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"My rule, in which I have always found satisfaction, is never to turn aside in public affairs through views of private interest; but to go straight forward in doing what appears to me right at the time, leaving the consequences with Providence."—Benjamin Franklin.

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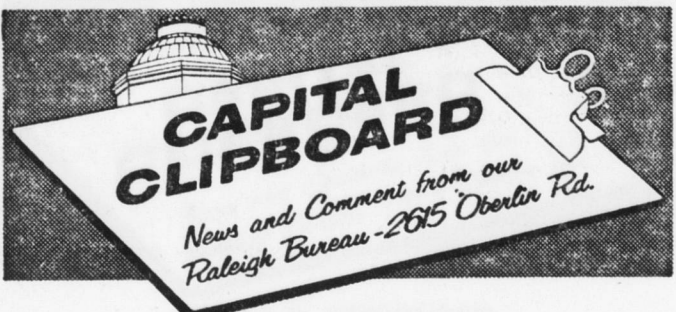
THE WEEKLY JOURNAL OF THE WALTER RALEIGH COASTLAND OF NORTH CAROLINA. — FOREMOST REGION OF RECREATION AND SPORT. HEALTHFUL LIVING AND HISTORICAL INTEREST ON THE ATLANTIC SEABOARD

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By EULA N. GREENWOOD

As it closed its legislative session last week, the Arkansas General Assembly voted overwhelmingly against a bill which would have removed the sales tax on food.

Hodges Could Use Some Among those running for the office of Lieutenant Governor in North Carolina in 1962 were: Luther Hodges of Rockingham County; Roy Rowe of Pender County; and Ben McDonald of New Hanover County. They finished in that order.

Roy Rowe was the only one of the three who had legislative experience. He is still in the theatre business. Mr. Hodges is now associated in some position with the Federal Government.

Of the three, McDonald is more in the news—in Southeastern North Carolina—than the other two combined. He is on television literally hours each week with his own show. McDonald is also in the hair-growing business.

His ads say, among other things: "Ben McDonald, Wilmington TV commentator, bald for years, now growing hair, using odorless salve." About Roy Rowe we wouldn't know—but we saw the winner of that 1952 setto in Raleigh last week. He could do with a goodly dose (usually known as "dost") of Ben's salve.

Gen. Alex Andrews There is no better known, and no stronger, family in Raleigh than the Andrews! They have managed the town at times as mayor and the Episcopal Church as lay leaders.

Thus we are glad to see another one of the clan achieve new prominence. All of which is by way of saying that Alex B. Andrews of Raleigh has just been made the first Tar Heel brigadier general in the Air Force Reserve. The appointment received scant press notice—and thus the mention here. Gen. Andrews, founder of A. B. Andrews Co., is a Raleigh attorney and an alumnus of the University of N. Carolina.

Last Most Difficult We have not seen it in the papers but heard on good authority last week that President Kennedy has issued three edicts:

- 1. Jews can begin eating pork. 2. Catholics may consume meat on Friday. 3. Baptists may start taking drinks in front of each other.

Steadily Increasing It is no wonder that the State now plans to go to retail merchants again as tax collectors to improve the schools.

The N. C. Department of Revenue reports that as of the close of business this past December 31, there were 80,241 active retail merchants in this State. This figure, they explain, includes anybody who paid the \$1 fee required to become a merchant.

In 1942, North Carolina had only 34,000 retail merchants. Mecklenburg County, for instance, had 5,037 active retail merchants as of this past December—and led the State—but ten years before had only 3,667.

Incidentally, school principals and school boards and school committees and school teachers might give a little thought to this:

Education would get better support from merchants (who collect about 90 million per year in taxes for schools) if these schools would close up the little stores many of them operate in direct competition with service stations, snack bars, drug stores, etc., which they must depend upon for tax support.

A Different Tune When Governor Sanford announced that a sales tax on food should lead the way to Better Schools in North Carolina, the group that came up with the most bitter protest was the N. C. Bakers Council.

Last week it was the Governor's turn at bat. We do not mean to imply that it would not have happened anyway—of course it would have—but last week the bakers had something besides the food tax to think about:

"A 50 per cent increase in the price of bread used at State hospitals and educational institutions was cited Thursday as the immediate necessity for an anti-price fixing bill introduced in the General Assembly."

"J. William Copeland, legislative counsel to Gov. Sanford, said that since July 1 of last year, State institutions have regularly encountered identical bidding . . . on bakery products."

"As a result, he said, the bread bill at Dorothea Dix Hospital in Raleigh has jumped this year to approximately \$50,000, compared to \$21,000 last year . . ."

It was going to be interesting to see if the bakers would fight the price-fixing bill as bitterly as they are fighting the food tax bill . . . or the other way around.

No Corner On It As the week wore on, identical low bids on sugar and salt contracts showed up in the State Division of Purchase and Contract.

It began to look as if Westinghouse and General Electric and the other industrial giants had no corner on price-fixing.

Meantime, the light bulbs in our house are about as dependable as lightning bugs. All are made by GE, too. We used to laugh at an old colored friend of the family who called bulbs, "bugs". If he were living today, we would feel like going to him with abject apologies. He was right.

Our big General Electric purchases—like our refrigerator and stove—are solid as a rock after more than a decade of hard use. But our light bulbs are not nearly as dependable as tulips, daffodils, dahlias, and bulbs of that type. GE could learn a lesson there!

POSTMASTERS OF DISTRICT MET IN COLUMBIA SAT.

Mrs. Effie Brickhouse of Columbia, Chairman; Raleigh Postmaster Speaker

COLUMBIA — The annual meeting of the Postmaster of the First Congressional District at a turkey dinner meeting Saturday p.m. at the Columbia High School Cafeteria, heard an address by D. S. Insko, Postmaster of Raleigh, speak on the "Opportunity of the Civil Servant to elevate the prestige of America".

Officers elected for the incoming year: District Chmn. Roland L. Garrett, Elizabeth City; V-chmn. W. C. Arnold of Ayden and Secretary Mrs. Katherine Perry of Kitty Hawk, N. C.

The District with about hundred members was honored by representative from each district in the state except three. Recognized by Mrs. Effie A. Brickhouse, chmn. from other Districts: J. Tracey Moore, P. M. of Greensboro; Mrs. Pearl Linville of Oak Ridge. Inspector Ralph Osgood of New Bern; Former P. O. Inspector Fred Corderman of New Bern; Mrs. L. E. Lancaster of Vanceboro, Past-State President; C. T. Draper of Jackson, Bob Harrison, Sec. and Treas. N.C. Chapter of Mm's NAPUS; Mrs. Velma Brown, Merritt, N. C.; Mrs. George W. Ipock, Ernul, N. C.; Mrs. Stella Emerson, Bear Creek.

Invocation in the form of a solo "The Lord's Prayer" was given by the Rev. Francis Cordrey, Pastor of the Columbia Baptist Church. Mayor H. T. Davenport expressed the welcome, with R. L. Garrett Postmaster of Elizabeth City responding. Song "America" was sung, and "Happy Birthday" sung during the occasion for one of the visiting PM's. Mrs. Effie A. Brickhouse emceed the occasion.

Prior to the dinner a get-together Tea was held at the home of Mrs. Brickhouse from 4:30-5:30 p.m.

Postmasters and guests attending: Mrs. Nors L. Boyce, Tyner; Mrs. Tricie M. Matthews; Mr. and Mrs. J. W. Roughton, Mr. and Mrs. J. W. Fleming all of Columbia; Mrs. Isabelle M. Howard, Fairfield, Mr. and Mrs. M. H. Swindell, Swan Quarter; Mr. and Mrs. P. I. Osgood, New Bern; Calvin T. Draper, Jackson, Mrs. Sibyl Hobbs, Mrs. Lillian Riddick, Mrs. Robert Hendrix all of Hobbsville; Mrs. Sibyl Hobbs, Mrs. Hobbsville; Mr. and Mrs. Richard Job of Hatteras; Jay T. Leggett, Mr. and Mrs. F. L. Andrews Jr., Mr. and Mrs. S. T. Perry, Mrs. Adelaide F. Bell, Mrs. V. Amelia Brumsey, Mrs. Sara Forbes, Mr. and Mrs. Russell Joynson; Mr. and Mrs. Nelson Smith, Mr. and Mrs. John Hufton, W. W. White, Roland Garrett, Mrs. Minnie Sprull of East Lake, Mr. and Mrs. G. Tracey Moore of Greensboro; Mr. and Mrs. Fred Corderman of New Bern, Mr. and Mrs. L. E. Lancaster of Vanceboro; Mr. and Mrs. C. E. (Jake) Walker of Columbia; Mr. and Mrs. H. T. Davenport, Mr. and Mrs. T. W. Armstrong, Mrs. C. Earl Cohoon, Mrs. Franklin Alexander, The Rev. and Mrs. Francis Cordrey, Mr. and Mrs. J. G. Brickhouse of Columbia, Mr. and Mrs. Staton Insko of Raleigh; Mr. and Mrs. Smith Harrell, Walter E. Bishop, Mr. and Mrs. Walter E. Berry of Aurora; Mr. and Mrs. E. H. Morris of Columbia; Mrs. Lillian B. Spencer, A. M. Spencer, Mr. and Mrs. J. L. Chestnut of Edenton; Perla H. Bray, James Riddick, Ann Wolfe, Mary Gallop, Mrs. Mary Sawyer,

GUM NECK PERSONALS

Mrs. I. W. Swindell, Mrs. Sue Swindell and Mrs. G. W. Tarkington were in Swan Quarter Tuesday.

Guy Rhodes and Nina Swindell of Norfolk visited Mrs. I. W. Swindell last week end.

Billie, Stevie and Nick Gibbs of Norfolk are visiting their grandparents, Mr. and Mrs. Gerald Selby.

C. J. Liverman, Sr. was in Elizabeth City Friday.

Mr. and Mrs. Henry Cohoon and daughter, Julia Ray, Sam Jones and daughter Sheryl and Mrs. James Kemp of Norfolk visited Mr. and Mrs. C. A. Jones last week end.

Mr. and Mrs. Jack Rose and children and John Rose were in Plymouth Saturday. Wayne and Janice Rose accompanied them home for the week end.

Delton Everton of Norfolk spent the week end with his mother, Mrs. Sally Everton, who returned with him to Norfolk.

Carl Cohoon and Robert Patrick were in East Lake Tuesday.

Leroy Tarkington and son of Norfolk and Mr. and Mrs. Harry O'Neal and daughter of Manteo visited Mr. and Mrs. G. W. Tarkington.

Marvin Jones of Norfolk visited his grandparents, Mr. and Mrs. C. A. Jones.

Mrs. Durwood Cooper and daughters spent Tuesday in Smithfield visiting Mrs. Bennie Liverman.

Mrs. C. O. Workman and Mark Combs were in Norfolk Friday. Mr. Workman returned with them.

Mr. and Mrs. Jean Rhodes and children of Norfolk spent the week end with Mr. and Mrs. O. B. Cohoon.

Mr. and Mrs. Ben Turner were in Hertford and Edenton Tuesday. Mrs. Aletha Cammon of Blackstone, Va. is visiting her daughter, Mrs. C. O. Workman.

Mrs. Bessie Curles and children of Waterlilly spent the week end with Mrs. Annie Sexton.

Mr. and Mrs. Cecil Whitson of Waterlilly spent the week end with Mr. and Mrs. Walter Basnight.

Mrs. Marie Meekins and Mrs. Owens of Elizabeth City visited Mrs. Jewel Everton.

Mr. and Mrs. Burvell Jones, U.S.A.F., spent the week end with Mr. and Mrs. Len Jones before Mr. Jones leaves for duty in Turkey.

Mr. and Mrs. Bobby Armstrong of Norfolk, Mrs. Lorine Elliot and children of Hertford and -Miss Nattie Lee Armstrong of Edenton visited Mr. and Mrs. Willie Armstrong.

Mrs. Mae Norman is visiting in Baltimore.

Alvin Smith of Norfolk visited his parents, Mr. and Mrs. Willie Smith.

Miss Hazel Owens of Elizabeth City visited Mr. and Mrs. Herman Cohoon.

Elmo Sawyer is visiting in Norfolk.

Mr. and Mrs. Ralph Porterfield and daughter Carol of Norfolk spent the week end with Mrs. Polly Ann Everton.

Mr. and Mrs. R. V. Cohoon of Harbinger were Sunday visitors of J. G. Cohoon and Mr. and Mrs. L. A. Smithson.

Mrs. J. W. Williams spent the week end in Plymouth with the Bertha Waters family.

Mr. and Mrs. Yellma Allen and girls of Portsmouth spent the week end with Mr. and Mrs. L. A. Martha Newbern of Powells Point; Marjorie G. Morse, Stella Emerson, R. G. Greene; Julia Dunton, Ethel G. Smith, Pearl Linville of Oak Ridge; Inez G. Gibbs, Manns Harbor; Mrs. Floyd Cohoon attended the tea.

PLANS JUNE WEDDING



MISS ELIZABETH BRUCE INGE is the daughter of Mrs. Matilda Etheridge Inge of Manteo, who announces her engagement to Charles Tobin Davis, son of Mr. and Mrs. Charles Aaron Davis of Saluda, Va. Miss Inge is the daughter of Elwood H. Inge of Keswick, Va., and a granddaughter of the Hon. and Mrs. R. Bruce Etheridge of Manteo. A June wedding is planned.

WOODHOUSE (Continued from Page One)

plates not be loaded during the rain. It resulted in a case of yielding to the owners, who demanded that the loading proceed. Capt. Woodhouse warned his superiors, but finally had to yield to the old slogan, "Obey orders if you bust owners."

When the ship reached San Francisco, after a long voyage via the Panama Canal, the cargo was refused by the consignee until the shipowners paid \$75,000 damages for the bad condition of the steel. It seems that the steel plates in transit had become pitted and rusty all over where the rain-drops had remained on them in the heat of the hold. Capt. Woodhouse knew what would happen, but the owners wouldn't listen.

I wish I had made notes on some of these many nights while talking to Capt. Woodhouse, but I was afraid that, being the modest man that he is, he would have clammed up and stopped talking. I made efforts to get a photograph of him, but this he flatly refused. He never sought the limelight, nor wanted glory for his good deeds, nor advertising for help he gave to others. However, his encouraging friendship was appreciated, and I like many others am hoping for his complete recovery from his gout and other complications that come to a man who is 74 years old. But in spite of lack of notes, I recall a lot of basic knowledge of the career of this positive, square-shooting man who has lived to become Dare County's oldest

Smithson.

Charlie, Jack and Gene Combs spent the week end home from Norfolk. Mark Combs joined them for the return trip.

Mr. and Mrs. Jack Liverman, Sr. of Norfolk and Mr. and Mrs. Jack Liverman, Jr. of Plymouth spent the week end with Mr. and Mrs. W. C. Liverman.

Mrs. Robert Patrick joined Mr. and Mrs. Tommie Woods of Nags Head Saturday on a trip to Plymouth.

Mrs. Dora Jones is a Columbia Hospital patient.

Miss Sharon Berry returned home Sunday from the Columbia Hospital.

Capt. Frank Meekins is home. Two of Mr. David Ferrell's brothers and a nephew visited him last week end from Elizabeth City.

master mariner, and is noted for his practical commonsense and business shrewdness.

Captain Woodhouse had left home as a youngster, sailing on the small boats that plied out of the N. C. sound and river ports. His first job was sailing with the late Captain Jim Evans, a Manteo man, who was a half-brother of Mrs. James Vannote, and of Ivey and Albert Evans of Manteo. The small schooner, the Ella Creef, built by the father and named for the late wife of Carson W. Davis of Manteo, ran to Elizabeth City with freight, and sometimes passengers. She was a small schooner, built on Roanoke Island about 60 years ago. Young Jim Woodhouse was sailor before the mast; he steered the boat and swabbed the decks.

In the nearly 60 years since Capt. Woodhouse took to the water he has had a varied experience, sailing to all the principal ports of the world. He has carried cargoes through the Panama Canal to the West Coast and the South Pacific; traded between the United States and Australia, Europe, Asia, Africa and South America. But in his early twenties, when he first went to Norfolk to go steamboating he plied the sounds and bays of Tidewater Virginia first, and then to Philadelphia, New York and Boston on larger and larger ships, until sometimes he commanded vessels up to 600 feet long.

When he is at leisure in the lobby of the Fort Raleigh Hotel, which is family-owned, and where he lives when at home, his clear mind flows with a wealth of recollection of the old days of steamboating out of Norfolk harbor. Up to 30 years ago, there was a great fleet of steamers which carried the bulk of passengers and freight about the whole area. The Old Dominion Steamship Co. operated the large passenger steamers Brandon and Berkley as night boats, simultaneously between Norfolk and Richmond. There was the steamer Virginia Dare on a regular run to Hampton. The Mobjack served the Mobjack Bay area, the Smithfield ran to Smithfield, and other boats ran to Suffolk and North Carolina points daily. Some 50 years ago when the Norfolk-Southern bridged Albemarle Sound near Edenton, a continuous train service was established on this run, the Old Dominion SS Co. then abandoned its boat service between Elizabeth City and New Bern, then Skyco, on Roanoke Island was an important shipping point. The handsome white steamers Neuse, New Bern, and Ocracoke, left Croatan Sound forever, and went on to runs out of Norfolk Harbor. All, all are now gone, and bridges and roads and tunnels have made these great steamboat runs useless forever.

Captain Woodhouse recalls when the Old Dominion ships made regular runs between Norfolk and New York; and the Merchant and Miners between Norfolk, Baltimore, Philadelphia, Providence and Boston, and southward to Charleston, Savannah and Jacksonville. Some of these ships between Norfolk and New York operated as late as 17 years ago, palatial hotels afloat, where one slept and ate in style. More recently, a regular steamer carried passengers from Norfolk to Cape Charles to serve the Pennsylvania train to New York via the Delmarva peninsula.

Captain Woodhouse remembers all the changes that have taken place, when sails in the beginning of his career motivated the ships on which he had jobs. Sails gave way to steam power and steam has given way to diesel power, and

coastwise shipping is almost extinct save for oil tankers, and a few other vessels which carry coal, and bring fruits from Central American ports. The great pipelines, and the super-highways which permit large trucks to cross the continent in a few hours have revolutionized the shipping industry.

Modern day steamboating is nothing like that of the days when Captain Woodhouse started out. Life was rugged, hours were long, leave was short, and rations sometimes short as well. There was no refrigeration; no fresh meats or vegetables; no comforts. To be a capable master of a ship, one must be able to figure out his position himself by pencil, paper, and laborious use of the formulas he had learned, through long hours of midnight study sufficient to get him through the examinations. Often, a captain got his papers largely through having a good friend with influence among the examiners.

There were few aids to navigation. Fessenden, the father of radio, had not then invented the fathometer. Marconi hadn't got his wireless telegraph going; the U. S. Government had not established its net-work of radio compass stations whereby the bewildered mariner today can learn at once from stations ashore, just where his ship floats, by latitude and longitude. In a few moments today, all this can be learned through radio contact, which also can call for help in time of distress, whereby countless lives as well as millions in property have been saved. The mariner today can, by his fathometer, determine the depth of water under his ship; he can, through constant reports be advised of weather conditions, and the exact time when he might expect a hurricane, and thereby be able to run around it. He doesn't have to run up and down companionways and ladders, or bellow commands through a megaphone, for electronics has solved all shipboard communication problems.

But Capt. Jim sees no regrets over these things which he missed in his early days. They hadn't come about, and what he didn't know about, he didn't miss. Although overweight, at 74, he is rugged if slow-moving, the result of his big appetite. He rests well at night, and in fact he says "I can lie down on this floor with my head propped on a brick, and sleep as well as ever," but this was before he went to the hospital.

The Captain's papers are still in force, and every year he spends several weeks on duty to see that they continue effective through the full five years of their life.

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