

Hyde County Herald

PUBLISHED EVERY THURSDAY AT SWAN QUARTER, NORTH CAROLINA, BY TIMES PRINTING CO., Inc.

THOS. E. SPENCER, Editor

Entered as Second Class Matter at the Postoffice at Swan Quarter, N. C. Subscription Rates: One Year \$2.; Six Months \$1; Three Months 60c.

Vol. 5 Swan Quarter, N. C., Thursday, Aug. 24, 1944 No. 51

OUR SYMPATHIES TO THE LUPTON FAMILY

THE HERALD joins the neighbors of Mr. and Mrs. C. Rouse Lupton of Swan Quarter in offering sympathies as they mourn the death of their son, Charlie Rouse, Jr., in the European war. It is hard to find words to write on an occasion like this. We simply say our sympathies go out to you.

The price of war is heavy. The burden of it falls especially hard on the shoulders of those who must give loved ones. There is but one consolation to those who lose so heavily. The soldiers have died fighting that the men of tomorrow will not have to go through the hell of war or give their sons in the blood of battle. Whether or not this will come to pass, no one knows, but should it, all mankind of the future will be indebted to them. Regardless of what goes on here in the world, they rest in peace beneath the soil marked by rows of white crosses. They cannot be disturbed by worldly upheavals.

THE HERALD has reported the deaths of quite a number of Hyde County boys during this war. The job is a touching one. Many of these young men were our friends and neighbors. Their lives have been snuffed out in cruel, bloody fighting. Like the young oats that were eaten by the wild cattle, they were cut down before they matured and produced and enjoyed life in full. They will not come back to mingle with us in the peace for which they fought. But their spirit will be present.

The killings that bring heart-breaking news such as the Lupton family received Tuesday should cause man to live better. It is tragic that those innocent in causing wars are the ones that suffer so much. But until mankind learns to drop selfishness, greed and power and to choose wise and able leaders for all nations the world can expect to be plagued with wars more ghastly than the one we are witnessing. Men must abide by the law: "Love thy neighbor as thyself."

AMONG US PEACELOVERS

We respect Secretary of State Cordell Hull for his integrity and his long public service; but really, this admirable gentleman can utter more pious platitudes in less time than anybody else we know of.

At the Dumbarton Oaks Conference's opening session day before yesterday, Mr. Hull made a speech of about 1,800 words, and in this speech he used the phrase "peaceloving nations" or equivalents of same a total of nine times. He was referring to Britain, China, Russia and the United States primarily, this Dumbarton Oaks affair being an exploratory get-together on the subject of maintaining world peace after this war.

Maybe you have to deal in corn when you are a leading diplomat. But let's take a calm, detached look at the three great peaceloving nations Britain, Russia and ourselves—which are running the Dumbarton show.

Britain did not acquire an empire covering 25 per cent of the earth's land area and embracing 25 per cent of its population by keeping peace and holding plebiscites. The British did it by war. Russia didn't become by peaceful methods a nation stretching from the Pacific to the Baltic over one-sixth of the earth's land area and including 10 per cent of its population.

Nor have we Americans been chronic peacelovers. Our nation was born in a bloody war; we fought Napoleon unofficially by sea; we fought the British again in 1812-15, and the Mexicans in 1846-48. We fought one another 1861-65, and very bloodily; fought Spain in 1898; and have been in two world wars in the last quarter century.

Why spew pious platitudes about "peaceloving nations" at Dumbarton Oaks or anywhere else? Why not face the facts of life?—Washington, D. C., Times-Herald.

WHY THEY STRUCK

By Frank C. Waldrop

There has just come to hand a review of petty strikes in 1944 from January to date, as reported in the official complaints. A fair sampling of these tells its own story:

DETROIT, Feb. 15—Thirty employees of the Chrysler tank arsenal went on a sit-down strike because they had a walk 25 feet to pick up covers.

GRAND RAPIDS, Mich., Mar. 6—A walkout of 1,000 employees in the Diesel equipment division of General Motors occurred because a woman worker was sent home when she refused to take off gloves worn in violation of safety regulations.

ALTOONA, Pa., March 29—Coal production slumped because 150 men refused to be paid by check any longer at one mine, 411 others walked out in protest against transfer of night mine motor men to the day shift.

PITTSBURGH, April 4—Grease dripped on an American flag hanging under a crane runway, so the foreman ordered it taken down, whereupon 859 steelworkers walked out the seamless tubing mills of the Jones & Laughlin Steel Corp.

BOSTON, Mass., April 8—The Bethlehem Steel Company changed the time of day for cashing checks, so 3,000 workers quit work for two hours.

DETROIT, April 21—The tank assembly line at Chrysler shut down and 1,000 employees were idle because of a dispute with the management concerning a shift of the lunch hour for 350

employees from 7:15 p.m. to 8. FLINT, Mich., May 15—About 2,200 employees of the Clayton and Lambert Manufacturing Company walked out because they were refused a 5-minute washup period on company time just before the end of the day's work.

ATLANTA, Ga., May 21—Between 200 and 300 employees of the National Traffic Guard Co., makers of ships' parts, walked out in support of a worker who objected to an order to quit shoveling sand and start heaving iron scrap into a furnace.

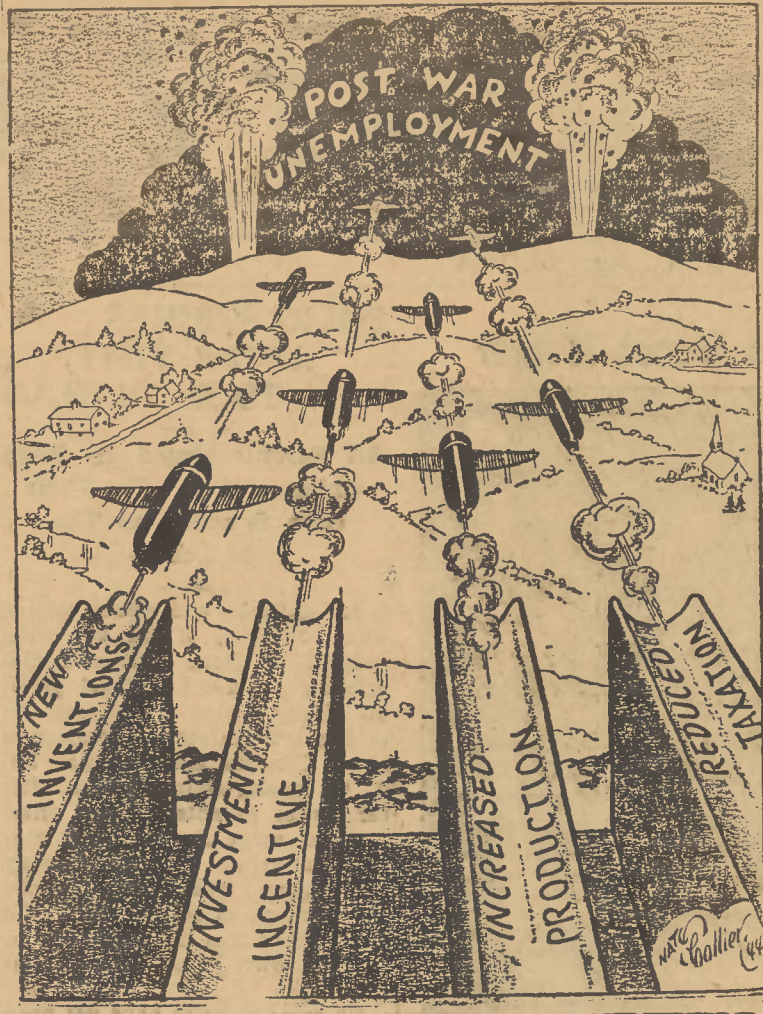
PITTSBURGH, May 24—Because the drinking water in the Westinghouse Electric and Manufacturing Company plant was too warm, 400 men and women walked out. The company said the water cooling system had been undergoing repairs for a week.

PASSAIC, N. J., June 3 (D-Day was June 6).—Deliveries of cloth for the Army and Navy stopped when 600 employees of the Botany Worsted Mills went on a sit-down strike (ending work for the plant's total of 5,000 employees (because the War Labor Board in Washington had failed to act on a petition by the company for approval of incentive bonuses).

117 tool grinders stopped work at the Dodge plant in Chicago where they were making parts for B-29 Superfortresses, because an apprentice demanded journeyman wages when he was fired. The Graham-Paige Motor Company at Detroit disciplined six material handlers for leaving their jobs before the end of their regular shifts without permission.

ALL-AMERICAN ATTACK

By COLLIER



SALVO NEWS NOTES

Jim Hooper and Graves Midgett, Jr., spent their leave with their people. They are employed on the dredge Chinook at Norfolk.

Mrs. W. E. Whidbee spent several days last week at Avon, Buxton and Hatteras.

Mrs. Andy Brown of Norfolk has been visiting her mother Annie Douglas. Mrs. Brown left Thursday for her home in Norfolk.

Mrs. Charlotte Tolson spent several days last week with Mr. and Mrs. L. S. Gray.

Velma Whidbee spent Sunday with her mother, Mrs. W. E. Whidbee.

Mrs. Calvin Midgett and children, Feldon and Shirley Rae, spent several days last week with Mrs. L. Y. Gray.

Mrs. R. D. Gray and son, Henry, left Thursday for Norfolk where they will spend a few months with Mrs. Gray's son, Hubert.

Linville Farrow arrived home Tuesday to spend his leave with his wife and parents, Mr. and Mrs. P. G. Farrow. He is stationed at New York.

Mrs. L. Y. Gray, Mrs. W. E. Whidbee and children, Irene and Jean, spent Thursday at Waves with their daughter and sister, Mrs. Calvin Midgett.

Mrs. J. R. Douglas, Annie Douglas and daughter, Elinor, are visiting Mrs. Douglas' sister, in Manteo, Mrs. L. R. O'Neal.

Van Gray, Jr., of Wanchese has been visiting Henry Midgett. He returned home Tuesday.

Mrs. L. C. Gray, Velma Whidbee, Leslie Hooper, Graves Midgett, Jr., and Kendall Whidbee motored to Buxton Monday where Mrs. L. C. Gray and Velma received medical treatment.

Mrs. L. Y. Gray and grandson, Earl Whidbee, spent Monday at Avon visiting friends and relatives, they returned home Tuesday.

Mr. and Mrs. C. M. Whidbee and children, Fulton and Ella Marie, of Manteo, spent several days recently with their parents, Mr. and Mrs. W. H. Barnes.

L. Douglas and daughter, Mrs. Milton Robinson, and children, Douglas and Sandy, spent Saturday

and nearly 4,000 workmen on amphibious tanks threw down their tools.

The same things continued on through July—in Ashland, Ky., the American Rolling Mills suspended operations in a walkout of galvanizing department workers because one man's hours were changed.

In Cleveland, two inspectors for the Ohio Crankshaft Co., producers of parts for military vehicles, refused to accept transfers to new jobs and were fired, so 1,500 other workers threw down their tools.

I Newark, N. J. 500 war production employees of the McKiernan-Terry Corp., went out on strike because the War Labor Board in Washington reclassified their jobs.

August opened with not only light strikes but heavy ones, such as the walkout of "over-the-road" truck drivers at Omaha, closing 35 truck terminals, to force their employers to accept a WLB wage increase order.

And in Detroit, August's biggest development so far was the 12-day upheaval at General Motors, involving five factories and 7,000 workers making gears and axles, because six employees were laid off who said they couldn't maintain the production schedule, the nation's hours of peril, what will they do when the war is over?

WANCHESE PERSONALS

Carolyn Daniels left Wednesday for Greenville, N. C., to visit friends.

Mrs. Albert Young of Broad Creek Village is visiting her grandparents, Mr. and Mrs. W. E. Daniels.

Woodrow Stetson returned to his work at Virginia Beach Wednesday after spending a few days here with his family.

Melvin Daniels, Jr., has returned to his work in Raleigh after spending a week here with his parents, Mr. and Mrs. M. R. Daniels.

Mrs. Vance Cudworth and daughter of Norfolk, visited relatives here this week.

Mrs. Bern Tillett continues ill. Mrs. Dell Saunders of Norfolk visited relatives here this week.

Mrs. Aphelia Daniels has returned home after spending a few days in Norfolk with relatives.

Mr. and Mrs. Ivey Daniels of Broad Creek Village spent the week end here with relatives.

James Buxton Daniels, son of Mr. and Mrs. Kalb Daniels, received medical treatment at the Norfolk General Hospital, Norfolk, this week.

Mrs. Woodrow Stetson and Mrs. Dick Tillett spent Wednesday in Norfolk.

Mrs. Fritz Etheridge and Mrs. Rosser Tillett visited at Manns Harbor Wednesday.

Mr. and Mrs. Charles Scarborough spent the week end in Norfolk with relatives.

Mr. and Mrs. Geo. Daniels and daughter, Laura, of Elizabeth City spent the week end here.

Little Miss Shirley Mae Daniels spent the week in Elizabeth City as guest of Laura Daniels.

Miss Lucy Tillett is visiting her sister, Miss Ola Tillett, in Graham.

Misses Mary Frances Forbes and Helen Midgett spent the week end in Norfolk with friends.

The Editor's Column

Every now and then I run across a clipping that I think my readers will enjoy. This week I have one that is very true to life. It is by Vivian Batman and appeared in her column, "Thinking Things Over" in the Niles (Calif.) Township Register. It follows:

LAMENT TO A COUNTRY REPORTER
Do I know any NEWS? Well, now let me see . . .

Oh, yes—our VACATION! but good gracious me, Don't dare put THAT in the paper my dear;

There's some things the Ration Board just shouldn't HEAR.
Have I had any dinners? Given a lunch?

Why, yes—but oh my, there's that odd Mrs. Scrunch! If she should get word that she was left out
She'd go in a really TERRIBLE pout.

Oh, say, by the way—now don't breathe a word—
But in March I'm expecting the long-legged bird!

Why of COURSE the girls will give me a shower; But heavens, don't PRINT it! My husband would GLOWER.

And isn't it awful about Mazie Snorst? You haven't HEARD? Why, she's getting divorced!

In the PAPER? Oh no, I wouldn't do THAT; I promised I'd keep it under my hat.

Well, 'bye now, dear, and a word of advice. I hope you won't think I'm not very nice
But—your paper—Now don't say I'm choosy,

But honestly, dear, it just isn't NEWSY!

As I find things along the way: A man who stopped subscribing to the paper when the price advanced, borrowing his neighbor's copies . . . always something interesting do at the county agent's office . . . Malcolm Cuthrell a friendly neighbor . . . Huron Gibbs of Middletown always busy at some kind of job.

Buy War Bonds and Stamps.

COTTON QUIZ

HOW IS COTTON A "PINCH HITTER" FOR RUBBER?

ANS—COTTON SAVES ABOUT 1 1/2 POUNDS OF RUBBER IN THE MANUFACTURE OF A RAINCOAT FOR THE ARMED FORCES.

and Helen Midgett spent the week end in Norfolk with friends.

THE POCKETBOOK OF KNOWLEDGE

AN AUTOMOBILE MANUFACTURER HAS BEEN SECRETLY PRODUCING THE "WEASEL" NEWEST WAR WEAPON, WHICH WILL OPERATE IN SAND, MUD AND SWAMPS.

WASHINGTON SCHOOL CHILDREN WILL BE ASKED TO GATHER 1,500,000 POUNDS OF MILKWEED FLOSS FOR LIFE JACKETS.

AM I A FANNY PEOPLE?

THE PRICE OF BRIDES IN UMM BRABEITRA, SUDAN WAS OFFICIALLY REDUCED TO \$24 FOR THE FIRST WIFE AND \$12 FOR THE SECOND.

WAVE FRAMED IN K. RATON.

CHIEF CAUSE OF CASUALTY TO TRENCH AT THE FRONT COMES FROM THE HARD BUT NUTRITIOUS K-RATIONS. SOLDIERS CALL IT "BISCUIT BLAST."

A MARINE DIVE-BOMBER PILOT AT MIDWAY TAUGHT A BROOD OF GONY BIRD FLEDGLINGS TO FLY!

The Farmer and War Bonds

by Mr. A. S. Goss
Master of the National Grange

WE FREQUENTLY hear farmers raise the question as to whether or not they should buy War Bonds as long as they are in debt. The answer to this question should depend in large measure upon the nature of the debt and whether or not it is current. If part of it is past due, and the borrower expects to experience difficulty in meeting past due payments, he probably should bring his debt into current position before investing in Bonds. If, however, his payments are current, there seems to be no reason why farmers should not buy as many Bonds as they are able. Most individual investors in government Bonds are carrying debt in one form or another, at rates higher than the Bonds will yield. This is as it should be if the purchaser is in an earning position which permits the accumulation of some surplus, for we all owe it to our government to do our utmost in the financing of the war, even though the transaction may result in our paying some extra interest on outstanding debts.

When a farmer owes money, he is always concerned as to whether his crops will sell at prices which will enable him to repay his debt. When prices are high it is good business and conservative finance to reduce the debt as rapidly as possible because when prices are low, it takes more crops and more efforts to make the payments.

We should not forget, however, that a government Bond will pay off an equal amount of dollars of debt, no matter whether prices are high or whether prices are low. It is, therefore, a sound and conservative practice to buy government Bonds and lay them

aside to make payments on existing debts when they fall due. In fact, quite aside from the patriotic appeal, it is good business to buy Bonds rather than make pre-payments on debt, because the time may come when the ready cash is needed and the money tied up in pre-payments cannot be returned. If this money is invested in Bonds, it can be converted into cash to meet any needs which may arise.

If everyone followed the policy of buying no War Bonds until their debts were paid, few Bonds would be sold to the public. We have an obligation to help finance this war which is vastly more important than the income we may receive on the investment of money in War Bonds.

Farmers are finding it impossible to maintain their machinery and buildings in a satisfactory state of repair. They are finding that they cannot replace worn-out equipment except at excessively high cost.

It would seem to be sound and conservative business practice to lay aside money to make the repairs and replace worn-out equipment when material and machines are again available. No safer place can be found to lay aside money for such purposes than in government Bonds.

Every time we buy a Bond we are not only assisting in financing the war, but we are also doing our bit to prevent that most dreaded economic disaster called inflation. If each one of us would invest as much as we could in government Bonds, the danger of inflation would be greatly reduced.

U. S. Treasury Department

TIPS ON PLANTING WINTER LEGUMES

Winter legumes should be planted after such crops as tobacco, truck, soybeans, or corn and lespedeza hays, says Enos Blair, Extension agronomist at N. C. State College. He suggests that the soil be disced to a depth of 4 inches, rather than plowed, and that the crops be drilled rather than broadcast.

Drilling distributes the seed more evenly, saves seed, and often gives a good stand in dry weather where other methods of seeding fail. Blair recommends that crimson clover be drilled about 1/2 inch deep as with lespedeza. Vetch and Austrian winter peas can be covered about 1 1/2 to 2 inches deep as with small grain.

"It is impossible to prepare a seed bed and plant winter legumes or time after such late maturing crops as corn, cotton, and peanuts," says Blair. "We can, however, resort to planting between the rows of the standing crop."

"In the mountains a very successful practice is to broadcast the seed between corn rows at laying-by time. Vetch and Austrian winter peas are broadcast before the cultivator and crimson clover behind it, so that it will

OUR DEMOCRACY

by Mat

OUR WESTERN RIVERS

ALL RIVERS ULTIMATELY DRAINING INTO THE GULF OF MEXICO—FEDERAL NAVIGATION RULES.

—SO CALLED BECAUSE THE MISSISSIPPI WAS THE WESTERN BOUNDARY OF THE U.S. BEFORE THE LOUISIANA PURCHASE—AND THE FAR-WESTERN LIMIT OF AMERICAN COLONIZATION.

THE EARLIEST COMMERCE WAS IN GREAT BARGES... AN ACRE OR SO OF WHITE BOARDS, CREW OF A DOZEN MEN... THREE OR FOUR WIGWAGS FOR STORM QUARTERS... FLOATING FROM THE UPPER RIVERS DOWN TO NEW ORLEANS... TEDIIOUSLY POLED BACK BY HAND.

—FROM "LIFE ON THE MISSISSIPPI" BY MARK TWAIN.

IN 1811 STATELY STEAMBOATS—STERN-WHEELERS AND SIDE-WHEELERS—BEGAN TO PLY THE RIVERS, HELPED BUILD THE MIDDLE WEST, THE BULK OF TRAFFIC WAS STILL DOWNSTREAM.

NOW, STEAMERS TOWING BARGES NOT ONLY RUN NORMAL LOADS DOWNSTREAM INTO THE MIDWEST AND SOUTH, BUT WARTIME CARGOES OF OIL, GASOLINE, COAL AND IRON ORE UPSTREAM—AND EAST TO PITTSBURGH AND BEYOND.

—ONCE MORE—AS IN MARK TWAIN'S DAY CARRYING TREMENDOUS TONNAGE