



Allies Resume Their March On The Road To Italian Capital

Speculation Rife Over Possible Declaration of Historic Importance

Stalled by rain, snow and mud and strong enemy resistance, the Allies are now believed to have renewed their drive against the strong German winter line in Italy and are apparently on the march to Rome with the possibility that the goal will be reached before Christmas. However, there may be other reasons for the lull in Italy, but they will be clarified hardly before developments on other fronts are announced, it is believed.

Using about the same tactics followed in the desert fighting, General Montgomery's Eighth Army is believed to have made ready for another meaningful drive after establishing a firm bridgehead across the Sangro River. The British are making the main winter line untenable for the Germans and something is obliged to crack there ere long.

Late reports state that Montgomery's men after a 36-hour concentrated attack, cracked the German Winter Line and advanced four miles on a 12-mile wide front. On the other end of the line, American forces are carrying on and are said to have advanced another mile.

During the meantime, the Russians are continuing their drive in the southern sector of the Eastern Front with the important enemy bases of Zhitobin and Nikopol as their next and immediate goals.

The Soviet operational and supplementary communiques broadcast by the Moscow radio told of Russian triumphs on six fronts where more than 66 towns and villages were liberated from the invader, and the stemming of massive German infantry and tank assaults in the Kiev bulge where the Nazis have been trying to break the Russian lines for more than two weeks.

The day's most important gains were made at the northern end of the front where Gen. Konstantin K. Rokossovsky's men, pursuing an estimated 250,000 Germans through the southern White Russian escape corridor, registered gains of one to two miles in their drive toward Zhitobin, junction point of the Gomel-Minsk and Odessa-Leningrad railroad on the west bank of the Dnieper.

The ineffectiveness of German counterattacks in the Kiev sector is almost certain to have a marked bearing on the war.

Berlin has not been bombed this week, but air attacks on the Continent are being continued. The German (Continued on page six)

Mrs. Betty Modlin Killed in Highway Accident Saturday

Native of County Was One of Two To Lose Lives Near Plymouth

Mrs. Betty Modlin, native of this county, was fatally injured, Robert Bradley, Jr., of Whitakers, was burned to death and several other persons were hurt, one critically in a truck accident one mile out of Plymouth on the Washington Highway last Saturday afternoon shortly after 3 o'clock. William Douglas Modlin, nine-months-old son of Mr. and Mrs. Andrew Modlin, received a fractured skull, late reports from a Washington hospital where he was carried for treatment, stating that his condition was critical. Mrs. Andrew Modlin also received a head injury and was painfully cut and bruised. Mr. Modlin, driver of the car in which the family was riding along the highway, and his three-year-old daughter were not hurt. Her skull fractured, Mrs. Modlin died while being carried to a hospital.

Bradley, driving a large gasoline transport truck owned by Taylor and Broadhouse, of Broadhouse, struck the car and continued down the highway possibly 150 yards before the vehicle turned over and exploded. His clothing burning, the 35-year-old driver was seen to stagger across the road and fall in a cornfield. He was soon enveloped in flame and smoke from the burning tanker and his charred body was not found until the fire had subsided possibly forty-five minutes later.

The car was demolished and the mule was so badly crippled he had to be shot.

Mrs. Betty Modlin, the daughter of the late Sam and Fannie Perry Modlin was born in Martin County on August 20, 1890. She was married to Mr. Clayton Modlin thirty-three years ago, living in the Jamestown section for many years. About three years ago they moved to Washington County where they continued to live on a farm and where Mr. Modlin died on the 10th of last September. She was a devoted member of the Cedar Branch Baptist Church for a long period and was held in high esteem (Continued on page six)

Home Guards "Take" Town In "Surprise Attack" Sunday

In an unannounced and surprise attack, Eastern North Carolina Home Guards out of El-Labell City, Edenton, Washington, Greenville and New Bern "captured" Williamston early last Sunday morning. No shots were fired and there were no casualties, the home protectors going through their surprise maneuvers after a precision fashion, and well proving that they are ready to meet most any emergency on the home front.

Commanded by Major Wm. Blount of Washington, the home guardsmen covered the town effectively long before the Sunday school hour and many residents arising for the day rubbed their eyes more than once when they saw uniformed and armed men executing their details. The movements were radio controlled and when repeated orders were heard in various other sections, calls started coming in, the questioners anxious to know just what was the matter in or around Williamston. It sounded as if the real McCoy was in action, but fears were allayed by brief explanations.

More than one troubled citizen of the fairer sex called to ask if war prisoners stationed in a nearby town had broken out and were hiding under houses here. After a few good women and a few men, too, had had an explanation, the whole town knew in short order that the Home Guards were on maneuvers, creating and solving various problems. After completing their maneuvers, the approximately 250 men formed lines in front of the courthouse and marched to the high school where they discussed the problems of the day and had dinner before returning to their home early in the afternoon. They stand ready for call at any time.

EIGHT OUT OF 150

Eight out of about 150 farm draft registrars were ruled non-essential here last night when the War Board met and reviewed 1943 production records. The names of the non-essential could not be learned immediately, but it was learned that three of the eight were white men, that all the cases reviewed at the first meeting were centered in Bear Grass Township. It was also learned that the action was based strictly on production records.

Next Monday night the War Board will meet again to review more production records, possibly those of farm registrars holding "C" classifications in Cross Roads Township.

Gives Facts About Use of Gasoline in Waging World War

Summary of Reports Prepared by Office of War Information

American motorists have mumbled and grumbled, lied and cheated about gasoline rationing, knowing little about the necessity for cutting down or out the pleasure trip and unnecessary driving. Few facts could be revealed, but now a comprehensive report prepared by the Office of War Information and giving a few facts, is being released by the Office of Price Administration.

The first installment follows:

Gasoline At War
America's gasoline is fighting on more than thirty battle fronts. Planes, tanks, ships, jeeps and war industries now use tremendous amount of gasoline once available for automobiles.

American car owners have cut their driving 39 per cent since 1941. They are entitled to as many facts as can be revealed about why these adjustments are necessary.

Essential safeguards for military security have made it impossible to reveal all of the facts. However, some can now be revealed. Their disclosure adds much to public understanding.

Our gasoline supply problem is growing more critical. To provide the widespread understanding necessary for wise individual action, the Office of Price Administration has condensed the following facts from official reports of the Office of War Information and the Petroleum Administration for War.

Civilian Gasoline Supply
Our civilian gasoline supply is about 500,000 barrels a day less than in 1941. There are three reasons:

1. Growing military efforts are requiring more gasoline and more fuel oil.
2. Petroleum production is dropping.
3. Transportation facilities are limited. Ocean tankers, pipelines and tank cars are heavily loaded with aviation gasoline and fuel oil for ships, foreign battle fronts, war industries, and homes.

Growth in Gasoline Requirements of Armed Forces

In 1942 only 12.5 per cent of all the gasoline produced in the East, Midwest and Southeast went to our armed forces and allies. By the end of 1943, 30.6 per cent of this supply will go into the war effort. It is estimated that this figure will rise to 36.6 per cent in 1944 and to 39.6 per cent in 1945.

It is impossible to estimate the exact military gasoline needs for any month. This much is certain: war demands will swell with every shipment of planes, tanks, jeeps and trucks sent abroad for active duty. Invasions cost. They cost blood and gasoline.

How the Armed Forces Use Gasoline

The transportation and fighting equipment of our armed forces has been planned around the use of one fuel—gasoline. This simplifies supply problems and assures effective operations.

(To Be Continued in Next Issue)

Few Cases Handled In Superior Court So Far This Week

Father Denied Custody of His Small Son at Hearing Before Judge Bone

Opening the second of a two weeks term here yesterday, the Martin County Superior Court so far has cleared very few cases from its calendar. However, the court machinery has been in motion during long hours yesterday and today and it is possible the docket will be cleared late today or by tomorrow, at least.

Even though the nature of the cases is not very important as far as issues and damages are concerned, the court is attracting unusually large crowds, quite a few attending today to hear a case involving eleven shooks.

Most of Monday was spent hearing the \$538.49 damage suit brought by Roberson's Slaughter House against W. O. Abbott. The plaintiff contended that due to the negligence of the defendant's agent, 28 of its hogs died while being hauled to Richmond. The jury ruled the plaintiff was not damaged by negligence of the defendant, and the claim was denied.

A divorce, based on two years of separation, was granted Hallis Peel, colored, in his case against Mamie Peel.

In the case of Realty Associates, Inc., against L. B. Culpepper, the court allowed the complaint to be amended to include W. L. Totten as assignee of plaintiff. The case involves an endorsement by the defendant to a \$1,950 note.

Going into court, Jos. M. Harrell, of Norfolk, asked the custody of his five-year-old son. The court ruled in favor of the mother, Mrs. Ruby VanLandingham Harrell, but suggested that the father be allowed to see his son at the home of the child's grandparents during two weeks each summer.

The case brought by R. S. Critcher to recover \$50.55 from an insurance company as a result of a truck accident, reached the jury just before noon today. Deliberating only a few minutes, the jury returned a judgment favoring the defendant.

A new jury was called and the court called the case brought by Shelton Ores for a divorce from Esther Ores. The action was based on two years' separation, but there was a matter of support for the plaintiff's child. The father is in the service and could not be present for the trial. The divorce was granted, but the court left the child in the custody of its mother. The question of support was not settled immediately.

The court announced shortly before noon that it would hear the \$1,500 damage suit brought by Anthony Moses against R. S. Holloman, the (Continued on page six)

Williamston Native Dies In Smithfield

Mrs. Lena Tucker Gordy, native of Williamston, and member of one of the town's oldest families, died in a Smithfield hospital Sunday afternoon at 2 o'clock. She suffered a stroke of paralysis last July and her condition had been critical for some time.

A daughter of the late John H. and Elizabeth Johnson Tucker, Mrs. Gordy was born in Williamston 70 years ago. About forty years ago she was married to E. M. Gordy and made their home here while he managed the old Atlantic Hotel and operated the town opera house. The family moved to Hertford but later relocated in Williamston for a few years before going to Selma about 1922.

Besides her husband she leaves a daughter, Mrs. Hunter Price, a grandson, and a great-grandchild; two brothers, John H. Tucker, of Moyock, and J. S. Tucker, of Washington City, and two sisters, Mrs. J. A. Turner, of Norfolk, and Mrs. Mamie Brock, of Sanatorium.

Funeral services are being conducted in the Selma Methodist Church this afternoon and interment will follow in the cemetery there.

TOWN - FARM IN WARTIME

(A weekly news digest from the rural press section of the OWI news bureau)

Gasoline—In 17 east coast states A-8 coupons are good through February 8. In states outside the east coast area A-9 coupons are good through January 21.

Fuel Oil—Period 1 coupons are good through January 3. Period 2 coupons became good November 30.

Sugar—Stamp No. 29 in Book Four is good for 5 pounds through January 15, 1944.

Shoes—Stamp No. 18 in Book One, good for 1 pair. Stamp No. 1 on the "airplane" sheet in Book Three, good for 1 pair.

Meats, Fats—Brown stamps G, H, J and K, good through December 4. Brown stamps L and M, good through January 1, 1944. Brown stamp N becomes good December 5 and remains good through January 1, 1944.

Processed Foods—Green stamps A, B and C in Book Four, good through December 20. Green stamps D, E and F in Book Four become good December 1 and remain good through January 20.

Civilians To Get Canned Foods
Increased supplies of canned pineapple, canned grapefruit juice, asparagus, corn, pumpkin, spinach, tomatoes, beans and figs will reach retail markets within a few weeks, the War Food Administration said recently. They are supplies owned and held by canners, but set aside for government purchase, which have been released to civilians.

More Farm Machinery in '44
An improved outlook for new farm machinery in 1944 is foreseen by the War Food Administration. Raw materials authorized by WPB to make planting, tillage, and harvesting equipment during the year provide for about twice the quantity produced in 1943, or almost 80 per cent of the production in 1940—a year in which manufacture was relatively large. The manufacture of repair parts will be unrestricted.

Must Collect Points for Pork
Although WFA has temporarily lifted all its restrictions on the amount of pork a farmer may deliver to persons living off his farm, he must continue to collect ration points for all rationed meats, OPA said recently. If pork is transferred point-free, it means that a great deal of this food will find its way into the black market and will be unavailable to legitimate consumers.

Reduce Bean Prices
Reductions up to two cents a pound in wholesale and retail prices for dry edible beans will result from recent OPA action reducing the price spread between country shipper and wholesaler. Country shipping point prices remain unchanged.

Supply Of Autos About Exhausted

Holders of certificates for the purchase of new automobiles are now fairly well convinced that they are little better off now than they were before the county War Price and Ration Board approved their applications. According to reliable reports, the supply of automobiles in the lower-price field is about exhausted. Several certificate holders, as a result, are said to have allowed their certificates to lapse because they could not find the type of cars suited for their operations. If there are any low-price cars in storage anywhere, recognized dealers do not and cannot learn where they are.

A certificate for the purchase of a new car was issued to the W. I. Skinner Company last Friday night.

Certificates were issued just previously to Ernest Edmondson, Hassell, and C. L. Green, Robersonville. Applications filed for cars by N. C. Everett, E. G. Anderson, Henry A. Johnson, Jr., and L. M. Purvis, all of Robersonville, and Bernard Harrison, Williamston, were rejected for one reason or another, it was learned.

During the meantime there is a marked turn to the used-car field, and prices there are really soaring, according to unofficial reports coming from late purchasers. Models, two and even three or four years old, are said to be selling far in excess of the original purchase price, and some are buying their first cars under those conditions. One unofficial estimate places the number of used cars bought in this county in recent weeks between two and three hundred.

The December allotment for this county is three new cars.

ROUND-UP

If youth took a part in the crime march in this county last week-end their activity is not reflected in the jail records, but the old boys, their ages ranging from 45 to 55 years, carried on. Only three of them were arrested and jailed, two for being publicly drunk and one for investigation. The native of the charge pending against the man could not be learned. Two of the three men were white.

Peanut Market Is Believed To Have Passed Its Climax Here

After moving at maximum speed for a month or six weeks, peanut marketing is expected to slacken here within the next few days. However, marketing yesterday and today taxed the market almost to its capacity, long lines of trucks forming around the plant and receiving warehouses with their drivers waiting patiently for their turn. There have been few days in recent weeks when less than 5,000 bags of the goobers were received at this point, and possibly the record for any day stands right at a point between 9,000 and 10,000 bags.

According to unofficial but fairly reliable estimates there are possibly more than 300,000 bags of peanuts in storage here at the present time. The large plant of the Williamston Peanut Company is filled to the ceiling with barely enough room left for the workers to get to their positions. The company's several storage houses around the factory are bulging, and the company has filled the Planters and Farmers Warehouses to capacity and thousands of bags have been and are being stored by the company in the New Carolina Warehouse at the present time. Contracts for other storage space are pending, and it is certain the firm will be able to continue on the market without interruption until the last bag of peanuts is sold in this section.

Independents and old-line companies are storing a few peanuts here, and the market is strong. According to one report, it is a sorry peanut that will not bring \$7.60 per 100 pounds.

Tire Allotment For December Increased Slightly In County

Seventy-one Tires Rationed By Board In This County Last Friday

Martin County's automobile and truck tire allotment for December is a bit larger than was the quota assigned for November, an increase of one having been allowed in the number of Grade I tires for cars and pick-up trucks, the allotment for December being 88 tires. The number of third grade tires was jumped from 116 to 172, and the truck tire allotment remains constant at 46.

The Martin County War Price and Rationing Board last Friday night exhausted its allotment for November when it issued 22 grade one tires, ten truck tires and 39 grade three's.

Truck tires and tubes were issued to the following:

E. E. Brown, Jamesville, two tires and two tubes.
Farmville-Woodward Lumber Co., Williamston, six tubes.

Geo. Moore, Williamston, one tire and one tube.

E. M. Bland, Jamesville, two tires and one tube.

Rosa Lee Andrews, Parmele, one tire and one tube.

Roosevelt Crandall, Robersonville, two tires and one tube.

Lester House, Robersonville, two tires and two tubes.

A certificate for recapping three truck tires was issued to B. B. Biggs, Everett.

Grade III tires and tubes were allotted to the following:

W. W. Hinson, Bethel RFD 1, one tire.

Lester Best, Hassell, one tire.

Willie H. Roberson, RFD 1, Robersonville, three tires.

Ed Warren, Oak City, two tires.

Noah Brown, Robersonville, one tire and one tube.

Sarah Bolden, RFD 1, Oak City, one tire and one tube.

Jesse B. Dail, Hassell, two tires and one tube.

Davis Purvis, RFD 1, Bethel, two tires and two tubes.

Isaac Purvis, Hamilton, one tire and one tube.

Leggett Roebuck, RFD 1, Robersonville, one tire and one tube.

Mrs. Annie G. Cherry, RFD 3, Williamston, one tire and one tube.

John A. Manning, Williamston, one tire and one tube.

H. B. Ward, RFD 3, Williamston, two tires and one tube.

Clem Carr, Robersonville, two tires and one tube.

Henry Gardner, RFD 2, Williamston, two tires and one tube.

T. F. Respass, Hamilton, one tire.

W. H. White, RFD 2, Williamston, one tire.

Ben Biggs, Williamston, one tire.

J. C. Keel, Robersonville, three tires.

Thurston Wynne, Williamston, one (Continued on page six)

Navy Recruiter Will Be Here This Week

Navy Recruiter D. R. Taylor, of the New Bern Navy Recruiting Station, will be located at the Post Office building in Williamston on Wednesday and Thursday, December 1-2, to accept applications for the Waves, V-5 (Naval Aviation), SRU, and general service in the Navy open to 17 year old young men.

Recruiter Taylor has listed briefly the following information:

General service, Regular Navy or Naval Reserve, open to 17 year olds with consent of parents.

Waves: age 20 to 36, with at least two years' high school.

SRU's, the Navy's Ship Repair Units, now open to men in the draft ages and up to 50 1-2. Men in 18 to 39 age group are placed in the SRU with ratings of petty officers through a special voluntary plan worked out with the Selective Service.

Naval Aviation, the V-5 program, has been reopened to men 17 and 18 years of age. Seniors now in school may enlist in V-5 and remain in school until graduation, it was pointed out.

Series Of Highway Accidents In This Area Last Weekend

Bus Runs Wild on the Main Street; Several Are Hurt in Earlier Wreck Near Here

At least four persons were injured, some badly, and property losses soared in a series of highway and street accidents in and around Williamston over the week-end. While the wrecking and maiming business was underway in this area, at least four other persons, two in Bertie and two in Washington County, lost their lives in highway accidents.

The first in the series of accidents recorded during the week-end by members of the highway patrol and local police force took place early last Saturday morning about six o'clock on Highway No. 64 a short distance west of the radio station. Driving east on the highway, W. B. Rouse, of Ayden, ran into a dense smoke on the highway and was blinded. Forced to stop, he had been there hardly a minute before C. F. Little, of Greenville, driving a 1941 Ford coach, plowed into the Little car, knocking it off the highway. Before a warning could be given, V. A. Powell, of Greenville, came along and plowed into the wrecked Little car, knocking it almost off the highway.

One of the wreck victims ran out of the smoke fog and waved down a big Navy bus just in time to avoid another crash. Flares were placed and traffic was virtually halted for a while.

Four persons were injured at the spot. C. L. Whitfield of Winterville, was painfully bruised. J. L. Harris suffered a crushed cheek and a broken nose. His chin was badly cut and he almost lost his teeth. A. G. McLawhorn, of Greenville, had four ribs broken, and a fourth victim whose name could not be learned immediately suffered a broken ankle. Several of the injured were given first-aid treatment and later removed to a Greenville hospital or to their homes in Pitt County. All of the men were employed at the Edenton base and were on their way to work when the double accident took place.

A large passenger bus, driven by R. P. Spruill, of Roper, and traveling west on Main Street, went out of control in front of the police station about 6:40 Saturday evening and battered three cars before it came to a stop. No one was injured, but one or two of the car drivers suffered slightly from shock and were soon dismissed after undergoing treatment in the local hospital.

According to Investigating Officers Moore, Gurganus and Saunders, the (Continued on page six)

Robert Brown Dies Suddenly Saturday At His Home Here

Well-known Local Citizen Had Been in Declining Health For Several Months

Robert Benjamin Brown died suddenly in his sleep at his home on Hassell Street here early last Saturday morning, the apparent victim of a heart attack. He had been in declining health for a number of months, spending the last eight weeks in bed. However, his condition last Friday was thought to be much improved and he was able to be up and about the house for a short time. Just before daybreak Saturday morning, Mrs. Brown heard him snoring lightly, but a short time later when she went to his room, to start a fire she discovered he was dead.

The son of the late John Thomas and Pattie Coburn Brown, he was born near Robersonville 63 years ago last July 18. He spent his early life on the farm and married Miss Idell Manning on December 17, 1902, moving to Williamston about a year later to engage in the building business. Later he was a member of the town's police force, resigning that post to enter the mercantile business. For a number of years he was active in Woodmen and Junior Order circles, representing one of the organizations over a long period of time.

Mr. Brown was a member of the local Methodist church for many years, and was highly respected throughout this section. He was a devoted husband and a thoughtful and patient father and one who found pleasure and contentment in assisting in the duties of the home and in the company of his family.

Besides his wife he leaves three children, Robert B. Brown, Jr., of Elizabeth City; Mrs. M. W. Rhea, of Roanoke Rapids, and Miss Eleanor Brown, of Williamston. He also leaves a sister, Mrs. W. A. Ausbon, of Robersonville, and a brother, Walter Brown, of Wilson, and four grandchildren.

Funeral services were conducted Sunday afternoon at 4 o'clock from the Biggs Funeral Home on West Main Street by his pastor, Rev. B. T. Hurley. Burial was in Woodlawn Cemetery here.

(Continued on page six)