

DEMARIGNY WILL RE-MARRY NANCY

Couple Fails To Appear For Ceremony Scheduled For Monday

NASSAU, Bahamas, Nov. 15.—Alfred de Marigny announced today that he would re-marry his wife, the former Nancy Oakes, but the couple failed to appear at the Francis Xavier Catholic church where a priest waited to perform the ceremony.

"There will be no wedding today," announced the Rev. Fr. Bonaventure after talking with de Marigny by telephone more than an hour after the time set for the wedding. "He said he is ill."

But friends of his wife indicated that she was taken by surprise by the marriage plans and wanted more time to think over the idea. The handsome de Marigny, acquitted last week of the murder of Nancy's father, Sir Harry Oakes, made his announcement while he was discussing an official order inviting him to get out of the Bahamas. The jury which freed him recommended deportation.

His bosom friend, the Marquis Georges de Visdelou, also was named in the deportation action taken by the governor-in-council at a special meeting Saturday. De Marigny said the archbishop in charge of this diocese had approved the ceremony. "We were not married in a church before," he said.

Father Bonaventure, provicar apostolic of the church, said the scheduled ceremony was a "validation of marriage" rather than a re-marriage. He remarked that the twice-divorced de Marigny had not married his first and second wives in a church, either.

He had waited from 2 p. m., the hour set by de Marigny, until after 3 o'clock before he asked an explanation by telephone, then announced:

"There will be no wedding today, de Marigny said he is ill."

Then, with a shrug of the shoulders:

"It takes two to make a wedding. I only perform the ceremony."

He explained the scheduled ceremony by saying:

"We welcome de Marigny back into the church and his function as a Catholic. We seek to do Christ's work in welcoming back sheep which were lost."

De Marigny went directly to the priest Thursday night after the acquittal verdict was announced. He called himself "a good Catholic" and said his rosary had helped him bear the uncertainties of his trial.

Nancy is a protestant.

In an interview, de Marigny said he hoped to be admitted to the United States.

"I hope the American people who always are so understanding of

City Council Reviews Water Survey Question

While the City of Wilmington anxiously awaits the answer of the War Production Board in Washington to its latest request for an allotment of 1,623 tons of steel and authority to carry the water pipeline to King's Bluff, where the water intake will be unaffiliated fresh, the City council has issued a statement on the history of the question and has vowed to "pursue efforts to obtain construction of the entire line and make every effort to insure a fresh water supply for the City of Wilmington."

It is anticipated that WPB will file its decision, through the Federal Works Agency, early this week.

The following is a memorandum statement of efforts made to consummate construction of the King's Bluff line, as prepared by city officials:

"In October, 1940, the water from the Cape Fear river available to the City of Wilmington at its Toomer's Creek intake became salt and unsuitable for drinking purposes, and the City authorities promptly began their efforts looking to provide a suitable source of water. During the month of October, 1940, after an extensive investigation was made, the City agreed to employ William C. Olsen, Consulting Engineer, who had more than 25 years experience in surveying and determining water sources of supply. In November, 1940, Mr. Olsen began an extensive survey and study of all available sources of water supply, including ground water, and his survey covered examination of all creeks, rivers and streams within a radius of approximately 40 miles of the City of Wilmington. At the same time he worked in conjunction with David G. Thompson, Consulting Engineer and an expert on ground water supply, then associated with the United States Geodetic Survey, and upon completion of these surveys and studies Mr. Olsen made his formal reports to the City officials in April, 1941. Mr. Olsen concluded and recommended that the City should construct a pipe line to take water from the Cape Fear river at a point just above King's Bluff Lock and Dam on said river, and that if the City would construct such a pipe line this source of supply would assure soft water and fresh water at all times which would be suitable for all purposes.

"Upon the coming in of this report construction of the shipyard and construction of facilities at Camp Davis had begun and were underway, and as a result of the expansion which would follow it became necessary for the City to consider also providing a new filter plant to take the place of its inadequate and very old filter plant, and accordingly Mr. Olsen was instructed to prepare plans and specifications for a new filter plant, which he did, and his report, with plans and specifications, was made in early May, 1941. Thereafter and upon the coming into office of the City Council on May 31, 1941, the Olsen reports and plans and specifications were again given detailed study and were approved by the City Government, and the City Council began the preparation of the application and docket to Federal Works Agency for government grant and aid to cover the cost of providing the above mentioned facilities, and also to provide ad-

ditional expansion and extensions to the existing water distribution system, all of which being required as a result of defense and war activities.

"This application and docket was filed with the Federal Works Agency in July, 1941. After due consideration it was agreed between the City and Federal Works Agency that the Government would pay sixty per cent of the cost of the filter plant and the necessary extensions to the City water distribution system and the City would pay forty per cent of the cost of the same, but the Federal Works Agency would not approve the construction of the King's Bluff Pipe Line, and assigned as the reason that the City had not shown the infiltration of salt in the water sufficiently often to obtain at that time construction of the pipe line.

"Thereafter and during the Fall of 1941 and for a period of about two months the water again became too salty for normal use and consumption, and promptly thereafter and in January, 1942, the City Council requested a re-consideration of the question of constructing the King's Bluff Pipe Line, and supplied to appropriate Federal officials data of the content of salt in the water, and after a period of further study the Federal Works Agency officials approved the construction of the King's Bluff Pipe Line Division of the City Water Extensions program, and estimated the cost thereof to be approximately \$1,500,000, and consented to grant or provide sixty per cent of the cost thereof.

After obtaining this approval from Federal Works Agency the City officials submitted the project to the War Production Board, and sought from it and its various agencies an allotment of the necessary steel and other materials required for the construction of the line under the approved plans and specifications. All of the appropriate divisions of the War Production Board approved the project and indicated their willingness to make material allotments, except the Army and Navy Munitions Board, and this board refused approval, and thus prevented the allotment of steel and construction materials requested. Thereafter and in August, 1942, upon further hearings, presentation and consideration of facts showing the need for the construction of the King's Bluff Pipe Line, the Appeal Division of the War Production Board reversed the action of the Army and Navy Munitions Board and in September, 1942, authorized the allotment of the necessary materials for the construction of the King's Bluff Pipe Line, and caused to be issued an AA-3 rating or priority, with the further promise and assurance that the War Production Board would allot the required steel and other materials during the quarter beginning October 1, 1942, and the Federal Works Agency and City authorities were accordingly notified.

"Pursuant to this approval and agreement to make material allotments the Federal Works Agency authorized the City officials to proceed to advertise for competitive bids for the construction of the entire King's Bluff Pipe Line. Thereupon the City caused advertisement to be made and competitive bids were filed, and after compilation of all bids the low bidder was determined, report accordingly made to the Federal Works Agency, and upon it being ascertained that the low bidder was not licensed to enter into construction work in the State of North Carolina an agreement was made between the City Officials and Federal Works Agency, that the Federal Works Agency would enter into a contract with the low bidder for construction of the entire project, and that the Federal Government, acting through Federal Works Agency, would, in accordance with the grant of funds heretofore made, pay sixty per cent of the cost of the project and the City would pay forty per cent; accordingly a contract was made with Price Brothers Company in November, 1942, and pursuant thereto the contractor began to assemble his organization and make preparations for the construction of the project under the terms of the contract, which called for completion within 290 days.

"In December, 1942, certain changes in policy of the War Production Board occurred and new officials were assigned to the Utilities and Waterworks Division of the War Production Board, which policy resulted in a requirement that all projects which had been approved and were under construction should be resurveyed to determine if the need were sufficiently vital for the completion of the construction of such projects. As a result of this action the City officials were advised that the Government officials in charge of municipal water facilities for the War Production Board were considering either curtailing the extent of construction of the pipe line or its elimination entirely, and at the time assigned as the reason the increasing demands for the war effort, and that every project which was not absolutely necessary would have to be accordingly treated. Thereupon conferences were arranged in Washington and several days given to the subject, the City officials making every effort to obtain authority for the contractor to begin work on the project as agreed upon. Notwithstanding every effort and showing on the part of the City officials in several conferences the War Production Board changed its policy and would not approve the right of the contractor

to construct the entire project and refused to allot materials for construction beyond the location of Hood's Creek. As a result of this, no work was begun by the contractors until May, but there has now been constructed approximately eight miles of the main line leading toward King's Bluff. When this portion of the construction had been completed and it would become necessary for the contractor to construct the offset line from the main line to the proposed pumping station at Hood's Creek, the City representatives again conferred with the appropriate War Production Board officials in Washington on November 3 and 4, again seeking permission to complete construction of the line to King's Bluff as originally planned and twice approved as above outlined. At the conclusion of such hearings the City representatives were advised that the supplemental data presented and the re-statement of the need for the construction of the entire line to King's Bluff would be further considered, and the City would be notified of the further action of the War Production Board after such consideration, and when these officials had given study to the facts and supplemental information supplied.

"The City officials have not received any official advice from the War Production Board or Federal Works Agency of its approval or disapproval of this last request to complete the construction of the pipe line, and the only information received is the report appearing in The Morning Star of November 4.

"The city officials will make contact with the appropriate officials of the War Production Board and Federal Works Agency to determine the official action upon the reconsideration which has been promised the city, and if the action of the federal authorities is unfavorable, it will be the purpose of the city council to pursue its efforts to obtain construction of the entire pipe line to King's Bluff by appeal and make every effort to insure a fresh water supply for the City of Wilmington.

"During each period of salt water, commencing October, 1940, to date, the city has caused samples to be taken and tests made and the quantity of salt content ascertained, and up to the present time the salt water has not extended up the Cape Fear river beyond the point between the 12- and 13-mile posts on said river in any quantity which would affect the water or make it unsuitable for all uses. Hood's Creek enters the Cape Fear river at the 18-mile post, and the location of the proposed intake on said creek would be about one and a half miles up the creek from the point of its entry into the Cape Fear river, and thus the federal authorities assert that the location of the water intake eighteen miles up the river, with no record of salt water beyond the point between the 12- and 13-mile posts up said river, is sufficiently safe during the existing emergency to locate a pumping station and is a point where water may be safely taken for use of the city. This position was taken by the federal government because of the asserted need of steel and other metals for the war effort, which needs they assert are more vital and of greater importance than the need to allot sufficient materials to complete this pipe line to King's Bluff, though the federal officials are still agreed that it is a desirable project and necessary to insure a safe fresh water supply for the city if salt water continues to extend up the river, but having allotted sufficient materials to construct a line to Hood's Creek and, as they say, to a point at least six miles above the point of infiltration of salt in the water, and at least until the war demands for steel are more adequately provided, they are unwilling to allot an additional quantity of 1623 tons of steel necessary to extend the project beyond Hood's Creek to King's Bluff.

"The city believes that with salt water already within six miles of the proposed pumping station supply; with reports and affidavits from people living along the river that it gets salty even above Hood's Creek; with around 1,850 tons of critical materials already used there should be no stopping short of a source that can be definitely depended upon at all times for a palatable, salt-free water. The side line to Hood's Creek temporary pumping station will

MISSING



BARNHILL

First Lieut. Marion F. Barnhill, pilot, has been missing in action since he participated in the raid on Schweinfurt, Germany, on Oct. 14, his parents, J. H. and Ella Barnhill of Hampstead, have been notified by the War department. He was 27 on the day he was reported missing.

Rocky Mount Native Killed In Airplane Crash At Southport

Flight Officer Walter E. Brown, of Rocky Mount, stationed at the Wilmington Army Air Base, was killed instantly Sunday afternoon at 4:30 o'clock, when the Thunderbolt plane he was piloting went into a dive and crashed near Southport, officers of the field announced Monday morning.

According to a representative from the office of Col. John N. Jones, base commander, the officer was flying in formation in a routine training flight when his craft went into a dive and crashed "on a small island near Southport." The Coast Guard went to the location and found the wreckage of the plane and the remains of Officer Brown.

An investigation is under way by a board of officers from the base to learn the cause of the accident.

City Draft Board Will Send 250 Men To Army

Two hundred and fifty white men have been called for induction on Nov. 23 by city draft board No. 1, officials revealed Monday.

This is the largest contingent ever to be ordered at one time by the city board. It is scheduled to be comprised of 3-A married men without children and 2-B war workers whose deferments have terminated, and who have been reclassified into 1-A.

County board No. 2 has ordered a group of inductees for Nov. 24.

cause additional expense and will not assure definite results. After all, it was agreed to build the pipe line to aid the war effort by assuring palatable water and a stoppage of the waste of critical materials and labor resulting from corrosive action of excessive salt in the water. The city believes that the pipe line should be extended to a point where there can be no question of these purposes being achieved, and that the additional tonnage of critical materials to go to King's Bluff be entirely justified."

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NOTICE

This is to advise all property holders who have not paid their 1942 taxes, that these taxes have been transferred to the Back Tax Department for immediate collection. You will save yourself added expense if you take care of this without further delay.

BACK TAX DEPARTMENT

J. E. CANADY, Back Tax Collector.

Scottish Rite Masonic Bodies

Wilmington, N. C.

Announce their ANNUAL FALL REUNION to be held in the Masonic Temple, Wilmington, N. C.:

TUESDAY, November 16, beginning at 9:00 A. M. 4th through the 14th Degrees.

WEDNESDAY, November 17, beginning at 8:30 A. M. 15th through the 27th Degrees.

THURSDAY, November 18, beginning at 9:45 A. M. 28th through the 32nd Degrees.

All Scottish Rite Masons are cordially invited to attend. CHARLES B. NEWCOMB, Secretary-Registrar.

TRAVEL CUT URGED BY ODT OFFICIALS

All Government Agencies And Private Firms Asked For Help

All government agencies and private employers in Wilmington have been requested to refrain from granting vacation leave or time-off to employes, where travel would be involved, from Dec. 17 through Jan. 10, G. T. Musselman, district manager of the Office of Defense Transportation, said Monday.

The request, he said, has been made by Joseph B. Eastman, director of the ODT, who has also asked government and business to make special efforts to curtail business travel during this period, wherever such travel could be deferred without impairment of the war effort. He likewise urged government agencies to refuse all requests for government speakers at conventions or similar meetings during this period.

Maximum curtailment of all civilian travel that can be abandoned or deferred during the coming holiday period is necessary, he said, to prevent interference with the orderly movement on trains and intercity buses of the present huge volume of military and essential civilian passenger traffic.

Hitler being a vegetarian, 500,000 Dumplings surmises that all the rugs of Berchtesgaden must be moth-proof.

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IN 3 STRENGTHS

MUSTEROLE

LIVESTOCK MOVIE

A picture entitled "Diseases of Livestock and Poultry" will be shown Friday at 7:30 p. m. in the Wrightsboro clubhouse, it was announced Monday by R. W. Galphin, county agent.

Mr. Galphin urges all people to attend who are raisers of livestock and poultry. A specialist will

be present to explain the picture and answer questions concerning these diseases.

From a force of only 38 officers and 54 planes at the beginning of the first World War, naval aviation has grown until it today claims a full one-third of the total naval personnel and operates more than 27,000 planes.

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FOOD

1872 1943 Wilmington Lodge No. 319 A. F. & A. M.

STATED COMMUNICATION of this Lodge will be held (THIS) TUESDAY, NOVEMBER 16th, at 8:00 P. M.

ALL MASTER MASONS ARE CORDIALLY INVITED TO ATTEND

By order of the Master, Louis V. Swann, P. M. Secretary.

THERE'S A BURGLAR IN YOUR KITCHEN!

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Can You Picture NORTH CAROLINA without Police?

Today, we all owe a tremendous debt of gratitude to men and women in the uniforms of Uncle Sam's fighting forces. They're on duty today at the four corners of the earth and on all the seven seas—protecting our lives and our way of life. And we mustn't overlook the splendid job that other men in the uniform of our police forces are doing. Their "zone of operation" may be North Carolina rather than North Africa, it may be the highway to the next town rather than the airways across the Pacific, but their job is fundamentally the same — protecting us and ours.

Some of us in the Greyhound organization, because of the nature of our work, have more frequent occasion to cooperate with the police than do many of our fellow citizens of North Carolina. For instance, we are in a position to see clearly how much the police of this community, as well as those of neighboring communities, have contributed to the safety and convenience of bus transportation. The aid these men have given in arranging the most practical and satisfactory routes through towns and cities is typical of their skillful handling of all traffic problems.

Greyhound's most important job, as we see it, is to make near and good neighbors of all the communities that our buses serve in North Carolina — and we feel that the able cooperation of police forces throughout the State has made it possible for us to do this job with greater efficiency.

We North Carolinians can indeed be proud of our police organizations — city, county or state. Most of us have few occasions to call upon the service of our police forces — but that in itself is a tribute to their efficiency. They're on the job day and night, whether we need them or not.

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