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## Deputy Has Hard Night Chasing Youth Waiting Trial for Earlier Offenses

Although the Jones County Sheriff's Department made only one arrest during the past week, that one arrest turned out to be quite a chore.

Deputy Sheriff Dan Killingsworth had already returned home Friday night from having attended the Jones High-J. T. Barber basketball game in Trenton when he was called back to the high school to investigate the theft of an automobile.

Killingsworth arrived and got a description of the car and talked with the owner, Mrs. Gladys Koonce, before heading back to his home on Highway 41 west of Trenton. As he was riding through the cut-through road between Highways 41 and 58, Killingsworth spotted the stolen car headed toward Trenton and gave chase.

After a speedy race to Trenton and a bumpy ride through the Monkton section, the driver of the stolen 1959 Chevrolet abandoned the car and fled into the wooded area behind the Mallard Pure Oil Plant.

Killingsworth called Patrolman R. R. Mason and Corporal J. S. Briley of Kinston, and the three of them, along with a colored youth posted as a lookout, flushed the car thief.

Arrested was Rayford Brock, 17, of Route 3 Kinston. He was indicted by Mrs. Koonce for larceny of an automobile and charged by law officials with drunk

driving and driving without an operator's license.

Brock already has a case pending in Recorder's Court for unlawful possession of a vehicle and malicious damage to personal property. Also charged in that case are Lawrence Carter, Robert Jones and a juvenile, James Earl Roberts.

Roberts is currently facing a charge of choking and holding a knife to the throat of a fellow student at Jones High School.

## Monday Rites for Elisha Carl Waters

Funeral services for Elisha Carl Waters, 67, who died Saturday, were conducted Monday at 2 p.m. at the Maysville Methodist Church by the Reverend T. M. Faggart. Burial followed in the Maysville Cemetery.

Surviving Waters are his wife, Mrs. Dollie Jones Waters; four daughters, Mrs. Walter Wetherington and Mrs. Colon Lee Wetherington, both of Stella, Mrs. Zane Harrell, and Mrs. Jason W. Cumbo, both of Maysville; one brother, A. L. Waters of New Bern; four sisters, Mrs. Claude Heath and Mrs. Elva Collins, both of Maysville, Mrs. Ida Odum of Swansboro and Mrs. Stella Jones of Spring Lake; and nine grandchildren.

## Trenton Hardware's File Cabinet Found In River Thursday

A minor traffic accident that occurred near the Trent River Bridge just outside of Trenton on the Cove City Road was the cause of the accidental discovery of a filing cabinet containing valuable records which was stolen in a robbery of the Trenton Hardware Store last Thursday night.

Sharp-eyed and curious Carl Jenkins, employee of the State Highway Commission, noticed a metal box lying partially submerged along the riverbank underneath the bridge as he was going across the river to get a broom to sweep broken glass from the traffic accident that had taken place about three o'clock in the afternoon.

The filing cabinet, believed by Trenton Hardware Store owner Fred Foscoe to be taken in the theft by mistake because it "looked like a strong box", contained all of the accounts receivable files of the Trenton business firm.

Jenkins investigated, pulling the filing cabinet from the river, and notified Foscoe of his find since he was aware of the hardware store robbery and could read the store's name on many of the files.

Trenton Hardware Store employee Glenn Spivey, who went after the filing cabinet and carried it back to the store, said

## Defendants Ask Jury Trials in Cases Coming Before Recorder Joe Becton

The Friday, January 19, session of Jones County Recorder's Court held in Trenton by Judge Joe H. Becton was headed by two appeals to Jones County Superior Court.

Velma Howard Laylor, 55-year-old woman of 315 West First Street in Kinston who was found guilty of driving under the influence, fined \$100 and ordered to pay court costs by Judge Becton. Mrs. Laylor gave notice of appeal to Superior Court and her bond was set at \$200.

John Haywood David Jr. of Route 1 Pollocksville who was charged with speeding 100 mph in a 60 mph zone, asked for a jury trial and his bond was set at \$150.

John Wilton Ferrell of 2410 Richlands Road, Kinston, was charged with speeding 80 mph in a 60 mph zone. He pleaded, and was found, guilty of doing 75 mph in the 60 mph zone, and was fined \$15.

John Chauncey Branham Jr., of Camp Lejeune charged with failing to reduce speed to avoid an accident, had his case not pressed.

Five other defendants submitted admissions of guilt by paying fines and costs as follows: Jim Haseldon of Fayetteville paid \$19 for public drunkenness; Eloise Miller Maulsby, 52-year-old New Bern woman forfeited \$26 for speeding 70 mph in a 60 mph zone; Sergeant William Armstead Shepard of Camp Lejeune handed over \$13 for improper passing.

William Lemuel Williams of Route 2 Trenton, and John Walter Willie Jr. of Route 1 Pollocksville both paid \$16 for fail-

ing to reduce speed to avoid an accident.

## Roger Miller Trailer Damaged Sunday By Oil Stove Fire

Trenton area volunteer firemen answered a call to the house trailer home of Roger Miller about three miles out of Trenton on the Cove City Road at 11 a.m. Sunday.

According to Fire Chief Ed Eubanks an over-heated oil stove that had been left unattended was the cause of the blaze.

Approximately \$400 in damages were sustained by the wheeled dwelling which is located very near the site where a regular frame dwelling burned about two months ago. The trailer house was insured against fire.

Eubanks said that the volunteer fireman, many of whom were interrupted from Sunday morning worship services to assist in the fire-fighting, formed a "bucket brigade" using a nearby roadside ditch as a water source to put out the fire.

## Republican Meeting

Two meetings of importance to Jones County Republicans are to be held in the near future: Precinct meetings will be held at 2 p.m. Saturday, January 27th, and the Republican County Convention is to be held at 2 p.m. Saturday, February 3rd in the courthouse at Trenton. All Republicans in the county are urged to attend both of these meetings.

## PHOSPHATE MINING OPERATION MAY MAKE MOREHEAD COMPLEX OBSOLETE QUICKLY

Farmers have long been acquainted with phosphate as one of the three basic ingredients of commercial fertilizer, but Eastern North Carolina farmers have had no general knowledge until very recently what a vital mineral phosphate really is.

The revolution in agriculture that has seen the United States move from an agrarian to an industrial society with less than five per cent of the nation's population engaged in providing food and fiber for the other 95 per cent has been very largely due to the use of these commercial fertilizers, and the American farmer uses more commercial fertilizer than all the other farmers of the world combined.

The loss of natural phosphates in the soil and the population explosion have suddenly given phosphates a world-wide importance they never enjoyed before.

The discovery of one of the world's largest supplies of phosphate in the Pamlico River area late in the 1950's has caught North Carolina, and particularly Eastern North Carolina up in this industry.

Now nearing completion at The Port of Morehead City is a \$13 million storage and loading facility that will send a minimum of 3,000,000 tons of phosphate per year out of North Carolina to serve the rest of the hungry world.

Now, even before this marvel of engineering is completed studies are being made that could make it obsolete before it ever loads its first ship.

The study which led to the first exploitation of this mineral resource in North Carolina was made by the geology department

of North Carolina State University; which makes it a public record, and it reveals for all who wish to read it that these phosphate deposits underlay a very large part of the entire Pamlico Sound tidal complex.

The first company to invest and to begin commercial production of phosphate in North Carolina is Texas Gulf Sulphur Company, in production now for a year, and the company that has guaranteed the shipment of at

least 3,000,000 tons of phosphate from Morehead City.

Bearing in mind that the overseas shipment contracted with the Morehead City port is the minimum and that this only represents the overseas sales

from Texas Gulf one begins to understand the hugeness of this enterprise if other staggering statistics have not informed them. A beginning expenditure of about \$60 million, use of over 50 million gallons of water per day and purchases of thousands of acres of land, and options and leases on many more thousands of acres all add up to very big business.

In 1965 phosphate in the United States totalled 26,440,000 tons, which were sold for \$194,520,000. By the end of 1968 the Beaufort County mining operation will be the largest phosphate producer in the nation.

In addition to Texas Gulf there are numerous other large companies that have leases, options and purchases in the same area, who are likely to begin phosphate mining operation within the next five years.

At the present price of about \$7.20 per ton for phosphate it becomes immediately obvious that any thing that can eliminate a handling operation can be of vast importance.

At present the product is stored in huge sheds at the Lee Creek site, where it is held until loaded into freight cars or barges. The overseas shipments will be moved through the Inland Waterway by barge to Morehead City where it will be again unloaded, moved into storage sheds and finally moved onto ships by a vast array of endless belt operations that have to be seen to be appreciated.

Despite all of this mechanized handling this does represent one extra loading and unloading that would be eliminated if the sea-going vessel could be  
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This is the dockside portion of the complex loading system now under construction at The Port of Morehead City for transshipment of phosphate to sea-going vessels. The \$13 million investment at Morehead is underwritten by a guarantee of Texas Gulf Sulphur Com-

pany to ship at least 3 million tons of phosphate per year through the port. Studies now underway may bypass this huge investment with a 40-foot canal being dug from the ocean to the mining operation site on the Pamlico River.