

THE HYDE COUNTY HERALD

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SWAN QUARTER, N. C., THURSDAY, MAY 31, 1945

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FOUR HURT WHEN TRUCK OVERTURNS. EAST LAKE ROAD

George Twiford Critically Injured; Wilbur Cohoon, Driver, in Hospital

Four were hurt when Wilbur Cohoon lost control of his 1935 Ford one and a half ton truck on the East Lake road late Friday afternoon and upset near the Buffalo City bridge. The four were returning from Manteo, following a busy week hauling stakes to Manns Harbor fishermen, and had returned on the last ferry.

George Twiford was most critically hurt having severe internal injuries. Cohoon suffered a broken shoulder. Both are in the Elizabeth City hospital. Amos Craine went to Columbia hospital for treatment of his injuries. He had an ear torn off. Jesse Smith, fourth member of the party, was hurt in legs and back, but did not go to a hospital.

MORE GASOLINE FOR NORTH CAROLINA MOTORIST

Automobile drivers in North Carolina will get an increase in gasoline rations effective in June, OPA District Director Theodore S. Johnson said today. The value of "A" coupons will be increased from four to six gallons one June 22, when the new A-16 coupons becomes valid. The limit for "B" card holders who can show an actual need for more gasoline will be raised to 650 miles per month on June 11.

"I share with Chester Bowles and the Petroleum Administration for the pleasure of announcing this increase in gas rations for civilian motorists," he continued. "The additional quantities to be made available to civilian use are not guaranteed for any certain period of time but must always remain dependent upon changes in the military demand. The military has always had, and must always, have first call," he explained.

In explaining the increase in the "B" card ceiling, Johnson pointed out that a person who needs only 200 miles a month will continue to receive only that amount. But a person who uses his car in his business and who needs more than he is now receiving will be able to get additional rations up to 650 per month. In both cases they will receive the 50 per cent increase in the "A" ration, he assured.

HYDE COUNTY HOME CLUBS MAY SCHEDULE

Home demonstration club members will learn the latest information on "Garde insect Control" during June, according to Hyde County home agent, Miss Beria Roach. The demonstration next month will be on "Home Made Processed Cheese."

The following is a schedule of club meetings for Hyde County: Rose Bay, Friday, June 1st, 2:30 p.m. at Mrs. Charlie Sadler's home; Ponzer, Tuesday, June 5, 2:30 p.m. at the Club House; Engelhard, Wednesday, June 6th, 3 p.m. at the Town Hall; North Lake, Thursday, June 7, 2:30 p.m. at the Club House; Lake Landing, Friday, June 8, 3 p.m. at the library; Sladesville, Tuesday, June 12, 2:30 p.m. at the lunch room; Tiny Oak, Thursday, June 14, 2:30 p.m. at Mrs. Marie Rice's home; Swindell Fork, Friday, June 15, 3 p.m. Mrs. Malcolm Swindell; Pleasant Grove, Tuesday, June 19, 2:30 p.m. at the home of Mrs. Walter Lee Gibbs; Nebraska, Wednesday, June 20, 2:30 p.m. Nebraska, at the club house; Fairfield, Thursday, June 21, 3 p.m. at the cafe building; and Swan Quarter, Tuesday, June 26, 2:30 p.m., home demonstration department.

SWAN QUARTER STUDENT IS CONTEST WINNER

Pete Griffin, Swan Quarter agriculture student, won first place in the district livestock judging contest in Vanceboro last Thursday, May 24th. Carl Cohoon, another member of the Swan Quarter team, won third place.

Members of the Swan Quarter judging team were Pete Griffin, Carl Cohoon and Lindsay Sadler. J. M. Worrell, instructor, was coach.

FUNERAL TUESDAY FOR MRS. WILLIAMS

Funeral services for Mrs. B. Warren Williams, 66, wife of a highly regarded retired Swan Quarter merchant, were held Tuesday morning at 11 o'clock with the Rev. J. C. Chaffin, pastor of Providence Methodist Church, officiating. Interment was in her family plot.

Mrs. Williams passed away at her home in Swan Quarter Sunday evening at 9 o'clock. She had been in poor health for many years, and had been seriously ill for the past month.

Well liked and highly thought of by many friends and relatives. Daughter of the late Miles and Ann Harris Farrow of Swan Quarter township, she was a lifelong resident of Hyde County. Twice married, her first husband was the late Charlie Williams.

Surviving are her husband and one son by her first marriage, C. B. Williams of Bluefield, W. Va.

OLD CAROLINA RECORDS TELL AMAZING STORY

Dig a dollar bill, or maybe a five spot, out of your pocket and take a good look at it. Then read this story and weep. It's from an old ledger sheet, yellow and brittle with age, that was recently unearthed in the Seaboard Railway's station at Thelma, N. C. The price entry is as follows:

Gaston Hotel, Gasoton, North Carolina, March 31, 1840

To Raleigh and Gaston Railroad Company, Dr.

Captain, Engineer, Trainhand, breakfast and dinner for each, \$75; extra engineer and fireman, breakfast for each, \$25; Total, \$1.75.

Petersburg Railroad Company, Dr.

Captain, Engineer, Fireman, Mail Clerk, Trainhand, dinner, supper and breakfast for each and two lodgings, \$1.88; extra engineer, supper, lodging and breakfast, \$38; Total, \$2.26.

We hate to rub it in, Gentle Reader, but that \$3.26 covered 24 robust meals and three lodgings! And rationing didn't mean a thing in those golden days.

SLAUGHTERERS MUST SURRENDER RATION POINTS

Class two commercial meat slaughterers in Eastern North Carolina who did not surrender any of the required ration currency during any three accounting periods, whether or not the periods were consecutive, since January 1, 1944, face non issuance or cancellation of any quota bases under a change in provisions in the meat control program OPA District Director Theodore S. Johnson said today.

For those who surrendered only part of the required ration points the change provides for a reduced quota basis, and there is also a provision of cancellation of quotas on meats custom slaughtered where the required payment of ration points was not paid to the custom slaughterer during any three similar accounting periods, he pointed out.

AVERAGE AMERICAN EATS 100 EGGS EVERY 90 DAYS

If you are an average American egg-eater, you consumer 100 eggs in the 90 days from last January 1 through March 31. This is the per capita consumption of eggs in the United States during the first quarter, according to Clyde Willis, State Department of Agriculture statistician.

He said the high level of consumption reflected the reduced supply of meat and the continuation of a high level of consumer income. While pointing out that accurate data as to the extent of substitution of eggs for meat are not available, Willis declared that "it is apparent that substitution of eggs for meat has taken place in other periods of meat shortages."

MIDDLETOWN GIRL TO GRADUATE AT BREVARD

Gwendolyn Maxine Marshall, daughter of Mr. and Mrs. T. B. Marshall, Middletown, will graduate from Brevard Junior College at exercises held on June 4.

Miss Marshall is president of the Dramatic Club, vice president of the Euterpean Literary society, a member of the International Relations Club, and a reporter on the college newspaper.

PROCLAIMS JUNE DAIRY MONTH



Governor R. Gregg Cherry, who has set aside June as Dairy Month, believes in milk as the perfect health food. Here he is shown in an informal pose casually making a good meal of bread and a quart of milk at a Raleigh dairy lunch. "Dairy products are essential to the maintenance of human health and efficiency, both on the fighting front and on the home front," declared Governor Cherry in his proclamation.

CROP PEST LOSSES AMOUNT TO MILLIONS

Boll Weevil Threat Great This Year; Chinch Bugs Threaten Corn Crop

Every year the losses caused by crop pests amount to millions of dollars in North Carolina and this year the insect pest situation is particularly threatening, say Extension specialists at State College.

J. Myron Maxwell, Extension entomologist, has already reported that the emergence of both weevil is much greater this year than in many years past. Chinch bugs threaten the corn crop in some areas. The Mexican bean beetle, the codling moth, the potato leafhopper, and the pea aphid, for example, are on the move.

Farmers cannot depend on adverse weather conditions to help them control the pests. The pests multiply so rapidly that favorable weather for only a short time may cause serious damage to crops and growers must be prepared to fight the pests. On account of transportation difficulties, materials for fighting the various pests should be obtained well in advance of the season when they are to be used.

With the demand for increased food and feed crops greater than at any other time in the history of the United States to supply fighting forces, allies, and liberated countries, Maxwell urges North Carolina growers not to depend on the weather for insect control but to take definite steps to fight them. The same is also true for plant diseases.

There are scarcities of many insecticides. "If growers wait to order insecticides until the pests are actually attacking the crops in serious numbers, it is not likely that deliveries can be made in time," Maxwell says.

MOVEMENT OF BERRIES INCREASES

The movement of dewberries from North Carolina increased last week, according to the State Department of Agriculture, with prices remaining firm at \$8.88 per 24-quart crate on New York wholesale markets. Virtually all of the offerings came from the Clinton, Cameron-Vass, and Scotland County areas.

Wild huckleberries from the Clinton section are bringing 50 cents per quart in New York, while the cultivated varieties from Pender County are bringing from 35 to 40 cents per pint.

Note to housewives: salvage as much fat as possible; stretch the sugar supply.

SCHOOL BUSES ROLL DESPITE HANDICAPS

Despite shortages of vehicles, parts, tires and manpower about 285,000 more children are being transported to school by school buses today than were transported in pre-war 1941, Harvey Roseman, district manager of the Office of Defense Transportation at Raleigh, stated today in a summary of school bus transportation.

Although children are doing more walking to and from school than they did in pre-war years, Mr. Roseman said, sufficient service is being provided to avoid hardship and to maintain good school attendance.

By eliminating special services and reorganizing routes to provide all necessary school transportation with a minimum of mileage school executives in compliance with an ODT statement of policy of November, 1942, have reduced school bus mileage by about 20 per cent or a total of 156,000,000 miles annually.

In a statement taking note of the size of the mileage saving made, Col. J. Monroe Johnson, ODT director, commended State chief school officers and local school officials for the excellent school bus transportation conservation, which they obtained thru the elimination of less essential services and thru other economies. He said their efforts were largely responsible for the continued efficiency of school bus transportation in the face of many wartime shortages and difficulties.

SAME CEILING FOR IRISH POTATOES THIS YEAR

Country shipper ceilings for the late 1945 crop of white potatoes will be the same as last years original ceilings without disaster increases for the same period, Theodore S. Johnson, OPA District Director said today. The ceilings will be set for the period beginning October 1, 1945 and ending Jun 30, 1946, and will be established on a graded, sacked, loaded on carrier, FOB country shipping point basis, he explained.

This notice of ceilings, which will be formally established later, is made now to inform growers in advance of planting the crop that will be affected by them," he added.

SLADESVILLE 4-H CLUB OBSERVES 4-H CHURCH SUN.

The Sladesville 4-H Club observed 4-H church Sunday, May 27, at the Sladesville Methodist Church.

Mary Fisher, Sally Blane Credle, Cova Smith and Billy Fortescue lighted white candles on the 4-H emblem which represented Faith, Prayer, Courage and Character. This was followed by the entire group giving the 4-H club pledge.

Mrs. Willie Blake, local 4-H leader, gave the purpose of the service. The scripture was read by Kathryn Credle.

A beautiful poem, "I Took a Day to Search for God" was recited by Sally Blane Credle.

Rev. J. C. Chaffin preached on "Stewards of God's Faith."

Jack Credle and Frank Fortescue acted as ushers.

SCRANTON BOY WITH FAMED EIGHTH AIR FORCE

England, VE Day—Among the 185,000 men and women of the Eighth Air Force congratulated today by Lt. Gen. James H. Doolittle, who assumed command of the Eighth in January, 1944, is Cpl. Mervin C. Credle of Scranton, a member of the 55th Fighter Group.

"I wish to extend my personal congratulations and my heartfelt appreciation to every one of you for the magnificent job you have done," Gen. Doolittle said in a message to all personnel.

"Each of you," he continued, "may be proud of your part in the defeat of Germany. I am proud of you. The world is proud of you."

REV. ROE HARRIS FAIRFIELD SPEAKER

The Rev. Roe Harris came back to his native Fairfield last Sunday to deliver the commencement sermon. His subject was "The Gain of Life."

The graduation exercises were held Tuesday night with N. W. Shelton, superintendent of schools, awarding the diplomas.

HATTERAS FOLK WANT EARLY CONSTRUCTION OF HIGHWAY TO AVON

Citizens Envision a Beginning of Ultimate System That Would Serve Daily Needs at Present; Fishermen, Merchants, Schools, All Would Be Benefitted Right Away Every Day in the Week



WHAT'S WRONG WITH THE WORLD?

If you ask us, the thing that ails this old world is not the thing that everyone is harping on most, but an obscure and long neglected truth that was learned early in the dawn of history. We seem to have been drifting away from solid ground since the time the Phoenicians invented "interest," and began to figure how to skin their neighbors, rather than work for what they got themselves.

We are too busy telling other nations how to live, we are too anxious to dictate the habits of others, to make the lives of our neighbors subject to our will, that we overlook the all important facts of life. And in attempting to gain the world, we are rapidly losing our own soul, or our happiness, at any rate.

We have been so eager to make progress we leaped to the top of the ladder, only to find there was no where else to go but down. We have put the cart before the horse so to speak, and as a consequence have been going backward. We have found ways to save labor, but to dissipate our energies more rapidly by night hawking and helling around. We have found how to get a lot of leisure time, which we are not content to simply waste, but use it in which to make mischief, and make life disagreeable for others.

We, who let others do our thinking for us, who let machines and racketeers select men for whom they tell us to vote, who follow every fad invented by the money changers to skin the hard earned shakels of gullible multitudes, imagine we know enough to stand on every street corner and cracker barrel, proclaim to all the world just how our country should be run. In fact not only our country but every other country. We know how the wars should be fought far better than the leaders who have been trained for it by a lifetime of education, experience and close hand observation. We know just what steps should be taken to form a lasting peace. We are silly enough to echo the cry, "peace forever," from the lips of the stary eyed dreamers, and long haired reformers, when all the history of a million years thunders down the ages to prove there can be no peace until the world stops turning.

So what have we gotten by trying to be what we ain't; by trying to do what we can't; by pretending to be what we could not be? We tried? Nothing and nowhere, except to sprinkle ice water on the dead ashes of our hearthstones; to destroy the altars whose fires once burned bright enough that our ancestors were inspired and built for us a mighty heritage that we have scattered to the winds of heaven, and we go blithely on amid all the waste and ruin that might have been a second Eden for us all.

We seldom see it before it is too late, but maybe now we can turn back from our business of running the nation, the world, the universe, and begin at the beginning. Let us forget our ideas how to run the country; let us not worry how to run the state, nor even the town, nor our neighbors affairs. There is one sure way to have good neighbors, a good town, and a good state, and a good nation. When

That a road from Hatteras to Avon would be a splendid advantage to two townships that so far are the only townships in the State forgotten for 25 years by the State Highway Commission is the gist of sentiment gathered by this newspaper in talking to many leading citizens in the four communities concerned.

About 2,500 people in the four communities of Avon, Buxton, Frisco, and Hatteras are gravely concerned about the situation which steadily grows worse. To aggravate matters they see no reason why a road could not have been built at any time in the past 25 years, particularly since it would be less than 18 miles long, and for the most part, as time has shown, would be much safer from storm damage than the road along Nags Head beach.

Going south from Avon toward Buxton is a high beach that is as high as Nags Head Beach, and from Buxton through the woods to the lower end of Trent or Frisco is some ten miles of forest where there never has been any storms to endanger a road.

The building of such a road they estimate, would be so simple that the only reason they haven't got it, many people figure out, is that other interests with influence, work to get the mileage put elsewhere in localities that already have roads, but want better ones.

Waiting and waiting, and waiting has worn their patience to a thin edge for the situation has gotten so critical that many people think they will have to move away. It is getting impossible to traverse the road with any large loads, and merchants are getting their goods shipped in by boat.

The old trails that once could be managed, are now torn up so badly by the command cars and jeeps that have come to the beach, that regular cars cannot get along without difficulty.

Tires must be deflated to as low as 12 pounds pressure in order to get along in the average automobile, and this means costly riding, for tires do not last long under such conditions. Eight to 12 miles to the gallon is good for gas. So the citizens of this locality pay double gas taxes.

The people do not hope for the sixty miles of road that is needed to be built soon, but would be happy to get even 18 miles to help them in their daily life. Not everyone has to go all the way north every day for that matter, nor every week, but they do need roads at home every day in the week.

Hatteras community is a town of some 800 people and is the largest mercantile center on the island. It has an ice plant, a light plant, a hotel, a picture show, many stores and a fine harbor.

Avon is a town of about 700 people 18 miles to the north, and it has many fishermen. The problem is to get ice and to get their fish to market.

Buxton has about the same number of people, and is in between. It too has many fishermen. Frisco has about 300 people and is also in between. It has many fishermen. Now all these fishermen depend for a livelihood on seafood, a highly perishable commodity. Fast roads are none too good in handling fish but these good people have to get their fish to Hatteras somehow through the sand. They must have ice, and they must have access to buyers, and to boats on which to ship.

If a trick doesn't get stuck, a half loaded vehicle can get to Hatteras from Avon in about an hour and a half, with good luck. This is a lot of time to cover 18 miles.

The same difficulties all along the route trouble all people who want ice, or freight from Hatteras harbor. Imagine the difficulty of getting lumber ashore; imagine the joy that is knocked out of a trip to the movies; or meditate on the hardships of the

(Please turn to page four)