

Hyde County Herald

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Vol. VI THURSDAY, OCTOBER 19, 1944 No. 7

THE GOOSE THAT LAYS THE GOLDEN EGG.

There appeared this week in the Norfolk Virginian-Pilot an editorial that should raise much thought among the citizens of Dare and Hyde Counties, for these counties have fortunes in crabs, an industry which is now yielding a fine income to a few people, but might be developed into one that would yield riches to many others. It is an industry that as followed now, will soon be depleted, without yielding to the people of these counties more than a small part of what they should be getting.

Few people have stopped to think that the reason we are getting good prices for crabs is that the great crab producing states of Virginia and Maryland now face a steady growing scarcity, resulting from laws that have been passed restricting what and how much may be caught and sold, and brought on by years of waste. In North Carolina there are practically no restrictions on the industry, and little in the way of enforcement, so the people have a free hand, and are doing well at present.

Now here is food for thought. Crabs bring \$6 a barrel up when transported to the markets of Hampton, Virginia and other towns, but the cost of transportation is great. Consequently, the crabber receives only about \$1.50 a barrel. So plentiful are the crabs, that crabbers often make \$40 in a day, and as much as \$150 a week, the amount of catch being restricted because of lack of sufficient transportation, or they could probably make much more.

Now the crabber, if there were plants to handle the product in Hyde and Dare Counties, might get \$6.50 a barrel for his crabs right at home. He could make as much money with much less expense if allowed to sell one-third of his present catch. That would make the crabs last longer in Carolina.

But look at the money that might be kept at home by paying to home-people the money for picking out the meat, and the many other sources of livelihood created by the building of plants for this work.

Now while Virginia and Maryland are beginning to disagree over these matters, our people should get together and develop home industry and leave the neighbors to their own troubles. Here is what the editorial above referred to has to say:

Comment on a Joint Crab Account.

As every true waterman knows, oysters are sedate creatures of sedentary habits, but blue crabs are marine nomads and refuse to respect geographical boundaries. They begin their life cycle in Virginia waters, then migrate up the bay to mature and mate in Maryland waters. There most of the males remain, while the females return down the bay to spawn and start the next generation on its migratory round. And that is the reason the Virginia Commission of Fisheries and the Maryland Tidewater Fisheries Commission are meeting together today in Baltimore, as they have met before, to discuss ways and means of boosting the crab business.

The two States have, as it were, a joint crab account in the potentially rich bay bank and each can overdraw it. Apparently one or the other or both have been doing just that, for the annual crab catch has been dwindling in recent years. The over-all trend has been downward now for nearly a decade—or, as Maryland crabbers like to put it, ever since Virginia's relaxation of the former ban on the taking of sponge-crabs (egg-bearing females) began to affect the production figures.

It is true that the all-time top production figures were achieved during the period when Virginia maintained a year-round ban on sponge-crabs and that the decline has followed repeal of that law. But it is also true, as Virginia crabbers point out, that the decline happens to coincide with the increased expansion of the Maryland soft-crab business and the more intensive use in Maryland of the wasteful practice of keeping "peelers" in floats until they shed their shells. The mortality rate among them is said to be very high.

For some time crabbers and conservationists and, on occasion, even fisheries commissioners, of both States have been tossing charges and counter-charges back and forth. No doubt each State can make out a fairly good case against the other. But argument of that type is futile. Progress can come only on a basis of mutual recognition that they share a common crab population and therefore must share in any effective conservation program.

The encouraging thing about today's meeting in Baltimore is that it represents a real effort at mutual cooperation. The two commissions are determined, not to talk, as before, as cross-purposes, but to seek a sound basis for joint action. They will have for consideration the revised recommendations of the Federal Fish and Wildlife Service, which has been conducting a survey of the Chesapeake crab industry as a whole. If advance predictions hold, a good start towards a cooperative crab program may be made at last.

Sisters in Women's Land Army



Among the thousands of women helping in the harvest of this year's vital war crops as members of the Women's Land Army are these two sisters, Mabel and Jessie Blackwell, who are "wigwaming" fiber flax at the Benton County Flax Co-operative plant south of Corvallis, Ore. Nearly two-thirds of the workers at the flax plant this year—including truck and tractor drivers and machine operators—have been women.

STAMPING OUT THE EVIL.



HATTERAS NEWS

Mr. and Mrs. Elmer Ballance and daughter, Fern, have returned after spending some time in Elizabeth City with Mr. and Mrs. Vance Lewis.

Kermit Ballance has returned to his work in Manteo after spending the week-end here with his parents, Mr. and Mrs. D. L. Ballance. Homer Rollinson of Wilmington, Del., is spending a few days here with friends and relatives.

Herman Gaskins of the U. S. Army Transport Service has returned to his boat after spending a week here with his wife.

Kieth Peele of the U. S. Army is spending his furlough here with his parents, Mr. and Mrs. F. L. Peele.

Mrs. Clifton Austin and son, Michael, of Norfolk, are spending a few days here with Mrs. Austin's parents, Mr. and Mrs. Nelson Stowe.

Mr. and Mrs. Willis Wilson, formerly of Portsmouth, will make their home here for the winter with Mrs. Wilson's father, John S. Austin.

F. L. Peele is spending a few days in New Bern on business. Mr. and Mrs. Tom Eaton are spending some time in New Bern with Mrs. Eaton's mother.

BIRTHDAY PARTY

A birthday party was given in honor of Erma Gaskins of Hatteras on her twelfth birthday, Friday night, October 13. Games were played and everyone had a wonderful time. Refreshments of soft drinks and fudge cake were served. The honoree received many beautiful gifts. Those who attended were: Clifton Austin, Jr., Elsie Austin, Louis Austin, Windell Austin, E. B. Ballance, Jr., Mary Ballance, Olive Ballance, Ruby and Joey Fagley, Opal Foster, Bobby

and Hal Gray, Shirley and Eunice Job, Lela and Deryl Quidley, Caleb Stowe, Ernest Lee Styron, Rae Styron, Gerald and Nancy Willis, and Jack Willis, Mrs. Clara Gaskins, Mrs. Joseph Fagley and Miss Charlotte Gaskins.

HATTERAS W. S. C. S. MEETS

The Hatteras Women's Society of Christian Service met at the home of Mrs. M. L. Burrus Wednesday, Oct. 11, for the regular business meeting. Several interesting subjects were brought before the society for the coming year and a nominating committee was appointed. After all business was finished, the hostess served delicious refreshments.

BIRTHS

Born to Mr. and Mrs. James Austin, a son, weighing 8 pounds, Oct. 3, Richard Alfred.

SOYBEAN CROP LESS THAN THAT OF 1943

Production of soybeans for beans this year should run to 1,900,000 bushels, the N. C. Department of Agriculture's Statistics division estimates.

The outlook, said Statistician Clyde Willis, is for a crop 18 per cent less than the 2,313,000 bushels grown last year, but six per cent more than the 10-year average of 1,793,000 bushels.

Farmers' reports to the Department indicated a yield of 10 bushels to the acre, 1.4 bushels lower than the 10-year average of 11.4 bushels per acre.

Willis said that insect infestation has cut the crop considerably. By putting cotton in the Government loan either in warehouses or on the farm, growers can hold their cotton until the new Commodity Credit Corporation purchase program is put into effect.

OUR DEMOCRACY—by Mat

JAMES WHITCOMB RILEY

OCTOBER 7, 1853 - JULY 22, 1916.

"When the frost is on the punkin
and the fodder's in the shock
and you hear the kyouck and gobble
of the struttin' turkey cock
O, it's then's the time a feller
is a feelin' at his best..."



BELIEVED POET OF THE AMERICAN PEOPLE, HE DID MANY KINDS OF WORK TO MAKE A LIVING—PAINTED SIGNS, PLAYED THE FIDDLE AT COUNTRY FAIRS—BEFORE GAINING RECOGNITION FOR THE FOLKSY HUMAN QUALITY OF HIS VERSE. THEN HE WAS GIVEN THE HONORARY DEGREE OF MASTER OF ARTS BY YALE, OF DOCTOR OF LETTERS BY THE UNIVERSITY OF PENNSYLVANIA. TODAY HIS HOME IS A SHRINE, HIS BIRTHDAY A HOLIDAY IN THE "HOOSIER STATE."

—FROM HUMBLE BEGINNINGS HE WON HIS WAY TO FAME.

CAPTAINS COURAGEOUS

An Authentic Series of Thrilling Stories of the Heroism of Men of the Old Life Saving Service Along the Coast of the Sixth District, From Cape Henry to Cape Fear, as Furnished Through the Courtesy of A. W. Drinkwater, Veteran Telegrapher of Manteo, N. C.

OCRACOKE SCENE OF MANY WRECKS IN EARLY 1885

Storms Brought Troubles Along Coast of Hyde Sixty Years Ago

Among the list of shipwrecks which are furnished this newspaper by A. W. Drinkwater of Manteo, are two at Ocracoke in Hyde County which occurred during the early months of 1885. One is the wreck of the schooner A. F. Crockett, and is as follows:

A. F. CROCKETT

February 17—At about 7 o'clock in the morning the patrol of the Ocracoke Station, (Sixth District), North Carolina, discovered a schooner, which appeared to be ashore, about ten miles southwest from the station and two miles north of Ocracoke light-house. He soon reported at the station, and the keeper ordered out the crew with the beach apparatus. At this time the wind was blowing fresh from the west and a high sea tumbling in on the beach, which made the transportation of the apparatus a very tedious and laborious task. At times the water rushed up so far on the shore that they were obliged to retreat back of the sand-hills.

Progress under these trying and exhausting conditions was necessarily slow, and the keeper, fearing that the vessel's crew might become disheartened at not receiving assistance and attempt to land and lose their lives, proceeded on ahead as rapidly as possible to signal to the vessel that assistance would soon arrive. Before proceeding far he met a man on horseback, who, thinking the vessel had not been seen by the patrol, was hastening to give the alarm. The man kindly loaned his horse to the keeper, in order that he might reach the wreck more speedily, and returned himself on foot.

Arriving abreast of the schooner, the keeper found a number of citizens congregated on the beach impatiently waiting for the life-

saving crew. The vessel lay nearly half a mile from shore, with the sea breaking completely over her. The keeper, seeing that the people on board were in a very precarious situation, decided that something must be done instantly to save them without awaiting the arrival of his crew, who could not come up for some time. He therefore called for volunteers. To this appeal six brave men responded, and with the schooner's yawl, which had previously drifted ashore, they went off with the keeper and rescued the crew of eight men, making two trips. The volunteers were Christopher O'Neill, P. C. Howard, Robert Gaskins, Zorobabel Gaskins, John Gaskins, and William Williams. The expedition they undertook with so frail a craft, was a hazardous one, and the men are entitled to great commendation. The schooner proved to be the A. F. Crockett, of Rockland, Maine, from Savannah, Georgia, bound to New York, with a cargo of lumber. The sailors lost all their personal effects. They were sheltered and fed at the station for several days, until transportation could be obtained on passing vessels. The vessel and cargo were a total loss.

A letter of thanks received by the station-crew for the part they took in the affair gives high testimony to their good work.

"Ocracoke, North Carolina, April 10, 1885.

"Dear Sir: Desirous of showing my gratitude to the Life-Saving Service for service done me and family on April 10, 1885, the schooner Sudie, of Ocracoke, I and my family were on dragged ashore on Terrapin Island, four miles south of Ocracoke Station, in a terrible gale, laden with goods. We had not much to eat. The station-crew came to us with provisions, and broke out our cargo and hauled us off. If it had not been for Captain Howard, I don't know how long we would have stayed there and suffered. I feel very grateful to Capt. J. W. Howard and crew for their services. We were without water, and they brought us a supply, and in two hours were on our homeward journey, rejoicing.

"Yours truly,
"Geo. W. Swindell, Jr.
"Mr. S. I. Kimball
"General Superintendent Life-Saving Service."

"Gentlemen: It is quite impossible for me to express in words the thanks which are due to each one of you for your noble self-sacrificing efforts to rescue myself and the crew of the schooner A. F. Crockett, so lately stranded at Ocracoke, on the Hatteras coast, and for your kind protection subsequent thereto. The close attention to duty, the bravery and kindness of Captain Howard and his men, are deserving of great credit.

"Yours respectfully,
"R. H. Thorndike, Master."

"February 20, 1885.

"Gentlemen: It is quite impossible for me to express in words the thanks which are due to each one of you for your noble self-sacrificing efforts to rescue myself and the crew of the schooner A. F. Crockett, so lately stranded at Ocracoke, on the Hatteras coast, and for your kind protection subsequent thereto. The close attention to duty, the bravery and kindness of Captain Howard and his men, are deserving of great credit.

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STUMPY POINT NEWS

Dwight Hooper, who is a student at Louisville College, spent the week-end here with relatives.

S. I. C. Malcolm Babbitt and Mrs. Babbitt and S. I. C. Early spent the week-end with Mr. and Mrs. D. L. Meekins.

Mr. and Mrs. Rosser Nixon and children, Rennie and Wade, spent the week-end here with Mr. and Mrs. S. S. Nixon.

Mr. and Mrs. Woodrow Best and son Billy and Mrs. Best's brother, Bryce Credle, of the U. S. Navy, spent Monday here with Mr. and Mrs. W. A. Best.

Mrs. Alton Best is a patient at Tayloe hospital, Washington, N. C. Mrs. Earl Meekins has returned to her home in Berkeley after spending some time here with her parents, Mr. and Mrs. E. M. Hooper.

Mrs. L. D. Hooper spent last Wednesday with her daughter, Mrs. Glenn Twiford.

Mrs. D. L. Meekins, G. E. Meekins, C. E. Payne, E. R. Meekins, L. W. Hooper and A. C. Hooper attended the fall zone meeting of the W. S. of C. S. at Manteo last Thursday.

Mr. and Mrs. E. O. Payne and Mrs. Britt Twiford of Norfolk, Va., spent the week-end here.

Mrs. Jack Gaskill and little daughter, Linda, spent the week-end at Wanchese, with Mr. and Mrs. Walter Gaskill.

Mrs. Louise Hill and little daughter Gwen of Elizabeth City spent Thursday night with Mrs. Jack Gaskill.

Mr. and Mrs. Floyd Hooper and daughter Joan spent the week-end in Norfolk.

D. M. Gray spent Sunday here with his parents, Mr. and Mrs. J. G. Gray.

Miss Moore of Norfolk spent Sunday with Myra Best.

Roy Midgett of the U. S. C. G. spent the week-end here with his parents, Mr. and Mrs. Edd Midgett.

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The Woman's Society of Christian Service met at the home of Mrs. Susan Hooper Monday night for their spiritual life program. Mrs. Caddie Hooper led a very interesting devotional program, after which the hostess served refreshments.

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The youth fellowship group of

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the crew and vessel Sudie, a small schooner locally owned. This account is as follows:

April 10—During the night of April 9, the small schooner Sudie of Ocracoke, North Carolina, whither she was bound from Washington, in the same State, with a general cargo, was driven by a fresh gale onto Terrapin Shoal, Pamlico Sound, about four miles to the southward and westward of the Ocracoke Station, (Sixth District), coast of North Carolina. She had four passengers and a crew of men, six all told. The life-saving crew went to her assistance, with the necessary gear, early the next morning, and, after removing a part of the cargo, blocked her up, placed timbers under her, and succeeded in launching her in deep water. It was hard and fatiguing work. The cargo was then restowed, and, with a fresh supply of provisions obtained from the station-crew, the schooner went her way. Her people were very thankful for the assistance given them. Upon reaching Ocracoke the following letter was sent to the General Superintendent:

"Ocracoke, North Carolina, April 10, 1885.

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Tanks Speed Towards Germany



PAST A TYPICAL DUTCH SCENE, complete with windmill, speedy British Cromwell tanks of General Dempsey's Second Army race forward in the great advance through Holland. Note the Dutch flag placed by patriots atop the windmill and also, on the British tanks, the "invasion star" with which all Allied vehicles are marked.