

Lost Cannon

by Wilborne Harrell

A CHOWAN HERALD FICTION STORY



A brisk wind had sprung up from the southeast and little whitecaps were chopping up the Sound into a miniature ocean. Dark clouds lined the horizon and an occasional streak of lightning darted down to the water. Evidently a summer squall was brewing.

Ted Brant surfaced, thrust up his under-water goggles and scanned the horizon. Waves buffeted him as he treaded water and looked anxiously about. The treetops on John's Island, not far to the west, were ruffling in the wind; and a small boat anchored a few feet away rocked with the swells.

"Looks like we are in for a little blow," he told himself—and then looked about expectantly.

Not far off another goggled head broke the surface. He also glanced up at the sky, looked around, and seeing Ted, shouted, "Come on, Ted, let's get out of here!"

Both boys started swimming strongly for a small boat they had anchored not far away, and reaching the boat, one on each side to prevent capsizing, they clambered aboard.

Removing their skin diving gear—flippers, goggles, and aqua-lungs—the boys donned trousers, shirts and sneakers. While slowly buttoning his shirt Ted was eyeing the dingy-looking cabin cruiser that rode at anchor about a half mile out in the bay. A frown creased his forehead.

The last button in place, he said, "I don't like the looks of that cruiser, Jim. I believe the two men aboard her are watching us. I've caught several flashes that may have been the reflection of the sun on binoculars. . . . D'you suppose they've got wind of what we're doing?" Ted's frown relaxed into a grin. "Little good that'll do 'em—if they expect to hijack any treasure we may find."

Ted's companion, Jim Carson, who had been busy with the outboard motor, turned around and gave his attention to the cruiser across the water. "Maybe you're right, Ted. We'd better keep an eye on 'em. I've seen the two men in town—they're a tough crew. They claim they're down here for some fishing. But they haven't fished any yet, as far

as I know." Jim turned back to the outboard motor, and grasped the tiller. "We'd better get ashore before this storm breaks. And besides, we've got an appointment with Professor Hill—remember?"

It was beginning to rain, big spattering drops, when the boys reached shore. Securing the boat, they made a dash for Ted's father's car parked a short distance from the boat landing. By the time they got the car started, the rain had grown into a down-pour.

"D'you suppose Professor Hill will be in his office," said Ted, adjusting the windshield wiper. "Sure," replied his companion. "You know the Professor—a man like him, who's had adventures all over the world, isn't going to let a little thunderstorm stop him." Jim's face grew serious. "I wonder what he wants with us this time. Usually, Professor Hill's extra-curricular assignments turn out to be quite adventurous."

Ted trod the accelerator as much as he dared in the blinding rain. "Well," he said, "What're we waiting for? Let's go find out."

Ted Brant and Jim Carson were fast friends. Ted was born on the Outer Banks of North Carolina and spent his boyhood with the sound of the sea and the surf in his ears. He early developed a love for the sea, which was only natural, as his father was a member of the Coast Guard and his grandfather was a lighthouse keeper most of

his life. In an act of heroism Ted's father had died in the surf when his lifeboat capsized. After the death of his father, Ted's mother had moved to Edenton, a little town on the Albemarle Sound, where Ted met Jim Carson, a lad who loved the sounds and rivers and creeks as much as Ted loved the sea. A friendship based on these mutual interests developed between the two lads and they spent many happy hours loafing and swimming and fishing together.

Ted and Jim both attended Holmes Senior High, and it was there they fell under the influence and spell of Professor Hill. Professor Hill in his younger days was an adventurer, globe trotter and big game hunter. He had sailed a small craft around the world and had been a daring diver. It was he who first introduced Ted and Jim to the possibilities of skin diving. Needless to say, both boys took up skin diving, and in short order became enthusiastic and experienced in this fascinating underwater sport.

At first, they could afford only goggles, flippers and snorkel. But later they accumulated enough money to buy a pair of second-hand aqua-lungs, and soon they gained a reputation as local frogmen. They had done several jobs for local boatmen and were saving their money toward buying new skin diving equipment, including an underwater camera. Their biggest job to date had been the placing of cables under a locomotive that had plung-

ed through a span of the Sound bridge.

While doing research for Professor Hill, Ted and Jim had unearthed what was purportedly an authentic map of Albemarle Sound, with markings that revealed a treasure chest long ago sunk by Blackbeard the pirate. Half seriously and half in a spirit of fun the boys had undertaken the location of this treasure chest, that according to the

map, lay on the bottom of the Sound. Ted braked the car in front of Holmes High and turned off the motor. "What do you suppose Professor Hill wants with us, Ted?" asked Jim. He grinned. "Reckon it's about our treasure hunt?" "Dunno. But we'll soon find out. Come on."

(Continued Next Week)

KNOW YOUR SOCIAL SECURITY

John T. Grooms, representative of the Social Security Administration, is in Edenton every Thursday at the North Carolina Employment Security Commission office in the Citizens Bank Building.

Beginning in 1961, an additional 450,000 people will be able to draw some social security monthly benefits while they are working.

A provision of the new social security amendments changes the rules for determining how earnings from work affect a person's right to receive monthly benefits. He explained further that the following rules remain unchanged:

1. Anyone earning \$1200 or less during a year will still be entitled to receive his full social security check for every month of the year;

2. Anyone who has reached his 72nd birthday will still be able to receive his full social security check for every month no matter how much he works and how much he earns;

3. A person will not have any deduction from his social security check for any month that his earnings as an employee are \$100 or less or, if he is self-employed, for any month that he does not do substantial work in his business.

The change made by the recent amendments affects the social security check for every month of the year;

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Kennedy Says:

... All appointments to the government, high and low, will be on the basis of ability, regardless of race, creed, national origin, sex, section or occupation. Kennedy said. "This will not be a businessman's administration," but neither will it be a labor or farmer's administration, only one "of, for and by the people."

—Reprint From News and Observer 10-18-60

cial security beneficiary whose earnings from employment or self-employment go over \$1200 a year. For earnings from \$1200 to \$1500 he will give up \$1.00 in social security benefits for each \$2.00 of earnings. For any earnings over \$1500 he will give up \$1.00 of social security benefits for every \$1.00 of earnings. Under the old rule, which remains in effect until the end of 1960, a person is required to give up his entire monthly social security check for every \$80 or part of \$80 by which his earnings go over \$1200 a beneficiary. The change in the new law eliminates the possibility that a person may lose considerably more in social security than he earns from his work—a possibility that existed under the old law.

There are 11 million people of 65 years of age or over who are either receiving regular monthly benefits or would be receiving them if the family breadwinner was not working. Of these, about 2 million will be affected by the change in the law on the payment of social security checks to people who are working. 1.4 million of them have not applied for payments because they are making over \$2080 a year, the annual earnings figure that generally prevents a person from receiving any social security checks

under the old law. Anyone who may be eligible for social security benefits but who has not yet made a claim for them because he is working should call at the social security office to inquire about the effect of the new change on his rights.

Done Enough

Elmer, age 13, was puzzled over the girl problem and discussed it with his pal Joe.

"I've walked to school with her three times," he told Joe, "and carried her books. I even bought her an ice cream soda twice. Now, do you think I ought to kiss her?"

"Naw, you don't need to," Joe decided after a moment of deep thought. "You have done enough for that girl already."

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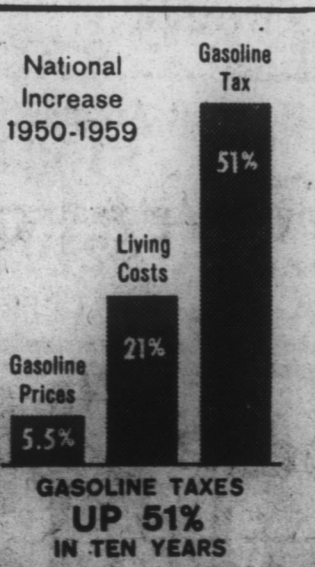
How Do You Vote?

I Believe Gasoline Taxes Are Too High!

YES NO

HOW DID YOU VOTE?

No matter how you voted, these facts on gasoline taxes are important to you:



● In North Carolina, car owners pay \$1.10 tax on every 10 gallons of gasoline they buy!

● Gasoline taxes across the nation amount to a 50% sales tax—and that's five times as high as the tax rate on luxuries like diamonds and mink coats!

● Since World War II, there have been three increases in the Federal gasoline tax alone. This brought the Federal tax to 4 cents a gallon, in addition to the State tax of 7 cents a gallon!

● In the last ten years gasoline taxes have skyrocketed 51%—yet the price of gasoline itself has risen only 5.5% during the same period!

● Each year the average motor vehicle owner in this state pays \$96 for gasoline taxes alone. That's actually more than the average week's pay for most people!

HIGHWAYS AND GASOLINE TAXES

Your gasoline retailer, naturally, favors construction of the roads that the motoring public needs. He believes in fair and reasonable taxation for this purpose but feels that taxes on gasoline have now reached unreasonably high levels. He also believes that all special taxes on the motorist should be used only for highway purposes. Yet last year, out of every automobile tax dollar collected by the Federal Government from highway users, more than 40 cents went for non-highway purposes. If these automotive tax revenues were dedicated for highway purposes, there would be no need for the latest increase in the federal gasoline tax.

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Presented in public interest by the Gasoline Tax Education Committee, 575 Lexington Avenue, New York 22, N.Y.



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