

HISTORIC SITES IN OUR STATE CAN PAY OFF WELL

A margin of less than 15 tenths of one per cent of all the registered voters of North Carolina was responsible for the defeat of the Historic Sites bond issue on October 27, it was stated Wednesday afternoon by Dr. Christopher Crittenden in a talk to the Durham-Orange Committee, Colonial Dames of America. Most of the towns and cities voted for the issue, said the speaker, but some of the rural areas caused its defeat.

The Historical Sites program, conducted by the Department of Archives and History, said the speaker, was assigned to the Department only in 1955—four years ago. Evidently a good many of our people do not know too much about it—but they will, he stated.

At the present time, in the regular appropriation of the Department, there is a total of \$87,620 for Historic Sites. The Department is directly restoring and maintaining a number of Historic sites—Old Brunswick Town, historic port in Brunswick County; the Birthplace of Charles B. Aycock, our great "educational Governor," in Wayne County; Bentonville Battleground, site of the largest battle ever fought in North Carolina, Johnston County; Alamance County, where Governor Tryon defeated the Regulators; Town Creek Indian Mound, a significant Indian religious center in Montgomery County; and the Birthplace of Governor Zebulon B. Vance, our leader during the Civil War, in Buncombe County.

In addition, the State has appropriated funds for many other Historic Sites including Fort Macon, Carteret County; Tryon Palace, in the Town of New Bern; the grave of Governor Richard Caswell, Lenoir County; the home of James Iredell, Edenton; the Barker House, Edenton; Historic Halifax, Halifax County; the Bennett Place where Johnston surrendered to Sherman, Durham County; Old Salem, Winston-Salem; Bunker Hill Covered Bridge, Catawba County; the House in the Horseshoe, Moore County; and others.

As has been conclusively proved in the New England States, Virginia, and elsewhere, the proper care of our Historic Sites can do much to make us appreciate our heritage. Likewise, this can play an important part in the tourist trade. Tryon Palace, he pointed out, excluding admission charges, is bringing at least half a million dollars to New Bern from tourists to motels, hotels, filling stations, department stores, and the like.

WHAT'S YOUR PROBLEM?



USED CARS

- 1959 Ford Victoria 2-dr., Radio, Heater, Pr. Steering, Ford-O-Matic
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1958 Ford 4-door
1958 Chevrolet Station Wagon 4-dr., V8, Pr. Glide, Radio, Heater
1958 Ford Victoria 2-door Loaded
1957 Ford Fairlane 500, -dr., R H, F.O-M Pr. Steering
1957 Chevrolet 210, 4-dr. Clean
1955 Ford 4-door, Custom, Radio, Heater, O D
1955 Plymouth V8 Station Wagon \$795.00 4-door
1955 Ford 2-door, 2700 actual miles, O-D
1954 Mercury Hardtop Coupe
1954 Ford V8 4-dr.
1953 Chevrolet 2-door
1951 Mercury 4-door, Radio Heater, O D
1949 Chevrolet, 2-door, Cheap, Good Tires
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WRECK (Continued from Page One)

Milton McWilliams; and there were Stanley, Clarence, Clifton, Lola and Malsey Wahab. Stanley Wahab then was a boy of 11 and a constant companion of Ira Wyche. Little did those two dream of the futures in enterprise and military service that lay ahead of them.

Heart of the settlement was of course the station itself, shingled building of one large room with beds for the men, a smaller room for the Keeper, a kitchen and a mess hall, and most importantly the tower, where someone kept watch day and night. There was the home of the Keeper, James Howard, with its little parlor, two small bedrooms, and kitchen. There was the duplex home where the McWilliams and the Fulchers lived. Captain Howard had been Keeper since July 1883 at a salary of \$700 per annum. His daily Journal entries had to give the direction and force of the wind and the state of the weather and surf at midnight at sunrise, at noon, and at sunset. They also logged the number of passing ships sighted, with their type of rig. They recorded that at intervals an "Inspector" visited the Station and drilled the men with the surf boat, with resuscitation, and with the beach apparatus. A daily exercise was the attempt to throw a rope as to a vessel offshore 235 yards; the extent of accomplishment was always noted in the Journal. Evidently the Keeper had to play the part of doctor. "One of the crew of this station was taken sick suddenly. I gave him from the medicine chest an ounce of castor oil and a half ounce of whisky." Of course the Journal recorded the wrecks, and they were frequent enough in those days: the S. A. Reudolph on October 6, 1883, the Sarah J. on November 30, 1883, the J. W. Parker on January 17, 1884, the Glassalt on May 26, 1884, the Richard S. Spofford on December 27, 1884 . . . and so on and on through the years.

The year 1899 had been normal, Keeper Howard had as usual taken his own vacation from mid-July to mid-August, being replaced by his Assistant, Dave Williams. During the summer months the Keeper and his Assistant could handle the needs of the Station by themselves, but in the fall and winter additional men were required. It was late in August that the Keeper and the others with their families, had moved to Cedar Hammock. This gave a patrol of six men. Their duties consisted during the night of four-hour "tricks"—patrols or watches. During the day they worked at filling in around the Station and kept regular drills going. Just routine.

On December 23rd Stacy and John had gone off duck hunting; Clifton, Needham, and Milton were out in a sailboat on the Sound; Stanley and Ira were riding their ponies up and down the beach, hoping to sight some valuable object washed ashore from a passing ship. Lola, Maggie, and Malsey were "playing house" in the parlor, having been told by their mother not to bother her while she was baking Christmas pies. Her husband, Hatton, had remarked earlier: "who in the world are you baking all those pies for?" and her reply had been: "Maybe for folks from overseas, who knows?" Elsie was playing the organ in the Howard home.

Supper came early and the children, as we said, were tucked into bed about eight o'clock, and were quite unaware of the drama unfolding off-shore. Keeper Howard had noted the rising wind and the rough waters and had admonished the beach patrols and the tower watch to keep a sharp look-out toward the sea. It was the patrols riding old "Lou" and "Sal" about three miles south from the Station that first caught the glimmer of flares from the wreck off-shore.

Captain Baines had been suddenly awakened by the ringing of a bell. He hurried to the deck, meeting the First Mate on the way. When they reached the bridge he noticed that his ship was entirely surrounded by "white water." She was aground, no question. Where? Probably on the Diamond Shoals off Hatteras. Her starboard boats had been swept away by the heavy seas. It seemed best to launch the port side boats at once, and the Captain ordered this done. It was his big mistake; had the crew stayed with the ship, all might have been saved. Eleven men boarded one of the boats, with instructions to "get away and clear and then lie by until daylight." Fifteen others climbed into the remaining boat. The Captain and another three remained with the ship. Both boats were upset a short while after they cleared the steamer. Only one of the men, Seaman Elsing, succeeded—miraculously—in swimming to the shore in safety. Two others were hauled back aboard the "Ariosto" by means of the boat tackle which hung alongside. Later another two, Henroth and Anderson, were dragged from the surf by the Life Saving Crew on the beach.

As soon as Keeper Howard could establish the location of the wrecked vessel he sent out the international code signal "M.K.," which means "remain on your ship." He also got through by telephone to Keeper Zora Burrus at Durant's Lifeboat Station nine miles north-

Miss America Says "Bonds for Christmas!"



All honor to Mississippi, which twice in a row has given us Miss America! For 1960, she is Lynda Lee Mead, of Natchez, an undergraduate at the University of Mississippi, who intends to continue her education when her "reign" is over. The earlier years were financed, in part at least, by United States Savings Bonds accumulated for her. She says: "I know what it means to have Savings Bonds helping to finance the big things in life. They've always been a wonderful investment—and now, with their improved terms, they're even better. There's even greater satisfaction in owning the new Bonds, and the joy of giving them is greater too. It's more than ever 'the present with a future!'"

east on Hatteras Island. Keeper Burrus immediately set out, but because of rough seas he could not make it to the "Ariosto" on the ocean side. He was obliged to use the station supply boat and go down by way of Pamlico Sound. It was a two hour trip, but they arrived in time to render valuable service. The Life Saving crew found it difficult to bury the sand anchor because of the heavy surf. It was also hard to set the Lyle Gun out of the water since the tide was running high. The "Ariosto" was about 600 yards distant but was constantly working toward shore. Shortly before noon the crew were successful in getting a line aboard, and those on the vessel were hauled in on the breeches buoy. Captain Baines was the last man to leave the ship, and he brought with him his pet dog, "Belgium".

Long since, news of the wreck had spread and people from Ocracoke and Hatteras villages had come by pony cart or boat. Three bodies were recovered that day; others were not found until several days later, and a full ten days after the wreck Stanley and Ira came upon two more bodies washed up five miles south. All were buried in the dunes along the beach. The Rev. Wyche added to the duties of his circuit a special memorial service not planned as part of his Christmas visit.

Eight of the crew were housed at the Lifeboat Station, four of them named Charlie, three of them Alex. The children were particularly impressed to learn that one of the older men had not been home since he was fifteen year old! Captain Baines became a guest at Keeper Howard's home and stayed several days. He would eat a hearty supper and then sit down at the little parlor organ and play hymns. His oft-repeated favorite was "Hold the Fort for I am Coming". When the storm abated he was able to get out to the wrecked vessel by skiff. He brought in several personal belongings and other items. He presented Mrs. Howard with some of the "Ariosto's" silver napkin rings, beautifully engraved, and he gave little Elsie a pair of folding embroidery scissors, which she has kept to this very day. Christmas dinner was happy in spite of the tragedy. One of the sailors had brought in an English plum pudding. The women folk marvelled that a pudding baked in July, as he claimed, was so good in December. Long after the wreck Elsie found a blurred letter lying on the beach. Judging from what she could read, and read between the lines, it was a love letter to someone's sweetheart in New York. At the venue, which was not held until the following March, Stanley and Ira earned pocket money as water boys, and Stanley even sold some flotsam he had picked up on the beach.

The day came with Captain Baines thanked his host and hostess and said farewell. But a few years later he remembered Keeper Howard with a book HEROES OF THE GOODWIN SANDS. In it were recounted tales of live-saving on a particularly dangerous coast in Europe.

So life resumed its normal trend at Cedar Hammock settlement. There were other wrecks that winter, but none quite like the "Ariosto. And certainly none that mingled the joys of children's Christmas, the sorrow of death, the excitement of high human endeavor, and the warmth of human love, as did the Ariosto.

(Editors Note—Most of the children mentioned in the above story are elderly citizens now living at Ocracoke; Mrs. Murray Tolson (Elsie Wyche), Needham Simpson and his wife (Martha Wyche), Mrs. Maggie Simpson O'Neal, Mrs. Z. S. Williams (Lola Wahab), Mrs. Will Willis (Malsey Wahab), and their brother R. Stanley Wahab. Resident at Pinehurst, N. C., is Ira Wyche, now Maj. General (Ret.) U. S. Army; and at Hampton, Virginia, Mrs. Margaret McWilliams Smith and her brother, Milton McWilliams; and at Morehead City, N. C. Mrs. Alvah L. Hamilton (Eliza McWilliams); and at Sea Isle City, N. J., John Simpson.

"Cedar Hammock" settlement and the first Ocracoke Lifeboat Station are gone; in 1915 a new structure replaced the old Station, but this in turn was washed away in the hurricanes of 1955. On a real calm day the hulk of the "Ariosto" can be barely seen off-shore in the breakers.)

DARE LEADS IN NUMBER OF REAL ESTATE SALESMEN

Of some 3,000 registered and licensed real estate brokers and salesmen legally authorized to do business in N. C., 24 of them are in Dare County, more than the combined total of Pasquotank and Beaufort, which have the cities of Washington and Elizabeth City. Of the 24 in Dare, three are women. Pasquotank has 15, including two women, and Beaufort seven, including one woman. In the counties of Tyrrell, Hyde, Pamlico, Camden, Gates there is no licensed agent to legally handle real estate sales. Perquimans County has four, Washington, two, Bertie one; and the big county of Pitt has less than 30.

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CATFISH CORNER PERSONALS

Tortilla Taylor and Waxstrax Willis of Bay Level have returned home after a hunting trip and a visit to Ajax Austin.

Bulkhead Bailey has returned from a northern business trip.

Delco Dowdy and Furlong Fulcher are making plans to build a tourist court near Gar Creek.

Miss Sireen Simpson and Miss Mary Trisha Marshall have been visiting Miss Sal Amanda Sawyer and Miss Cassie Rola Carter of Low Bush.

Miss Corsica Culpepper of Cat Cove has returned after visiting Miss Dinah Flo Dowdy.

Miss Payola Payne of Cat Cove is visiting Miss Flotilla Fulcher.

Miss Aurora Dawn Davis has returned from a visit to Miss Honey Bee Beasley of Gar Creek.

Miss Vignola Vendor of Frog Fork School spend the week end here with Miss Tootsie Tucker.

Miss Mandoleen Mann recently visited Miss Hortense Hooper of Carp Creek.

Miss Blessing Berry, Miss Anchlada Ambrose and Miss Eppie Dermis Everett of Carp Creek visited friends here Sunday.

Bassona Bell of Gar Creek called here Sunday on Miss Glis-sereen Gibbs.

Miss Daffylean Daniels has returned after visiting Mr. and Mrs. Gladstone Garrison in Vinegar Hills.

Miss Heronia Harris of Cat Cove and Mrs. Braggadoshia Bragg of Sappy Sedge have returned home after visiting Miss Shalimar Shannon and Mr. and Mrs. Bistrow Beasley.

Miss Margerine Morris and Salvador Sawyer visited Miss Mandalay Midgett and Miss Blessing Berry in Carp Creek.

Sweetrose Simmons and Condolence Cooper of Carp Creek have returned home after visiting Miss Mandoleen Mann. Miss Oxalis Owens of Foggy Bottom accompanied them.

Carter Cartwright of Baltimore recently visited his mother, Mrs. Caddie Laek Cartwright.

The greatest stumbling block in any man's path is not laziness or fear, but a low-necked, short-skirted, rose-scented, diamond-necked hussy named "Procrastination."

KITTY HAWK PERSONALS

Weekly Prayer Meeting was held at the home of Mrs. Eva White Tuesday night.

The Senior Citizens of Kitty Hawk met Monday night and organized what is called the Golden Age Club for those over the age of 50.

A piano recital was held at the Kitty Hawk school Tuesday evening for the parents of the young students who are under instructions of Mrs. Mayberry.

Mrs. Mattie Westcott, who has been in Walter Reed Hospital is expected home this week.

Ms. Bertie Bencham is in Nor-

folk this week with son Glen and his wife Jean who is the proud parents of a new baby girl.

Joseph Lawson of Hackettstown, N. J., is expected to spend the Christmas holidays with Mr. and Mrs. L. J. Henley and Mrs. Jennie Beasley.

Mr. and Mrs. Wiley Glen Beasley and children Deborah and Glen spent last week end in Norfolk with Mr. and Mrs. M. J. Beasley.

Christmas holiday students returning home from Meredith College include Susan Sanderlin of Kitty Hawk. She is the daughter of Mr. and Mrs. Oscar C. Sanderlin.

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