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Model T. Metal And War

Maybe when the person said it he was not being original because the same subject has been on the minds of many hereabouts since the shipments of scrap metal first started to arrive at Morehead City Port Terminal for shipment to foreign countries. But this fellow the editor was talking to over there at Port Terminal a few days ago looked at the huge piles of scrap, said something about the nation to which it is being shipped and then, "I expect to be dodging bullets made from Model T's, before the finale is written to all of this." And that person probably had something in his statement. Already there is talk in Congressional circles about prohibiting the shipment of scrap metal from this country to foreign nations—especially foreign nations which might explode like a fire cracker that means WAR at some future date. There is something wrong with the whole picture as we see it. Seems that rates would be such that it would be cheaper by far to ship scrap metal to domestic foundries instead of munition makes in foreign lands. But that is where the hitch comes into the picture. It is said that scrap metal can be shipped via Morehead City and other south-Atlantic ports from this and other states, cheaper by far than it can be shipped to foundries in Pennsylvania. One is five or six hundred miles by American railroads—the other is five or six thousand miles by water, with a short haul by rail getting the metal to a place of embarkment.

Commissioners And Their Methods

The "stab in the back" methods employed by one or more members of the Board of County Commissioners is becoming distasteful to the more intelligent minded people of this community. Even in politics there can be some honor, yet for some reason this has apparently failed to sink home. It is agreed that as a whole the Board of County Commissioners is composed of men of high standing in their respective communities. This being true why is it that they have few scruples when it comes to dealing with reputations and jobs. Lawrence Hassell, Clerk of the Superior has had a long and honorable career in the annals of county politics, why then should he have been subjected to the humiliation of having his name dragged thru the public forum in a manner which caused both he and his family no end of embarrassment? Why was he not consulted by the Board in connection with furnishing the additional bond of \$5,000, which the previous Board had recommended he give. In a letter written to Judge Paul Frizelle, which bore the signature of Chairman Smith, Lawrence Hassell's removal from office was sought. Fortunately the matter has been adjusted to the satisfaction of all concerned. In the future it is hoped that the members of the Board of Commissioners will be a bit more considerate and thoughtful in their efforts to play the game of politics.

Everyone Should Help During "Clean-Up-Week"

Every citizen of Beaufort should co-operate during the week of April 19 through the 24 which has been designated by Town Officials as official "Clean-Up Week." Many spots in Beaufort look rather shabby just at the present time and now that Spring has arrived it is time to clean up those shabby places. Many of the fine old homes in Beaufort need new coats of paint. Local dealers are ready to co-operate with anyone who wishes to paint their homes. If you do not have the ready cash, your dealer can probably offer you

an attractive finance offer. Each civic club in town is expected to push the "Clean-Up Week" movement and every citizen should lend their support by cleaning up around their own premises and thus making a pretty little town—even more beautiful.

Organization Of A Golf Club

Next Monday evening at Beaufort Community Center everyone interested in Golf in Carteret county is expected to gather and formulate a golf club. There are upwards of people in the county, probably more, who are known to be golf players. The only trouble has been that there was no place to play hereabouts so now many players need to spruce up on their game. With the completion of Gulf Stream Golf Course at Beaufort Community Center during the early summer it is hoped that a club of players will be functioning. Being a member of Gulf Stream Golf Club will not be an expensive proposition, and it is necessary to form such a club before the proper-keep of the course can be expected. Golf minded people from all over the county should make it a point to be at the organization meeting on Monday night.

Bard Of Ocracoke Is Dead

In the death of Simie O'Neal down on Ocracoke early today the island lost another famous citizen who had during his life played an important role in the life of the community. He was perhaps the most widely known person to ever live on Ocracoke Island, with the possible exception of the late Capt. Bill Gaskill who operated The Pamlico Inn there for years. Simie distinguished himself as an island character because of his keen wit, the way he got across coastlore stories to listeners, whether they were his next door neighbors or Vice President Garner, Arkansas' Joe Robinson, or any number of great and near great personages. Simie could truly be called the 'Bard of Ocracoke.' His passing will sadden the hearts of many friends—thruout the country.

Press Gleanings

STATISTICS
 Last year, aviation officials report, scheduled airlines were flying 20,000,000 passenger miles per passenger fatality. Certainly that is a lot of miles. It means that the traveler could expect to fly 1,000 miles a day for 60 years before it would be his turn statistically for a fatal aerial accident. Statistics surely should be encouraging, but yesterday in Gallup, N. M., the report came in of the finding of the wreckage of a big plane in the mountains. Last week . . . and the week before . . . Statistics are excellent. Indeed at this season they seem to be almost too good—(News and Observer).

STATE PORTS LOSE

Recently, says the Kinston Free Press, forty carloads of tobacco for export left that city over one railroad, and it was enroute to ports outside of North Carolina. Nor is the neighboring city's paper convinced that that was a record movement. On the contrary, it believes that it may have been far from a record movement, for many millions of pounds of tobacco are sold there every year and the foreign manufacturers get a large part of it.

The fact that the tobacco moves to a port outside the state isn't the fault of the railroads. They, of course, encourage business where they may get the most out of it. Dealers and shippers customarily have traffic experts to see that they are not paying exorbitant rates. And the service offered has a lot to do with where the business goes.

The Free Press, however, points out that North Carolina loses by the tobacco going to Virginia and other ports. And it is convinced that something should be done about clearing the tobacco through Morehead City and Wilmington. Enough tobacco is exported from Kinston, Wilson, Greenville, Rocky Mount and other North Carolina markets, it adds, to add materially to the tonnage of the two North Carolina ports.

This section and the state has been watching with a great deal of interest the manner in which cargoes of scrap iron are being handled at Morehead City. Everything is in readiness there for the handling of other cargoes as well.—(The New Bern Sun-Journal).

TWO MISSIONARIES ARRIVE IN COUNTY

Elder J. Robert Buswell of Salt Lake City, Utah, and Elder Paul L. Goodman of Arizona have arrived in

TOWN DESIGNATES A CLEAN-UP WEEK

April 19 Through 24 Set Aside By Officials as Clean-Up And Paint Up Week in Effort to Beautify Beaufort

April 19 through April 24th has been set aside by town officials as "Official Clean-Up" week in Beaufort. All civic clubs of the town are expected to co-operate during this week in helping Beaufort dress up for the coming tourist season. Local dealers will advertise "Clean Up Week" offering bargains in paint, lawn implements and other things needed to help make a pretty little town, still more beautiful.

Mayor Bayard Taylor stated today that the Town would issue circulars to be placed in the homes of Beaufort urging cooperation on the part of property owners during clean-up week. The Sanitary Department of the town will work overtime if necessary to help make "Clean-Up Week" a success.

The Chamber of Commerce, The Beaufort Business Association, The Woman's Clubs and church organizations will be asked to lend their efforts. The local Boy Scouts will be asked to give their assistance and after a week of it Beaufort is not expected to look like the same town—but a much cleaner town.

Property owners who would like to paint their houses but feel that they are not financially able to do so because of the lump sum of cash necessary, will find local paint dealers ready to offer same on a finance basis. One of the biggest attractions to out of town visitors is the Colonial architecture of local homes, frequently criticized for lack of paint. Clean Up Week in Beaufort, it is hoped, will bring about a generous use of paint.

Carteret Pirates

(Continued from page one)
 All boys not older than 17 on March 31st 1937, who wish to try out for the team are requested to register NOW either with Vernon Paul, at House Drug Store, Beaufort or Tom Wade at Hulfhams Drug Store, Morehead City.

Re-Elect Allen

(Continued from page one)
 whereby any information regarding the schools can be readily obtained. Those in charge of selecting men to represent the county on its board of education took to heart President Roosevelt's slogan of having new blood on its committees and appointed Dr. Larry Moore as a member of the board. The members already on the board likewise believed in the President's slogan and chose Dr. Moore as their chairman. It is an honor to our county to have for the chairman of its board of education a man, who knows the situation confronting the schools as does Dr. Moore and who is willing to make the sacrifice of his personal work to give the time necessary for this office.

WATERFRONT

(Continued from page one)
 group fetching the net aboard, and later Roy snapped oil-skinless John Sikkes and myself making faces at each other.

ABOARD THE TRAWLER I found my friend Capt. Walter George in command. He is one of the better fishermen and in the old days I frequently went out of Ocracoke Inlet

Beaufort where they will do missionary work for the Church of Jesus Christ of Latter Day Saints for the next several weeks. Elder Buswell comes direct from Utah where he was active not only in church work but also he is an energetic Boy Scout leader. Elder Goodman had for the 10 months been located in eastern Kentucky doing similar church work, until he came to North Carolina and centered his labors around Wilmington for the past five months.

FOR SALE—ONE LOT IN HIGHLAND Park, Conveniently located and suitable for building. Apply C. M. Jones, Beaufort, N. C.

with him aboard the Pearl D. Evans of Newport News when he was master aboard that craft. Capt. George once owned a trawler. It was an old converted coast guard chaser. But the vessel was a white elephant. On the first cruise into North Carolina waters the craft caught fire and sank about a mile off Ocracoke's shoreline. Capt. George has had some tough breaks during his life.

CAPT. J. LLOYD, master of the S. S. Waziristan, in his quarters aboard the freighter last Friday proved to be a wonderful host. Bob Lang and myself had gone over to visit the skipper and his ship which has taken on a cargo of scrapped Model Ts etc., said to be consigned to munition makers in Kobe and Yowata, Japan. Visitors generally were not allowed to go aboard the vessel, but newspapermen whose stories mean news as well as publicity for a freighter of a port, and a theatrical man who wanted to hand out passes to every visiting "Limey" aboard the craft were given a warm welcome.

CAPT. LLOYD HAILS from Liverpool. He did not have the complete English brogue that some of his crew used freely. He did have plenty of thrilling stories to tell about his experiences aboard vessels sailing the four oceans and the seven seas—and the Hudson Bay. Making a late season run out of Hudson Bay a few years ago the ice pack caught his vessel, the Bay Eskimo, and onto the bergs went the skipper Lloyd and his crew and passengers (including two women) while the Bay Eskimo was crushed to pieces and went to the bottom. The luckiest break in the world for those 52 survivors was after a cold night on the ice, their rescue early next morning by another vessel coming that route.

IF HE HAD BEEN an American skipper he would probably asked us to have a "shot" and that would not have been news. But when he used the English phrase "Have a spot!" I saw what looked like a black faced news feature for the daily press. Probably you saw the story in last Saturday's New and Observer. The skipper, his vessel and the port made front page on the same day in the Greensboro Daily, but it was a different story—it was one of those kind of stories which make the operators of river ports scratch their heads and wonder what will be what in ten more years in North Carolina insofar as ports are concerned.

THAT SPOT WAS a brand of American made spirits which anyone can buy from the ABC shelves of the county stores "I am sorry I cannot offer you a drink of Scotch, but the Customs officials sealed it up when we came into port," apologized Capt. Lloyd as he showed us the Locker which will not be unsealed until the foreign vessel is beyond the three mile limit, on her way to the 'land of the Sun.' Of course the skipper had been permitted to remove as many bottles as he thought he would desire while in port, but guests of a skipper has many toasts to drink to. One can drink to the King, and immediately another toast has to be drunk to the President. And then there is one to the ship, and one to the flag and one to the port and one to a bon voyage and so on—that is the reason the skippers of foreign vessels when they come to a port, might run low on what the Britishers call "spots."

THE WAZIRISTAN is named for a providence in north India. She is owned by the Hindustan Steam Shipping line, but is operated by Commo Brothers Ltd. of Liverpool. Originally she was in the British Colony trade of the East, but for several years now she has been plying the North Atlantic, having transported many cargoes of grain, coal nitrate etc., from Canada to the British Isles. Her last voyage before she took on 2,500 tons of scrap in New York, sailed to Norfolk and refueled, and then came to Morehead City to complete her cargo of scrap (some 7,500 tons all told) was the run from River Plata in S. A. to New York with maize.

CAPT. LLOYD took Bob and myself up on the bridge and explained about the chronometers, the sextants and the various courses on the chart. He 'shot the sun' for us with the sextant—and then came the representative from the wholesale grocers so we made our departure. That night

the skipper and some of his crew came over to The Beaufort Theater (all of them had invitations) and were guests of Manager Bob Lang. Sailors aboard the Waziristan are paid nine pounds per month. In American cash that equals \$45. The firemen receive nine pounds and ten shillings. A member of the crew signs the ship's articles for a period of three years. Seldom does a British or "jump ship" when in some foreign port, if his vessel flies the English ensign. Other nationalities aboard a British ship are more likely to abandon the vessel while in a foreign port and before expiration of the articles. Most of the crew of the S. S. Waziristan were English. There was a Greek sailor and one Jap aboard, and I believe a Swede or two.

CAPT. LLOYD's family live near Liverpool. He likes to talk about Mrs. Lloyd and their 20-year old son who is not following in his father's footsteps. He likes to show you photographs of the various ports he has visited. What appealed to me mostly, aboard the vessel, was the chart room and navigation instruments. If Capt. Lloyd had said, "Mr. Brown

choose what you wish aboard this vessel, and you may have it with my compliments." I would have looked towards that beautiful Custom sealed locker and thought about its contents—and then gone into his sleeping quarters and chosen the Eider-down coverlet. Eider-down coverlets are as light as the feathers of which they are stuffed—but warmer than a half dozen blankets when you slide beneath one on a cold winter night.

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