

Beaufort Social News

Mrs. J. Michael Moran, Society Editor

Phone B4481

Miss Adelaide Dear, returned to Jersey City, N. J., on Saturday, after spending some time here.

Mr. and Mrs. Russell Dorrier, and daughter, Linda, have returned after a six week's vacation in Milwaukee.

Mrs. Julia Hamilton and Mrs. John Jones recently attended the State Floral convention at Asheville where the Thomas Young Orchid company, Incorporated, sponsored the orchid tube which Mrs. Jones has invented and patented.

John B. Sparks, seaman, USN, of Harkers Island, is serving aboard the submarine tender USS Orion which has just been awarded the battle efficiency pennant and "E" for her general excellence throughout the fiscal year July 1, 1947 to July 1, 1948.

Mrs. Carrie Brewer Gillikin spent the week end in Washington, D. C. with her husband, Lloyd who is enrolled in the Lewis Hotel Training School.

Miss Josephine Stanton returned Thursday from a short visit in Wilmington.

Miss Catherine Gaskill spent the week end at her home in Sea Level.

Mrs. Ben Gibbs spent Saturday in New Bern.

Mrs. Alex Norris spent Sunday in New Bern with her sister, Mrs. W. A. Neal.

Charles Cheek returned to Beaufort Sunday after spending the weekend in Smithfield with his mother.

Mr. and Mrs. Bayard, of Short Hills, N. J., are visiting Mr. and Mrs. Morrison.

Mrs. David Mosier entertained at a birthday party Sunday evening to honor her husband.

Mr. J. O. Barbour, Jr., motored to Wilmington Sunday to be with his wife and daughter who is a patient at Dr. Sidbury's hospital.

Mrs. Clifford Fleet and son, Clifford, Jr., of Richmond, Va., arrived Saturday for a visit with her grandmother, Mrs. N. W. Taylor.

Miss Sue Murray Thomas, who is teaching at Smithfield this year, spent the weekend at home.

N. W. Taylor spent the weekend home from Chapel Hill.

Miss Mary Ruth Nelson, of E. C. T. C., Greenville, spent the week end at home.

Mr. and Mrs. D. N. Lee and Mr. and Mrs. L. C. Dickinson spent Sunday in Jacksonville visiting Mr. and Mrs. Henry Armstrong.

Mr. and Mrs. Ivy Chadwick took their daughter, Jean, to Wilmington Saturday for a check-up.

Miss Carrie Lee Jones, who teaches in New Bern, was home for the weekend.

Misses Annie Mae Gibbs and Verena Way, who teach in Dover, spent the weekend here.

Mr. William Russell, of Bear Creek, is here visiting his daughter, Mrs. Ed Potter.

Mr. Walter Moore, Jr., is ill at James Walker hospital in Wilmington.

Mr. Ray Wheatley, of Washington, N. C., spent the weekend here.

Mr. and Mrs. H. I. Saunders attended the Duke-Tennessee football game on Saturday.

Snowdens Welcome Son
Ensign and Mrs. Macon Snowden, of Pensacola, Fla., welcomed a 7-lb. 9-oz. son on Sunday, September 28. The baby's name is Ernest Maynard.

Communist-Run State Has High-Wage Complaints

PRAGUE—(AP)—Even a Communist-run state is troubled by complaints about high salaries paid to top industrial executives. But the Prague trade union daily, "Prace," says that such complaints about "privileged persons" are the work of "reactionary instigators." In an editorial, "Prace" said it received complaints about the high salaries of factory managers. The editorial answered these letters by saying that "some of the high officials of the nationalized industries could not be paid enough, even if given their weight in gold." It added that a floor sweeper who works only eight hours a day can enjoy life more than the executive who is working "even in his bed—if he manages to get to bed at all" after long conferences.

A pharos (lighthouse for guiding seamen) takes its name from the ancient light towers on the island of Pharos in the harbor of Alexandria, Egypt.

Gillikin-Lewis

The marriage of Miss Ellen Gillikin, daughter of Mr. and Mrs. George E. Gillikin of Otway and Douglas Lewis, son of Mr. and Mrs. Dola Lewis also of Otway, was solemnized on Friday evening, September 3 in the parsonage at Otway, N. C. Reverend J. W. Lollis officiated using the single ring ceremony.

The bride wore a grey dress with black accessories and she wore a shoulder corsage of red roses.

Mrs. Marie Stafford, sister of the bride was matron of honor and she wore a blue suit and she had a corsage of red roses.

The bridegroom chose Mr. George Stafford as his best man and Miss Nadine Gillikin was an attendant.

Immediately after the ceremony the couple left for a wedding trip to unannounced points. They have made their home with Lewis' parents.

Mrs. Lewis is a graduate of Smyrna High School and she received a post graduate course at the Moorehead City High School.

Mr. Lewis is a graduate of Smyrna High School and he attended Oak Ridge for a year.

Casual Club Honors Miss Hildred Carraway

Mrs. Phil Thomas entertained the Casual Club at her home on Thursday evening with Miss Hildred Carraway whose marriage to Dick Parker will be solemnized this month, as a special guest.

Friends were greeted by Mrs. Thomas and welcomed into the living room which was decorated with generous bowls of Mexican sunflowers and lighted with candles. A number of games were played and as prizes were awarded to the winners they were graciously presented to the guest of honor.

Everyone was then invited into the dining room where a lovely bride's table was covered with a lace cloth and was centered with a crystal bowl in which was an artistic arrangement of white gladioli, asters, and tube roses flanked by crystal candelabra holding white tapers. On the table were kitchen gifts for the honoree including a very original bride's doll from the club which upon close inspection proved to be made of useful kitchen accessories. Miss Carraway was also given a china plate in her pattern by the hostess.

After the bride-to-be had opened her gifts there was the customary exchange of gifts among club members with special remembrances for Mrs. Hugh Carraway, mother of the bride, and two other invited guests, Miss Laura Thomas and Miss Amy Muse.

Delicious lemon pie with nuts, mints and cold drinks were served.

HOSPITAL NOTES

Mrs. B. W. Hill, of Marshallberg was admitted Friday for treatment.

Miss Nellie Jones, of Harkers Island, was admitted Friday.

Eugene A. Jackson, of Havelock, is improving in the hospital.

Mr. Gerald Siwecki, of the U. S. C. G. Agassiz, is being treated in the hospital.

Chief of Police E. J. Willis, Morehead City, is a patient in the hospital.

Mrs. Elbert Cincinasi, of Havelock, was admitted Sunday for an operation on Monday.

Mrs. A. N. Willis and infant daughter were discharged Monday.

Mrs. Allan G. Colenda and infant daughter were discharged Monday.

Mrs. Tresa Rice, of Beaufort, was admitted Sunday.

Mrs. Earl F. Erul, of Havelock, underwent an operation Friday and is doing nicely.

Miss Ruth F. Young, of Morehead City, was admitted Sunday.

Mrs. Charlotte Hall Shepard, R.

N. of 1011 Arendell street, Morehead City, has joined the staff of the hospital.

Mr. Lonnie Salter was admitted Sunday for a major operation on Monday.

Mrs. Bernard Bonner, of Morehead City, was admitted Sunday.

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Ports Authority Continues Program Of Tar Heel Harbor Improvements

By Col. G. W. Gillette, Director State Ports Authority

When river and harbor improvements or flood control projects are considered and discussed many thousands of inhabitants not situated on the coast or inland rivers fail to show the interest that these subjects should receive. These improvements vitally affect every resident of the State. Improved waterways result in better transportation facilities which in turn mean lower rates on all commodities shipped and which affects the pocketbook of every individual.

In order to secure the maximum benefit resulting from such improvements, the latter should not be made in a haphazard way but should be coordinated in a State-wide effort to secure the most urgent improvements and to aid the Federal Government in screening the numerous requests for aid.

It is becoming more necessary yearly to have this State-wide planning. Under present economic conditions, such action is a "must" in order to survive. A few states awakened to this trend early in the movement and now have active, aggressive state ports which are not only paying for themselves, but are showing benefits to the entire state where they are located in increased industrial activity and shipping and also in increased employment at high wages, greater opportunities for the small business man as well as the large one and a wide-awake community with a clearer awareness of the economic life in these port areas.

These facts are easily verified by the residents of these communities. It is also true that such aggressive agencies place a handicap on those communities which lack the modern business methods.

Unfortunately, North Carolina was one of the latter until a few years ago although a few courageous, far-seeing citizens have been fighting for years for North Carolina State Ports. In 1945, the State Legislature passed a bill H. B. No. 816 which brought into being a State Ports Authority. Through this Authority, the State could engage in promoting, developing, constructing, equipping, maintaining and operating the harbors and seaports within the State and works of internal improvements incidental thereto including the acquisition or construction, maintenance and operation at such seaports or harbors of waterfront, terminal railroad and highways and bridges thereon or essential for the proper operation thereof.

The principal obstacle to the establishment of efficient State Ports agencies is the lack of interest in sections of the State away from the seacoast, which sections cannot visualize how benefits can accrue to its residents. The law was designed to overcome some of these obstacles. While modern ports are essential, the North Carolina State Ports Authority proposes to develop inland ports where desirable to provide the necessary facilities at the port and the requisite channels to the State ports.

The Authority is composed of seven members appointed by the Governor. These are: R. B. Page, of Wilmington, Chairman; A. G. Myers, of Gastonia, Vice Chairman; W. O. Huske, of Fayetteville, Secretary and Treasurer; J. H. White, of Winston-Salem, H. S. Gibbs, of Morehead City; S. B. Frink, of Southport and T. Henry Wilson, of Morganton. Colonel George W. Gillette, U. S. Army, retired, is the Executive Director of the Authority and Senator-elect J. Melville Broughton is the Attorney.

The purpose of the Authority, as stated in the bill, is for the accomplishment of the following general purposes:

"To develop and improve the harbors or seaports at Wilmington, Morehead City, and Southport, and such other places as they may deem feasible for the more expeditious and efficient handling of water-borne commerce from and to any part of the State of North Carolina and other states and foreign countries;

"To acquire, construct, equip, maintain, develop and improve the facilities at said other ports and to improve such portions of the waterways thereat as are not within the jurisdiction of the Federal Government.

"To foster and stimulate the shipment of freight and commerce through said ports, whether originating within or without the State of North Carolina, including the investigation and handling of matters pertaining to all transportation rates and rate structures affecting the same.

"In general to do and perform any act or function which may tend to or be useful toward the development and improvement of the said harbors and seaports of the State of North Carolina and to increase the movement of water-borne commerce, foreign and domestic, through said harbors and seaports."

The Authority was also authorized and empowered to acquire, construct, maintain, equip and operate any wharves, docks, piers, quays, elevators, compresses, refrigeration storage plants, warehouses and other structures, and any and all facilities needful for the convenient use of the same in the aid of commerce, including the dredging of approaches thereto and the construction of belt line roads and highways and bridges and causeways necessary or useful in connection therewith, and shipyards, shipping facilities incident thereto and useful or convenient for the use thereof, including terminal railroads.

Behind the legal phraseology is the intent to authorize action by the Authority to do anything within reason to develop ports in various parts of the State and to aid where deemed advisable any local harbor or waterway which would contribute to the larger use of the State's seaports.

The law enacted is not for the purpose of favoring Wilmington, Morehead City, Southport, or any other port but is intended for the benefit of every section of the State. This benefit is often overlooked but it is real, nevertheless. With the establishment of modern State ports with the most efficient loading and unloading facilities, necessary wharves, piers, ample and modern warehouses, refrigeration storage plants, belt line roads and highways, the commerce passing through the port will be increased many-fold. Industrial concerns will be induced to settle in the State in large numbers. This has been the experience of all localities where such facilities are furnished and an active and aggressive organization is busy bringing them to the attention of shippers and industrialists. The situation today is, the establishment of such modern State ports is a "must". Lacking such ports the shipping is diverted to neighboring states where the modern facilities are furnished.

Following the creation for Administrative purposes, investigation of sites, and preparation of a program for the development of a port. At the present time, the acquisition by the Authority of the northern end of the Carolina shipyard (40 acres) has been practically completed. Engineers are now investigating foundations at the shipyard, preparing plans for docks, possible dredging, construction of warehouses and the necessary rearrangement of the yard to provide highway and rail connections.

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Covering the Waterfront

By Aycock Brown

Cape Hatteras, N. C. — If it hadn't been for the northeast last week Jack and Suzanne Zehrt of the St. Louis Globe-Democrat, and myself, would have paid a visit to Diamond Lightship which is anchored 13 miles off the tip of this cape and five miles or so beyond Diamond Shoals. We had made plans to do this in the Carolina lobby at Nags Head one night, as we mapped out an itinerary of picture and feature stories they would do on the Dare Coast.

John Parris, Jr., who went to Ocracoke with his artist wife after the busy assignments he had as a war correspondent in Europe had only a few days previously done an interesting story about the ship and the "wave-walkers" aboard during the "corny hurricane," that did not strike but did do a good job of cleaning up the beaches of vacationists a week before Labor Day. The story the Zehrs and myself had planned would have been more factual than John had written — we would make pictures in black and white that would give persons an idea of what America's most modern ship of its type looks like. We, Suzanne and myself, in feature stories or columns would say that Diamond Lightship occupies one of the most dangerously exposed

positions with the warehouses and docks. The engineers also have plans under way for enlarging the terminal facilities at Morehead City. At the same time agents from the Authority will scour the State interviewing shippers and industrialists, enlisting their support and requesting their cooperation in the development of the port, at the same time pledging the Authority to do everything within its power to provide the shipper with better, or at least, equal facilities at no greater cost than shipping through out of State ports.

In order to attract State-wide interest in State Ports development which is essential to attain the desired end, a North Carolina Waterways Association is being formed with headquarters in Wilmington to handle or assist on a State-wide basis all worthy efforts for the improvement of its waterways, not only in the interest of navigation, but also for flood control, drainage, irrigation, correction of pollution, erosion and similar subjects. The Association will be a non-profit organization devoted to the welfare of the waterways and acting as spokesman for many interested in these subjects.

Colonel G. W. Gillette, Director of the State Ports Authority, Radio Building, Wilmington, N. C., will gladly answer any inquiries regarding the functions of the Ports Authority, what is proposed to be done, and what it is hoped to accomplish for the benefit of the residents of the entire State.

lightship stations in the world, it does. We would explain about the electronic gadgets that make this ship so modern in its class, and Jack and I would make pictures of the gadgets—if there were no restrictions.

Bob Garland who was once photo editor of the Saturday Evening Post had made pictures aboard the present ship's predecessor in 1946. That was my last trip out there in the rolling blue waters at the edge of the stream where the lonely little red ship with its dual beacons rides out gales and never goes anywhere—except to Hampton Roads once or twice each year in order that the giant barnacles and the goose-necks may be scraped from her bottom while a general overhaul is underway.

I have been to Diamond Lightship many times. Tom Eaton used to take me out there fishing. There was the summer that we, or rather he, exploited the waters for sailfish without success. We would stop at the lightship each morning and get the flying fish which the crew had caught for us the previous night. Flying fish are ideal for sailfish bait—even if we were never lucky enough to catch one. The lightship crew would open up the big cargo door in the side of the ship after dark, turn on an electric light and the illumination would attract the fish. They would fly towards the light and drop on the deck where the crew members would pick them up and save for us the following day. I remember we had five licks off offshore fishing without a break and that is unusual because usually the weather off Cape Hatteras does not treat one so kindly.

One day while off near the lightship we sighted a ghostly looking white shark. This interested me no end, because not long before that time it was in the early Thirties there had been a story in Esquire Magazine about a white shark that had been caught off Pt. Lookout. For many years thereafter I lied in that white shark with Cape Lookout, thinking that the man who had written the story had erred. Then, during the War, the charts in one of the operational intelligence offices I operated had plenty about Pt. Lookout on the Chesapeake. The author was right and I was wrong in my error findings—it was Point Lookout where he had caught the shark.

Then, last year it was, I felt vindicated to a certain extent when one of the commercial shark fishermen operating off Cape Lookout came in with a liver that had been estimated to have weighed 1,000 pounds as it was removed from a 26-foot white shark that was so large they did not attempt to bring it into port, but removed the liver in tubs and buckets as the shark was lashed alongside the boat. There are white shark off the coast

and they are what the shark fishermen who go after vitamin filled livers for a livelihood consider as the true man-eater.

I am beginning to wonder whether this column is supposed to be about Diamond Lightship which inspired it, or white shark, that came swimming into the copy in some manner.

What I meant to do was write a bang-up story crammed with information about the lightships which have occupied the Diamond station off Cape Hatteras since 1897 except for brief intervals.

One such interval was during mid-September in 1933. That was the time that the little ship which traditionally "never goes hurricane." Another such interval was in 1918 when a German submarine opened fire on a merchant ship about a mile and a half away from the anchored Diamond Lightship. The Lightship wirelessed a warning to vessels in the vicinity and the submarine promptly sank her. The crew were permitted to abandon ship before the Germans opened fire, which was more than the Germans did in the same waters with merchant and war vessels during World War II. They sank them without warning.

Capt. Joe Burrus, a retired lightship keeper at Ocracoke used to tell me this story. That the lightship crew who were permitted to abandon ship in small boats were so excited that they rowed 14 or more miles to the very surf of this Cape Hatteras before they discovered they had a sail and must in the boat which would have relieved them of much labor had they stepped the mast and unfurled the canvas.

Another such interval, when there was no lightship off Cape Hatteras was during World War II. All lightships were ordered in to port and the one which had ridden out the hurricane of '33 was to become an examination ship in Hampton Roads and finally be sent to the bottom when rammed by a passing freighter.

I presume that the framed letter of commendation from President Roosevelt to the officers and crew aboard the ship during its

wild cruise in the '33 hurricane, went to the bottom with Diamond. This letter was posted aboard the ship and the president had written: "I have read with keen satisfaction the report of the heroic work done by the officers and crew of Diamond Lightship during the hurricane of September 15th and 16th. I am fully appreciative of the exceptional character of service performed in saving this vessel, and in the protection of shipping along the coast; and I wish you would convey to them my personal commendation in which they performed their dangerous duties during this storm."

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Soviet Farmer Grows Branched Type of Wheat

MOSCOW — (AP) — Not all the plant breeders of the Soviet Union are formally trained scientists working in plant breeding stations. Some are just plain farmers. For instance, Vasilii Ivanovich Kolichenko in 1938 got for himself four seeds of a weed which was actually a branched type of wheat bearing grain on more than one stalk. On his collective farm in the Stavropol area, he worked year after year selecting only the best and most beautiful plants.

Now he regularly receives letters from other collective farms asking him for samples. "Branched wheat" is one of the subjects of intense research by Soviet agronomists at experiment stations throughout the country.

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