

CAMP DAVIS: DO YOU REMEMBER IT? NOW GHOST TOWN

FHPA MEN TEAR DOWN HUGE CAMP AT ONE END, WHILE FHPA MEN TEAR IT DOWN FROM ANOTHER END

Camp Davis, largest anti-aircraft artillery center in the world during the last war, today is a ghost town of rapping shutters, eerie birds, cracked concrete roads, and streets over-run with weeds that sends a wave of nostalgia over the casual visitor.

From the air, it gives the appearance of a pock-marked bomb target where unsightly holes in the ground, particularly around the outer fringes, give mute testimony to the destruction of barracks, chapels and other buildings torn down and sold for salvage.

From the ground, a rifle range covered with scrub pines and oaks, a parade ground littered with weeds, and barracks barren of life fill the visitor with melancholy.

At night, not a light may be seen from air or highway where once the glow of thousands cast a hue on the sky, and in day, when the high stockpile of 10,000 tons of coal scattered along the fences was a sight to see, one does well to see 100 tons.

First used for anti-aircraft artillery purposes, the mammoth army camp later was turned over in succession to the navy, the marines, the

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"FOR YOUR SAFETY"



This is a safety inspection lane, typical of the one you car will pass through when the new Mechanical Inspection Program goes into effect in January. According to statistics

Dutch marines, the United States marines again, and is now back, for the most part, in the hands of the navy, which has just announced plans for abandoning it.

The Federal Housing Project Administration office in Cleveland has torn up the camp on the north end and the FHPA men from Atlanta have torn it up on the south end. A number of chapels have been removed from all sections by the FHPA in Washington. All personal property, electric fixtures, stoves, and clothing long since has been sold.

Still standing are many of the barracks, all the theatres, the main administration building, and the huge gymnasium at the main entrance gate.

The hospital units at one time after the war were made into small apartments for navy personnel, but

of the National Safety Council, 17 per cent of all motor vehicle accidents are caused by cars with faulty equipment. The Mechanical Inspection Program was passed by the 1947 General Assembly "for your safety"

Next-of-Kin Given Advice By Official

Lt. Colonel Frederic W. Dennis, Jr., Chief of the American Graves Registration Division, Charlotte Quartermaster Depot, revealed the fact

these, too, have been abandoned.

The camp's ultimate fate is now a matter of conjecture, with the navy still having charge of most of the property and the marine corps some.

Little by little it is expected to be dismantled and carted away until in the not too distant future only piles of rubbish and dilapidated, run down roads and airplane runways will mark the site of the once proud camp that was the base for tens of thousands of men during World War II.

to cut down on North Carolina's high accident and fatality rates. The new law requires that all vehicles must be inspected once during 1948 and twice a year thereafter. Three principal points that will be stressed

in the inspection program are SEEING, STEERING, AND STOPPING, which will take care of lights, brakes, steering assembly, mirrors, horn, windshield wiper, wheel alignment, and tires.

signs as designated by the next of kin. "Our primary aim in this program is to carry out the wishes of the next of kin and to transport this nation's fallen heroes in a dignified and reverent manner," Colonel Dennis declared.

MRS. A. Y. TUDOR

Mrs. Thetia Brown Tudor, 67, wife of A. Y. Tudor, died at her home at Fuquay Springs, RFD, Thursday night after an extended illness. She was born in Harnett County and had lived here all her life. Funeral services were held Saturday at 2:30 p. m. at Christian Light Christian Church, near Kipling. Surviving are her husband; three sons, J. Lloyd and Leon B. Tudor of Raleigh, and Worth W. Tudor of Fuquay Springs.

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Colonel Dennis asks that next of kin withhold public announcement of the date of the funeral of the deceased until the final telegram is received from the American Graves Registration Division, indicating exactly when the remains will be delivered to the destination and con-

RFD; two daughters, Mrs. Millie Holleman of Raleigh and Mrs. Connie Tilley of Fuquay Springs; a brother, Thomas R. Brown of Lillington; and eight grandchildren, four great-grandchildren, and several nieces and nephews.
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