

## Eighty-Seven Tires Released By Board Here Last Thursday

### Tires To Go Off Rationing List First Of January. OPA Announces

Meeting in special session here last Thursday afternoon, the Martin County War Price and Ration Board tire panel issued certificates for the purchase of eighty-seven tires—86 for passenger cars and light pick-up trucks and one for a large truck. The lone truck tire went to Leslie W. Hardison.

Passenger car tires were issued to the following:

J. H. Edwards, E. D. Brown, C. G. Coltraine, Mayo Harrison, James Harrington, J. N. Hopkins, Leslie Lambert, W. W. Taylor, Dr. R. G. Hicks, Hugh Roberson, J. C. Williams, Dr. J. E. Ward, Kenneth H. Roberson, Mamie E. Roberson, William Little, Perlie Hardison, J. T. Heath, D. A. Ausborn, Clyde Williams, Robert Coltraine, J. D. Lilley, Jr., O. L. Whichard, Augustus Griffin, Will Parker, Randolph Goff, Cleophas Leathers, William Lawrence, J. T. Latham, Lewis Brown, Jimmie B. Bullock, Wiley Lyons, C. S. Griffin, James Arthur Perkins, Hubert Vergil Lilley, Arthur Mac Woodard, Clarence Edmondson, Tom Sessoms, Charlie Lloyd, Harry Thomas Wiggins, W. G. Perry, Magellan Diggins, Sam Stevenson, James Stator, Jesse Bell, Herbert E. Lee, Robert E. Gainer, Will R. Little, King Hyman, James M. Bland, Nellie Moore, Manson Council, H. L. Hopkins, Sylvester McNeil, Slade, Rhodes Company and Coy Griffin.

The board in this county has about caught up with the applications, it was learned, and while they did not know it, members of the Board's tire panel were in their last scheduled meeting.

The OPA has announced that tires will go off the ration list January 1, leaving nothing but sugar to be rationed, and there is no immediate hope that the sweet stuff will be declared in free trade any time soon.

Tire stocks were frozen on December 8, 1941, and rationing began January 5, 1942.

Under the program, 57,000,000 new passenger car tires—normally a 20-month replacement supply—kept almost 24,000,000 passenger cars rolling for four war years.

OPA said that holders of tire purchase certificates will have eleven days to turn in their certificates to dealers, enabling dealers to supply them before rationing ends.

No additional certificates have been issued in this county since last Thursday and no more will be issued except in emergency cases. OPA tire rationing panels are standing by, however, until January 1 to handle emergency needs of applicants who cannot wait until then for new tires.

Tire production in the current quarter reached 11,000,000 passenger tires. The Civilian Production Administration and the OPA had agreed that rationing could be lifted when it reached that level.

Several million tires will be needed for new automobiles during the coming year. Millions more must be available for replacements.

OPA will continue to restrict spare tires for new cars, as well as white wall tires and tires for export, to assure motorists the maximum number of replacements.

The OPA will continue to control prices. The production increase will make it possible for most motorists to get tires within a reasonable time, Price Administrator Chester Bowles said. The end of rationing does not mean, however, that there will be an ample supply. Bowles requested continued conservation measures.

He asked the dealers to take care of hardship cases and not to sell complete sets of tires to motorists who can get along with one or two during the next few months.

He said the decision to end rationing is in line with OPA's general policy to lift controls when the supply is sufficient to overcome general hardship.

## Holiday Proposed For New Year's Day

A general holiday is being proposed for local business on New Year's day, but no official announcement to that effect has been made. It is likely that in addition to Federal and State offices, a few business houses are planning to close.

New Year's Day has not been generally observed as a holiday here in past years.

## Record Real Estate Transfers Reported in County This Year

Real estate transfers established other transfers ran into half hundred thousand dollars, and one bushel house in Williamston was sold for \$20,000.

By actual count there were 468 land and timber deeds written in the county from last January 1 up until Wednesday of this week. Aside from the big timberland deed, the following transfers, showing the numbers and listed considerations, appear in the county records, by townships: Jamesville, 35 and \$31,837.00; Williams, 9 and \$13,015; Griffins, 19 and \$15,567; Bear Grass, 10 and \$34,140; Williamston, 183 and \$277,699; Cross Roads, 17 and \$18,401; Robersonville, 124 and \$159,462.50; Poplar Point, 3 and \$8,975.00; Hamilton, 26 and \$65,785; Goose Nest, 42 and \$81,434.

The records show that 155 lots in Williamston and 118 lots in Robersonville, Parmele and Gold Point changed ownership during the period.

### TAX COLLECTIONS

More property owners are paying taxes faster in Martin County this year than in a long, long time, according to a report released by Tax Collector M. L. Peel.

Up until last Friday, \$144,471 of the \$188,479.88 levy had been collected, the collector explaining that the payments along with discounts and relief orders had reduced the uncollected amount to \$42,565.04. On the same date last year, \$63,265.53 of the 1944 levy remained uncollected.

Those persons owning no property and owing only poll tax are in the slow group when it comes to paying taxes, it was pointed out.

## Richard D. Hodges Funeral Thursday

Richard Donald Hodges, 90, died last Wednesday morning at the home of his sister-in-law, Mrs. Mamie Leggett, RFD 3, Williamston, after three years of declining health.

Mr. Hodges, a retired farmer, was the son of the late Lewis H. Hodges and wife of Beaufort County, and had made his home with Mrs. Leggett for the past three years. He was a member of the church at Old Ford for many years.

Funeral services were conducted from the Leggett home last Thursday afternoon by Rev. Dennis Warren Davis, and interment was in the Hodges family cemetery.

Surviving are one son, A. E. Hodges of RFD 1, Washington; three daughters, Mrs. R. H. Peel, RFD 1, Williamston, Mrs. J. Walter Bailey of Everetts, and Alice Hodges of the home; one sister, Mrs. Sallie Hodges of Snow Hill; seven grandchildren, three great-grandchildren, and several nieces and nephews.

### Few Martin County Farmers Killing And Packing Meat

Hog killings in Martin County are increasing in number these days, but the main season for killing and packing meat will hardly be reached before next month.

Conflicting reports have been heard as to how much meat there is in the county for home consumption. It is certain that Martin farmers raised about the smallest number of hogs for the live markets this year than at any other time in recent years, but it is believed that farmers generally are killing and packing more meat for home use this season than they did a year ago.

## Results of Recent Hybrid Corn Tests Reviewed by Agent

### Approximately 1,000 Acres Are Planted in County Last Season

Using hybrid seed, quite a few Martin County farmers materially increased their corn yields last season, the farm agent stating that in one case where an exacting test was made the yield was almost doubled. It is conservatively estimated that Martin County farmers planted 1,000 acres to hybrid corn during the 1945 season, but accurate and complete records were kept in only a few instances. A general comparison was possibly made in every case, but only Marvin Jones of Jamesville, Minton Beach of Oak City, and Hackney High also of Oak City, completed recognized tests, it was reported by Assistant Agent C. J. Goodman recently.

Testing two varieties of the hybrid seed, the T-23 and T-15, Farmer Jones produced 75 bushels per acre with the T-23 type and 60.5 bushels per acre with the T-15. These yields compared with 60 bushels produced per acre with local or the regular type of seed. Mr. Jones planted the hybrid seed in rows 3.5 feet wide while the local type of seed were planted in 4-foot rows. He used 350 pounds of 5-7-5 fertilizer for each type and top dressed each plot with 300 pounds of nitrate of soda. There were four cultivations and the farmer devoted 18 hours to each test. Horse or tractor hours totaled fifteen making a total man and horse cost of \$17. The first type of hybrid corn was valued at 95.25 compared with \$76.85 for the T-15 and \$76.20 for the local or home type.

Using Variety T-23 and a local type of seed, Farmer Beach used 450 pounds of 4-12-4 fertilizer for each plot and 500 pounds of nitrate of soda for the hybrid variety and 300 pounds of soda for the home type. Cultivation methods and costs were similar to those made by the Jamesville farmer, but Mr. Beach produced 96 bushels with the hybrid seed and only 50 bushels with the home-grown seed. The hybrid corn was valued at \$121.92 and the home variety was worth \$63.50.

Farmer High used 400 pounds of 4-12-4, 300 pounds of 4-8-8 fertilizer and 400 pounds of nitrate of soda to produce 71.6 bushels of T-23 hybrid corn. He used 400 pounds of a 4-12-4 fertilizer and 300 pounds of soda to produce 48 bushels of the home variety.

Three other tests were started in the county but could not be completed. Farmer C. Abram Roberson found it necessary to plow up his hybrid corn when the plot was raided by cut worms. Farmer Melvin Harrell of Oak City did not get a stand, and Farmer Bill Holliday of Jamesville had to abandon his test when he was called into the armed forces. It is predicted that the hybrid corn acreage will be further increased in 1946.

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### NEARLY ALL GONE

Between 85 and 90 percent of the peanut crop in this county has been harvested and marketed, according to reliable estimates offered by peanut men last week-end. Delayed by unfavorable weather conditions, a few farmers resumed their harvest work the latter part of last week, and it is now possible for them to complete the work shortly, weather conditions remaining favorable.

A larger percentage of the crop still is in the fields in adjoining counties, it was learned.

## Reviews Work Contracts For Prisoners Of War In County

During the past twelve months, German prisoners of war worked 78,418 man hours and harvested 97,860 stacks of peanuts on farms in this county, according to information gained from the office of the farm agent a few days ago.

From the first of last December until the first of this month, prisoners of war were available for farm work during a total of 191 days. No prisoners were available in the months of April and May for farm work, but they were shifted from industry to the farms in October and November when they put in 7,721 man days harvesting peanuts mainly.

The 614 farmers using prisoner of war labor paid the government \$22,987.09 for general farm work and \$11,743.20 for the use of the prisoners in stacking the 97,860 stacks of peanuts. In other words, prisoner of war labor, including that used in stacking peanuts, cost the farmers of this county a total of \$34,730.29 during the past twelve months. In addition to the peanut harvest, the prisoners of war worked 78,418 man hours handling general farm work.

According to the report, 315 farmers used the prisoners to harvest peanuts, 83 used them to harvest corn, ten used them to cut tobacco wood and four used them to prepare tobacco beds. Twenty-one farmers cleared new land with the prisoners, and ditching was done for 24 farmers. Twenty-four used the prisoners to harvest hay, 27 to shrub and 13 to harvest sweet potatoes. During the tobacco harvest, 83 farmers used the Germans to prime tobacco.

No report on the industrial labor contracts was available, but they will run well into the hundreds of thousands of dollars, it is estimated.

## Striking Christmas Scene at POW Camp

One of the most striking Christmas scenes ever designed in this immediate section was prepared by German prisoners of war at the local POW camp this week at the suggestion of Captain Vincent Veehar and under the direction of Sgt. Kaufman.

Depicting the visit of the Wise Men to Christ's birthplace in a Bethlehem inn stable, the scene was artistically executed in minute detail and brings to attention the work of able artists among the prisoner of war personnel.

The lighting is also very effective, and the scene is receiving wide acclaim from many travelers, including local people and tourists from distant states.

It is indeed apparent that the artists and others who constructed the scene had a marked interest in the project.

Very few out-door decorations are evident locally this year, but the holiday spirit is well advanced in home and office interiors, including an attractively arranged tree in the offices of the Carolina Telephone and Telegraph Company on Smithwick Street.

## County Having Few Holiday Marriages

With the war over and many boys returning from the services, the Martin County marriage license bureau anticipated a marked increase in business during the pre-holiday season. A report from the bureau last Friday afternoon stated that activities there were hardly of normal size, that only four licenses had been issued during the previous seven days, and all of those went to white couples, as follows:

John Earl Roberson, of Robersonville, and Mary Lucille Shaw, of Williamston; Carl W. Copeland, of Robersonville, and Marguerite Lilley, of RFD 1, Williamston; James Leighton Croom and Joyce Hope Matthews, both of Robersonville; and Gordon Purvis, of RFD 1, Bethel, and Edith Moore House, of Robersonville.

Successful Sale of Seal Bangles Reported Locally

Handling the sale of Christmas Seal bangles on the local streets last Thursday, Girl Scouts were very successful. Approximately \$50 worth were sold, it was reported.

The sales boost the total to over \$1,000 for the seal fund in the county.

## Jas. S. Whitehurst Reviews Record Of Carrier Shangri-La

### Martin County Young Man Was On Famous Ship During Pacific Campaign

(In the previous installment, Seaman Jas. Whitehurst, Martin County boy, reviewed the early days of the carrier, "USS Shangri-La"—ed.)

Outward Bound to Pearl Harbor This trip had added interest over the shakedown, for in addition to the ship's company and the air group there were special passengers aboard, including several prominent figures in the theatrical world and publishing profession who were observing standard warship procedure in order to acquire atmosphere for possible dramatic productions and editorial analyses of life aboard an aircraft carrier.

As we sailed into the Caribbean and on toward the Panama Canal, the old familiar routine was carried out, more or less as a continuation of the shakedown routine. All flight operations, drills and exercises were aimed at one goal—to acquire perfection of skill and hardening of endurance for the task that lay ahead. We climaxed this training as we neared the approaches of the Panama Canal by staging a mock assault against zone installations. An attack that was so successful that only one group of eleven dive bombers was intercepted by Army aircraft protecting the area.

Then we turned our thoughts and interest toward squeezing through the canal. That was an eight-hour job that day as we inched through the locks. At times it seemed as if there just wouldn't be enough room, but the tugging locomotives and the skill of experienced pilots nursed us through without a mishap other than scraping off a little paint in a few spots.

All this time, the prime question that continually was running through our minds was—after Panama, where? San Diego seemed the logical place for jumping off into the forward area. Yet, what of Hunter's Point? For days there had been talk of further yard availability on the West Coast for installation of additional 40-mm. quads. Foreboding truths, distorted and exaggerated by scuttlebutt, had been reaching us about the battle in the Pacific and the new suicide weapon the Japanese had been using. Undoubtedly, in view of damage sustained by active units in the combat zone, the Shangri-La must be urgently needed for replacement. Guns or no guns.

A brief dispatch squelched the shipboard prophets who had held out for Hunter's Point. Instead of receiving West Coast yard availability we proceeded to San Diego for a short period of rigid military inspection and additional battle problems until shortly after noon on February 8, when we pointed out bow westward toward Pearl Harbor, carrying a surplus load of planes and passengers as replacements for the forward area.

Before we had left the San Diego area, however, we had witnessed one of the most tragic accidents that had occurred to our group to date. On our shakedown and during subsequent operations we had suffered several operational accidents in which five pilots or aircrewmembers had lost their lives, but in most cases the men had been rescued. But on February 3, as our air group launched an attack against San Clemente Island, one SB2C dive bomber without flaps attempted a landing. Failing to engage the arresting gear cables, the plane crashed headlong into the barriers. The forceful impact nosed the big plane over in a burst of flame, ripped off its tail assembly and left the seriously injured pilot, Ensign Glen Even, pinned in the cockpit. Fire parties made short work of the flames, but it was a slow and painful job to cut the pilot free. The radio gunner, Frank Riker, ARM2C, had been flung to the deck several feet ahead of the wreckage and

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## Holiday Parties Are Enjoyed by Children

There has been much evidence of the holiday spirit in shopping tours and in other places, but it was the little children who brought out the real meaning of Christmas at their little parties at school and in the various churches, the Jaycees pushing the season's joy to a new high point last Friday evening when they had as their guests a large number of underprivileged children at a party in the Woman's Club.

# The Greatest Gift

The families of these heroes know the true meaning of Christmas. For they, also, have given a Son. Many of us cannot match such records of high sacrifice. But we can make good will and kindness, charity and understanding not empty words but heart-warming realities in our dealings with others. We can help the boys returning to this community from the war build a brave new future. We can cheer the lonely homes of servicemen still far away. We can work fervently to maintain peace on earth, and speed justice and common brotherhood for all men in all nations throughout the earth. In thus giving of ourselves we will all be far richer. And we will add inner meaning and strength to the age-old but ever-new greeting which The Enterprise and every member of its force extend to you and yours—

