

Birth Announcements

Mr. and Mrs. Miss Caldwell of Elizabethtown announce the birth of a daughter, Elizabeth Ann, on October 14th. The little girl weighed five pounds and nine ounces and is the Caldwell's third child and first daughter.

Mrs. Caldwell was formerly Miss Geraldine Johnson, daughter of Mr. and Mrs. Nash Johnson of Rose Hill.

Mr. and Mrs. Billy L. Bradshaw of Rose Hill announce the birth of a daughter, Mary Carol, on October 15th at Pender Memorial Hospital. The baby weighed nine pounds and four ounces. She is the first daughter of the Bradshaws, who also have two sons.

Mrs. Bradshaw is the former Betty Paulkner of Warsaw and the Rose Hill grandparents of the baby are Mr. and Mrs. W. W. Bradshaw.

Bachelors Party

Dave Hilliard of Wallace, whose wedding to Miss Lela Mae Cottle Carr of Rose Hill was celebrated on November 1st, was honor guest at a Bachelors Dinner Party in the private room of the Stone Manor Motel in Wallace on Thursday evening October 28th. Plans for the occasion were Mr. David N. Henderson and sons Bruce, Bryant and Brick Henderson.

A menu of tomato juice, steaks, baked potatoes, salad and a fruit desert was enjoyed by the guests.

At this time the bride-groom's sister presented his attendants with a sterling fountain pen.

Guests were: Mr. Jesse Williams Hilliard Jr., father of the bridegroom-elect Messrs. Harry Puckett of High Point, Tony Sellers of Warsaw, Jesse Williams Hilliard Jr. of Kinston, Benjamin Hilliard of Wallace, Norwood D. Boone of Wrightsville, David B. Wallace of Chicago, William B. Saunders and J. B. Penney of Rose Hill and young C. Forrest Hawes III of Rose Hill, ring bearer.

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Capt. Steward said he doubted the Manhattan could have freed herself from the solid grip of the ice without the MacDonal's help. The previous day she had also become frozen firmly in the ice when she stopped to put research parties over the side on foot, but freed herself at that time by employing her heeling system. Backing up and then charging the ice after gaining speed.

The heeling system rapidly transfers 2,000 tons of ballast from port side to starboard side, or vice versa, causing the ship to list three degrees. It creates a rocking action that jerks the vessel free from ice. Powered by diesel engines, the system is common in naval icebreakers.

SOLID ICE

After moving into McClure Strait on September 10 to feel out the ice, the Manhattan sailed along at six knots through a nearly solid coverage of extremely hard multi-year ice. Stanley B. Haas, project manager of the Marine Arctic Task Force, said, "The ice we are breaking up now is running from six to eight feet thick and we feel we have yet to reach the capabilities of the ship."

RESEARCH PARTIES

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showering voyage. Five research parties went out on foot on the ice and hauled for samples and took depth soundings. Comparatively little is known about the waters of the North west Passage and research conducted by the Manhattan on her voyage will be of great value to future mariners who sail in the passage.

The Manhattan -- chopped apart, strengthened, lengthened and put together again--began the job she was designed for on the seventh day of her Arctic voyage when she poled her unique 125-foot long bow into an extensive ice pack in Baffin Bay off the west coast of Greenland.

The tanker penetrated the ice on the morning of September 2 after steaming along a course strewn with towering icebergs, bergy blis (cottage sized pieces of ice), and growlers (chunks of ice the size of an automobile.)

The pack consisted of dangerous second-year ice, long avoided by mariners because of its known hardness and strength characteristics. Floes and the remains of old ice ridges ranged from wheelbarrow size to some larger than football fields.

"A VERY ABLE SHIP..."

"We were well pleased with the performance of the ship," said Capt. Steward after the tanker's first bout with heavy ice. He added that it "proved that we have a very able ship."

THE BIG QUESTION

The Manhattan, U.S. Coast Guard certified as a tanker-oceanographic research vessel, seeks to answer a single "multi-multi" million dollar question:

Is it profitable to operate specially designed icebreaking tankers in the Arctic waterway at the top of the North American continent?

Thursday morning, July 30

*Daniel J. McKethan--Dear Sir:

As I have written to Mother and have this side left, I will have a few words with you as I did not have time to write all I wanted to when I wrote before.

I hope you will be good enough to stay with Mother if John don't succeed in getting a substitute, which I am afraid he will not be able to do. If you should get through the work I told you about before time to go about fodder I had thought of cleaning up the branch commencing next to the new ground, but if the weather is dry enough and you think it will pay best you can have them to haul mud out of the swamp* through the low field into the piece called the "old outpatch". It is the piece next to the newground between the low field and where the bear grass grows. Isaac knows the piece. If the mare frets much I had rather she was got str-

ined at it. I don't know what to tell you about Mothers business, unless I knew whether John had told you his plans or not, but think I would commence clearing the piece across the run above the piece that was cleared last winter. I think it would be well enough to have some mud hauled out where they hauled from last year in the field over the swamp commencing by the ditch where those persimmon trees are.

Write often,
W. D. Carr

*McKethan was often referred to and addressed as "Mack"
*Swamp mud was hauled into the field for use as fertilizer.

Letters From A Confederate Soldier

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PERSONALS

Mr. and Mrs. Thadous Daw spent the weekend in Angier with their daughter and family Mr. and Mrs. Gordon Bell, on Sunday they visited their son and family, Mr. and Mrs. Kenneth Daw in Lillington.

Mr. and Mrs. Don Patton and children of Sanford spent the weekend with her mother, Mrs. Lucille Baugham.

Miss Jane Falson of Raleigh school faculty spent the weekend with her parents, Mr. and Mrs. James E. Falson.

Ronald Oates of Newport News, Va. and Miss Ann Oates of Greenville spent the weekend with their parents, Mr. and Mrs. Ronald Oates.

Mrs. Claude Walton of Kinston spent last Tuesday with her parents, Mr. and Mrs. John Warren, Sr.

Mr. and Mrs. John Robert Crow and Mrs. Clyde Crow were dinner guest of Mr. and Mrs. Harvey Callender in Mount Olive Wednesday night.

Mrs. Bill Igoe and Mrs. Clyde Crow attended a Methodist District meeting in Dobbersville last Thursday.

Eric Adams of Burlington and the Merchant Marines visited his mother, Mrs. Halie Adams last week.

College Students home for the weekend with their parents were: Jimmy Thompson of State University in Raleigh; Sharon Hennessee and Carol Mangum of Meredith College in Raleigh; Hank Davis, T. C. Crow and Wayne King of East Carolina University in Greenville.

Gerold Parrish of the USAR

in Fort Dix, N. J. is spending several days with his parents, Mr. and Mrs. Parrish.

Mr. and Mrs. Dewitt King and boys of Popular Grove spent Sunday with Mr. and Mrs. Jimmy King.

Friends of Mrs. Ruth Parrish will regret to learn that she is an operative patient in Duplin General Hospital.

Everyone living in and around the Cedar Fork area, please call and give me news of things happening in Cedar Fork.

PERSONALS

Mrs. Benny Fountain and Miss Bill Jarman made a business trip to Goldsboro Friday.

Mrs. Daisy Norris, Mrs. Pearl James, and Diane Raynor shopped in Goldsboro Tuesday.

Mrs. Lillian Raynor spent the week with her granddaughter Mrs. Ann Errey of Fayetteville.

Gordon Raynor visited his mother, Mrs. Lillian Raynor over the week-end.

Friends of Mrs. Daisy Norris will be sorry to learn that she is a patient in Onslow Memorial Hospital in Jacksonville.

Little Miss Belinda Sue Raynor, daughter of Mr. and Mrs. Donald Raynor is a patient at Duplin General Hospital in Kenansville.

Homemakers Club

On Wednesday, October 29, the Cedar Fork Homemakers Club met in the community building to work on Christmas projects to be carried to Kenansville for the annual Christmas Fair.

Items made were centerpieces, candy containers and several other things.

Everyone had a nice time just

Senior Citizens Honored

On October 15, the Cedar Fork Baritans sponsored a supper honoring the Senior Citizens in and around the Cedar Fork area. The supper was held in the community building. Many Senior Citizens turned out for the occasion. Baritan wives all packed a picnic basket for the supper. After supper everyone enjoyed a film, picturing some of the Senior Citizens present.

CEDAR FORK NEWS

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Phone: Cy 8-2471

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Social Security

Many students between ages 18 and 22 received Social Security Benefits for nonattendance during the summer vacation because they planned to return to school in the fall, according to Mr. James P. Temple, District Manager of the Goldsboro Social Security Office. "They must let us know, however, if they transfer to a different school or if they are no longer full-time students," Mr. Temple said. If the student remains in school on a full-time basis, he may receive benefits until age 22 unless he marries. Students who did not return to school in September as planned may receive Social Security Checks they are not entitled to. When the school notifies social security the student did not enroll, the student will be contacted to refund any over-payment.

More information may be obtained at the Social Security Office at 134 North John Street, Goldsboro, North Carolina. Telephone TR-6811.

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Rose Hill Man On Manhattan

The only North Carolinian aboard the SS Manhattan is a Rose Hill man, Henry S. Williams, who resides with his sister, Mrs. Odell Teachey. Seaman Williams replied when asked why he wanted to make the journey to the Arctic, "what I really want to see is how this ship handles in all that ice. Sure, it's historical and great. But to me the exciting part is the voyage itself. I will always look back on it with pride. I'm very happy to be going and don't have a doubt in the world that we will be successful."

The S. S. Manhattan has smashed a sea route through ice packs up to 14 feet thick and broken through floating ice laced with formidable 40 foot ridges.

At one point she backed up, charged ahead and ripped a gaping path through the stubborn, steel-like ice crust that has historically put an end to all attempts by commercial vessels to transit the Northwest Passage.

The Manhattan attempted the most treacherous stretch of the passage in McClure Strait. She turned back about half-way through the strait. A study of air reconnaissance reports on ice conditions in the strait north of Banks Island led to the decision to take an alternate, less formidable route through the Prince of Wales Strait, which runs south-southwest along the eastern shore of the island and western edge of Victoria Island.

STUCK IN ICE

The mighty 166,000 displacement ton Manhattan became stuck in the ice September 9 when she slowed down to allow the U.S. Coast Guard icebreaker Northwind to keep up with her. The Northwind had fallen back several times after two of

her six diesel engines quit working.

The third ship making the expedition is the Canadian icebreaker John A. MacDonal. Capt. Roger Steward, master of the Manhattan, expressed his appreciation to the captain of the MacDonal for his success in freeing the tanker from ice in Viscount Melville Sound.

Capt. Steward said he doubted the Manhattan could have freed herself from the solid grip of the ice without the MacDonal's help. The previous day she had also become frozen firmly in the ice when she stopped to put research parties over the side on foot, but freed herself at that time by employing her heeling system. Backing up and then charging the ice after gaining speed.

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