

The Tyrrell Tribune

PUBLISHED EVERY THURSDAY AT COLLEMBIA, N. C. BY TIMES PRINTING CO., Inc.

ONE YEAR \$1.50 EIGHT MONTHS 1.00 THREE MONTHS .50

Entered as second class matter December 14, 1935, at the postoffice at Columbia, North Carolina, under the Act of Mar 3, 1879.

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AGENTS WANTED as well as correspondents, in all communities in which this paper circulates, to sell the paper on liberal commission basis and to send us news. Write for details.

VOL. I APRIL 4, 1940 NO. 18

Attend Waterways Meet

Every citizen of the North Carolina Coastland by all means should go to Washington, N. C., Friday, at one o'clock and attend the meeting of citizens from the entire coast towns, to discuss the improvement of waterways in this state.

The interchange of ideas in this manner among well informed people, may result in plans to obtain improvements of untold value to the state.

Our people will contact many of the state's ablest men. Col. Geo. W. Gillette, District Engineer of Wilmington has been invited to attend, and is expected there.

Choosing Washington, the home town of Lindsay Warren for this meeting was something of a compliment to our beloved Congressman. Honor is also due Aycock Brown, the Beaufort publicist for his enthusiasm in calling this meeting. Let's give them a hand by going to Washington.

Commendable Caution

Wisdom is being displayed generally by the citizens of the counties of Tyrrell, Dare and Hyde, who have not to this date, seemed to have jumped at conclusions in supporting any candidate for governor, but in line with this newspaper's advice are apparently waiting to give them all a courteous hearing, as is due them. This courtesy is not only a caution, for only after deliberate observation of the men and weighing of their words, and comparisons of their records, can we arrive at a fair conclusion as to which is the best candidate to support.

Then unbiased by pressure, we can vote our convictions, and feel that we can justly hold the winner to the pledges made, and give him the proper support and cooperation he deserves.

OCRACOKE, THE BERMUDA OF NORTH CAROLINA

(Continued from Page 3)

and down it without a tremor. Not once, but several times during the course of an evening. And, when the party is over, they'll walk home as sober as a judge, so far as their outward appearance is concerned.

I don't believe I ever have seen a native of Ocracoke drunk.

After breakfast the next morning, Captain Steve and I got in touch with Wahab Howard and he drove us in his truck to see Wahab Village.

Some three years ago, Stanley Wahab decided to start a development on Ocracoke. Stanley was born and reared down there, but left the island while still in his teens and took a job on Du Pont's yacht. Then he went to business school and, after having obtained the proper kind of training, went into business with himself. He is now head of Retail Stores Service, Inc., with headquarters at Baltimore, and has been highly successful.

Paraphrasing an old saying: You can get a boy out of Ocracoke, but you can't get Ocracoke out of a boy. That has been true in connection with Mr. Wahab. He still loves Ocracoke and for years has been a frequent visitor there. Three years ago, he decided that the time was right for extending Ocracoke's accommodations for visitors. He purchased a large tract of land just east of Ocracoke village and extending to the ocean. Then he built several cottages, a hotel, casino, outdoor dance-hall, motion picture theatre, bathhouses, etc.

The hotel is a two-story structure, and I'll admit that I was surprised when Wahab Howard unlocked the front door and we stepped inside. It's as fine a place as you can find anywhere south of Virginia Beach. The lobby is beautifully furnished, there's a large dining room, and the bedrooms are wonderfully fitted out with pine walls, maple furniture, and the best of springs and mattresses. The best way to describe it is to say that it's a real high-class hotel.

Many visitors were down there last summer, and indications are that the place will prove increasingly popular with the passage of every year. Mr. Wahab is planning to build more cottages and to add to it in other ways. He has a wonderful location—halfway between the sound and the ocean—and there is no reason why the venture should not prove successful.

"It's one of the best things that ever has happened to Ocracoke," said Wahab Howard—a nephew of Stanley's. "We've got a fine landing field for airplanes right in front of the hotel, and last Fourth of July there were five planes here at one time. They keep coming along every few days."

We drove back to the village of Ocracoke, and on the way, Captain Steve called attention to some of the changes that were taking place in the topography of the island. The Beach, on the sound side, is gradually being eaten away. We drove down to Pamlico Inn—Captain Bill Gaskill's place (Captain Bill is dead), and talked to his two sons, Thurston and Dave. Dave said that at some places the beach had washed away as much as twenty feet during the last six months. "But a good part of this is made up again during the summer," he added.

Just the same, old-timers are frankly worried about the situation. They're afraid that if the erosion on the sound side continues, it will do away with Silver Lake, their land-locked harbor for small vessels, as well as washing away the soil from underneath many homes. It is interesting to conjecture on what will happen to Ocracoke a thousand or five thousand years from now. With the beach being eaten away on the sound side and being built up on the ocean side, it now looks as though in the course of time the island would be slowly making its way across the Atlantic Ocean. Efforts thus far to check the erosion have been largely unsuccessful.

We spent the rest of the morning visiting with friends—Captain Jim Henry Garrison, Big Ike O'Neal and a number of others. Many new residences have gone up during the last three years and a number of other changes have taken place. In the main, however, Ocracoke today is practically exactly like it was ten or twelve years ago. True, they have a fine electric light plant now; also an ice factory, but otherwise things look pretty much the same.

There are a score or more of automobiles and trucks—but no roads. Licenses are not required for the cars, because the Highway Department doesn't include the banks in its budget. The old oak trees, battered by many a storm, stand in a leaning position as though shrinking from the force of the winds. On the shore one sees huge fish-nets being repaired; boats being repaired or otherwise fixed up; sea-gulls soaring lazily in the breeze and suddenly swooping down after a morsel of food; the chugging gas-boats as these craft go about their business. It is a scene that has existed for many years and undoubtedly will exist for a long time in the future, because Ocracoke never has been in a changing mood.

Most outsiders have two—and only two opinions about the place. They either like it intensely, or they have no use for it. We have nothing to say to this latter class; they can go their own way and find some place that appeals to their taste. So far as we are personally concerned, Ocracoke always will be one of the most delightful and one of the most charming places in this world. We'll always admire its people for their sincerity, their friendliness, their honesty and straight-forwardness. If they like you, they'll do anything in the world for you; if they don't, you might just as well be in Siberia, for all they care.

We had dinner—or lunch—at the Coast Guard station, and shortly thereafter got into the boat and started for Atlantic. The trip was a little rougher, if anything, than the one the day before. However, we were going before the wind and there wasn't as much pitching and rolling. After about an hour and a half, we picked up the other boat and transferred to that.

"Hold on to your hat!" yelled Mr. Davis, as we approached within hearing distance. We did, and had no more trouble with it the rest of the trip. If you never have been to Ocracoke, you owe it to yourself to visit the place. No one can truthfully say that he has seen all of the interesting places in North Carolina unless he has seen Ocracoke.

There are three ways to get there. The mail boat leaves Atlantic at 1 o'clock every afternoon and takes about four and one-half hours to get there. There's also a scheduled sailing from Swan Quarter, in Hyde County. Or, if you travel by plane, you'll have no difficulty in landing your craft on the beach in front of the Wahab Village Hotel.

CORN

About 90 per cent of the United States annual corn crop of two and a half billion bushels is used for animal feed, say agronomists of the U. S. Department of Agriculture.

THE STORY OF THE ALBEMARLE AND CHESAPEAKE CANAL

An Interesting Waterway That Has Played a Large Part in the Development of the Sound Country

Editor's Note: Of much interest to the people of the Albemarle section of North Carolina is the following account of the development of the Albemarle & Chesapeake Canal which appeared recently in the Norfolk Ledger-Dispatch. It was written by the Rev. W. H. T. Squires, D. D. He says:

The first meeting of the company, held long before the canal was opened for shipping, assembled at the A and C office, 34 W. Main street, Tuesday, December 2, 1850. The office was on Main street at the corner of Commerce, not far from the post office at that time. T. L. Skinner was called to the chair as temporary chairman, and A. M. Burt was appointed temporary clerk.

Mr. Skinner called for the election of a president and every vote (cast by secret ballot without nomination) was given to Marshall Parks. He became president of the company, unanimously, and there were 1,250 shares of stock voted. The next order of business was the selection of nine directors. They were also unanimously elected by secret ballot. It would seem that the A. and C. Company was an harmonious organization. The nine chosen were:

T. L. Skinner, B. T. Simmons, Mills Roberts, Edmund Simmons, and James C. Johnston, all of North Carolina; A. M. Burt, of New York; and Thos. V. Webb, James Gordon and J. Cary Weston, of Virginia.

In the report then submitted to the stockholders it was stated that the survey for the canal was begun July, 1855. That was an ominous time to begin anything in Norfolk, for the frightful epidemic of yellow fever, which began in Portsmouth a month before, was now raging in both cities and did not wane until September.

Surveying was finished by the spring of 1856 and it was reported that the length of the canal in Virginia would be five and 65-100 miles, in North Carolina 8.45 miles; a total of 14.10 miles. Nearly all the construction had to be done under water, for the land was so low and so swampy that water seeped in after every excavation. The contracting firm employed was Courtwright and Barton. Mr. Courtwright became an influential member of the company and was for years a large stockholder.

The digging was much hampered by cypress stumps of enormous size and by juniper logs buried and so preserved in the swamps. Even with the best machinery then to be had the excavation was slow and difficult. Less than a mile below, or north, of Great Bridge, the canal—lined, or began, in a large lock, built of stone, 220 feet long, 40 feet wide and 8 feet deep. It was said to be the largest lock on the Atlantic seaboard, and one of the largest in America. Boats of 500 tons burden could be handled through lock and canal with ease.

When first formed the company was styled "The Great Bridge Lumber and Canal Company." But the General Assemblies of Virginia and North Carolina consented to change the name to "The Albemarle and Chesapeake Canal Company."

Traffic through the canal usually began, or terminated, at Norfolk. It passed southward along its Southern Branch passing the Navy Yard, St. Julian's Creek and Deep Creek, where traffic through the Dismal Swamp Canal turned to the right. The lock lifted the boats and barges from two feet, more or less, according to tide, wind and weather. Then there was a sharp turn and shipping headed directly toward the east until it came to North Landing, near the Princess Anne line. Here it turned sharply southward following the canalized North Landing river, passing the village of Munden, crossing into North Carolina and coming to Currituck C. H. North Landing river and Northwest river then unite to form Coinjock Bay, a westward extension of Currituck Sound; which, in turn, is a northward extension of Albemarle Sound. But the canal does not follow the water. It cuts directly across Currituck County to the village of Coinjock and comes forth into North River and thence directly into the magnificent sweep of Albemarle Sound. North River Point and its light to the west, Powell's Point standing to the east.

From this end of the canal traffic, southbound, scatters in every direction. Some of it turns northward to Elizabeth City, some comes west to Edenton or to Plymouth and the wharves along the Roanoke and Chowan rivers. Some shipping crosses directly to Columbia or Manteo and the wharves along the Scuppernon and Alligator rivers. Croatan Sound, Roanoke Island and innumerable smaller inlets, offer their ports, and still further the towns and villages that border upon Pamlico Sound. Through traffic passes still further southward to Morehead City and Wilmington. It is quite evident that the A. and C. canal offers a liquid avenue to an economic empire.

Twelve years passed away, years that brought revolutionary changes political, economic, financial, local, national and international. During

During those years the Republic was shaken to its foundations. There was war, military despotism and reconstruction.

The thirteenth annual meeting of the Canal Company was held, October 22, 1868. A. C. Powell, of Syracuse, N. Y., presided and B. F. Tebbitt, of Norfolk, was secretary. Marshall Parks was again elected president as in '56, but Joseph S. Cannon received a minority vote for that office. Six directors were elected as follows: Mr. Courtwright, of Erie, Penn.; B. F. Simmons, of Currituck, N. C.; Thos. V. Webb, of Great Bridge, Va.; A. C. Powell, of Syracuse, N. Y.; W. H. C. Ellis, of Norfolk, and John Lathrop, of Buffalo, N. Y.

W. J. Baker objected to husbands voting the stock held in their wives' names, but the objection was not sustained.

It was reported that three bridges, which had once crossed the canal had been destroyed by the Federal soldiers during the late war. They were ordered rebuilt. The lock, which had been built 12 years before was in excellent condition. The water in it was now 16 feet deep and it accommodated boats of 1,000 tons burden.

There was no tow-path beside this canal, as nearly all other canals had. But the patrons of the A. and C. used steam and not mules, almost without exception. During the fiscal year just closed, 2,385 vessels of every conceivable kind and burden had passed through the canal northward bound, and 2,345 had passed through southward bound. This was surely a large volume of traffic. What did all these boats transport to and from Norfolk? An appendix answers that question.

There were 16,099 bales of cotton carried to Norfolk, 11,547 barrels of fish, 5,716 barrels of naval stores, 111,030 bushels of corn, 10,318 bushels of potatoes, 5,226 bushels of wheat, 31,183 pounds of bacon, 215,149 fresh shad, 2,198,825 parcels of staves (and a "barrel" was 100 staves), 6,496,644 feet of lumber. These figures give an excellent idea of the value of the canal to Norfolk, and, incidentally, the value of the canal to the lumbermen, fishermen and farmers of Carolina.

The goods shipped from Norfolk to Carolina points an additional evidence of good business. Through the canal, southward, during the same year were great shipments of sugar, bread, beef, flour, molasses, liquors, coffee, candles, soap, dry goods, nails, salt, iron, guano and hundreds of miscellaneous items. All this traffic brought to the canal company only \$58,270 for the year. As the capital stock was a million and a half, the tolls aggregated less than four per cent, gross. But we judge that many of the directors derived other and substantial financial benefits from this liquid avenue.

SIXTY-TWO HAVE LOST BEER LICENSES

Raleigh—Sixty-two retail beer licenses in 26 North Carolina counties have been revoked at the behest of the Brewers & N. C. Beer Distributors Committee.

This means that 62 proprietors of anti-social beer outlets have been forced by local authorities to get out of the beer business as a part of the beer industry's "clean up or close up" campaign in this state. During the month of March, 14 licenses were revoked by boards of commissioners in Buncombe, Craven, Martin, Pasquotank, Edgecombe, Davie, Transylvania and Cleveland counties. One dealer in Surry County was placed on probation by the town board of Elkin. The 14 licenses were revoked on petition of Edgar H. Bain of Goldsboro, State director in charge of the industry's "clean up or close up" campaign in this state. The charges ranged from illegal sale of whiskey to disorder and public nuisance which prompted neighborhood complaints.

Colonel Bain announced that during the seven-month period ended March 31, the committee secured the revocation of 62 licenses in 26 counties, and warned 92 dealers in 56 counties to "clean up" or face more drastic action. In addition, two dealers were placed on probation.

Revocation petitions are pending against 25 dealers in 8 counties. Colonel Bain, acting for the committee, filed petitions with city and county authorities of these counties requesting that their licenses to sell beer at retail be revoked on grounds that dealers violated the law and public decency.

While the committee pressed against the few bad actors in the beer business, it took time off to congratulate the great majority of law-abiding, respectable beer retailers who have cooperated in the purge of the bad element forming the minority.

LOGS

A system of log grading has been developed by the U. S. Forest Products Laboratory following the New England storm which blew down millions of feet of valuable timber.



NATURE WILL HELP BEEF CATTLE GROWERS

Farmers of eastern North Carolina are in an enviable position to start raising beef cattle without having to wait until pastures develop, and other forage crops grow to provide sufficient feed, says Earl H. Hostetler, professor of animal husbandry at N. C. State College. He points to the large areas of cut over lands, on which reeds and other native grasses grow luxuriantly.

"While this growth may not be strictly designated as pasture," Prof. Hostetler stated, "it does furnish an abundance of palatable and nutritious feed. However, because of inaccessibility, due to lack of drainage of the lands on which it grows, none other of the domestic animals, except beef cattle, can use it advantageously."

The State College professor recommends that grade herds be developed in the swampy, reed lands of eastern Carolina. Because the reeds and other natural grasses are usually situated some distance from farm buildings, it is difficult to furnish additional feed, or give special attention to the herd under these conditions.

"Cows raised in this environment will usually care for themselves," Prof. Hostetler said, "and they will do better than cows of better breeding that are produced elsewhere. But a grade herd of good quality can soon be produced through 'grading up' with heifers from these low quality cows, and a good pure bred bull."

Reeds can be grazed by beef cattle to good advantage for at least eight months of the year, or from May 1 to December 31. During mild winters, this period may be extended two months longer. The reeds should be fenced in, allowing about six acres for each mature cow, or 100 acres for a herd of 30 to 35 cows. Two such areas should be fenced—so that the cattle can be alternated between them to prevent over-grazing.

THREE IMPORTANT 4-H ANNOUNCEMENTS MADE

L. R. Harrill, State 4-H Club leader, comes forward this week with three important announcements regarding the 4-H program in North Carolina. The first is that 4-H Church Sunday will be observed on April 28; another is that a dairy foods demonstration contest will be conducted for 4-H members of the state this year; and the third is that loans of as much as \$775 are available to club members through the Farm Security Administration's Rural Rehabilitation program.

The 4-H Church Sunday is an annual event, and last year Harrill says he received reports at the State College office of 39 organized programs presented by county and community groups. These ranged from the preparation and distribution of the church bulletin, to the presentation of special music, giving inspirational talks, acting as ushers, taking up the collection, conducting Vesper services, placing flowers in the church, and beautifying the church grounds.

Miss Mary E. Thomas, extension nutritionist, is in charge of the dairy foods demonstration contest. County winners will be selected, and these teams will compete at the State 4-H Short Course at State College July 22-27 for the right to compete in the national contest at the National Dairy Show in Harrisburg, Penna., October 12-19. Gold watches will be awarded members of the winning team from each of the four sections of the United States.

The FSA loans will be made to sons and daughters of FSA clients for the purpose of buying calves, pigs, chickens, and other livestock, and they may be made for the purpose of buying seed, plants, fertilizer, and the like for club projects. Extension farm and home agents in the counties will gladly furnish additional information on any of these subjects, Harrill said.

SHRUBS, TREES MEET NEEDS OF FARM PEOPLE

Farmers and city people have different problems in beautifying their homes, says John H. Harris, extension landscape specialist of N. C. State College. In the city or town, space usually is limited, but long summer evenings allow time for the attention to annual and perennial plants that offer most flowers for the least space.

On the farm, rush seasons in the fields mean long hours and little leisure at the very time flower gardens may be most in need of weeding, cultivating, and watering. But the grounds around the farm home are usually ample for more of the ornamental trees and shrubs than those of the town dweller.

"These two sharp differences are worth considering," Harris said, "when the farm family considers plantings to improve the home grounds. Planting a few shrubs this season, and adding a few more from time to time, will soon make

COLUMBIA Theatre

Saturday, April 6

"Cowboys From Texas" The Three Mesquiteers Zoro's Fighting Legion an' Cartoon Matinee 3:30

Sunday, April 7 ONLY

"The Lone Wolf Strikes" Warren William, Joan Perry

Monday, Tuesday, April 8-9

"A CHILD IS BORN" Geraldine Fitzgerald Jeffrey Lynn, Gladys George

Thursday, April 11

"Blondie Brings Up Baby" Penny Singleton, Arthur Lake, Larry Simms

Friday, April 12

"Music in My Heart" Tony Martin, Rita Hayworth Show Hours: 7:30 and 9:00

To All Voters of Tyrrell County

There will be a new County wide registration of every voter in Tyrrell County, before Primary Day, May 25th, 1940.

Registration books will be open in every Precinct of the County, at 9 A. M., April 27th, 1940.

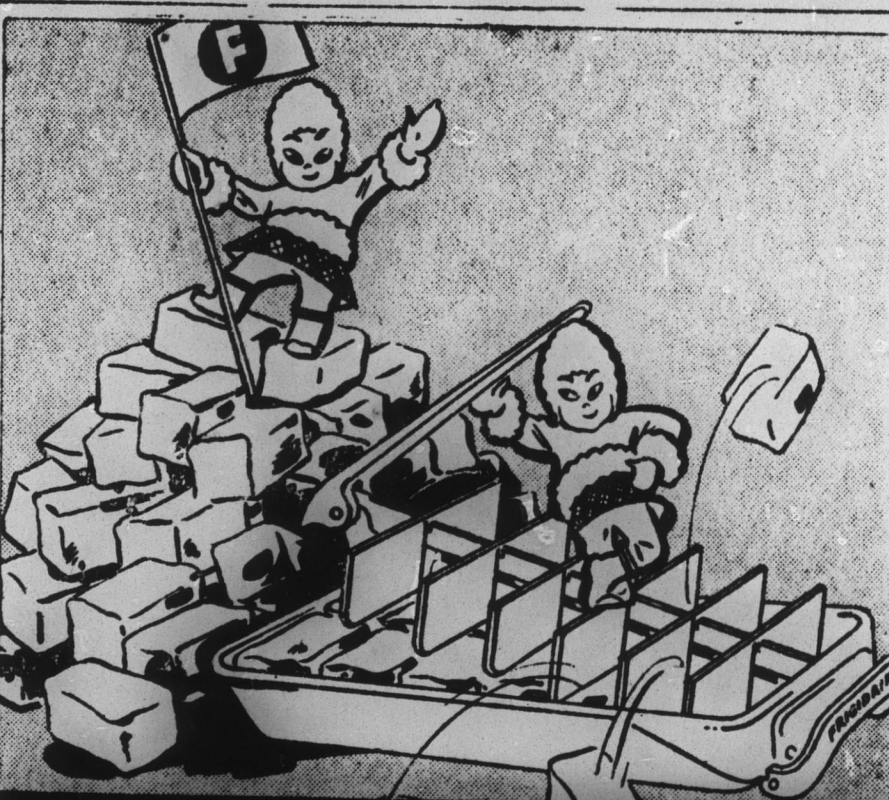
Be sure to make a point to Register while the books are open for Registration or you will not be able to vote in the Primary, to be held May 25th.

ERNEST L. MOSLEY, Chairman Tyrrell County Board of Elections

BUS SCHEDULES

Table with bus schedules for Read Down, North-South, Read Up, East-West, and Read Down. Includes times and destinations like Columbia, Pea Ridge, Edenton, Hertford, Eliz. City, Norfolk, Roper, Plymouth, Williamston, Rocky Mount, Raleigh, Washington, New Bern, Oriental.

Norfolk Southern Bus Corporation



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