

# THE BEAUFORT NEWS

THE HOME PAPER

READING TO THE MIND IS WHAT EXERCISE IS TO THE BODY

EVERY THURSDAY

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## CHIEF EXECUTIVE VISITS BEAUFORT

**Governor Morrison and Party Were Here Last Saturday for Short Visit**

Governor Cameron Morrison last Saturday visited Beaufort and spoke before the citizens of the town gathered in front of the store of Adair and Dill. The governor's message was one of encouragement to make something of North Carolina and of Beaufort.

The power yacht which brought him from Camp Glenn brought also General Bowley, Adjutant General Metts, Major McGowan, Mrs. McGowan Mrs. Nimocks, Senators Everett Dewar and McCain, editors Wade Harris of the Charlotte Observer and Robinson of the Asheville Citizen and George Murphy, former speaker of the state legislature. As the party came ashore it found the Beaufort band ready with a hearty welcome.

After the speech the governor left town on the four o'clock train headed for Raleigh.

The morning train had brought him to Camp Glenn where he reviewed the 120th North Carolina Infantry in Regimental parade. The twelve hundred men filed out on the drill grounds and in orderly formations passed in front of the stand where the governor watched with many of the officers and officers of other places.

The troops after the parade had been completed drew in close around the reviewing stand and listened to the address of the governor.

Governor Morrison in his speech at Beaufort emphasized the value of the sounds which line the coast. He is in favor of taxation to secure the improvements which would make the Old North State one of the best in the union. But he is also in favor of making the most of the money paid to the government.

"The sinking fund of the state," he said, "has been turned into a road fund and the money used in constructing highways." "Soon he went on," there will be a hard surfaced road from here to Raleigh and on up to Asheville and the mountains of the west.

"A network of roads are binding the towns and cities and counties together and making North Carolina into a strong state. And yet the money saved to the automobile owners in tires and gasoline will pay for these roads.

"But the best investment North Carolina can make is in developing its sounds. If a private company owned the sounds they would be valued at millions of dollars into their development and you will get many times the amount in the return they will yield you.

"Inters should be opened, oysters planted and streams replenished with fish. Carteret County is free. This program will not be forced upon her but she can of her own free will vote themoney to carry on these improvements.

"Forty four hundred dollars a year will pay the interest on a million dollars.

"We have secured over a million dollars in the last two years from the inheritance tax alone. A million dollars from the insurance companies and the income tax yields two and a half annually.

"Pay the forty four hundred part of the income tax money. We are hewers of wood and drawers of water because we have not developed our resources. We should push forward until North Carolina in the most efficient democracy in the world. But we can't do it if demagogues who howl about taxes being high are listened to. Let us build schools; waterways, roads, hospitals and make our state the foremost of the states of the union."

At Camp Glenn the governor praised the saying that there may be better troops but that he had never seen them. "We must have troops," said he, "to enforce the laws of the state and nation, and to suppress mob violence. We are building a mighty civilization but this civilization will amount to nothing if mobrule is al-

## BEAUFORT TERRAPINS TO TRAVEL TO STATE FAIR

The management of the State Fair, held annually in Raleigh obtained permission of the U. S. Government at Washington to use a number of terrapins from the laboratory on Piver's Island. The fair will begin sometime in October and last for a week.

Mr. Hatsell intends to send terrapins of varying age—some two years old, some four, and some of the adults ranging in age from four to twelve years.

A good while ago Mr. Hatsell received the request for the terrapins but not having the right to grant it referred the askers to Washington. The government consented and sent word to Piver's Island to send the animals when needed.

There are now about four thousand of them on the island and about thirty five hundred have just recently been released, nearly two thousand of which were turned into the waters of Core Sound, and Neuse River. The rest were sent to Massachusetts to be used there.

In Pamlico Sound says Mr. Hatsell, terrapin fishing is made a business and if ever the government can be induced to increase the output of the farm here to as much as twenty thousand a year the fishing will be profitable in this part of North Carolina.

## NEW SCHOOL BUILDING.

At a meeting held here Monday the county board of Education let the contract for the new school building at Atlantic. The edifice will be a two story brick one and will be an addition to the present building. The contract price was \$9,970 and Guthrie Brothers of Morehead City were the successful bidders. When the structure is finished Atlantic will have a first class school building, one of the best in the county.

## SOUTHGATE HAS NEW MANAGER

Mr. J. J. Whitehurst who has for some time been the chief clerk at the Norfolk and Southern freight depot is now manager for the Southgate Packing Company here, having succeeded the late M. C. Holland. Since the oyster packing season closed the factory has been engaged in grinding shells for fertilizer purposes. In a few days tomato canning will start on a large scale. The oyster packing season will open about the first of October.

## MR KING AND MISS DAVIS WED

Mr. Roland King of Beaufort was married to Miss Kathleen Davis of Morehead City last Monday night about nine o'clock in the Baptist church at Morehead City. The minister performed the service. Only a few immediate friends of the couple were in attendance. The couple will make their home in Beaufort where Mr. King is at work with the Beaufort Drug Co.

## MR. E. E. GUTHRIE PASSES.

Mr. Everett Guthrie died at his home in Beaufort Sunday morning at 3 o'clock. The funeral took place that afternoon at five and was conducted by Reverend E. B. Craven of the Methodist church, followed by interment at Ocean View Cemetery.

Mr. Guthrie, who was in his sixty second year is survived by his wife, two daughters, Miss Estelle, and Mrs. Ward Moulton, and by two sons, William and Ivey Guthrie.

I would like to let the world know that lynchings have ended in North Carolina and that the basest criminal will be protected by the law and not murdered by the mob.

"I know that North Carolina ought to do for you and at the next meeting of the General Assembly will do it for you or there will be the biggest fight in the history of North Carolina.

"The National Guardsmen are not policemen and they will not be used to save the hide of some cowardly official. But when I see the law trodden under foot it is my purpose to support the law, So help me God, while I am governor of North Carolina."

Mrs. W. J. Jones of Goldsboro is a guest of the Davis House.

## YACHT RESCUED AT CAPE LOOKOUT

**No Wet Goods Aboard and Some Disappointment Evident**

The auxiliary yacht Sea Scamp, under the command of Captain George Purdy, on a voyage from Nassau in the West Indies to New York was caught in a squall Thursday night off Cape Lookout and the compass being out of the way went ashore one mile south east of the cape breakwater.

Captain Leslie Moore and his crew of the life saving station put out to sea and brought in the stranded men. Captain Albert I. Lewis, marine underwriters agent in Beaufort was notified with the consent of the yacht's captain employed the fishing boats W. B. Blades and George D. Halster to go to the boats assistance. Captain Lewis was accompanied in the undertaking by C. B. Wheldice of New York special representative of marine underwriters.

The fishboats were aided in their efforts by the life saving crew and the yacht floated at eleven o'clock Sunday morning. She was then towed into Beaufort harbor. The damage done to her was very small as far as could be ascertained.

It is reported that fees for services of the fish boats amounted to a thousand dollars.

Captain Pundy has arranged to have his yacht towed to Norfolk by Captain Ned Lewis' boat.

Last year just before Christmas a yacht went ashore at Cape Lookout and from it a large harvest of liquor of the Scotch and rye varieties was garnered. Men from Harker's Island and some from other places discovered the whiskey and brought it ashore and for a long time after it was on sale in these parts, in fact it is reported that some of it is still in existence on Harker's Island. When the report got out that the Sea Scamp had gone ashore there were a good many who thought she might be a whiskey runner and the report is that there was considerable disappointment when a search by coast Guard men revealed the fact that no wet goods were aboard.

After writing the above, Captain George Rose of Harker's Island reported to the News that he together with his crew and the help of Captain Eugene Yoemans saved the yacht from breaking to pieces by putting out an anchor. They were on the boat from Thursday night until Sunday when it was successfully floated and towed into Beaufort harbor being in the employ of Captain Purdy. The Harker's Island Captains have a claim for salvage against the yacht.

## HOME FROM TOUR.

Dr. and Mrs. C. S. Maxwell and Miss Laura Thomas returned Saturday night after a tour by automobile of parts of North Carolina, Georgia, Tennessee and Kentucky. The party left here and went as far as Greensboro on the train. There they were met by Dr. Maxwell's brother and from then until they returned to Greensboro excepting the run from Nashville to Mammoth Cave the entire trip was made via automobile.

After leaving their starting place the wanderers traveled through Chattanooga. Thence they went to Asheville, Mammoth Cave and then returned by Nashville, Chattanooga, Atlanta Greenville S. C., Hendersonville and Asheville to Greensboro.

The Mammoth Cave was the point which most stirred the interest of the sight seers. For thirteen miles they wound through the passages, visiting the Star Chamber where hundreds of tiny points caught the light of the lantern reflected it far above looking like a star filled heaven; riding upon the dark waters of the Styx or going on the winding way of Echo River where the guide shouted out in a voice that sent the echoes ringing like an organ.

They found the mountains beautiful but the sunsets nothing to compare with those of Beaufort.

Mrs. W. J. Jones of Goldsboro is a guest of the Davis House.

## CROP CONDITIONS ARE FAIRLY GOOD

**Too Much Rain in Some Sections—Fruit Crop is Very Good**

RALEIGH, July 17th—Information in regard to the condition of crops in North Carolina is furnished regularly by the State Board of Agriculture. A statement issued a few days ago reads as follows:

CORN—Corn over the nation is above the average at 85 per cent of normal. The acreage remains the same and the price averages 62 cents per bushel. The state's crop is much below the average at 70 per cent of a full crop condition. A slight increase is shown in the acreage, and the price averages 89 cents. The condition is three per cent less than a year ago.

TOBACCO—The tobacco crop of the nation, shows a 23 per cent increase in acreage and a condition equal to the ten-year average, whereas in North Carolina, the increase is reckoned at ten per cent in acreage, and the condition at only 69 per cent. The new belt meaning the coastal plain counties, have had entirely too much rain for this crop, resulting in a poor outlook, which shows its worse condition in Green, Pitt, and Craven, where the condition is less than 50 per cent. The counties to the north of these show very poor condition too.

Last year, the crop reporters reported too much decrease in the acreage, and this year they showed the same bias in too small an increase. The cotton belt shows a ten per cent increase in acreage with a condition of 71 per cent of a full, or normal condition. The forecast, according to these figures indicates 11,065,000 bales. This includes \$1,175,000 acres increase.

The state crop shows a thirteen per cent increase in acreage and 76 per cent in condition. The June 25 prospect was 9 per cent better than a year ago, and about equal to the ten-year average. There was an 8 per cent decrease in the condition during the past month, although for the belt, there was a slight improvement.

POTATOES—The Irish potato crop is much better than a year ago. The acreage is slightly increased in North Carolina, resulting in more than 20 per cent increase in the carlot shipments in the eastern counties. The mountain counties also show some increase for the fall crop.

The condition of 84 per cent of a full crop is three per cent below the national average. The yield is 101 bushels, and the average price \$1.03 more than was received a year ago.

SWEET POTATOES—The sweet potato crop shows a four per cent increase in acreage in this state, with a July 1st condition of 89 per cent. The acreage is almost equal to the six per cent increase for the United States, and our condition is practically the same as the national average. The average price of sweet potatoes is \$1.19.

FRUIT—This is one of the best fruit crops we have had in many years. The peaches are unusually good in the sand hills, or commercial area averaging 95 per cent there, and 86 per cent over the state. The apple crop shows an average of 72 per cent, which is good for that crop. Both of these crops show conditions much above the national average. The sand hill peaches are becoming recognized as the best in the United States. There is a tremendous increase in the number of young trees. The shipments of sand hill peaches will be about 1,000 cars.

HAY CROPS—There will be a slight increase in the acreage of hay this year, due to the heavy rainfall, and the inability to plant some crops which were intended early in the season. Soy beans seed were so cheap that the opportunity is available to a large increase in soy bean hay.

SOY BEANS—Such poor prices were received for the seed last year that the acreage for grain may be decreased this year. There seems to be a greater competition in the mid west, than was expected. This will decrease this year, due to the unprofitableness of their initial crop.

## MUCH TALK ABOUT ABERNETHY CARD

Goldsboro, July, 15—The arrival yesterday of an affidavit from Asheville adds another phase to the already multiplicity of phases surrounding the recent race for the Congressional nomination between Major Matt H. Allen of this city and Chas. L. Abernethy of New Bern. It is alleged that the Asheville minister had cards printed purporting to be by the Ku Klux Klan on which were statements that militated against the candidacy of Major Matt Allen for Congress.

By day and by night Major Allen is called over the phone and always the question is the same, "What are you going to do about it?" Col. George Freeman who was mentioned on the card as Major's Allen campaign manager and as a Roman Catholic has been advised to start suit. When questioned yesterday he stated he had not made up his mind what he was going to do.

Friends of Major Allen claim that at least 700 Republicans voted in Carteret county, and that if these were thrown out their candidate would still be the next Congressman from this district. But Major Allen says that if he had his secret card purported to be from the Ku Klux Klan but was according to the affidavit arriving yesterday from Asheville, printed by Ed. H. Whiteside of Asheville for Rev. Arthur Talmadge Abernethy. The affidavit is signed by Mr. Whiteside and held here by Mr. Allen as the written proof that the cards were printed and circulated by Rev. Abernethy.—News & Observer.

## TAX RATE FIXED ELECTRIC RATES LOWER

A recessed meeting of the Board of Town Commissioners was held at the City Hall Monday night. The Mayor and all members of the board were present. The object of the meeting was to fix the tax rate for the ensuing year.

Mayor Bushall stated that according to an estimate of City Treasurer W. L. Stancil it would require a rate of \$1.50 per hundred on property and \$4.50 on polls to raise the revenue required, in addition to the license taxes. There was some discussion of the matter and then a motion was passed fixing the rate as stated above.

It was decided to reduce the rate on electricity from 15 cents per kilowatt to 12 1/2 maximum. For the present there will be no change in water rates.

Commissioner Lewis asked the board to permit the Beaufort Fish Scrap and Oil Company to erect a temporary dock at the foot of Orange street. He stated that they only wanted a few feet to be used in the fishing season. Commissioner Huntley objected to the request and said if they were going to do it that he wished to apply for permission to build a wharf at the foot of Ann street. A motion was passed granting the request of the Beaufort Fish Scrap and Oil Company provided that the board had the legal right to do it.

Just before the board adjourned Commissioner Huntley asked that a resolution be passed showing that he had never approved any coal bills. There was considerable discussion of the matter but no action was taken on the resolution.

## REAL ESTATE TRANSFERS.

The following real estate transfers have been recorded.

In Smyrna Township—

Monroe D. Willis and wife to Geo. Hancock and wife 1-2 acre, consideration \$375.

Star Fish Company to E. H. Gorham lot 3 in block 73 in the town of Morehead City, consideration, \$500.

E. H. Gorham and wife to Kate E. Parks lot 3 in block 73 in Morehead City, consideration \$2000.

Cape Lookout Development Co to Louis Wickizer lot 20 in block 29 subdivision B at Cape Lookout, consideration \$10.

Carolene Salter to John G. Salter 1 acre in Harker's Island township, consideration \$25.

Eighty eight per cent of all the automobiles in the world are in the United States and Canada.

## RISE AND FALL OF SEA POWER IN AMERICA

It Was At Its Peak in 1861

By Albert D. Lasker, Chairman U. S. Shipping Board

The first act passed by the American congress was one that made the tariffs lower on goods when shipped in American bottoms than when shipped under foreign flags. This was done to encourage American shipping.

From the time of the union of our original thirteen coastal states until the civil war one of the leading industries in America was shipping. Through our superior ability in the construction of ships and the proximity of our raw materials for wooden ships (which were the only ships of those days) America's sea annals of that period constitute a proud page in the history of the republic. Our clipper fleet made up of the fastest sailing ships the world ever knew remain immortal sung in the words of our poets.

By 1828, through treaties, the policy of discrimination, preferential tariffs, and similar legislation came to an end. Today over 100 commercial treaties forbid such practices.

Sea Power of Its Height  
Our sea power, as it relates to the merchant marine, reached its height at the time of the civil war in 1861. By the close of that war we had lost over a million gross tons of the five and one-half million gross tons with which we entered the war.

Great Britain's close connection with the south, because of its need of cotton, is of course a historical fact. Our civil war weakened America's sea competition and the opportunity thus created was eagerly seized by Great Britain. We cannot quarrel with Britain for her attitude; it was, from her nation standpoint, a proper one. But the fact remains that while the civil war welded the United States together on land, it marked America's practical disappearance from the seas for over half a century.

However, there were several major facts that contributed to our unwillingness to neglect our merchant marine after the close of the war. Among these was the development of our rich central and far west which had really begun with finding of gold in California in 1848.

Capital Turns from Sea  
Not only was the adventuresome youth lured west of the Alleghenies, but capital found such better opportunity for profit in the development of our rich empire than in maritime fields that, both from the standpoint of men and money, America turned from the coast to inland development.

At the same time the iron ship was perfected. In those days America was not in position to build iron ships in competition with Great Britain, where coal and iron ore lay practically at seaboard, where the ships were constructed. We had not then as yet developed our great iron industry, nor our steel industry, which followed later.

Our dominance on the seas lay during the days of the wooden ship, where we had the same advantages of proximity of raw material to the seacoast that Britain had subsequently when iron ships were first developed.

In addition to these very compelling reasons, America required all the borrowed capital she could get, particularly for the development of her railroads.

These roads were built as a result of the encouragement given by government subsidies of land grants and they formed the arteries through which the wealth of the central and western portions of our country poured.

Europe Carried Our Products  
Europe loaned us sums required by hundreds of millions of dollars; and being their debtors, we could always be assured she would send us her ships to carry the products with which we were to discharge our obligations.

CONTINUED ON PAGE FIVE