

## Hearing Exposes Pitfalls

The hearing Tuesday on a mosquito control district brought to light the "sleepers" in the mosquito control law.

The major snag is the power given to the mosquito control commissioners. These commissioners, five of them, would be appointed AFTER voters approve the formation of a mosquito control district (this district would be all of Carteret). They have the power, then, to levy a tax as high as 35 cents per hundred dollars of assessed valuation.

They are not required to submit their tax proposal to the county board of commissioners for approval. Thus, the county taxpayers would be subject to taxation by two boards: the county commissioners AND the mosquito control board.

Those in favor of a mosquito control district will point out that the mosquito commissioners ARE answerable to the county board because the county board appoints three of them. That may be, but after the mosquito control board sets the tax, and it may be more than the now-mentioned 10 cents, what recourse does the county board have? Only to show its displeasure by not re-appointing its men to the board when their terms expire.

The mosquito control bill also vests in the state health officer, or his representative, final say-so on every move taken by the mosquito commissioners. (There is no space to quote the law here; doubters may refer to section 6).

We believe that MOST people would like to see mosquito control. But to car-

ry out mosquito control under the present mosquito control law has several dangerous pitfalls. In addition to the two mentioned above, it would set a precedent for establishing boards (other than the county board) with the power to tax. Fourth, it sets up a county program that is so closely tied to the state, that the county may soon find itself hamstrung by state dictates, as it is now by state and federal dictates in the welfare department.

There are two alternatives to the mosquito control district plan:

1. Continue mosquito control on the present basis. The law says, "Funds appropriated to the State Board of Health for mosquito control shall be utilized to aid mosquito control districts, AND OTHER LOCAL GOVERNMENTAL UNITS, in accordance with the rules and regulations of the State Board of Health." Or

2. Simply levy an additional amount on the present tax rate and earmark it for mosquito control. The county board right now can levy any amount solely for mosquito control. If this is done, it would have direct control over that money, and no additional board of mosquito commissioners need be established. An advisory mosquito control board, with a consultant on health and wildlife might be set up, too, by the county board.

We believe the mosquito control district plan is basically good, but needs a few amendments. Those amendments should be made before any county gets bogged down in it.

## Ease for Bottleneck

It was with happy hearts that folks in the western part of the county viewed the state highway forces staking off there a proposed location for a bridge to Bogue Banks.

The site, as now laid out, would be at Guthrie Point, with the approach from the Carteret side of the bridge running west of Bogue Field. At this point, the distance across Bogue Sound to Bogue Banks is about a mile.

Placing a bridge there would tie in with the new road being put through to Maysville. Persons coming to Carteret from Kinston - Trenton - Pollocksville would have direct access to our beaches.

There are some folks in the Atlantic Beach-Morehead City area who take a dim view of a bridge to Bogue Banks in the western end of the county. Their view, it would seem, is not only dim, but shortsighted.

Atlantic Beach and the now-developed Bogue Banks area were crowded this summer as they have never been crowded before. The traffic problem was, thereby, worse than it has ever been. It has been suggested that the present bridge to Atlantic Beach be widened.

This would not only be costly (if even feasible), it would still give only one means of access to Atlantic Beach and Bogue Banks. If that bridge is out of commission, then everybody stays stranded or has to get a boat.

With two bridges, one serving either end of Bogue Banks, a large part of

the present traffic problem in the Atlantic Beach-Morehead City area would be alleviated. There would still be plenty of wrecks at 24th Street (beach road) and Arendell, but maybe not quite as many as now.

The beach bridge and highway was so congested this summer that congestion is jeopardizing future growth. Persons are not going to come to Atlantic Beach and Morehead City if they have to wait hours to get across the bridge or stand a 2 to 1 chance of being smacked in the rear when traffic is heavy on the bridge.

Those who dislike the idea of a bridge from west of Bogue field to a point about halfway between Salter Path and the west end of Bogue Banks, have two choices: create a situation whereby there is easy and safe access to Bogue Banks, thus allowing more people to come here, or maintain the present bottleneck and drive people away.

The fact that a site has been staked out for a bridge doesn't say that the bridge is going to be built next year, or even in the next five years. But the more sentiment there is in favor of such a bridge, the better are the chances that it will be built soon.

Swansboro may profit by the bridge. We hope it does. So will Morehead City and Carteret profit. Bogue Banks lies in this county and Carteret plays a major role in its development. Another bridge to the banks is a step that must be taken to permit this resort area to reach its full stature.

## It's That Time of Year

With eager eyes, spectators welcome football back to the sports scene.

Beaufort and Morehead City grid squads open their 1958 season Friday night and in observance of the kickoff of a new gridiron series, The News-Times publishes today a special football section.

The Jaycees, sponsors of the football program in each town, have been long at work to get the fields ready, get season tickets out and whittle away at all the countless details that must be taken care of before that opening whistle.

Losing Gerald Jones was a bitter forerunner of the Morehead City season. But it's better to face facts, even though it hurts, than run the risk of having a disgruntled opposing team expose, in the middle of the season, that the Eagles were playing with an ineligible man.

We have seen many fine season records go tumbling, simply because one team, in all innocence, was rolling along with an ineligible player, and

the truth always comes out, sooner or later, so those who might be saying, "If they'd played Jones, nobody would have known the difference," do not know whereof they speak.

If more is to be gained from football than winning games, the rules must be followed. At the same time we sympathize with the coach, and Morehead football fans. There may be many a moment this season when their thoughts will dwell on Jones, last year's comet, and they will sigh, "If only..."

Don't think it will be easy for Jones, either, to be sitting on the sidelines when his team is in there battling for more yardage.

Beaufort fans may be full of sighs, too, at the beginning of the season, with their valuable Butch Hassell sidelined — but that's football. It's rugged, it's colorful, its appeal will be everlasting as long as there are honest men promoting and playing it.

Good luck for 1958 to the Seadogs and the Eagles!

## BUT EVEN ACHILLES HAD HIS HEEL



## Security for You...

By RAY HENRY

"After six months, even the dog began to hate me."

That's how 68-year-old Walt Wilhelm describes the idleness of his retirement in 1954 after 39 years as a globe-trotting engineer for Continental Can Co.

But, he and the dog have made up.

Wilhelm's now a plant manager for one of the most unique businesses in the world: Senior Achievement, a non-profit Chicago corporation which employs no one under 60 to do assembling, packaging and manufacturing for other firms in the area.

He heard about Senior Achievement in 1955—about a year after Dr. David Sonquist, 68-year-old executive director, and a number of other interested Chicagoans put the corporation into business.

He likes its purpose: To give work, a feeling of accomplishment and some income to people like himself who'd been forced to the sidelines because of their age.

Now, after being out of retirement for nearly three years, Wilhelm likes the whole idea even better.

"You know," he told me recently in an interview, "we're keeping the people who work here alive. I know it's prolonged my life. Some of my friends didn't last a year after they retired because they had nothing to do. As long as I can stand up, I don't intend to quit."

This may sound like strong talk. But, nearly everyone at Senior Achievement agrees with him.

Take the word of Sonquist: "Our inordinate worship at the altar of youth has cut off the op-

portunities for employment of older workers. The effects of this unfair and foolish attitude are disastrous.

"Gainful work has provided our citizens with not only the physical staff of life, but also the recognition, status and feeling of usefulness which every normal person craves. To arbitrarily and suddenly deprive people of this is not only ungrateful, but suicidal."

Since Senior Achievement started, nearly 750 people—like Wilhelm—have put their hands, minds and hearts to work on its projects. Their ages have ranged from 60 to 85 and their time on the job has ranged from a few hours a week to full-time.

The work has included the design and manufacture of tie racks, hand looms, reading racks, tv foot rests, toys, kitchen aids; the production of picture frames, easels, millions of Christmas decorations and the engineering of supplies for such companies as General Motors, Sears Roebuck Co. and Tele-type Corp.

Last year, Senior Achievement had a total payroll of \$107,000, with most of the workers limiting their earnings to \$100 a month so their Social Security payments wouldn't be affected.

"Senior Achievement," says Sonquist, "is still in its infancy; its potentials are boundless. The idea has struck a universal chord in the hearts of our people."

(Editor's Note: You may contact the social security representative at the courthouse annex, Beaufort, from 9:30 a.m. to noon Mondays. He will help you with your own particular problem.)

## F. C. Salisbury

## Here and There

The following information is taken from the files of the Morehead City Coaster:

FRIDAY, SEPT. 5, 1919

Mr. and Mrs. James R. Bell returned home Saturday from two weeks' visit to King's Mountain, Asheville and Junaluska.

Mr. and Mrs. Cliff Willis and daughter, Gretchen, are spending a few days in Norfolk, Va., this week.

Robert Taylor left Tuesday for VMI, Lexington, where he will resume his studies, this being his third year.

The Misses Zylphia and Carolyn Webb left Tuesday for Salemburg. Miss Addie Gaskill of Straits is spending some time in the city visiting Mr. and Mrs. C. H. Freeman.

W. J. DeSmidt of Rochester, N. Y., of the US Laboratory, Beaufort, entered the hospital Wednesday for treatment.

Miss Edith Redwine of Monroe is spending a few days in the city, the guest of Miss Edith Broadway,

superintendent of the City Hospital.

Worth Mendenhall left Thursday for Boston to enter North Eastern College.

Capt. H. D. Goodwin and son, Clyde, returned home Saturday from New York City to which place Captain Goodwin was taken following the accidental breaking of two of his ribs in Perth Amboy, N. J., while he was on his way to Maine with a government boat.

Dr. and Mrs. John B. Bonner left this week for Ayden to be present at the marriage of Dr. Bonner's sister.

Miss Ida May Taylor of Kinston is spending some time in the city as the guest of Miss Eugenia Wade on 8th Street.

Mr. and Mrs. Edward S. Rollins of Durham are spending a few days in the city as the guests of Mr. and Mrs. C. V. Webb, having motored here Wednesday. Mr. Rollins is the publisher of the Durham Herald.

A wedding of unusual interest

## Comment... J. Kellum

Time and Autumn  
Two poems:

The Winner  
Time, whose wing to tatters blows  
The walls of towering Jerichos,  
Who winnows out as chaff and vain  
What every age mistakes for grain,  
The ravager, the raviner,  
Is not by need a hastener,  
But halts and bends the knee  
To beauty or a song of gold,  
The ever-new, the never-old,  
As quiet as a tree;  
And over lasting love he goes  
More smoothly than the white  
swan flows.  
—Lloyd Haberyn in "Silent Fame  
and Other Poems" (Macmillan).

Time in the Trees  
Soon, too soon, on the sun-battered  
slopes the still  
Woods' border begins to bronze,  
All green is going,  
But sooner, higher: on the wind-  
harassed hill  
The yellow maples begin their  
yearly snowing.

There was no rumor of autumn, of  
ruin on the air,  
Till time seemed an eternal trance  
of summer in the trees,  
They lift and let go. The leaves  
blow everywhere.  
They fall like lost light, spring's  
spent anomalies.

Now is an old truth, long forgotten,  
again made known.  
If the watcher but wait, of  
beginning gained by end,  
Of time grown strange in the trees  
when their boughs are blown,  
Of time that is not in the trees  
but in the wind:

Of life not lost forever, of leaves  
that are cast  
On the perfect curve of return,  
pure ring of Now  
Running from present through  
future and the past,  
From leaf to earth, from root to  
bole to bough.  
—Carlton Drewry, in Poetry: A  
Magazine of Verse.

took place in this city Tuesday morning when Miss Gladys B. Davis became the bride of Frank Colenda Jr. The Rev. R. H. Broom officiating.

State College will draw seven young men from this city, William Wells, Robert Broom, Guy Bennett, Edward Arendell, Douglas Styrone, Robert Wallace, and Clyde G. Willis, all of whom, with the exception of Arendell and Bennett, are new students.

Charles Canfield was painfully injured Wednesday morning when he fell under a motor truck, the rear wheel passing over his body. The accident occurred at the City Dock when young Canfield attempted to mount the unloaded truck. His foot slipped and he fell under the truck, the rear wheel passing over the upper part of his legs. No bones were broken but he suffered bruises about his body.

Louise Spivey

## Words of Inspiration

FRIENDSHIP

In every community, in schools, churches, clubs or social organizations, there are people who stand on the edge of things. Sometimes they are mere lonesome and wistful, but more often they are critical and bitter, condemning other people, blaming circumstances, placing the faults on everything and everyone except themselves.

They have worked hard, they think, and have not been appreciated; people are unfair to them; they never have a chance; this one is wholly selfish, that one is a snob; yet they get every advantage.

There is often truth in the complaints; selfish people and climbers and snobs do "get in" frequently, and people of a more sterling character are at times pushed aside. What are the laws of friendship?

The wisest of books puts them in a nutshell: "A man that has friends must show himself to be friendly." They must go halfway, at least. They must find pleasant things to say and kind things to do. They must make a business of friendship.

— Unknown

SPEAK NOT UNKIND

Speak not unkind in the morning, while the day is bright with dew,  
For as the sunbeams lengthen, it will come to trouble you.  
Speak not unkind at noonday, nor as twilight shadows fall,  
For you may not get the chance, dear, your cross words to recall.

For 'ere the sun has set, dear, deep in that golden west,  
The one you hurt this morning may go to eternal rest.  
'Tis better in the morning, when the day is at its best,  
To smile and say, "I love you, and I feel I'm really best."

For if in midnight darkness, you should be left behind;  
The words you said this morning won't be troubling your mind.  
And you'll remember gladly, the remainder of your days,  
That the words you said this morning, were of kindness, love, and praise.  
— Lola M. Newman

FROM CHURCH

We're a mile and a half from church, you know, and it rains today so we can't go. We'd fix it twice to make a visit, and if there's a ball game we wouldn't miss it. We'd mend the tire if at all we could, and if we couldn't we'd go afoot, for hunting pleasure is all the style, so the church will have to wait awhile.

We're a mile and a half from church, you know, and our friends are coming, so we can't go. To disappoint our friends would seem unkind, but to neglect worship we don't mind, if we may please our friends on earth, and spend a day in feasting and mirth. But, sometime, when we come near the end of our days, we'll go to church and mend our ways.  
— George C. Degen

QUOTES

Life is like a game of tennis — the player who serves well seldom loses!

A man can consider himself so important that no one else does.

The greatest burden you have to carry is self.

Remember the devil may wall you round but he cannot roof you in.

If you must speak your mind, then mind how you speak.

Success is not attained by lying awake at night, but by staying awake in the day time.

## Free Wheeling

By BILL CROWELL  
Department of Motor Vehicles

SPOOKS... Now we got highway "ghosts," a phenomenon one authority says is as effective a killer as driving into the back end of a trailer-truck or smacking a bridge abutment.

The authority, science writer Noel Wical, is speaking of the hallucinations which victimize drivers when they hit the road overtired or worried. His recent article in Bluebook tells you how to recognize the warning signs.

Thousands of motorists see highway ghosts at night. The experts define the visions as "hypnagogic hallucinations," popularly known as "moon mirages." These are simply hallucinations that occur when you are between being awake and asleep. Leading safety investigators have concluded that they may explain many otherwise mysterious traffic accidents.

Here's how highway ghosts materialized for one driver: An Illinois dentist was returning home late one night from a professional meeting. He was not only tired, but concerned about a building project in his town. Then directly ahead in the road appeared the "project"—a new five-story medical-dental center. The dentist applied his brakes to keep his car from going through the revolving doors and into the lobby. When he looked again the building had disappeared.

The causes of hallucinations and remedies for them, according to psychologists, are so obvious that thousands of Americans go on disregarding them and, as a consequence, invite death. Fatigue, worry and strain—these are the villains. Actually, the best remedy is the one most often ignored—sleep. It's amazing how many motorists neglect this cheapest safeguard of all, say the professors.

The emergency stops of frightened drivers, who were convinced they were cheating death, are scientifically explained by one of the nation's top authorities on the subject, Prof. Alfred L. Moseley of the Harvard School of Public Health.

"The lowered level of alertness," he says, "as a result of the fatigue and the repression of the wish to stop, combine to transform the wish into a situation which makes stopping a necessity. In other words, the driver needs to stop and dreams up a reason for doing it."

There are warning symptoms which should be observed, and when any of them occur, beware. You fail to recognize places with which you should be familiar.

You feel you have seen a certain place before, yet are positive you have never been there.  
Signs or signals fail to register

as they should. For example, you get no meaning from a sign with only the number 45 on it. Ordinarily you would recognize it as a speed limit.

SUDDEN THAWT... On vacation travels, remember it's "Slow down here and show up there!"

HEATBEATERS... Summer-time driving often creates engine overheating problems, for you and me and the highway patrol. Repairmen, who keep the patrol's vast fleet of vehicles operational, are glad to pass on a few tips to avoid steaming radiators when the sun bears down. They suggest:

1. Make sure the cooling system is clean, free from sludge, rust and corrosion.
2. Keep the fan belt properly adjusted.
3. Have all radiator clamps and engine head bolts checked and tightened if necessary.
4. A thermostat keeps the engine temperature just right at all times. Be sure it's in good working order.
5. Clean off the radiator core at frequent intervals during the summer months. Brush away accumulated insects, dirt clods and other debris.
6. Use a good rust inhibitor.

## Stamp News

By SYD KRONHEIM

A bit of the old "Wild West" creeps into the forthcoming United States commemorative honoring the 100th anniversary of the Overland Mail. The 4-center will be placed on sale at San Francisco Oct. 10.

The design features a coach and team of horses superimposed on a map of the southwestern section of the U. S. with the route of the Butterfield Overland Mail shown between Tipton, Mo. and San Francisco. The man sitting next to the driver of the coach is shown shooting at some unseen attackers.

Collectors desiring first day cancellations may send their addressed envelopes to the Postmaster, San Francisco 1, Calif., together with money orders to cover the cost of the stamps to be affixed. The outside envelope to the postmaster should be endorsed "First Day Covers Overland Mail Stamp." Send prior to Oct. 10.

Haiti has issued a commemorative series honoring Sylvio Cator, that country's most famous athlete. Cator was proficient in many sports but particularly in track and field. He died in 1952. Haiti's first sport stadium has been named Sylvio Cator Stadium in his honor.

## Carteret County News-Times

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