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It's hard to visualize a more delightful person to know than Mrs. Lon J. Moore, Sr., of 319 George street. She is one of the reasons that New Bern, despite its faults and failings, remains for us a paradise on earth.

Life has had the usual heart-aches and disappointments for this gracious 79-year-old woman, but instead of making her bitter, the hard knocks only mellowed the beautiful philosophy that she lives by. When we think of serenity in a world so desperately in need of it, we inevitably think of her.

Far be it from us to leave the impression that Maude Moore is content to fold her hands, and while away the hours dwelling on sweet and lovely thoughts. As an old hand at trying in vain to cultivate a backyard garden, we've been completely intimidated by the vegetables and flowers she raises in glorious profusion.

This gal really has a green thumb. In fact, her garden comes pretty close to being the finest one you'll find for miles around. It is typical of her that she wants to give away the fruits of her harvest. We say it's typical because her life has been lived for others in the fullest sense.

Her love embraces all humanity—and there's enough of it to reach out to the young and the old, the rich and the poor of every race, color and creed. Highly intelligent, she is bound to be aware that evil exists, but she is so busy thinking good, and doing good, that there's no time left to harp on the bad things.

No one could ever total up the rays of sunshine that she has scattered in the path of those who have been called upon to walk in the shadows. Actually, many of these fellow mortals were in more fortunate circumstances than she, but they lacked her strength of spirit. She gave of herself, and felt the richer for it.

A graduate of Salem college, in the 1903 class, she didn't let the problems of rearing a large family squelch her literary talent. Intermingled with necessary penny-pinching—involving extraordinary cleverness to make ends meet—were inspiring poems and excellent prose.

Her verse is included in many published anthologies, and she is listed in "Who's Who, Women of America." She is also listed in "Who's Who in Poetry International"—published by Cranbrook Tower Press in London. An exceptionally well-read woman, she has a zest for books that shows no signs of diminishing with advancing years.

Maude undoubtedly inherited her talent as a writer from her father, who established many newspapers in North Carolina and Virginia, among them the Winston-Salem Journal and Sentinel, which he edited. Much of her life was spent on the plantation known as Hatch's—purchased from General Durant Hatch by her grandfather, George Wolfe Perry, in the early 1800's.

It contained more than 3,000 acres, and was in the family for more than a century until it was purchased by the Federal government to be included in the National Forestry. She has been part and parcel of the Old South and the New South—taking both in stride.

One of her great joys comes from the early morning rides—usually on Sunday—that she shares with some member of the family. She loves to motor through the countryside, especially in Autumn, and view the foliage in wooded areas. While less appreciative mortals speed along the highways, and

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AN UNUSUAL SIGHT—It's hard to believe, but this scene is the yard of the D. W. Dickinson yard on C street in Bridgeton, where no less than 55 blooms have glorified the semi-tropical yucca plants that are growing there. It all

started with one of the plants, 27 years ago, and others followed. The yucca is a member of the lily family, according to our encyclopedia.—Photo by Billy Benners.

When Pointing With Pride Don't Overlook This Fellow

It's a little known fact in these parts, but few New Bernians have achieved success on a national level the way Sterling Becton has. As guarantee engineer for Sun Shipbuilding Corporation at Chester, Pa., it is his responsibility to breathe life into all the newly built vessels for this great firm.

He came to Sun Shipbuilding from Sun Oil, where he was a Chief Engineer. Among other things, he has sailed around the world three times. Earlier, as an employee of U. S. Steel aboard the coal burning SS Craster Hall, he set out from drydocks at Talero, Peru, and was rammed by the tankship Reginald. His ship sank.

Author of numerous feature articles, he shows a keen sense of humor in describing his job. "Many opinions are formed as to just what are the duties of a Guarantee Engineer. Mr. Webster states the word guarantee means an agreement by which one person guarantees something held, enjoyed by another."

And, with tongue in cheek, Sterling says "Naturally my immediate boss interprets this as a man who rides in deck chairs getting sunburned on luxurious ships in sunny climes, with beautiful women, expenses paid in the best hotels — also starting wars — and should pay the department for being allowed to roam the world over."

Furthermore, Becton elaborates, "He (the boss) will point out that I was in South America when the Graf Spee was sunk, on my way to Korea when trouble broke out

there, and he is now working on how I started the Gettysburg trouble during the Great War between the States."

Speaking of Gettysburg, Sterling lives close to the hallowed battleground, and one of his better articles was written about events that happened when 43,000 men died

there, fighting for what they believed to be right.

Getting back to the profession that has taken him on runs to the far corners of the earth, the New Bernian observes that "Dock and sea trials are like people, they vary in many details. Some smooth, while others are "characters." Most

trials can be controlled to a standard, others to the satisfaction of a particular customer.

"The Navy, the U. S. Maritime Adm., have some variations, but with the exception of the Navy, they all conform with the U. S. Coast Guard and the classification societies.

"Nearing the end of the ship's construction, the "operating gang" starts preparing to put the ship's machinery in operation. This involves "getting passed" various tanks, double bottoms, sumps and oil reservoirs, and varied cleaning operations.

"Simple isn't it? Some fifteen different oils go to servicing a modern ship, not to mention two grades of fuel oil. Generally the Drawing Room will issue a directive, on advice of the customer, that the drawings have been approved, and no deviation will be tolerated by anyone.

"By this time the ship is advanced to the stage where inspectors have a finished view. Way back, a couple of generations ago, an inspector's great-grandmother started shifting the furniture around and grandpop went to sea — now it creeps out. The owner no doubt realized this heritage and so effected the "no change" directive.

"This should close the subject—but then you would be surprised how often the inspector is right. So regardless, more man-hours are added to the job. Now we are advanced to the "Boiling Out Stage" of both boilers. Here some five chemicals are involved, and about

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AS NEW BERN RECALLS HIM