

THE DARE COUNTY TIMES

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The Weekly Journal of the North Carolina Coastland. Devoted to the Southern Albemarle Section and the Cape Hatteras National Seashore—Premiere Region of Recreation and Health

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SOME DEFINITIONS

A Conference is a group of men who, individually, can do nothing, but as a group can meet and decide that nothing can be done.

A Statistician is a man who draws a mathematically precise line from an unwarranted assumption to a foregone conclusion.

A Professor is a man whose job it is to tell students how to solve the problems of life which he himself has tried to avoid by becoming a professor.

An Efficiency Expert is a man who knows less about your business than you do and gets paid more for telling you how to run it than you could possibly make out of it even if you ran it right instead of the way he told you to.

A Consultant is an ordinary guy who is a long way from home.—The Beehive.

CHRISTMAS MESSAGE

In a world that is dominated by force and brutality it is highly important that we refresh our memories as to the purpose and real meaning of Christmas.

A genuine concern for the happiness and welfare of our fellow citizens and associates is excellent training for the young people who are to be the citizens and leaders of a great nation.

It is our sincere wish for everyone to have a happy Christmas season.

RATIONING BOARDS

Editor Carl Goerch of State magazine very aptly puts in a favorable oar for the members of rationing boards leading citizens of their communities and usually busy men with their own affairs, who are finding their duties on the increase from month to month.

It would seem evident under the circumstances that rationing officials should be shielded from undue aggravation by other citizens who may find the regulations imposed not altogether to their liking.

Another suggestion that seems apropos is that clerical workers who carry out the detailed work in rationing offices should be treated with every consideration.

The suggestions herein are purely voluntarily from the local standpoint. Our ration officials and employees have not been complaining, but it takes only cursory observation to note they have problems that should be regarded patiently and sympathetically.

A HOLIDAY WARNING

Christmas 1942—peace on earth good will toward men—far-flung battlefields, bursting bombs, hospital ships, men dying in far-off places—and still a season of opportunity—opportunity to help others and "the least that we can do"—to save life and limb on the streets and highways of North Carolina.

The immediate holiday season of 1941, Christmas Eve, Christmas Day, and the day after Christmas fell far short of being a season of happiness for many North Carolina families.

"This year the slaughter will not be so great, but never has the danger been greater and the need for caution been more urgent," said Ronald Hocutt, Highway Safety Director.

The safety director repeated previous pleas for the conservation of man power and material resources through the prevention of death and destruction on the highway.

In conclusion, Mr. Hocutt stated, "With one clean stroke North Carolina's thousands of automobile drivers can assure a White Christmas for themselves, their families and friends, plus an invaluable contribution to the winning of the war through the simple precautions of safety on streets and highways.—The Uplift.

FAIRFIELD GIRLS WRITTEN UP IN BALTIMORE SUN

Mary Alice and Evy Lee Spencer Don't Think Helping Build Bombers is Romantic

In the following paragraphs is the story of two young Fairfield girls working at the Glenn L. Martin Company helping build Martin bombers.

Before they left their home in Fairfield, N. C., Mary Alice and Evy Lee Spencer had heard a lot about Maryland hospitality.

Now they want to know, "Why don't the people in Baltimore like the people from North Carolina?"

The two girls have been in this city about three months, working at the Glenn L. Martin Company, and so far they haven't noticed much difference between the people and the way of living in Baltimore with its unofficial population of 1,000,000 and Fairfield, N. C., which has a population of 250, according to the last official tally.

"The only difference I can see is that people dress up a little bit more than they do back home," offered Evy Lee. "They don't wear sports clothes as we do."

No Sight-Seeing
"Of course, we really haven't had a chance to see much of the city," Mary Alice admitted.

Helping build the Martin bombers doesn't seem particularly glamorous or unusual either to 21-year-old Mary Alice or her younger sister.

She added that her brother, Woodrow, is stationed in Florida with the Army Air Corps.

They backed into defense work, Mary Alice explained. "We were in the NYA back home in North Carolina," she said, "after we finished high school last spring."

After the center at Columbia closed, the two girls went to Greenville where they were enrolled in a radio technical course.

"We started out as electricians, but we both operate drills now," Mary Alice said. Both girls would like to get into the type of radio technical work for which they were trained, but aren't quite sure of the way to go about it.

Unlike most newcomers to Baltimore, they had no difficulty finding a place to stay. Through their NYA supervisor, they secured a room in a private home at 3022 Hamilton avenue which they share with another girl from North Carolina.

She is Doris Wall, whom they met in Greenville and who has been with them ever since. She is a riveter at Martin's.

Mary Alice and Evy Lee both work the same shift. Their hours are from 7:15 a. m. to 3:45 p. m., which means getting up by 6 o'clock each morning.

The stories of the fabulous salaries paid defense workers have reached all three girls, but they are not putting too much faith in them.

"We borrowed money to come to Maryland, and we haven't been here long enough to get it all straightened out," said Mary Alice. "We haven't done much shopping, but I guess we will have to buy some clothes."

They are not certain what they will do with their money when they do get matters "all straightened out."

"We have a younger sister who's going to high school back home," Mary Alice put in a possible solution. "I don't guess she'll want to miss anything that goes on. We didn't."

Evy Lee said that their sister would like to study music and, if she could, she would like to send her money for the lessons. "I'd like to have learned to play the guitar, but I just never did."

THE STORY OF DECEMBER

(In The Uplift)

December is the twelfth and last month of the year. Its name is taken from the Latin decem, which means ten, and in the old Roman days, before the calendar reform, it was the tenth month, and March the first.

While some may argue that the first of December is generally considered the beginning of the winter season, it does not really begin until December 22nd, the day on which the sun reaches the solstice and turns back on its northward journey.

Another sacrifice to the fury of the gale of April 7th, 1888, in the Sixth Life-Saving District was the schooner Hattie Lollis, of Wilmington, Delaware, with cargo valued at \$4,700, which, while on her way from Washington, North Carolina, to Hartford, Connecticut, lost her sails, sprung a leak and drove ashore one and one-half miles north-northwest of the Nags Head Station, coast of North Carolina.

December is one of the months in which nature seems to be resting, for there remains scarcely a trace of the activities of summer and autumn, but this does not mean that the month has no interesting out-of-door phases.

During a strong northeast gale the schooner, Caroline, of New Bern, North Carolina, at anchor in Hatteras Inlet, parted her cables and stranded about two miles east-northeast of the Ocracoke Station, (Sixth District). The accident occurred at 6 o'clock in the morning of April 16th, 1888, and was at once reported by the lookout.

6. WRECK OF NORWEGIAN BARK WOLSELEY AT BIG KINNAKEET
About four o'clock in the morning of April 11, 1888, the Norwegian bark Wolseley, of Arendal, with one of her topmasts gone and in a sinking condition, was beached on the North Carolina coast some three miles south of the Big Kinnakeet Station and four and a half miles north of the Cape Hatteras Station, (Sixth District). She was

CAPTAINS COURAGEOUS

An Authentic Series of Thrilling Stories of the Heroism of Men of the Old Life Saving Service Along the Coast of the Sixth District. From Cape Henry to Cape Fear, as Furnished Through the Courtesy of A. W. Drinkwater, Veteran Telegrapher of Manteo, N. C.

3. SCHOONER EMMA F. HART, SEATACK STATION

(Continued from last week)

While the crew of the Seatack Station, (Sixth District), coast of Virginia, were employed at the wreck of the Benjamin F. Poole, the south patrol of the neighboring Cape Henry Station failing to meet the north patrol from Seatack at the limit of his beat kept on, as directed by the Service Regulations, in order to learn the cause of the other's absence.

Quickly burning, two coston signals in succession, to inform those on board that their situation was known, he hurried forward and soon came upon the life-saving crew engaged in landing the men from the schooner, Benjamin F. Poole. He reported the stranding of the other vessel, then helped his comrades to finish the work in hand.

4. WRECK OF HATTIE LOLLIS, NAGS HEAD, N. C.

Another sacrifice to the fury of the gale of April 7th, 1888, in the Sixth Life-Saving District was the schooner Hattie Lollis, of Wilmington, Delaware, with cargo valued at \$4,700, which, while on her way from Washington, North Carolina, to Hartford, Connecticut, lost her sails, sprung a leak and drove ashore one and one-half miles north-northwest of the Nags Head Station, coast of North Carolina.

An active patrol being kept on account of the storm and fog, she was immediately discovered and her situation was as quickly as possible reported to the keeper.

Two days later the vessel broke up and became a total loss, but the anchors, chains, rigging and a small portion of the cargo of lumber had been saved. The surfmen, assisting in the work, the captain upon leaving the station, handed the keeper the following card of thanks:

"I desire to return my sincere thanks to Captain Eberidge and crew, of Nags Head Station, for their promptness in rendering aid and assistance in rescuing and providing for myself and crew stranded April 7th, 1888.

5. WRECK OF SCHOONER CAROLINE AT OCRACOKE
During a strong northeast gale the schooner, Caroline, of New Bern, North Carolina, at anchor in Hatteras Inlet, parted her cables and stranded about two miles east-northeast of the Ocracoke Station, (Sixth District). The accident occurred at 6 o'clock in the morning of April 16th, 1888, and was at once reported by the lookout.

When the schooners boat approached the beach the station men by wading out to meet it staidied it through the heavy surf and safely to the shore. The six men constituting the crew were

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About four o'clock in the morning of April 11, 1888, the Norwegian bark Wolseley, of Arendal, with one of her topmasts gone and in a sinking condition, was beached on the North Carolina coast some three miles south of the Big Kinnakeet Station and four and a half miles north of the Cape Hatteras Station, (Sixth District). She was

from the extra gear, procured a team and proceeded by a road some distance back from the beach; but even here the water—the storm having made an extremely high tide—was in some places up to the hubs.

The furious wind was itself a serious obstacle to their progress, and also strewed the way with broken branches and overturned trees. When nearing their destination it became impossible for the team to penetrate the thick undergrowth; the men were, therefore, forced to drag, by the most tedious exertions, the heavy apparatus cart over sand-hills and through almost impassable briar and brush to a point opposite the wheel, but at a hundred yards from the shore, they found it impracticable to go farther.

Selecting a clear space from which to begin operations, they trained the Lyle gun and threw the shot-line on board at the first attempt. The whip-line was sent off and the vessel's own hawser

hauled ashore and set up. The crew of seven men with their baggage were then landed, without mishap, by means of the breeches-buoy, the last one reaching the shore about sunrise.

The craft was the schooner Emma F. Hart, of Camden, Maine, from Nassau, Bahama Islands, bound to Boston with a freight of lumber. During the entire rescue the rain continued, the violence of the wind was unabated, and the sharp sand constantly drove in the faces of the men with almost blinding force.

Upon receiving news of the disaster the Cape Hatteras crew started for the scene with the apparatus, but did not arrive in time to be of material assistance.

"CHAS. W. SHARPE," "Master of stranded schooner, Hattie Lollis."

taken to the station and well cared for. In the afternoon the surfmen went on board and saved the personal effects of the men, and on the 18th they were employed on the schooner all day endeavoring to float her. They ran out anchors and attempted to heave her off on the high water, but without success. As the tide fell they dug away the sand under the craft and again on the flood tide the work of heaving her afloat was resumed. It was found impossible, however, to move her, and at midnight the station crew returned to their post. The captain gave the vessel over to wreckers who, on the 13th of May, got her afloat, without apparent injury. Her freight, consisting of general merchandise, which had been taken on board at New York and was destined for Washington, North Carolina, was saved. The master was named Harris, the boat valued at \$2,000 and the cargo \$4,000.

bound to Portland, Maine, in ballast, from Buenos Ayres, Argentine Republic.

A few minutes after the accident and almost simultaneously the patrols from the two stations discovered her, flashed their Coston signals to let those on board know that they were seen, and hastened to give the alarm. The vessel

being nearer Big Kinnakeet, news of her condition was first received by the surfmen at that point. The keeper immediately telephoned the Cape Hatteras Station, mustered his crew, and started for the scene with the boat on its carriage.

Arriving at a place abreast of the bark they launched their boat, pulled alongside, and took off her crew of thirteen men. They then returned and got a boat-load of the crew's effects, after which they conducted the shipwrecked men to the station. Early in the afternoon, when they had obtained dry clothing and something to eat, the surfmen made another trip to the bark, saying what they could, and later in the day they took the captain on board to make a survey, when she was found to be badly wrecked.

The vessel valued at \$9,000 was a loss, and was subsequently sold at auction by a wreck commissioner. The sailors were succored at the station seven days, when they left for Norfolk, first addressing the following letter to the General Superintendent of the Service:

"Big Kinnakeet, N. C., April 17, 1889.

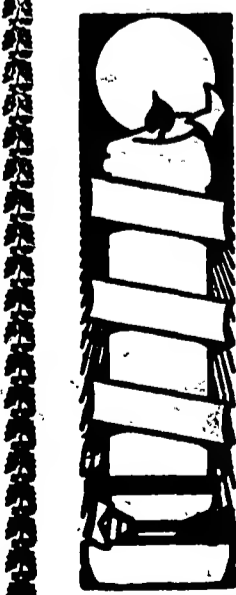
"Sir: We hereby wish to thank the crew of the Big Kinnakeet Life-Saving Station for their prompt assistance. They lost no time in coming to us. We also wish to thank them for their kindness while at the station.

"Very respectfully, "A. OLSON, Master, "J. JOHNSON, Mate, "Of the Bark Wolseley, "of Norway."

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