth, with its wonderful idealism, often underestimates the complexity and difficulty of great national and international moves, only made it to the more desirable that she, as a kind of unofficial spokesman for youthful feeling, receive a heartfelt explanation from the President.

On his side President Nixon, like any other individual, needs to know better what is burning close to the heart of America's magnificent youth. These columns have supported and continue to support President Nixon's phased withdrawal from Vietnam as the best compromise in an inconceivably difficult situation. But we do feel that no opportunity should be lost to explain this course to the many who doubt his wisdom and acceptability. A heartfelt chat between a president carrying the burden of the world and a young woman carrying the burden of youth could have served this end.

PLAIN AND SIMPLE FOOD FOR THOUGHT
 Here is some plain and simple food for thought for 1971 that some kind soul passed along to us:
 Best Day — Today.
 Greatest Thought — God.
 Greatest Puzzle — Life.
 Greatest Mystery — Death.
 Best Work — What you like.
 Greatest Mistake — Giving up.
 Greatest Need — Common Sense.
 Most Ridiculous Asset — Pride.
 Best Town — Where you succeed.
 Most Dangerous Person — The Liar.
 Most Expensive Indulgency — Hate.
 Greatest Stumbling Block — Egotism.
 Greatest Invention Of The Devil — War.
 Most Disagreeable Person — The Complainer.
 Best Teacher — One who makes you want to learn.
 Greatest Bore — One who will not come to the point.
 Greatest Trouble Maker — One who talks too much.
 Biggest Fool — The boy who will not go to school.
 Cleverest May — One who does what he thinks is right.
 Worst Bankrupt — The soul that has lost its enthusiasm.
 Greatest Comfort — Knowledge that you have done your work well.
 Greatest And Most Wonderful Thing — Bar None — In All The World — Love.

—Christian Science Monitor

lies. Otherwise the metropolises of America will eventually be so jammed and jarred and upset and polluted by the daily lemming rush of the commuters' autos that they will be truly unlivable.

LOG HOSPITAL

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CASE OF THE HIJACKED GUNS
 Supporters of what might loosely be termed unilateral disarmament took to the streets here the other morning, but they were not exactly exponents of non-violence; their "demonstration" indicates the need for deterrents.

What happened was that three armed bandits held up a truck on a busy Manhattan street and escaped with its costly cargo—800 crates of .38-caliber revolvers, factory-new, worth some \$120,000. No guards were riding the truck.

Presumably the guns were unloaded but there is plenty of ammunition for an official inquiry. As this newspaper has already ascertained, there is no adequate law specifying security precautions — such as armed guards — in the shipment of firearms to and through this city.

Whether these measures should be the responsibility of the manufacturer, the police or the dealer — perhaps all should contribute — is a matter that local legislators have an obligation to explore. Police Commissioner Murphy, who was appealing recently for national handgun controls, could help significantly. By any definition, a shipment of handguns is dangerous cargo, demanding rigid regulation.

New York Post

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 Donald E. Stone, Rt. 1 Blalock Dr., City

LUTHERAN SERVICE
 Sacrament of Holy Communion will be observed Sunday morning at 11 o'clock at St. Matthew's Lutheran church. Rev. Charles Easley will give the sermon topic, "Spotlight On Youth."

HOSPITALIZED
 Fred Thornburg, city fireman and Foote Mineral Company employe, is a patient in the Kings Mountain hospital where he was admitted Saturday night for treatment of pneumonia.

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