

Dixon Receives Suspended Term

Stamey Dixon was given a six-month suspended sentence Tuesday in Beaufort municipal recorder's court on a charge of threatening his wife with bodily harm while he was drunk.

Judge Earl Mason suspended the sentence on condition that Dixon remain on good behavior for two years and pay the costs of court.

B. F. Willis was given a 30-day suspended sentence on a public drunkenness charge. The sentence was suspended on condition that he remain on good behavior for two years and pay the costs of court.

The case was dismissed against Freddie Lee Wilson, who had been charged with assault.

James Ray Nixon was ordered to pay the costs of court for failing to stop at a red light. Martin L. Willis was ordered to pay \$5 of the costs for failing to stop at a stop light.

James Moore was ordered to pay the costs of court for driving without a license.

Cases were continued against Emerson Hodge, Darrel Daniels and Willie Sharpe.

Tuesday's court session was the first held in the newly-redecorated court room at the town hall. Under the direction of Judge Mason, the room was painted, the floor was refinished and a railing installed by Alvin Congleton and Willie Stewart, who are serving sentences for public drunkenness. The two men are at present repainting the window facings on the outside of the town hall.

C&D

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licted with polio and voted postponement of a final decision on the \$175,000 advertising agency contract until later.

The board will meet in the fall at Asheville. Reports of the forestry, water resources and commercial fisheries committees were also approved by the full board.

This was the first business meeting for the re-organized C&D board following the members recent appointments by Gov. Umstead. The members were sworn into office Monday by Associate Justice E. B. Denny of the State Supreme court.

At Monday's meeting, Gov. Umstead announced that he would serve as the chairman of the board in an active instead of an honorary capacity. In brief remarks before the business meeting started, the governor urged his appointees to work for the preservation and development of the state's resources so that future generations in the state might be protected and new people and industries might be attracted to the state broadening the tax base and making possible state services without an increase in taxes.

Miles T. Smith, vice-chairman of the board, presided over the closing business session.

Challenge

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of course, that they were still considered residents even while away in the service if they formerly resided in the city.

Mr. Seeley said that he hoped that the ruling by the state board would eliminate any unnecessary challenges.

Registration for the special election began July 11, and 177 persons had registered when the books closed at sundown last Saturday. Mr. Conner said that he believed that most of the eligible voters had registered.

The high number of registrations has been attributed to the efforts of various citizens' groups representing both proponents and opponents of the annexation. Both groups conducted house-to-house campaigns to urge people to register and vote.

It is expected that the intensity of the get-out-the-vote campaigns will be stepped up in the week remaining between now and the election. The various committees are expected to continue their visits to residents of the area urging them to vote in the election.

Supporting the annexation proposal are E. G. McKinley, Howard Ferguson and Julian Murphy. The committee members for the opposition are O. O. Fulcher, Julian Fulcher and Luther Norris.

The committee representing residents favoring the annexation made final plans for election day at a meeting Tuesday night at Clyde Jones' showroom. Each member of the group was made responsible for getting a certain number of voters to the polls on the day of the election.

The special election will be the second within the space of a few months. The first attempt at annexation was defeated by a few votes in an election in May. The area proposed for annexation at that time was larger than that covered by the present proposal.

Mobley Named Chairman
H. Earle Mobley of Mobley Buick company has accepted the appointment of area chairman for the N. C. Automobile Dealers association. In this capacity he will represent the state and national dealers associations in Carteret county.

Hearing Continues Today; More Testimony Coming

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By reading the legislative act of 1939 which allowed the setting up of a racing commission in Morehead City. The act authorized the appointment of a three-man commission with the approval of the voters.

It also gave the commission authority to grant a franchise for a period of not more than ten years and regulated the amount of money which the track would pay to the commission. The franchise cannot be revoked unless the operators of the track fail to comply with commission rules.

The fees authorized by the act were sent to the town for the use of the land which is to be owned or leased by the town and ten per cent of the gross receipts of the track.

The act was later amended in 1941 to make a change in the fees collected by the commission. The amendment provided that the commission collect three per cent of the total amount bet and 15 per cent of all admissions.

The first witness was Dr. Ben F. Royal, chairman of the racing commission. He said that he had been a member of the commission since it was first set up and has been chairman for three or four years. He said that he was not sure when the election was held or when the commission was set up.

Dr. Royal said that the commission had attempted for several years to find an operator for the track but was unsuccessful until 1948 when negotiations were begun with the present owners. He said that negotiations were carried out with Paul Cleland, executive secretary of the Carolina Racing association.

When questioned about the duties and responsibilities of the commission, Dr. Royal said that its primary duty is to see that the town gets its share of the revenue from the track. He said that anything pertaining to track activity comes under its jurisdiction.

He testified that Albert Gaskill, commission auditor, attends every race and checks on receipts after each race. He said that Mr. Gaskill submits an itemized report to the commission each week. He said that he believes that the association turns the money over to the commission each week.

Dr. Royal said that it was his understanding that the commission gets ten per cent of the 15 per cent which the track keeps after paying off all bets. He said that he knew nothing about the 1941 change in the fees.

The commission chairman said that he believed that the town owned the land on which the track is built and that the association built the plant. He said that he knows nothing about the rent for the land and that the commission has nothing to do with it.

Dr. Royal admitted that he very rarely visits the track to observe its operations and that he has never been behind the money windows. When asked about the conduct of the patrons of the track, he said, "It is much better than at football games and dances which I have attended."

He said that he had read the commission's rules and that they were compiled after a study of rules at other tracks in the country. He testified to this after being asked if he was familiar with the rules.

Dr. Royal admitted under questioning by Mr. Falls that Mr. Gaskill also serves as auditor for the racing association. He said that, based on his knowledge of Mr. Gaskill, he believed that the auditor was being fair to both parties and that the town was getting its fair share of the proceeds.

When questioned about allowing matinee races and two daily doubles at the track, the chairman said that it was done at the request of the track operators. He said that the policy was also advantageous to the town financially. He explained that "the more money is bet the more money the town gets."

Dr. Royal said that he did not feel that the commission had any economic responsibility to the people who patronize the track. He said, "If they come to the track to bet that's a calculated risk. They know that the odds are against them, and nobody forces them to gamble at the track."

He said that he believed that the people of Morehead City are overwhelmingly in favor of the race track. He also said that he would have no objection to another election on the subject. He said that he felt that the track brings more money to everybody in the city. He also said that he knows of no op-

position to the track from within the city.

Sheriff C. G. Holland told the legislators that he keeps seven deputies at the track each night to police it. He said that the deputies are paid by the racing association but are picked by him.

The sheriff said that he knows of only seven arrests that were made at the track since it opened. These, he said, were for public drunkenness. He said that in general the track is operated in an orderly fashion and that he has received no complaints from residents of the area around the track.

He said that much of the opposition to the track comes from people who are mad because the county does not share in the revenue. He said that there is also some opposition from the churches.

When asked if he would object to an election on the question, Sheriff Holland said that he would object if the election would involve any expense to the county. He said that from his experience most elections involved a great deal of expense to all concerned.

George H. McNeill, judge of the municipal recorder's court and former commission attorney, said that he had noticed no increase in crime since the opening of the track.

Mr. McNeill told the legislators that the act of 1939 had been amended again in 1949 to return the fees to the basis on which they were collected under the original act, that is ten per cent of the money left after the bettors are paid and ten per cent of all other revenue.

He said that the land is owned by the track, leased to the town for \$1 per year and leased back to the track for the same fee. He said that this is in compliance with the law which requires that the track be on land owned or leased by the town.

Mr. McNeill said that he believed that a majority of the qualified voters would favor the track if an election were held. He said that in the 1939 election, 462 persons voted for the track and 264 voted against it.

Harvey Hamilton, Jr., who recently succeeded Mr. McNeill as attorney and executive secretary of the racing commission, said that the conduct of the track has been excellent as far as he has been able to determine. He said that he would have no objection to an election unless it would involve work for him.

Mr. Hamilton said that he has not held his position long enough to become familiar with the rules regulating the operation of the race track. He said that he was not sure of post time at the track. Mr. Jordan said that he could find nothing in the rules governing the time of the races.

Mr. Uzzell asked Mr. Hamilton to furnish him with a copy of all minutes of racing commission meetings and copies of the two leases on the land on which the track is situated.

Mr. Hamilton testified that he knew of no organizer opposition to the track although there is some opposition. He said that he believed that the residents of Morehead City are overwhelmingly in favor of the track.

After testimony by Mayor Dill and further questioning of Mr. McNeill about the changes in the legislative acts, the hearing was adjourned until afternoon. At that time it was expected that more representatives of the town and the racing commission would be called upon to testify.

This morning's session is expected to bring testimony by the owners and operators of the track. Among those scheduled to testify are Mr. Cleland, John Masoni of Cleveland, Joseph Lombardo of Cleveland and John Boggiano of New York.

Mr. Boggiano has been one of the few mystery figures in the investigation of the track. Newspaper reports and reports of New York police investigations have linked him with gambler Frank Erickson.

It was to investigate possible ties between the race tracks and the underworld that the present legislative commission was set up by the general assembly.

Currituck Track Saves County Money in Ad Valorem Taxes

In the two-day hearing held Monday and Tuesday on the operations of the track at Moyock the legislative commission heard testimony that the track was saving money for the county.

H. D. Newbern, Jr., county commissioner, told the five legislators that the county's tax rate would be about three times what it is now if it were not for the taxes collected from the race track.

He said that before the track began operations the tax rate was \$1.55 per \$100 of valuation. Now it is only 90 cents. He said that the rate would probably be about \$3 if it were not for the race track revenue.

The county gets 10 per cent of the track's gross take. Last year the county's share amounted to almost \$140,000. Half of that went to the school fund and the rest was divided between the county welfare fund and the general fund.

Mr. Newbern testified that no county employee checks to see that the county is getting its share of the track's take. He said that auditing by the track auditor and the racing commission auditor is sufficient.

Charles Snowden, racing commission chairman, said that he and representative Ed Johnson brought the Mason-Lombardo interests into Currituck county. They talked to them in 1949 just after the Morehead City track opened and interested them in opening a second track at Moyock.

H. B. Swartz, Norfolk CPA who serves as commission auditor, told the legislators that the county's revenue from the track has increased every year. He also told them that he does not have people at the track to check the accuracy of the financial reports which he receives.

The legislators also heard testimony about the track's charitable donations and the salaries of the officials.

Joe Tobin, general manager of the track, told them that the track's contributions to charitable, church and civic organizations amounted to more than \$8,000. Asked why the contributions had jumped from about \$2,000 the year before, Mr. Tobin said that there were more requests for aid after word got out that the track was generous with donations.

Mr. Tobin also told the commission that the track is operated very cleanly and that all laws are strictly enforced. He said that bookies and touts, who had operated at the

Shrimp

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excellent oyster grounds, shrimp-ing bays and would make impassable a long-used channel near the Point of Marsh which fishermen from all over the coast use.

The committee will try to work out a compromise with the Marine corps in order that targets may be obtained while the fishing grounds are protected.

During the meeting Mr. Fulcher also asked that the commercial fisheries division "rigidly enforce" the regulations with respect to the culling of oysters on the boat at the place where the oysters are gotten. Charles Jenkins, a member of the committee, asked Mr. Fulcher if there were any regulations making it legal to haul by hand seines of not more than 125 yards in length in New river. A previous regulation banned all haul seines. Shrimping operations were exempted by both regulations.

Representatives of both sides appeared before the committee, and one gill-netter said that in the past "some violence" had been a part of the feud and that it made his "blood boil" to see men hauling seines.

The fisheries committee will hold public hearings in Poplar Branch Aug. 31 to investigate two regulations with respect to net sizes and closed seasons in Currituck sound. Mr. Rodgers commended the work of the research institute for its part in improving the fisheries industry in North Carolina.

Freight Car Overturns

A freight car overturned yesterday at the Atlantic and East Carolina track in front of the Jefferson hotel. Traffic on one side of Arendell street was stopped by the car.

Track during its first two years, had all been eliminated. Mr. Masoni, secretary-treasurer of the Carolina-Virginia Racing association, told the probers that the track paid \$300,000 in salaries to its officers during its first four years of operation. Other officers are John Boggiano, vice-president; Sam Lombardo, vice-president; and Paul Cleland, assistant secretary-treasurer. Between them the officers own 95 per cent of the track's stock.

The salaries, he said, were \$44,000 in 1949, \$82,000 in 1950, \$72,000 in 1951 and \$101,830 last year. During the two-day hearing, several county officials and residents of the county said that they approved of the operation of the track and wanted it to continue in operation. Many of these people admitted that they are employees of the track.

The only opposition to the track came from Ray Midgette of Coinjock who protested that the legislative commission had been given "an eyeful of whitewash."

He said that residents of the county see nothing but the money from the race track. He said they seem blind to the track's impact on politics and morals.

Mr. Midgette said that he is suspicious of the track's operations but admitted that he could not prove that its management is dishonest.

He urged that another election be held to give the people a chance to vote on allowing the track to continue. He said that, if given the chance, the people would surely vote to stop racing.

Golf

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demonstrated the proper method of making various golf shots. Palmer Staples, an old-time professional, was also present for the ceremonies but did not take part in the clinic.

The golf match was won by Mr. Beck and his partner Mr. McCuiston. Mr. Beck shot a par 36, Mr. McCuiston and Mr. Bullen each shot 40 and Mr. Parker shot 43.

Many of the members of the club played a round after the ceremonies were over. For some it was the first time they had used the course, although it had actually been open for play by members since Sunday.

Mr. McCuiston, pro at Fort Bragg, will serve as pro at the local course on a temporary basis. He has announced the schedule for lessons for members of the club and their children.

Women members of the club will be given lessons from 10 to 11 a.m. on Tuesdays, Thursdays and Fridays. Lessons for the children of members will be given from 9 to 10 a.m. on the same days. Lessons for men will be given by appointment.

Mosquitoes

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present it to the county commissioners at their August meeting Monday morning in the court house. They will probably seek a small amount of funds from the county for fogging and spraying operations this summer and fall to control the breeding grounds during the fall season.

Those attending the meeting were Dan Walker, C. T. Lewis and Gerald Hill of Beaufort; Moses Hatcher of Newport; Dr. S. W. Thompson, Mr. S. W. Thompson, Mr. McKinley, Mr. Ball, Alvah Hamilton, sr., R. E. Laughton, and Dr. Cooke of Morehead City; Mr. Fulcher of Atlantic; Irvin W. Davis and Mr. Jackson of Davis; R. M. Williams, county agent, and A. D. Fulford, county sanitarian.

St. Bernard dogs are being replaced by German shepherds as the rescue dogs in the Alps, says the National Geographic Society.

Port Security Rules Tightened

Norfolk — Tightening its nationwide port security program, the Coast Guard has announced that after Sept. 1 all persons working aboard merchant vessels of 100 gross tons or over operating in certain water areas of the United States must possess specially validated merchant mariners documents.

Areas included in the new move are all bays, sounds, lakes, bayous, canals, harbors and other navigable waters of the U. S.

The regulations are an addition to earlier laws requiring crew members of vessels of 100 gross tons or over sailing to foreign countries, U. S. possessions such as Alaska and Puerto Rico, and on the Great Lakes to hold validated documents, which evidence security clearance.

Exempted from getting their mariners documents validated by the Coast Guard are crewmen aboard all craft of 100 gross tons and over engaged exclusively in trade on the navigable rivers of the U. S.

However, many workers aboard these craft are required to have Coast Guard port security identification cards as a result of other regulations which went into effect July 1.

All mariners working aboard craft affected by the new regulations should immediately make application to have their mariners documents validated by the Coast Guard in order to meet the September 1 deadline.

Applications for validation of the documents can be made at Merchant Marine Inspection offices in the Naval Landing building, foot of West York street, Norfolk; in the chamber of commerce building, Baltimore, Md., and at the Captain of the Port office, Wilmington.

Meeting Postponed

The August meeting of the board of commissioners of Atlantic Beach will be held on Aug. 11, according to Mayor Alfred B. Cooper. The meetings are usually held on the first Saturday of the month.

There were 1,466,000,000 (B) bushels of corn on U.S. farms April 1, 1953.

Chalk

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head City since 1911. With H. S. Gibbs, sr., he operated the insurance and real estate firm of Chalk and Gibbs.

He attended Campbell college at Buie's Creek and was a graduate of the school of pharmacy at the University of Maryland. He operated a drug store on Arendell street, Morehead City, until 1921 when he sold it to Walter Huffam. Mr. Chalk was president of the former Marine Bank and also served as cashier of the Bank of Morehead City.

He was a member of the First Methodist church and served for more than 30 years on the board of stewards of the church. He was a member of the Morehead City Masonic lodge.

Mr. Chalk was long active in civic affairs of Morehead City and the county. On Dec. 1, 1922, the town board appointed him mayor to fill out the unexpired term of T. C. Wade who had been elected in May 1921. He was re-elected to the office in May 1923 and served until April 15, 1924, when he resigned. Luther Hamilton was then appointed to fill out his term. During World War II, Mr. Chalk served as chairman of the local selective service board.

His first wife was the former Elizabeth Weeks who, until her death in 1948, owned and operated the Dress Shop in Morehead City. Early this year, Mr. Chalk sold the business to the present owner.

Negro News

Morehead City hospital: Discharged after treatment: Mrs. William Godette, Harlowe, Wednesday.

Discharged: Mrs. Charlie Wilkes and daughter, Morehead City, Wednesday; Mrs. Delmus Greene and daughter, Morehead City, Tuesday.

Births: To Mr. and Mrs. Charlie Thomas Wilkes, Morehead City, a daughter, Sharon Yvonne, Monday, July 27.

To Mr. and Mrs. Johnnie Asley Teal, Beaufort, a son, William Joseph, Tuesday, July 21.

To Mr. and Mrs. Delmus Green, Morehead City, a daughter, Constance Irita, Sunday, July 26.

TOWN OF MOREHEAD CITY BUDGET SUMMARY 1953 - 1954

REVENUE	
Ad valorem tax (\$2.00 rate)	\$118,136.00
Poll Tax	762.00
Delinquent Taxes	5,000.00
Franchise Tax	2,500.00
Penalties and Costs	1,000.00
Intangible Tax	2,500.00
Business License	6,000.00
Recorder's Court	2,000.00
Cemetery Revenue	300.00
Rents	600.00
Beer and Wine Tax	4,500.00
Parking Meters	7,000.00
City License — Bike License	1,000.00
Building Permits	300.00
Sewer Tap Fees	250.00
Dog License	25.00
Street Assessments	300.00
Morehead City Racing Commission	25,000.00
Powell Street Aid	17,000.00
.....	\$194,173.00
DISBURSEMENTS	
General Administration	\$ 29,487.00
Police Department	29,724.00
Fire Department	21,468.00
Sewer Department	5,360.00
Sanitation Department	17,700.00
Cemetery	8,750.00
Building Inspector	60.00
Carolina Power & Light Company	9,000.00
Street Department	28,271.00
Debt Service	35,500.00
Recreation	5,902.00
Hospital	2,951.00
.....	\$194,173.00

Adopted the 30th day of June, 1953.

Respectfully submitted
Blanda L. Melohn, Treasurer
Town of Morehead City.

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- Pipe
- Pumps
- Fishing Tackle
- Pliers
- Planes
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