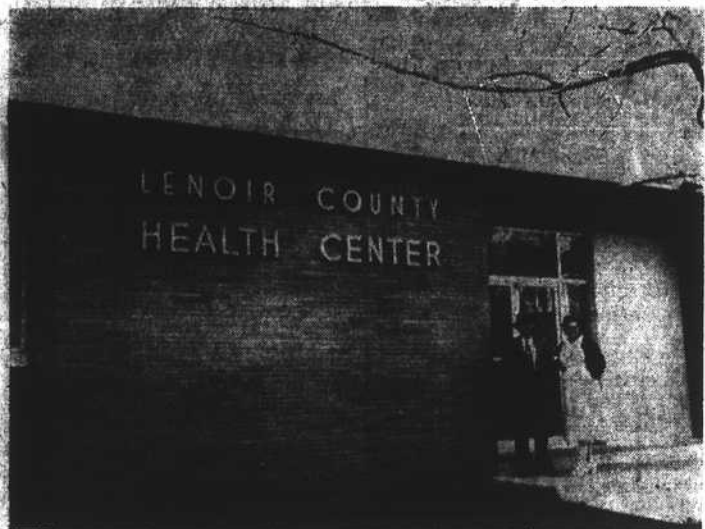




Above at right, Garland Smith, cashier of the Maysville Branch of The First Citizens Bank & Trust Company, is seen handing a \$50 check to Kincheon Dixon of Pollocksville, which covered the cost of Dixon's attendance February

11-22 for a short course at State College on modern farming. Banks throughout North Carolina sponsor young men for this annual course. The Branch Banking & Trust Company of Trenton this year is sponsoring Carlton Parker Jr. for the same course.



Above District Health Officer Dr. R. J. Jones and Public Health Nurse Mrs. Ralph Shell wait for "early customers" Wednesday morning at the brand new Lenoir County Health Center at the corner of Main and North Main streets. After final inspection by state, federal and local officials Monday the Lenoir County Health Department began the big job of moving from its scattered offices on Court House Square into this

fine new center. It was business as usual in spite of the moving and a pre-natal clinic was held Tuesday afternoon in the new building. All services of the department are now in this new location one block west of Memorial General Hospital and Dr. Jones and his staff invite the public to visit with them and take a look at the new building, and of course, if any of the services of the department are needed they are available too.

Jones-Onslow REA Co-op Planning Extensive Work With \$500,000 GI Loan

Approval in Washington of a \$500,000 loan to the Jones-Onslow Electric Membership Corporation has cleared the way for an extensive "beefing up" of this REA system which serves six Eastern Carolina Counties.

Trenton Attorney George Hughes, counsel for the co-op, said Tuesday that the bulk of the loan would be used to install heavier lines over the 1100-mile system, which serves rural areas of Jones, Onslow, Pender, Lenoir, Duplin and Craven counties.

The co-op is currently involved, Hughes also reports, in negotiations with the Carolina Telephone & Telegraph Company for reciprocal use of utility poles throughout the system.

Hughes says a small portion of the \$500,000 loan will be used, of course, to extend electrical service to some of the very few places in its service-area that now have no electrical connection.

The counties included in the area served by the Jones-Onslow Co-op are among the most electrified in the nation. All power distributed by the Jacksonville REA is purchased from the Carolina Power & Light Company.

The major needs of the system, and upon which the recently ap-

proved loan was based, are heavier lines capable of carrying a steady flow of electricity to every part of the system. The multiplication of electrical uses on the farm are responsible for this increased need, Hughes pointed out. This REA Co-op presently is serving just over 7,000 customers in these six counties, which are broken down as follows: Onslow 4,125, Jones 2,000, Duplin 369, Pender 200, Craven 193 and Lenoir 125.

Five Men, 12 Jars and Three Lawmen Add Up To Trouble in Trenton

Five men in a 1950 Plymouth, accompanied by 12 jars of stump-hole whisky when added to three law enforcement officers added up to trouble Friday night just east of Trenton.

Sheriff Brown Yates, Deputy Roy Mallard and Highway Patrolman B. O. Mercer were the law who caught Simon Quinn, Willie Lee Bryant, Leroy Grady, Ed and Albert Brown with the 12 jars of "Jones Joy Juice" a half mile east of Trenton Friday night.

The car which belonged to Quinn was being driven by Bryant, each of whom is charged with transporting the "swamp water". The

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Southern Railway Purchase A&EC Finally Approved by ICC Bureaucrats

Officials as well as private citizens in the area that would primarily benefit from development of the Port of Morehead City last week unanimously exploded in anger and surprise at the budget asked for the next two years for the State Ports Authority, which would allocated \$3,100,000 for work on the Wilmington port facility and not set up a penny for the Carteret County harbor and ship-handling facility.

The basis referred to for this desertion of the Morehead City was a survey made by a New York consultant who had recommended Wilmington for the major port effort of North Carolina, and as part of his proposal had suggested expenditures totalling \$12,646,172 at the New Hanover port and had tossed an exceedingly barren \$1,154,738 bone to the Morehead City port expansion effort.

The Advisory Budget Commission more than accepted this expert view of the Tar Heel port situation and even went the New York group one better by completely eliminating Morehead City from the 1957-59 budget. The State Ports Authority had not publicly denied its parentage of Morehead City's port effort and had asked for \$1,148,000 for the Capital of the Coast along with the \$3,100,000 request for Wilmington.

However, the State Ports Authority had pulled the rug from beneath the Morehead City request by informing the Advisory Budget Commission that the Carteret County facility was not using all the warehouse and wharfage space it had at present.

Mayor George Dill of Morehead City and State Senator Luther Hamilton, another Carteret County, blew their collective top when the Advisory Budget Commission's notions were revealed, and at latest report they have not cooled off in the slightest.

The Washington news this week from the Interstate Commerce Commission which finally granted permission to the Southern Railway Company to buy the Atlantic & East Carolina Railroad threw more fat into an already warm fire, since this will bring to Morehead City a Class I railroad service; the lack of which was one of the excuses of the New York consultant turning his back on the Morehead City port.

other three men are charged with possessing same. The Quinn car has been impounded pending confiscation.

Sheriff Yates says in addition to the 12 jars there was a piece of pint of the same flavor that the quintet was "working on" . . .

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Editorial

After more than two years of procrastination the red-tape ridden Interstate Commerce Commission Monday reversed a previous minority report of its membership and granted the Southern Railway Company permission to purchase the stock of Atlantic & East Carolina Railroad.

This long-delayed action gives North Carolina for the first time in its history a major, Class I rail connection from the Atlantic Ocean to its Western Borders, and of course, on to the Mississippi River.

Under the permission belatedly given Monday by the ICC, Southern will acquire the stock of the A & EC and its lease on the trackage and other facilities between Goldsboro and Morehead City. At present Southern operates from Goldsboro to Greensboro over State of North Carolina. The trackage between Goldsboro and Morehead City is owned by the Atlantic & North Carolina Railroad, whose majority stock holder is the State of North Carolina.

Morehead City officials immediately called for a re-evaluation

of the state Ports Authority recommendations which were exposed last weekend in budget requests to the General Assembly. This report had used as its basis a so-called engineering study which favored the spending of more than \$12 million dollars for development of the Port of Wilmington and slightly less than \$2 million dollars for expanding the Port of Morehead City facilities.

For the 1957-59 biennium the advisory Budget Commission had asked the General Assembly for just over \$3 million for Wilmington and not one single red cent for Morehead City. One of the reasons (?) held forth for this grossly biased abuse of Morehead City was its lack of adequate rail service, which is hardly supportable now that Morehead City is an ocean terminus of the South's largest and most progressive railroad system.

We believe the General Assembly will be far more intelligent and far less biased in its approach to this vitally important affair than the State Ports Authority and the Budget Commission have been.

'Hurricane Hazel' Suit Longest In Recent Lenoir Court History

After more than a week of testimony the suit brought by Mrs. J. F. Britt and Mrs. W. P. Hardy of La Grange against four insurance companies today (Wednesday) was nearing the jury.

The suit grew out of differences between the La Grange women and their insurance companies over damage to their Wrightsville Beach cottage on October 15, 1954 when Hurricane Hazel ripped up the North Carolina seacoast.

Both sides have offered lengthy and numerous testimonies to support their contentions. The La

Grange women are attempting to prove to the jury's satisfaction that the damage resulted from wind rather than tidal or overflow waters, while the insurance companies are trying to prove that the damage resulted from the tidal or overflow waters, rather than the wind. Under terms of the insurance carried on the cottage such water damage is not covered.

Testimony has revealed that the major damage to the Britt-Hardy cottage came when a neighboring cottage fell against it, and, naturally the nub of the argument is whether the neighboring cottage was airborne, or waterborn.

Court officials accept as a foregone conclusion that the case will go to the supreme court no matter which way the Lenoir County jury decides.

Charlotte Attorney Fred Helms and Kinston Attorney Fitzhugh Wallace Jr. are representing the insurance companies. Kinston Attorneys Guy Elliott, Jesse Jones and Marion Parrott are representing Mesdames Hardy and Britt.

Court Clerk John S. Davis says this case which was begun last Wednesday, February 13, has lasted longer than any case to come before the court in the more than 18 years he has held the clerkship.

Tuckahoe Township is Minus One More Still

Jones County Sheriff Brown Yates reports the destruction of a small copper still in Tuckahoe Township in the western fringe of Jones County last Friday.

There were three barrels of mash ready for the kettle and a 50-gallon still located near Old Pink Hill in Lenoir County, Yates says.

Dollar Days in Kinston on Thursday and Friday