

THE NEW BERN MIRROR

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TEMPORARY KING

By accident rather than design, Father's Day is occurring this weekend on the longest day of the year. Considering the fact that Pop knows many long days, the timing is almost symbolic.

It would be comforting if we could believe that all Dads, or even a majority, are not only respected but genuinely loved by their offspring. Identification of members of the older generation with "the establishment" makes such strong endearment unlikely.

For better or worse, parents and children seldom see things in the same light. Although the gap appears to be wider than ever, it may well be that Adam's confrontations with Cain and Abel were equally difficult.

The big difference today, it would seem, isn't that the young respect their parents less, although this is possible, but that they display their disrespect openly and pugnaciously.

Fear of punishment, in the so called old days, made it advisable to "show" respect. Whether the respect shown was felt in the heart, where true respect has its origin, or was in essence a false outward gesture, is debatable.

At any rate, you may be sure that behind the doors of numerous New Bern homes the sickening spectacle of parents being abused by ungrateful children frequently transpires. Not having to witness these upheavals can be counted as one of your blessings, if you've escaped the ordeal.

Fathers, even the best of them, aren't without faults. A chronic failing of the older generation is its real or pretended loss of memory. We forget or completely ignore the fact that in our own youth we were guilty of various degrees of questionable behavior too.

In fairness to Pop, and to Mom, their present attitude may be governed by their desire that their children will not only fare better than they have, but will actually be better. Perhaps this assumption is foolishly idealistic, but we're convinced that parents usually think first of their children.

The average father not only has trouble being understood and appreciated by his offspring, but equally so by their mother. Admittedly, it doesn't take much nagging to make a man resentful, but his sensitiveness to such an approach is reason enough it seems to us for a woman to lay off the vinegar and try a little honey for a change.

We don't profess to be an authority on the mysterious workings of the female mind. We do, however, know something about a man's reactions, and believe us, a little praise and a touch of sweetness makes him much easier to manipulate.

It may be a bitter pill to accept, but reconcile yourself to the fact that almost all husbands are thoughtless. They also commit the unpardonable sin of taking their wife for granted. But let's face it, aren't husbands taken for granted too?

And another thing, one of the common complaints among wives is that their husbands don't confide in them. The squawk is not without justification, but the average husband conceals his problems and heartaches in some instances to avoid the possibility of stirring up an argument.

Anyhow, Sunday is Father's Day, and deserving of recognition or not, Pop will get special treatment. It is apt to be a rare experience for him, and by the time he gets over the initial shock it will all be over until next year.

Maybe just this once, don't use up all the kindness and affection and respect in a single day. Save a little, and dish it out in small portions, when you figure the man at your house needs it most. It won't hurt, and it may work wonders.

Historical Gleanings

—By—
ELIZABETH MOORE

PROTESTS OF DAMAGE TO VESSELS AND CARGOES ENTERED AT PORT OF NEW BERN, NORTH CAROLINA, SEPTEMBER 1838-JULY 1842
Calvin B. Chase, Master of the Sloop INDEPENDENCE of Chatham, laden with ballast, sailed from the Port of Chatham, Massachusetts, November 11, 1839, on a voyage to New Bern, N. C., experienced heavy weather and lost the head of the Sloop's mast, arrived at New Bern, 22, November, 1839. Enters protest.

William A. Crawford, Master of the Schooner BOUNTY OF NEW YORK, laden with Naval Stores, sailed from the Port of New Bern on the 28 of August, 1839, experienced a heavy gale, and was compelled to cut away the mainmast to preserve the vessel and cargo and return to New Bern. Enters protest.

Joseph P. Casey, master of the Schooner ENDEAVOR of New Bern, laden with pine lumber and tar, sailed from the Port of New Bern on the 8th of December, 1839, experienced a heavy gale on the 16th of December. Enters protest.

Isalah S. Combs, Master of the Schooner called the ATTALIA OF NEW BERN laden with salt, sailed from the Port of Turk's Island, West Indies, on the 12th day of December, 1839, on a voyage to New Bern, North Carolina, experienced heavy weather on the passage to New Bern, fearing damage to the vessel and cargo, enters protest.

Newell P. Marsh, Master of the Schooner called the PACKET OF HAMPDEN, State of Maine, laden with staves and cypress lumber, sailed from the Port of Plymouth, State of North Carolina on the 4th of March, 1840 on a voyage to Boston in the State of Massachusetts, experienced a heavy gale, arrived at New Bern, North Carolina, 11th day of March, 1840, but fearing damage to vessel, enters protest.

Woodbury S. Nickles, Master of the schooner, MARY CAROLINE of Plymouth, North Carolina, laden with merchandise, sailed from the Port of New York, on 24th day of Sep-

Village Verses

HOUSING PROJECT

I planted the seed
In hopes of cucumbers,
And these I will have
In limited numbers.
The crop's mostly leaves,
But in their shade
A couple of hoppy toads
Sure have it made.
And while I search
For so little to see,
These smirking tenants
Keep winking at me.
—JGMcd.

tember, 1840 on a voyage to New Bern, North Carolina, experienced heavy weather, and arrived at New Bern on the 5th day of October, 1840, but fearing damage to the vessel and cargo, enters protest.

Jonah G. Totten, Master of the Schooner, ANN HYMAN, laden with groceries and other merchandise, sailed from New York on Saturday, 4th day of December, 1841, on a voyage to New Bern, North Carolina, experienced a heavy gale and arrived at New Bern, North Carolina on Wednesday, 8th of December, 1841, at 7 o'clock, p. m. Enters protest.

Jacob M. Johnson, Master of the Schooner SELECT of New Bern, North Carolina, laden with pitch, pine lumber, naval stores and Indian corn, sailed from New Bern, N. C., on the 28 of April, 1841, on a voyage to South America, experienced heavy gales on the passage, and arrived at New Bern on Friday 25th of June, 1841, late in the afternoon, but fearing damage to the vessel and cargo enters his protest accordingly.

Alexander L. Sweetser, Master of the schooner, Warsaw of Newport, R. I. laden with ice and furniture, sailed from Boston, Massachusetts on the 26th of February, 1841, on a voyage to New Bern, N. C. experienced heavy weather, arrived at New Bern, N. C. March 9, 1841. Enters protest.

Samuel D. Armanle, Master of the vessel called the KIMBALY of New Bern, North Carolina, laden with hogsheads of molasses and sugar, sailed from the Island of St. Martins in the West Indies on 18 April, 1842, on a voyage to New Bern, N. C. experienced heavy gales, arrived at New Bern 5 May 1842, but fearing damage to the vessel, enters protest.

Thomas Sparrow, owner of the Schooner called the WOLF OF NEW BERN, employed as a lighter to the Schooner CONVOY of New Bern, the property of John Blackwell, laden with

rosin and tar, sailed from the Port of New Bern on 28 August 1839, experienced heavy gales and lost 22 barrels of tar. Enters protest.

Jacob Smith, Master of the Schooner, a vessel called the TOPIC OF NEW YORK, laden with drygoods and groceries, sailed from the Port of New York on the 12 February, 1841, on a voyage to New Bern, N. C. experienced heavy weather, arrived at the Port of New Bern on 28 February, 1841, fearing damage to the vessel and cargo, enters his protest.

Adonis Carruthers, Master of the Schooner, THOMAS AND NANCY of New Bern, N. C. laden with Indian corn, shingles and naval stores, sailed from the Port of New Bern on 20 October, 1840, on a voyage to Charleston, S. C. experienced heavy gales, and lost a part of his shingles and threw overboard 20 barrels of naval stores, to save the vessel and cargo and arrived at New Bern, December 1, 1840, but fearing damage to the vessel and cargo, enters protest.
(Clerk's Loose Papers, Craven County, N. C.)

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