

# WINCHELL

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When I read that the authorities say "no sabotage," as in that huge Jersey fire, I wonder—do the enforcement agents know that in Yorkville they brag: "That was our answer to the closing of Camp Nordland" . . . If the fire is due to negligence, the insurance companies do not have to pay off. But if it is sabotage, they have to pay immediately. . . Mr. G-Man Hoover told me that the stories about the fire were inaccurate at first. That instead of the damage being 25 millions, it was only two . . . That there wasn't a thing there of a defense nature—or for Britain—and that no sabotage had been detected . . . In short, columnists are not alone when it comes to getting wrong steers—even newspaper editors fall hard for them now and then—like we ordinary people . . . I know, I know. I'm not a journalist . . . I'm merely a journalist. Tch, tch, tch.

The story of the week most unlikely to be confirmed: Japanese propagandists in the U. S. have just released the following flash: That "the Chinese invaded California in 500 A. D." . . . Something to worry about, huh? . . . It must be wonderful to be an out-of-towner and visit the Big Street for the first time and see those lights . . . It seems wonderful to me, who has lived among them so long—and I get a belt, too, out of watching watchers watch them.

I see news here and there and hear it, too, that Washington, D. C., is getting so crowded with people that it has become the nation's boom town. And that Broadway showmen and others are seriously thinking of opening night clubs there to cash in quickly . . . But they would be the suckers if they did . . . Apparently they do not know that Washington is still an early town, and that on Saturday night the bars must close by midnight . . . It is not a place where they stay up late—since nearly all of them must be up early with the other worms . . . The numerous parties given by the elite and officials there—almost nightly—consume all the best customers, anyway—and that's on-the-cuff.

### Notes of an Innocent Bystander

**Broadway Alien:** The orchids go to the editorialist on the N. Y. Times for this: "The Dionne quintuplets are seven years old. In many respects it is a woman's most delightful age. At seven she sits on a man's knee without hesitation, affected or genuine, and without putting the knee to sleep. Unlike the older women of the household, she enjoys listening to him. In fact, she encourages him to talk, and she believes any story he tells her. Her curiosity over what became of his loss is unquestionably sincere. While unduly interested, perhaps, in the state of his exchequer and never too proud to accept pecuniary aid, she is no gold-digger whose gratitude is measured by the amount of the contribution. For as little as two copper cents she will bear-hug his spectacles all out of shape, and he feels sure she means it."

**Manhattan Murals:** The subway singers who have switched from torch tunes to patriotic themes . . . The sign in the druggist's: "Do you have tattle-tale gray matter?" . . . The Greenwich Village gin-mill which conspicuously features a sign advertising the poor quality of its coffee . . . The 8th Avenue barber shop's sign: "Satisfied Haircuts or Your Hair refunded!" . . . The 42nd Street hawkker selling "glamour ties"—plain cravats with noisy stripes.

### MORE ABOUT AIRWING SITE

(Continued from page 1)

Railroad, called "The Old Mullet Line", now under lease to H. P. Edwards and associates, but a property which is state-owned, or whose controlling stock is the property of the State of North Carolina.

In an analysis of the Cherry Point site as compared to Wilkerson's Point Carteret citizens will give you many self evident advantages favoring the south side site on the Neuse.

First and very important for U. S. Marines who are a military division of the government who are here today and remote island possession protecting the interests of the Nation tomorrow, is that Cherry Point site offers quick access to a port of embarkation. The Marines are soldiers of the sea and operate in connection with the fleet. It is therefore important that they have quick and easy access to deep water terminals. The distance from Cherry Point to Morehead City is only 18 miles by highway or by rail, whereas the distance from Wilkerson's Point to the nearest port would be 60 miles or more and to travel this route under existing routes would be necessary to cross two long bridges which could be destroyed by bombs in the event of war.

The Marine Base in Onslow

## ALL THIS AND COTTON, TOO



This North Carolina farm woman inspects the many cotton articles which will be available under the AAA surplus cotton stamp plan to cotton farmers in stores throughout the state this year. Farmers who curtail cotton acreage will be paid at the rate of 10 cents a pound, on the basis of normal yield, with stamps good for purchases of any and all new cotton goods made in this country. The farmer eats his own wheat on the farm, now he may wear his own cotton, and that without cost to him. More than 70,000 North Carolina cotton farmers will receive \$2,000,000 in stamps and there will be sheets and shirts, socks and skirts, towels and trousers, handkerchiefs and handi-cloths a-plenty for the farm family. Cotton prices already have felt the stimulus of the reduced acreage and price experts predict markets will hold strong throughout the year.

County and the Air Wing are related projects and will be in all probabilities tied together by wide military highways for quick interchange of men and materials. In mileage the Cherry Point location would be ideal as the distance (if this site is selected) between the two bases would be only 30 miles as compared to more than 70 miles by way of a circuitous route across two vulnerable bridges from the Onslow base to Wilkerson Point.

It is understood that the Navy Personnel, who have just finished a survey of 8,000 acres in the Cherry Point sector have surveyed abundant level land suitable for an air field, land which is well drained and averages about 25 feet above sea level, which is said to be considerable higher than the vast rolling and productive farm lands on the Wilkerson Point side of the river.

Slocum Creek and Hancock Creek flank both sides of Cherry Point. These creeks could easily and without great expense be made into safe harbors for mooring the modern seaplanes of the U. S. Marine fleet. These harbors provided by the two creeks would present a safe contrast for anchorage of planes as compared to the open river on the north side where no such natural harbors are available.

What should provide a bright future for North Carolina's "Old Mullet Line" is the fact that this railroad would be used extensively in the transportation of supplies and materials for the Cherry Point site (if selected). Original surveys show that should the Wilkerson Point site become the Air Wing it would be necessary to build a railroad from Grantsboro for a distance of at least 12 miles. The spur track which would serve the Cherry Point site (if selected), would be three or four miles only and would connect with the state-controlled Atlantic and East Carolina in the vicinity of Havelock. observers here believe that the question of a railroad is an important factor in favor of Cherry Point as it would save a large investment in railroad construction which would be paid for by the U. S. Government under agreement with the railroads.

It is proposed to have from 200 to 300 planes at the Marine Air Base, and in event of war it would likely be necessary frequently to load these planes on airplane carriers for transporting by ship to points of attack. Cherry Point location is ideal for quick and easy transportation of those planes to Morehead City for loading on ships, a facility which would not be available at Wilkerson Point.

Already it is proposed to locate a large power plant in the Havelock section for supplying power to the Air Base, the Naval operations at Morehead City and in the vicinity of Jacksonville. There is only a short gap between existing power lines serving this area, lines extending from New Bern to Havelock, from Tide Water to a point already west of Newport and into the Cherry Point sector by the Carteret-Craven Electric Membership (REA) Cooperative lines now under construction.

While the Wilkerson Point is thickly settled with farmers who have vast acreage devoted to growing food stuffs which would probably be taken in the Air Wing area, should it be decided to construct the base on the north side of the river, the land in the Cherry Point

section is sparsely settled, there are few farms and the land for the most part is already owned by the United States Government, or can be purchased upon appraisal at a much lower cost than the developed farmlands at Wilkerson Point area.

It is believed that the military road system proposed (and now under construction in some areas) to tie up the Navy's operations at Jacksonville, Piney Green, Morehead City and Cherry Point would be a considerable smaller investment than would be necessary for the Wilkerson Point site.

From a social standpoint, Cherry Point is nearer Atlantic Beach on the east and New Bern on the west.

The location at Cherry Point for the Air Wing would stimulate the development of the port of Morehead City where the government has invested a couple of million dollars already—and it would also greatly benefit the State owned railroad which has never had what one would call a very successful career.

In spite of the foregoing, Carteret Coast citizens believe that the Navy Personnel know best where to build their Air Wing. If they decide to come to Cherry Point, some 12 or 15 miles from the historic port of Beaufort, via N. C. Route 101, the coast will have a warm and appreciative welcome for the project and its personnel. If the Air Wing goes to Wilkerson Point, Carteret Coast Citizens will be sure that the latter site was selected for the best interests of the vast defense system now under construction—although it will be hard for them to understand even then why Cherry Point was not selected.

### Amberjack Biting Off Frying Pan

Southport, N. C.—Three amberjack, the largest weighing 27 pounds, were taken by a Durham, N. C., party fishing off Frying Pan shoals with Captain Victor Lance last week. The 27-pounder was caught by Miss Lucille Crouch. Others in the Durham party were Mr. and Mrs. R. L. Sparrow, Mr. and Mrs. Paul Edwards, George Addison and Harold Bright.

Six barracuda, the largest a 34-pounder, were the reward of A. W. Colwell of Clinton and party on their second expedition during the week to the shoals with Captain Watts.

### Leads

The native American black walnut, prized for the firm furniture its wood makes, continues to yield the highest priced timber in the United States, reports the U. S. Department of Agriculture.

### Cotton

It is now estimated that the world cotton crop for the 1940-41 season will be approximately 29,700,000 bales produced on 75,500,000 acres.

The U. S. Department of Agriculture now recommends a spray containing only half as much tatar emetic and one-fourth as much grown sugar as previously recommended for thrips injury to gladiolus blooms.

## GASLESS SUNDAYS

### May Prove LIFE SAVERS Says Hocutt

Raleigh.—"It's an ill wind that blows nobody good", Ronald Hocutt, director of the Highway Safety Division, said in commenting on the prospect of "Gasless Sundays", which he said would probably cut North Carolina's traffic fatality toll by as much as 20 per cent.

"While I am not prepared, on the basis of information I now have, either to advocate or condemn "gasless Sundays", it is interesting to speculate as to the probable effect such a restriction might have on our traffic accident toll," Hocutt said.

"Our records show that 109 of the 449 persons killed in traffic accidents in North Carolina the first five months of this year were killed in Sunday accidents. In other words, one out of every four traffic fatalities in this state occur on the Sabbath. Thus, if our motorists were compelled to keep their cars at home on "gasless Sundays", we might reasonably expect a substantial reduction in traffic deaths as a result."

The safety director said the Sunday traffic toll this year totaled 15 in January, 20 in February, 30 in March, 15 in April and 29 in May. The heaviest toll for any one day this year was on Sunday, March 16, when 11 persons were killed in traffic accidents in the state. Saturdays were even more dangerous than Sundays, the five months toll for Saturdays being 110 lives. Thus, 229 of the 449 persons killed the first five months of this year were killed on Saturdays and Sundays. This was 51 per cent of the total.

"Think of it, we could cut our traffic accident toll in half by having gasless week-ends", Hocutt declared. "Of course, I am not sure that such action will ever be taken or need to be taken in this country. Seriously, though, a substantial reduction in traffic fatalities could be effected without this prohibitive action. If our motorists were willing, they could have their cake and eat it, too. That is to say, they could continue to ride and still not kill or be killed. All it takes is the use of a little courtesy, a little caution and a little commonsense in driving."

### Interest In Sheep Is High In State

A demand, far exceeding the supply, for commercial ewes and registered rams is indicative of a very definite increase in the interest in sheep throughout North Carolina, reports L. I. Case, Extension animal husbandman of N. C. State College. Response to the interest, in the form of importations of Western ewes and rams, has been suggested to county farm agents by the Extension specialist.

Case said that Kentucky, one of the major lamb-producing States, is now buying about 80 per cent of her ewe stock. Tennessee and Virginia are also increasing purchases of breeding sheep.

County agents are compiling lists of farmers who are interested in buying Western ewes, and registered rams from either Western North Carolina or neighboring States. "We think we can buy Western ewes for around \$10.50 for yearlings and \$6.50 for lambs, delivered," Case said.

The ewes are mainly coming into the Southeast from the Northwest, and are Hampshire-Rambouillet cross-breeds. They will weigh about 75 pounds at the unloading point. They are plain in appearance but will develop nicely under good care and will shear about 8 pounds of high quality wool. They are practically parasite free. When they are bred as yearlings they will usually bring from 90 to 100 per cent lamb crops. After the first year the ewes bought by Kentucky sheep men have averaged about 130 per cent lamb crops.

Case also reported to county agents the sources of registered rams available at this time. He suggested that farmers interested in increasing or entering the sheep-raising business should contact their farm agent immediately. Several Eastern North Carolina bankers have shown interest in financing the importations of Western ewes.

### Rise

Business men expect the general run of manufactured grocery products to begin reflecting the higher raw materials and labor costs in early fall when this year's crops have been processed and moved.

Cash income from American farm marketing and Government payments in April amounted to \$709,000,000, as compared with \$627,000,000 in the same month a year ago.

## Young People's Union Hold Annual Banquet

The Carteret County Young People's Union held their annual banquet at Beaufort in the American Legion Hut on Tuesday night of last week.

The welcome was given by Miss Virginia Stanton of Beaufort, and response was returned by the Union President, Jerry Willis of Camp Glenn.

The new officers were installed by Rev. M. O. Stevenson of Franklin Memorial Church, Morehead City. The officers are as follows:

- President — Elizabeth Harrell, Morehead City.
- Vice-Pres.—Leon Mann, Newport.
- Secretary — Katherine Edwards, Newport.
- Treasurer — Betsy Stallings, Morehead City.
- Publicity Chairman — Daphne Willis, Morehead City.

After the installation service, Rev. Stevenson gave a talk on "Enthusiasm in the Church" which was very interesting and inspirational.

Then Miss Stanton led the group in the singing of several old songs. Miss Ruth Royal, Morehead City, gave a summary of the Louisville Conference and urged each church to send at least one delegate to the conference this year.

The ladies of the Beaufort Methodist church served a delicious supper which all enjoyed to the fullest.

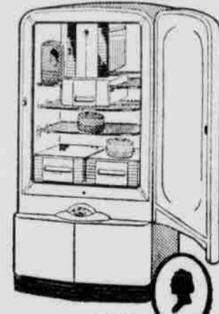
## Here are those COLORFUL new 1941 WESTINGHOUSE REFRIGERATORS

that everybody's been talking about!



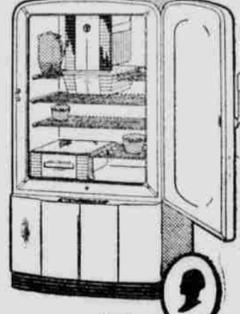
THE Martha Washington

Colonial charm of crystal and color! HI-FLEX GLASS shelves; new SUPER FREEZER with ZEROSEAL frozen food compartment; new MEAT-KEEPER with UTILITRAY top; new full-width HUMIDRAWER; new illuminated TRUE-TEMP Control Dial; new AEROSPRING Self-Closing Door.



THE Dolly Madison

Richly blended buff and brown interior; new SUPER FREEZER with ZEROSEAL frozen food compartment; new drawer-type, "plastic front" MEAT-KEEPER; Twin glass-topped CRISPERS; matching HALL CHINA dishes and water server; new De Luxe TRUE-TEMP Control Dial.



THE Baby Ross

Gay "Colonial Blue" interior trim with matching water server and two ovenware dishes; big SUPER FREEZER with extra space for frozen food; drawer-type MEAT-STORAGE; glass-topped CRISPER; CHROME-PLATED shelves with "Lift-Out" section; new TRIPLOK trigger-type Door Latch.

COME IN!  
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5 kinds of cold for your 5 kinds of food  
... made possible by EXCLUSIVE  
TRUE-TEMP CONTROL!

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THE Leisure Line OF ELECTRIC HOME APPLIANCES

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**8x10 Velvo-Tone Portrait**  
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of These Beautiful Portraits, Including Frame, At This  
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