

Two Marines Die In Plane Crash

A Marine night-fighter pilot and his radar operator were killed late Wednesday night when their plane crashed six miles south of New Bern during a routine training flight, Cherry Point officials reported.

Captain Mark D. Richard, 32, pilot of the Tigercat plane, and Master Sergeant Leland F. Vanderhoof, 28, radar man, were the two victims. Both men were members of Marine All-weather Squadron 533 stationed at Cherry Point.

The bodies were recovered from the wreckage by ambulance and ground crash crews which rushed to the scene shortly after the crash. Within a few moments after their take-off from Cherry Point, Captain Richard notified the control tower that he was having radio trouble and could not hear the radio range. At an altitude of 4,000 feet, he reported that he was returning to the air station. The control tower lost contact with his plane shortly after the aircraft passed over a fan marker near New Bern at an altitude of 2,000 feet. No crash call was received from the plane.

Captain Richard was a reserve pilot who was recalled to active duty last June. He is survived by his wife, Mrs. Edith Beatty Richard, and three children. The captain lived at 43 Kimes avenue, Hancock village, Havelock.

Sergeant Vanderhoof, a veteran of World War II who re-entered the Marine corps in March of 1948, is survived by his wife, Mrs. Margaret Grace Vanderhoof, and two children. He lived in the enlisted men's quarters on the air station.

Governor Advises Funds To Help State Ports

In his budget message to the General Assembly last Tuesday, Governor William B. Umstead called for the appropriation of additional funds for the operation of the North Carolina ports.

"Unless import and export trade is developed at the Morehead and Wilmington ports," he said, "there will continue to be annual deficits which will have to be paid by the state. To develop this trade, skilled personnel and advertising are absolutely necessary."

The Governor also urged the legislature to appropriate funds for making an engineering study for the development and utilization of inland ports and waterways in Eastern North Carolina. "Such a study has been advocated by the Coastal Marine Council."

The most discussed portions of the budget address dealt with Governor Umstead's recommendations for bond issues. He recommended a referendum for a \$50 million public school bond issue. "We have constructed in North Carolina many school buildings during the past few years," he declared. "The need has not yet been met. Our school population is rapidly increasing, and in order to protect and preserve our public school system we must aid in providing the necessary facilities."

A bond issue for \$22 million to make possible permanent improvements at state mental hospitals was recommended. A statewide vote would also be necessary for this bond issue. The Governor's final recommendation was for a \$15 million bond issue to provide buildings for institutions of higher learning and other state institutions. This bond issue could be authorized by the General Assembly without a referendum.

The total sum of the three bond issues is \$87 million. "I am advised that after the bonds are issued about \$4,000,000 each year will be required for debt service," Governor Umstead said. "If you find that this sum, together with the cost of the other additional items I have recommended in this message and other items which you may find necessary, cannot be financed with funds estimated to be available for the next biennium, then I call your attention to the statement made in my message to you on January 8 with reference to taxes."

Eliminate Exemptions
The Governor referred here to his earlier statement that additional tax funds might be raised by reducing the number of exemptions from the state sales tax.

In his other recommendations, Governor Umstead asked for a pay increase to school teachers in addition to the 10 per cent in the budget report of the Advisory Budget Commission, and the employment of more attendance officers for the schools. He also recommended funds for driver training and safety education in high schools, and more vocational education in the schools.

Referring to the operating costs of mental institutions, the Governor said that additional funds were "absolutely necessary, both from the humanitarian standpoint and from the standpoint of saving the state tremendous amounts of money in years to come."

Increased appropriation of funds for agricultural research was recommended, and funds for more revenue agents were requested. His final recommendation to the legislature, aside from the bond issues, was for increased funds for the state program to reduce stream pollution.

The state constitution requires that the legislature balance its budget between expenditures and income.

Jim the Crow
Louisville, Ky. (AP) — Jim, a crow, is the pet of the third grade at a school here.

Defendant Gets Term on Roads

Charles Davis was sentenced to six months on the roads Tuesday in county recorder's court for failing to comply with a court order to support his wife. Davis gave notice of his intention to file an appeal.

Rose Copes was sentenced to six months in Woman's prison for attempting to destroy the reputation of Emma Barrett. The sentence was suspended on condition that she pay a fine of \$10 and costs.

John A. Jones was sentenced to three months on the roads for assaulting his wife with a deadly weapon. The sentence was suspended on condition that Jones remain on good behavior for two years.

David Allan Douglass was fined \$100 and costs after he was found guilty of careless and reckless driving. He had originally been charged with driving while under the influence of alcohol.

William D. Milam was fined \$100 and costs for driving while under the influence of alcohol. Gunner Fog was fined \$100 and costs for speeding.

Maynard Lane Gandy was fined \$50 and costs for speeding. Eugene Richard Boutwell was fined \$25 and costs for speeding, and Dorothy L. Bloomquist and Willie Joe Haynes were each fined \$10 and costs for speeding.

Randall Clyde Blanchard, Joe B. Windley and Dalton Willis each paid court costs for speeding.

John Spencer Warner was fined \$25 and costs for careless and reckless driving.

Donald J. Cesavik paid costs for allowing an unlicensed person to operate a motor vehicle. Dorothy C. Cesavik paid half-costs for operating a motor vehicle without a license. Harold Salter paid half-costs for allowing an unlicensed person to operate a motor vehicle.

Thomas Harold Salter paid half-costs for driving without a license. Alice Mae Wolstenholm and Ernest Penny each paid costs for driving without licenses.

Lewis W. Chaloner, jr., paid costs for operating a motor vehicle with an improper muffler. Elbert Thomas and Robert B. Kasey each paid costs for operating motor vehicles with improper equipment.

Fred Garner was fined \$10 and costs for public drunkenness.

The case was dismissed against Martin Davis, charged with issuing worthless checks.

The state declined to prosecute James Green on a charge of failing to support his three children.

Bonds were forfeited by Roy Taylor, Robert Arnold Lewis, Jimmie William Lewis and Bennie Way Lewis.

Cases were continued against Orphus George, Paul Leroy Reed, Johnnie Ray Waddell, James Powell, William Giles Rhenemus, Ralph L. Daniels, Ira R. Blackwell, Paul Sivals and Leola Wood.

Lawmakers Fear
Oklahoma City (AP)—The state House of Representatives has decided after debate to install conventional sound equipment consisting of microphones and double speakers. Four portable microphones were vetoed partly on grounds they might be used as weapons during heated debate.

Schools

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attending the schools, and by 1950 attendance was up to 73 per cent. Most of the increase came at the high school level. There were 736 high schools in 1924, and the number of high school graduates was 25 times what it had been in 1900, despite the fact that the state's total population had increased by only a little over a third. In 1950 there were six times as many high school graduates as in 1924 and 155 times as many as in 1900. Total average daily attendance in elementary and secondary schools was now 798,000 instead of the 207,000 of 1900."

Pointing to the change in the status of the automobile from a "luxury for the few to a necessity for the many," Mr. Larsen said, "the far more remarkable fact is that education, too, had changed from a luxury for the few to a necessity for the many in the same period of time. Our schools had set up a mass production line far more wonderful and far more complex than anything ever dreamed of by Henry Ford."

Mr. Larsen then showed how the tremendous growth in school population and literacy was matched by the growth of North Carolina industry, production of electrical energy, the increase in the value of farm property, and the value added to raw materials by manufacture.

"The education system grew, in the way that any successful industry grows—through the systematic plowing back of profits into new plants and equipment and new and better personnel," he said.

"In 1900, the total value of school property was \$1,098,000," Mr. Larsen continued. "Total school expenditures were \$1,062,000 and the total state appropriation for education was \$100,000." In 1950 the value of school property was more than 250 times as much as the 1900 value, and the state appropriated \$108 million to education compared to the earlier \$100,000 figure.

Pointing out that a similar kind of growth in education took place over the entire nation, Mr. Larsen concluded by saying, "Before you open up the new frontier, you must do something else: you must open up the minds of the people. You must provide the great majority of citizens with the skills necessary for the production of wealth and with the varied interests and tastes necessary for the consumption of the many products of an industrialized society. Surely our system of free universal education was more essential to this 'big change' than were any amount of tax laws, minimum wage laws, subsidies, labor union pressures or new management attitudes."

Loses License
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Wilmington Port Gets Manager As Authority Plans Program

Fisheries

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objected to much of the licensing part of the bill which covers both the licensing of boats and fishing appliances. It is proposed that the license tax on fishing craft be set at \$1.50 per gross ton with a \$5 minimum for small boats not documented in the customhouse.

The bill proposes to tax anchor, stake, drift and gill nets at \$1 for each 100 yards or fraction thereof; pound nets and submarine pound or submerged trap nets at \$2 for each trap or pound; fish pots or traps for catching catfish or eels at \$1 each; seines, dragnets, and mullet nets at \$1 per 100 yards or fraction thereof; fyke nets at \$1 each; and fish trawls, crab trawls, and shrimp trawls at \$5 each.

Most fisheries men have indicated that what is objected to principally in the bill is its complications and not the amount of the taxes, although some have said that the licenses on pots would put most operators of eel and catfish pot traps out of business.

The license fees and taxes go to the support of the Commercial Fisheries division of the Conservation and Development department.

A large portion of this division's funds, however, must come from the state's general funds. The cost of the division in the 1951-53 biennium was \$127,589 according to the state budget report, and the taxes and license fees brought in only \$67,370. Most of the division's funds are spent for inspectors and patrol boat operations.

The fish taxes under the proposed legislation are coon oysters, five cents per bushel; scallops, five cents per gallon; clams, six cents per bushel; soft crabs, two cents per dozen; hard crabs, 10 cents per barrel; shrimp (cooked or green), 15 cents per 100 pounds; and fish, five cents per 100 pounds.

Carlet Scout Attend
Leader Training School
Several boys from the Carteret district of the Boy Scouts of America will attend a junior leader training school in Farmville this weekend, scout leaders reported here.

The school will feature movies, discussions, lectures, film slides and a fair. The fair idea will be used in a "showing and trying" period Saturday morning.

The training school opens this afternoon at 4 o'clock and will end tomorrow afternoon. The boys will sleep in their own shelters on the Farmville school grounds.

Fred Halsey Is in Hospital
Fred Halsey of Wildwood was taken to the Veteran's hospital in Fayetteville Monday for treatment for a broken vertebra suffered when he fell off the roof of his house, which he was repairing.

The appointment of Phillip L. Sullivan of New York as port manager at Wilmington was announced this week by George W. Gillette, director of the State Ports Authority.

Mr. Sullivan will work with the authority's traffic management team to stimulate export-import commerce through the state-owned terminals at Wilmington and Morehead City, Mr. Gillette said.

The new manager, who has been identified with international shipping and trade since 1928 in Washington, D. C., Boston and New York, joins E. E. Lee, jr., who transferred last week from the utilities commission to serve as acting traffic manager for the two ports.

The two new appointees will work with J. D. Holt, Morehead City port manager, C. P. Pessant and H. N. Newcombe, traffic solicitors, to spearhead the drive for new business.

"The dual concern of port management," Mr. Gillette commented, "is to adapt terminal space and service to the commodities which flow through the port for export and import, and to educate potential shippers to the advantages and economies of water transportation through North Carolina harbors."

State manufacturers are beginning to give an encouraging response to the current import-export foreign trade survey, the director said. "To accommodate this very welcome revival of interest in our ports, we are making every effort to put Wilmington and Morehead City on a par with Charleston, Norfolk, Baltimore and New Orleans as far as rates, service and equipment are concerned," he continued.

"The pattern of North Carolina's foreign trade now directs a high percentage of the export-import tonnage through out-of-state harbors," Mr. Gillette declared. "At both Wilmington and Morehead City we will depend largely upon new business to build the essential two-way traffic. It will be necessary to equalize freight rates and other factors if we are to accommodate the trade which logically should use our deep sea ports. We are now organizing our traffic and management staffs to create advantages most favorable to inbound and outbound commerce."

County Agricultural Agents
To Attend Poultry School
County agricultural agents from Carteret, Onslow, Jones, Pamlico, Beaufort and Hyde counties will attend a poultry school at 9:30 a.m. Tuesday in New Bern. Agents from other counties in eastern North Carolina will attend a similar school Wednesday in Elizabeth City.

Poultrymen from the State college extension service and school and research representatives will speak at the meetings. R. M. Williams, county agent, and Al Newsome, assistant county agent, will represent Carteret county at the school.

Court

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Neil Chadwick for \$20,000 damages for the death of the child.

The suit alleges that the child's death was caused by negligence on the part of the driver of a log truck owned by Chadwick.

The McLawhorn child died in Morehead City hospital March 29, 1952 a few hours after she dashed into the rear of the log truck.

The driver of the truck, Rufus Brown of Newport, told investigating officers that the child had passed the cab of the truck before he saw her. He said that he could not avoid the child.

Land claim cases and divorces make up most of the rest of the calendar of civil cases which will be heard during the superior court session. Judge Henry L. Stevens and the jury chosen by the county commissioners will hear 19 divorce cases, motions in five civil actions and three cases involving protested land claims.

Census

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tals 1,057 and Morehead City's 736.

Total population figures for communities follow: Beaufort, 1930—2,957 people, 1940—3,272 people, and 1950 3,212; Morehead City, 1930—3,483 people, 1940—3,695 people, 1950—5,144; Atlantic, 1930—685 people, 1940—711 people, and 1950—844.

Atlantic Beach, 1950—49 people; Newport, 1930—481 people, 1940—480 people, and 1950—676 people; Harkers Island, 1950—1,244 people.

Urban population in the county increased 19.9 per cent from 1940 to 1950. A total of 6,967 people lived in Beaufort and Morehead City in 1940 and a total of 8,356 people lived in the two towns in 1950.

The county's rural population in 1940 was 11,317 and in 1950 it was 14,703.

Population by townships follows: Beaufort 5,374, Cedar Island 290, Hunting Quarter township (includes Atlantic) 1,518, Merrimon 374, Morehead City (includes Atlantic Beach) 8,299, Newport (includes town of Newport) 2,259, Portsmouth 33, Smyrna 1,387, Straits, 2,251, and White Oak 1,273.


Esso Magazine Features Morehead City and Port

Morehead City was featured in a recent Esso Standard Oil company magazine. "Port of Fishing Men" was the title given to the article.

Describing the commercial and sport fishing industries, the article stated that citizens of Morehead City in one way or another "live, eat and breathe fishing."

Industries connected with the state port, terminal are described, and the magazine story continued by saying that the shipping terminal "can easily grow into one of the most important economic influences in that part of the state."

The article was illustrated with many pictures of activities at the Esso terminal and the commercial and sport fishing boats and plants.



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