

THE COASTLAND TIMES

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VICTOR MEEKINS, Editor CATHERINE D. MEEKINS, Secretary-Treasurer

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RASCALITY OF RAILROAD AND TRUCK LINES.

The customers of railroad and truck lines are being literally robbed out of unreasonable huge sums annually if we judge by the kind of treatment we customers who support them in Eastern North Carolina get.

We may say at the outset that for many years we have felt partial to the railroads, because we learned they gave us better service at more reasonable rates, with less damage to our shipments. Moreover, we have met a number of railroad people, and developed friendships with them before the advent of the truck lines, and we found many fine people among them.

Truck lines being fly-by-night outfits in so many cases, it is not readily one meets one of their executives, and it is so seldom that we get good treatment from them, that we grow to doubt if people who operate the truck lines in our part of the country have any sense of human principles.

We have yet to find a truck line that has been willing to give a square deal when it comes to making good on our property destroyed in transit. We are now beginning to doubt the railroads.

They, too, make it hard for their customer to get a square deal.

There is a group in Raleigh which is supposed to protect the public interest, but we don't find it that way.

In fact we have been always prejudiced against people who won't give others a square deal. We are one-cheek people. It's a lot of baloney about turning the other cheek. They'll sure slap you in it, if you're sap enough when you do, and then throw a hefty foot in your rear end, which they ought to do.

TIME TO HOWL

Dan Throop Smith, top assistant to Treasury Secretary Humphrey on tax matters is on record before a House Ways and Means subcommittee to the effect that the Treasury is opposed to any reduction in individual income taxes, corporate taxes or excise taxes.

"An important House Democrat" is quoted by The Wall Street Journal as saying: "We'll probably be somewhat more liberal than the Treasury would like in giving tax relief next session, but I don't see any big tax cuts before 1958, if then."

But we have yet to hear any Washington spokesman say, "We can't cut taxes now, for Heaven's sake. England is in a jam again and we've got to bail her out, which will take something over a billion dollars." That, however, is what they really mean—as demonstrated by the launching of the 95-day Treasury Bills Tax Anticipation Series of one billion dollars to help finance the Mother Country.

Meanwhile, the Government that is thus frantically borrowing money continues to subsidize our non-taxpaying mutual and cooperative corporations by the same amount— one billion dollars!

If the Congressmen whose hearts are bleeding for substantial tax relief would simply decide that the cooperatives and mutual companies and credit unions should pay their taxes on the same basis as any other business organizations, there would be enough money in Uncle's till to take care of England and reduce individual taxes for the people of the US, too.

Rep Mills' House subcommittee, which has now finished hearings on tax reform, has heard this suggestion of course in its investigation of tax "loopholes." But the matter of taxing the favored co-ops and mutuals will not, we hear, be mentioned among the 20 or more "unintended tax advantages" to be plugged by the new bill. Such a proposal would be too controversial. It is to be pushed off till 1958—or later.

Much later—along with tax relief—unless those who do pay start howling.

OTHER EDITORS

MAY BE HOT RACE BREWING? (Washington Daily News)

It is a long time until 1960, and a lot of water can go over the dam in the next four years.

Rumors have been current that a hot political race is brewing for 1960 in North Carolina between Kerr Scott and Luther Hodges for the senate seat now being held by Senator Scott.

Mr. Hodges has had nothing to say about such a race, but Mr. Scott has taken cognizance of the possibility in recent weeks. He makes no bones about saying "I'm a candidate now and I'll be one in 1960" whenever he makes a speech to his fellow North Carolinians.

No one can judge at this time how such a race will actually stack up four years hence. But we can look a bit at how it stands now. And if such a race were held today, it would pit about the two best vote-getters in our state against each other. In other words, right now the race shapes up as a humdinger.

In 1960 such a race depends upon several factors. The health of the two men then will be important. Perhaps the most important political factor involves the record each will make for the next four years. Mr. Hodges as governor, and Mr. Scott as senator both will write a record which will be scrutinized closely as primary time nears in May, 1960. And on the records of each might well depend each's chances in such a contest.

There are very many people in our state who have been strong supporters of each man. How they will line up for such a race is important.

If they run against each other in 1960, we can almost predict at this time that a heavy vote will be recorded in North Carolina. There will be few Democrats who will be indifferent.

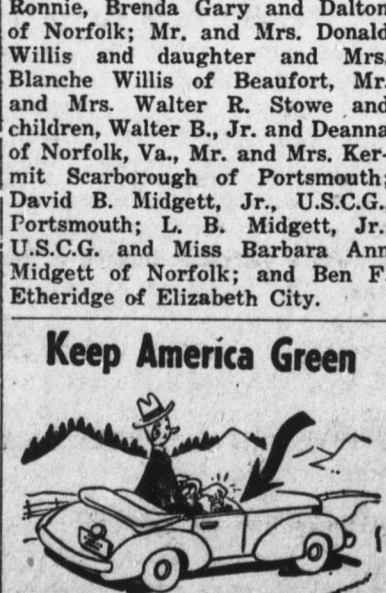
The next four years will definitely tell the story. And each has a big job to do now.

EPIPHANY (Continued from Page One)

modern motels in those places.

The following former residents of the community who are now living at other places spent "Old Christmas" here with parents and relatives: Mr. and Mrs. Charles A. Roadcap and children Anita Dale, Kathy Elizabeth and David Charles of Norfolk, Mr. and Mrs. John E. Herbert, Jr. and children, Mary Ann and Elizabeth Rose from Portsmouth, Va.; Mr. and Mrs. W. Arval O'Neal of Norfolk, Va.; Lieut. Ellery C. Midgett, U.S.N. of Baltimore, Miss Elvira Payne and Mrs. Dameron M. Payne of Wanchese; Mr. and Mrs. C. P. Midgett, First Colony Inn, Nags Head; Mr. and Mrs. Bertrand Easton, Jr. and daughter Serena of Norfolk; Mr. and Mrs. Jesse Patrick and daughter Judy; Mr. and Mrs. Fred O'Neal and children, Ronnie, Brenda Gary and Dalton of Norfolk; Mr. and Mrs. Donald Willis and daughter and Mrs. Blanche Willis of Beaufort, Mr. and Mrs. Walter R. Stowe and children, Walter B., Jr. and Deanna of Norfolk, Va., Mr. and Mrs. Kermit Scarborough of Portsmouth; David B. Midgett, Jr., U.S.C.G., Portsmouth; L. B. Midgett, Jr., U.S.C.G. and Miss Barbara Ann Midgett of Norfolk; and Ben F. Etheridge of Elizabeth City.

Keep America Green



USE YOUR ASHTRAY

THE AMERICAN WAY



The Big Shrinkage

PARK SERVICE (Continued from Page One)

the surface, and planting of various species of grasses to the extent of more than 140 million square feet for the same purpose. It is perhaps best remembered because of its results in the vicinity of the Cape Hatteras Lighthouse, spectacular results which have permitted reactivation of that historic structure in the function for which it was built, as an important aid to navigation.

A special \$100,000 allotment of Federal construction funds to the National Park Service, together with cooperative activity by State agencies, has permitted initiation of the current program of erosion control and fixation. The continuing program, changing from construction to maintenance as time goes on, will eventually be accomplished almost entirely with maintenance funds.

Another item in the contemplated construction program which will greatly facilitate protection of all the natural resources of the area is the provision of some measure of employee housing within its confines. The round-the-clock availability of personnel thus assured will expedite detection and suppression of fires, and will otherwise augment the protective program which the area deserves.

2. Meals, Lodging Accommodations, and Concessions

All of the developments at Cape Hatteras, whether presently under construction or contemplated by 1966, are for the sole purpose of providing whatever is necessary to permit visitors to best enjoy, now and in the years to come, the scenic, cultural, and recreational resources of the area. The MISSION 66 program for Cape Hatteras, while completely aware of the needs of its visitors for food and for lodging, does not include plans for governmental provision of meals or overnight accommodations for these visitors. The policy of the National Park Service, as clearly enunciated by the Director, is to continue to look to communities adjoining and outside the seashore recreational area to provide overnight accommodations, meals, boating, fishing, and other facilities that visitors may require.

This policy was outlined in "Some Questions and Answers" as issued in 1952 with respect to the seashore area. The document states on page 11 that "the National Park Service does not plan to construct hotels, tourist courts, restaurants, gasoline service stations and other commercial establishments within the area, so long as the local people will furnish these facilities in the villages to serve those who visit the Area. Here, then, is a fertile opportunity for the initiation of private enterprises in the villages. Employment will be increased thereby."

Even in the case of specific needs within the seashore area for special services in locations away from communities or which the communities can not be expected to furnish, facilities will be built and operated by private capital under supervised concession contracts. Facilities of this type include the existing boat service and supply concession located near Oregon Inlet, and a proposal for fishing pier operation on the ocean front of Hatteras Island. Contracts such as these involve the use of private funds for construction of facilities such as marinas, docks, and piers. They do not cover or include the provision of overnight accommodations.

3. Public Use and Recreational Facilities

The law which authorized establishment of the Cape Hatteras National Seashore Recreational Area charges the National Park Service with the responsibility for developing portions of the area for certain forms of recreational activity. This was pointed out in "Questions and Answers" as follows:

Question: What recreational facilities will be provided?

Answer: Certain portions of the area, deemed to be especially adaptable for recreational uses, particularly swimming, boating, sailing, fishing, and other recreational activities of, similar nature, will be developed for such uses as needed, as soon as funds are made available by the Congress.

To carry out this provision of the law, the following developments either are under construction or are proposed for installation as circumstances permit.

(a) Swimming. The new Coquina Beach public swimming area on Bodie Island is very nearly completed. Bathing will find here a modern beach structure, with shade shelters, rest rooms, and self-service dressing enclosures. Similar facilities are contemplated for later development in locations conveniently adjacent to communities on Hatteras and Ocracoke Islands. Locations and capacities have not yet been definitely determined; they must be based upon needs which appear in the normal course of operations.

(b) Picnicking. It is proposed to provide facilities for picnicking on each of the three major islands in which the area lies. Accessibility from roads and availability of potable water and provision of comfort stations will have a considerable influence upon the choice of exact locations for these facilities. Moreover, they must be so located that permanent damage to the natural resources is not occasioned through human over-use and consequent wear and tear.

(c) Camping. The proposal is to provide improved facilities for family camping near Oregon Inlet and at Cape Point on Hatteras Island, and perhaps in other selected locations. Here again, the availability of potable water and access to comfort stations will be important considerations in the location of camp grounds. Casual camping in locations not specifically designated for the activity will not be permitted, for sanitary reasons and because of the likelihood of damage to natural conditions which would be involved.

(d) Fishing. There will be plenty of opportunity for shore fishing, as there always has been. From Cape Point, a favorite spot for surf casting, it is but a short walk to comfort stations and parking area. Parking areas along the road from Oregon Inlet to the Cape will permit easy access to the ocean beach in other locations. If justified by public demand, construction of not more than four ocean fishing piers near existing communities will be authorized. Facilities of such a nature would be financed and maintained by private capital under National Park Service concession contracts, as previously noted.

(e) Boating and Sailing. Charter-boat service to the visiting sport fisherman, and sale of gasoline, oil, and supplies to those who come in their own craft, will continue to be a function of those who reside in the communities, as heretofore. The National Park Service has no legal jurisdiction whatever over activities of this or any other nature within the communities which are not included in the Seashore Recreational Area. It does exercise control over the Oregon Inlet concession operation, which is within the Area and considerably removed from any community. It is expected that those who bring their own small craft to the area by trailer for day-use in protected waters of the Sound will find opportunity for launching and servicing in the villages and

at the Oregon Inlet concession operation.

(f) Hunting. No provision of special facilities for hunters is presently contemplated. Under the terms of authorizing legislation, as amended June 29, 1940, hunting is permitted only in certain portions of the Seashore Recreational Area and under certain rules and regulations. Where hunting is permitted, it is subject to such regulations and to the laws of the State of North Carolina.

4. Educational and Interpretive Facilities

Within its own confines, the Cape Hatteras National Seashore Recreational Area preserves important scenic and wilderness aspects, displays unique wildlife and vegetation, interprets geological lessons in the ever-shifting dunes, and reminds of the sagas of storms and sea. To enable the visitor to better understand and more thoroughly enjoy all these manifestations of history and natural history, development and operation of various facilities is contemplated in the MISSION 66 program for Cape Hatteras.

(a) Visitor Center. The combined visitor center and headquarters administrative building, according to tentative plans, will be located on lower Bodie Island. Here the newcomer will first find authoritative information concerning the area and what it has to offer, and can determine how best to apportion his time to visit and study particularly those phases in which he is especially interested. He will be advised by uniformed personnel, deeded and trained in the phenomena which are so well exemplified, and will learn from them the background story of the area.

(b) Museums. The museum program has been well started with interesting exhibits of lighthouse history centering about the far-famed Cape Hatteras Light, but including as well consideration of similar structures within the area. Exhibit rooms, minor museums in fact, are planned for inclusion in the main visitor center on Bodie Island and in a possible supplementary visitor center to serve those who visit Ocracoke Island. Present museum displays will be improved and additional comfort stations and drinking fountains will be made available in connection with them.

(c) Overlook Stations. It is planned that, at points strategically located, elevated scenic observation facilities will be installed, from which may be obtained full panoramas of the land and sea. Perhaps one of these will be an integral part of the visitor center building, from which some inking of the scope of the seashore may be gathered. This will be of particular value to those who may have first been attracted to the area only by the desire to visit and use the Coquina Beach development. Another possibility is a location near the westerly end of Ocracoke Island. Still others will perhaps permit close-up views of the migratory waterfowl, protected within the sanctuary of the Pea Island Refuge.

(d) Interpretive Devices. Throughout the area, liberal use will be made of directional and interpretive signs, not only in the museums, but in conjunction with self-guiding trails from parking areas to points of visitor interest, and in convenient locations at the parking areas. These will be supplemented by and correlated with the use of informative leaflets dealing with the various phases which are to be interpreted. Inside, in the visitor centers and exhibit rooms, audio-visual equipment will be utilized as an added facility to assist in making it possible for the visitor to understand clearly the whole story of the National Seashore Recreational Area and what it preserves and perpetuates.

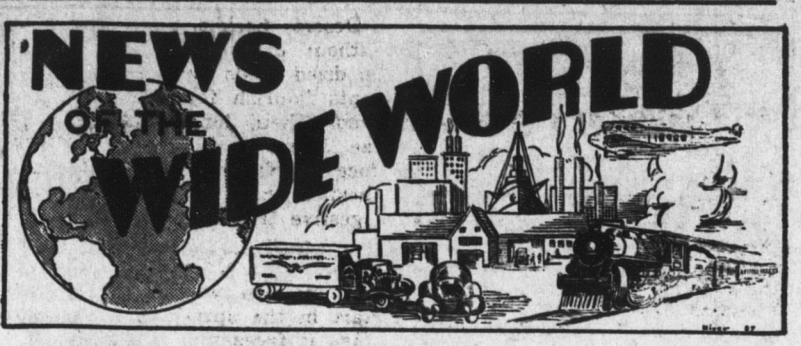
Summary

The primary objective of the National Park Service at the Cape Hatteras National Seashore Recreational Area is to preserve, protect, and interpret the natural scenic and wilderness character of the area and its historical and geological associations.

In planning for recreational activities within the area, care will be exercised to see that provisions for such activities are adequate for the expected public use, but that they do not harm or destroy any part of the natural values. The National Park Service will leave to the communities adjoining and outside the area, so far as possible, opportunity to provide lodging, meals and other commercial services which may be desired by those who visit the area.

MRS. ENOCH S. SIMMONS

A former resident of Hyde County, Mrs. Enoch S. Simmons, 80, of Spencer died in Rowan Memorial Hospital in Salisbury December 12; funeral services were conducted at Salisbury December 14, and burial was in Rowan Memorial Park. She had been in declining health for several years and seriously ill for two weeks. The former Eugenia Chamblee, she was born in Zebulon and was educated in the Wake County Schools. She lived at Fairfield from 1901 to 1920. Her husband, Enoch S. Simmons, died in 1917. She leaves one son, Roy Simmons of Spencer; two daughters, Mrs. Mayme Atwell of



18 RAPISTS—In Milwaukee, 18 negroes are charged with raping a 19-year-old white girl, and is the fourth rape case in a short time.

\$711 MILLIONS—Navy expenditures in the Norfolk area in 1956 totalled \$711 millions but the sum was \$46 millions less than was spent in the area in 1955.

LESS WORK FOR WORKERS—Senator Purcell of Conn., has introduced a bill to shorten the work week for Federal employees to 35 hours. Not many have been accused of overwork, as it is.

COSTLY COURT—It cost more than \$32,000 to hold the court trials for John Gilbert Graham, the young man who planted a bomb which killed his mother and 44 airplane passengers in Colorado last year. He is sentenced to death.

GAS PRICES ADVANCE—As we predicted some weeks ago, when they started giving American gasoline to Europeans, the price is going up to the American consumer. Again we pay for their wars. Three big oil companies boosted prices one cent a gallon in Texas last week. We never see prices go down later.

KILLS BABY—Mrs. Margie Arnold, 26, of Martinsville, Va., mother of five, and expecting another, beat her 13 month old daughter to death because she refused to take her bottle. In South Norfolk, a six-year-old boy was strangled accidentally while trying to hang up his coat in a closet. Bodies of a young ministerial student and his sister who were drowned on a lake near Roanoke Rapids nine days ago, were recovered.

LETTERS to the EDITOR

A VISITOR OF YEARS AGO ENJOYS HATTERAS FILM

To the Editor: Here is one for the book, "The Man Who Went to Hatteras and Never Saw It," can no longer say that. He was there last week.

Vicariously yes—but none the less realistically,—he saw the Cape Hatteras area, in technicolor, from a first row seat in the Rialto Theatre. A closeup of the Lighthouse, majestic and beautiful, bathed in sunlight. Other views, shipwrecks, pull in of the nets, some baby sharks washed up on the beach, and some shooting by two men with the aid of decoys. Also a closeup of a man whittling out wooden decoys, and an open air square dance by some very healthy looking young people. Four musicians, with the leader keeping time on his triangular piece of metal. Finally a view of one end of the ferry boat at Oregon Inlet. It was fascinating.

The fact that there isn't anything more impressive than the flight of time, is brought to mind here. On Dec. 1st, in 1937, at 4 a.m., eight persons left in an auto from Manteo, stopped in N. J. and on to New York at night.

It seems like several years ago, but my files indicate it was much longer ago than that. Almost to the day, twenty years, and this past week my return trip via motion pictures.

Sincerely, BERT COWELL Harrison, N. J. January 5, 1957

To the Editor:

Our former president, Theodore Roosevelt once said, "The people of the United States abhor a vacuum." He was referring to world situations which tended to make slaves of humanity by taking away from them their rights to worship as they pleased, to speak as they pleased, and to work as they pleased.

Today we speak of the "vacuum" of Communism, of the "vacuum" of the Far East crisis, and other situations which tend to threaten our Democratic way of life. Our citizens and leaders do everything possible to make our country prepared to ward off any threat which might develop against it. The public is constantly reminded of happenings here and abroad by newspaper headlines, radio, and television.

What about the "vacuum" of the slaughter on our streets and highways by the automobile? Extensive studies by experts show that

Salisbury and Mrs. Eloise Dymkowski of Bridgeport, Conn.; one sister, Mrs. T. J. Rosemond of Spencer; three grandchildren; and three great-grandchildren.

ROAST PORK—In Smithfield, Va. 10,000 pounds of hog meat went up in smoke, and this included 1,000 shoulders and sides, when P. D. Gwaltney's 50-yr.-old smoke-house burned.

FISHING PIERS COSTLY—A low bid to erect a fishing pier at Ocean View, Va. was submitted last week by R. T. Burney of Wilmington. The 1,000-ft. pier is to cost \$109,157.

GIRLS SWIPE CAR—Five teenage girls, in age from 13 to 17 were charged with swiping a car and playing hookey from the Great Bridge, Va. school, and driving the car to N. C.

"STOLE A WOMAN"—Actress Marie McDonald claimed she was kidnapped when found in a desert 150 miles away from her California home. She was wearing pajamas, robe and slippers, had two cracked teeth.

BUS MISHAP—Seven died, and many were injured during collision of a Greyhound with a tractor-trailer loaded with pipe at Lexington, Va. Three were killed in a dynamite blast at a powder factory in Pa. One died in an Airliner crash near Tulsa, Okla. Pilot of a jet plane was killed near Fredericksburg, Va.

RAPE AND MURDER—A negro in Sikeston, Mo. is charged with raping an 18-year-old white school girl, and killing her boy friend. In Calif. Roger Brown, 14, a baby sitter, confessed to stabbing Rose Ann White to death. She eight. A gunman in Conn. held up and killed a man and wife in a shoe store.

the automobile is costing the American people more lives than World War I, World War II, and the recent Korean War combined. Not near enough is being said or done about this appalling situation. In North Carolina alone, the automobile is killing people at the rate of a thousand or more each year; it is crippling people at the rate of fifteen thousand or more and destroying property above the million dollar point each year.

The automobile is the deadliest weapon that modern science has ever produced when it is in the hands of a negligent, inattentive, and egotistic driver.

The citizens of this community can help prevent these accidents by observing laws against speeding, drunken driving, running through stop signs, and failing to yield the right-of-way belonging to another. Each of us can avoid traffic accidents by slowing down on curves; by not following too closely; by exercising extreme caution at railroad crossings, and by always giving proper turn signals.

Driving is a very complicated business, so let us as citizens of our community resolve to make the New Year a happier one by being better drivers.

J. G. TERRY P. O. Box 441 Plymouth, N. C. January 2, 1957.

BELHAVEN PERSONALS

Dr. and Mrs. William Miller of Haddon Heights, New Jersey, were week end guests of Mr. and Mrs. William Phelps. Mrs. Miller is the former Helen Stearn.

Mr. and Mrs. W. O. Bullock have returned to their home on East Main Street after spending the past six weeks in Norfolk. Their daughter, Miss Mary Bullock, brought them home and returned to Norfolk on Sunday. She was accompanied by Mrs. T. A. Rydingsvard and her daughter, Lynn, who visited the Heber Wilkinsons.

Mr. and Mrs. C. B. Clark and Mr. and Mrs. Joe Coltrane and children of Williamstead were Sunday guests of Mr. and Mrs. W. L. Johnston.

Mr. and Mrs. Sammie Wilkinson and son of Raleigh were week end guests of his mother, Mrs. R. Y. Wilkinsons.

Mr. and Mrs. Howard Chapin of Clinton spent last Monday and Tuesday here.

Mr. and Mrs. W. P. O'Neal went to Fork Union, Virginia, last week to take their son, "Bud," who is a student at the military academy there.

GM2 George Riddick Jr. left on Sunday for Albuquerque, New Mexico, where he will attend a special U. S. Navy school for several weeks.

Miss Betsy Howard has returned to Ft. Jackson, S. C., after visiting her brother and sister-in-law. Mr. and Mrs. R. O. Howard. Mr. and Mrs. William Steele and son of Durham were week end guests of her parents, Mr. and Mrs. Andrew Hodges.