

CATFISH CORNER NEWS

The Ladies League, of which Mrs. Saul's Church held their first meeting Friday with Mrs. Hollis Wood Harris, presiding, was held by Mrs. Simbellina Sykes. Mrs. Whispérina Willis led in prayer. The program was followed by refreshments served by the hostesses.

The Wagon Club, of which Mrs. Corner is sponsoring a football team. Miss Bonnie Berry will help to organize it. Hoochman Hinton, one of the club members, will help her.

Miss Glissierine Gibbs spent the week end with Mr. and Mrs. Theodore Toler at Wide Spot.

Miss Virginia Vendor of Square Hill Creek is visiting her cousin, Miss Virginia Vendor, in this community.

Miss Tootsie Tucker and Miss Penie Payne are visiting Miss Wagonetta Walker in Frog Fork. Miss Adelanto Arnold of Square Hill Creek is visiting Miss Acostarita Augin.

Miss Violon Lewis has returned to her home in Bay Level.

Carter Cartwright of Baltimore is visiting his mother, Mrs. Caddie Lack Cartwright.

Miss Pandora Parker and Miss Salvadora Sawyer have been visited by Miss Jandolyn Jones of Wide Spot for the last several days.

Miss Wandaleena Williams of Vinegar Hill has returned home after visiting relatives here.

The Fycetown Ramblers from Square Hill Creek will begin their square dances at the Catfish Corner Cafe next week end. Miss Pussey Parker will be the cashier.

Miss Penice Payne and Miss Dessie Belle Dowdy have recently returned from Sappy Sedge.

Miss Bozie Berry and Miss Tootsie Tucker motored to Calf Creek Sunday with Miss Galvonetta Garrison and Miss Tizzlegig Tillett.

Miss Consolena Carter is visiting Miss Wagonetta Walker in Frog Fork.

Miss Peruna Belle Perkins of Alligator Bay spent Sunday with Mrs. Minnorca Miller.

Miss Glissierine Gibbs and Miss Daffylean Daniels are visiting Miss Prunella Parker at Wide Spot.

Gustovina Garrison and Bristolene Brinn motored to Square Hill Creek to bring home Miss Bombay Bratten and Miss Fendorola Fitchett.

Miss Jendolyn Jones of Wide Spot is visiting Miss Cantaleva Carter.

Rev. Esau A. Byrd, pastor of Sainly Saul's Church, recently held preaching services at Gar Creek.

Miss Barcelona Baum and Miss Penice Payne are visiting friends in Bay Level.

NEW SHIP TO BE BUILT FOR LOST COLONY PROP

A new ship, one that will never touch water, is scheduled to be built as a Lost Colony prop during the Spring. It was announced today by Al Bell, architect and general manager's assistant at the Waterside Theatre here. The present ship is a realistic replica of the pinnace used by the first colonists to reach Roanoke Island, that is, it is realistic when viewed by a Lost Colony audience. But actually the ship is only the topmast which was skillfully and authentically built and designed by Bell to represent a pinnace of the period and instead of floating in water it is rolled back stage on a special built track.

Other repairs are underway at Waterside Theatre and new additions are to be constructed. A drying room will be built before the show opens for the season—a necessity to dry laundered costumes in a hurry. Repairs will also be made to the choir loft and light towers in the theatre, Bell stated.

FARMER ASSESSED \$50 IN POTATO VIOLATION

Jasper Jackson, farmer, of Newton Grove, N. C., was assessed a \$50 fine in U. S. District Court in Raleigh March 13 on charges of shipping uninspected potatoes in violation of provisions of Potato Marketing Agreement and Order No. 81. Imposition of the fine followed a plea of not contendere by Jackson.

The potato marketing agreement and order program regulates, by grade and size, the shipment of Irish potatoes from the commercial producing areas of North Carolina and Virginia, and requires Federal-State inspection.

The case against Jackson was one of a number pending prosecution in the two-state producing area. Two such cases are those against H. C. Potter, a producer-dealer of Aurora, and J. Arthur Wolfe, of Mount Olive.

In Atlanta, H. S. Patterson, southeastern compliance officer for the U. S. Department of Agriculture's Production and Marketing Administration, said a number of other such cases against North Carolina and Virginia potato producers, dealers, and handlers are now in the hands of the Justice Department and that criminal informations are expected to be filed against some of these in the near future.



WRECK OF THE OLIVE THURLOW, DEC. 1932.

The American barkentine Olive Thurlow was wrecked on December 5, 1932, in Lookout Light, coast of North Carolina, and one man lost his life from a terrible blow inflicted upon his head by the mizzenmast, which gave way and fell to the deck soon after the vessel entered the breakers. The rest of the crew were saved.

The Thurlow was of 650 tons burden, 26 years old, and heavily laden with several hundred thousand feet of southern pine lumber, a portion of which was cired on deck. She was bound from Charleston, South Carolina, to New York City, in command of Captain J. O. Hayes, and carried a crew of seven men all told. When as far on her way as Bodie Island she ran into a gale from the north, veering to the eastward, and at about 4:00 in the morning of December 1, the master, deeming it no longer advisable to breast the storm, attempted to put his vessel before the wind. In order that no mistake should be made at the helm he himself took the wheel, and while he was trying to adjust the tiller ropes one of his feet was caught between the tiller and the quadrant and jammed with such violence as to break his leg just above the ankle. The vessel was got around without further mishap and headed to the southward, which course she maintained until 8:00 on the night of December 3, when she dropped her anchor in 7 1/2 fathoms of water about 2 1/2 miles northeasterly from the Cape Lookout Life-Saving Station. The weather was then thick and rainy with a moderate gale from the southward.

On the morning of the 4th the Captain, who had now been suffering intensely for three days with a broken leg, naturally desired to get ashore where he could receive surgical attention, and he therefore ordered a distress signal to be set in the rigging. "Two minutes later," as he says in his testimony, he saw the answering pennant of the life-saving station, "and twenty minutes later the life-savers were aboard." He was taken ashore, whence he was sent to Beaufort without delay, and in closing his affidavit regarding the disaster he states that he "received all possible attention and was under many obligations to the keeper and crew."

Before leaving the vessel, Keeper Gaskill informed Captain Hayes that a very severe gale was imminent from the southwest, that the vessel was in a perilous position, and therefore he wished to be allowed to take her to a good anchorage in comparatively smooth water. This request the captain refused on the ground that she would not "head in and could not be put in stays"—that is, that the movement suggested could not be made. The keeper, however, had not the slightest doubt of its feasibility, and furthermore, it appears that the tug Atlantic went alongside the Thurlow and proposed to tow her to safe water and convey the master to Beaufort, but the proposition was declined because Captain Hayes would not agree to the terms offered. When the keeper left the vessel she was riding to only 25 or 30 fathoms of chain, and, although this was subsequently increased to 50 fathoms on one anchor, the second mate in his testimony asserts the wreck to have been due to the fact that more scope was not given.

The Life-Saving station kept a strict watch of the Thurlow from the time she anchored until her fate was sealed. As soon as her crew were convinced that she was certain to strand they fired two Coast signals, which Surfman Yeomans, on the north patrol, answered instantly. The life-savers got out their beach apparatus cart quickly, and since they knew that the beach was in a very bad condition for travelling, they divided the heavy load by placing a part of it in the driving cart. Then they set out with both vehicles on their tollsome journey of 2 1/2 miles through the soft, wet sand, with the wind blowing at the rate of 70 or 80 miles an hour, and, notwithstanding all the difficulties, reached the necessary position opposite the wreck within an hour from the burning of the distress signal on board.

All Men in the Rigging  
The doomed vessel was then lying broadside to the beach about 450 yards distant, and the sea was making a clean breach over her. All the men had taken to the lee mizzen rigging, and the business of Keeper Gaskill was to cast a shot line as nearly as possible into their hands. The wreck was gradually working to the westward, and therefore the sand anchor had to be moved some 50

yards from the position first selected. Then the Lytle gun was fired with a 6-ounce charge of powder and a No. 7 line. The projectile fell 15 or 20 feet short, however, and a second shot was no more successful, but the third, with a No. 9 line and a 6-ounce charge, landed fairly in the midst of the sailors in the mizzen shrouds. At that very instant the mast went down, the mizzen breaking off about 20 feet above the deck, crushing the skull of the steward, John Chalky, and seriously injuring two other men. Chalky's body fell overboard, while the others landed on the top of the house—men, mast, topmast, and rigging tangled together.

The vessel began to break up within half an hour after she struck, and disintegrated rapidly. First the fore-top-mast fell, then the forward house and deck load went overboard, then the bow and the stern were torn off, the general ruin being finally completed by the falling of all the masts with a crash audible far along shore. The top of the afterhouse, or cabin, was the only place of refuge, and lying there the five sailors struggled for their lives, with only a precarious handhold on the skylight coamings. Meantime the life-savers quickly fired another line which fell almost into the hands of the shipwrecked men, who as quickly as they could pulled off the whip line and made fast the tail block to the stump of the mizzenmast, but, while the surfmen were engaged in sending

out the hawser, a heavy sea tore off the top of the cabin on which the sailors were gathered and carried them with it into the breakers.

A Terrifying Trip

The passage of these unfortunate men to the beach was a frightful spectacle, even to the surf-shore people, to whom shipwreck in its most harrowing form is no novelty. Lying flat upon the top of the cabin they thrust their arms through the windows of the skylight and desperately hung on. Two were sorely injured, and the other three assisted them as best they could.

"At times," says the keeper, "all eight have been 19 feet under the water," when their grasp would almost fail, and even when they rose to the surface the break of the waves would nearly smother them again. At last one lost his hold and seemed sure to drown, but the life-savers went far out into the surf in spite of the wreckage and deadly undertow and saved him—luckily themselves escaping great injury or death, which was liable to follow a single blow from the heavy timbers thrust to and fro with terrific force. "The rescued man," says the keeper, "was more dead than alive when taken from the water." The other four still held on and as soon as they were near enough the surfmen again went out into the breakers and dragged the poor fellows to the beach. The second mate, who was badly hurt by the falling mizzenmast, and a sailor who had flesh wounds and severe bruises, could not stand, and had to be carried to the station in a wagon. The three others were practically helpless, but though bruised and sore were not wounded. None of the five could have held out much longer, nor any have saved themselves had they lost their places on the piece of wreckage which sustained them. All were at once taken to the station, where they were stripped of their wet clothing, wrapped in blankets, furnished with proper stimulants, and placed in bed. After two days they were sent to

Beaufort.

It is much to be regretted that Keeper Gaskill was not allowed to shift the Thurlow to a better anchorage, since it appears in the testimony that the schooner Warren Adams safely rode out the gale in a berth selected by him. The thanks of the Service are due to the keeper and two assistants of the Point Lookout light-house, to several fishermen, for their untimely and efficient aid in rescuing the shipwrecked men. The following letter was received from the latter by the General Superintendent:

Cape Lookout, North Carolina, December 7, 1932.

"We, the crew of the barkentine Olive Thurlow, which went ashore December 5, at 4 a.m., and became a total wreck in Lookout Light, wish to thank Captain Gaskill and his crew, of Cape Lookout life-saving station, for the timely assistance and care received at their hands.

"We would also state that if the vessel had held together a little longer all would have been saved in the breeches buoy, but the mizzenmast broke, killing the steward and injuring two others, after their line had been made fast to, for which they are in no wise to blame.

C. Florian, Mate  
A. Curtin, Second Mate  
F. Finch Seaman  
J. Johnson, Seaman  
G. Burgensen, Seaman  
The General Superintendent of the Life-Saving Service, Washington, D. C.

PROMINENT SCRANTON MAN PASSES AWAY SATURDAY

Joel Swindell, 79, died at Pungo District Hospital at Belhaven Saturday night, March 18, 10:25 p. m. He had been in failing health for several years and critically ill for a week.

Funeral services were conducted by David M. Lewis, pastor with Rev. A. J. Mackie of Belhaven assisting at Sladesville Methodist church Sunday afternoon at 3:00 o'clock. Interment followed in the

church cemetery.

Born at Lake Landing in Hyatt County July 4, 1870, son of the late Dixon and Mary Fisher Swindell. He was married to Annie Crawford of Edwards on November 23, 1891. To this union was born five daughters and one son. The family has been residing in Sladesville since January, 1927.

Surviving are his wife, Annie Crawford Swindell; one son, Leo W. Swindell of the home; five daughters, Annie S. Heath of New Bern, Mrs. Lonnie O'Neal of New Holland, Mrs. G. H. Wright, Jr., of Raleigh, Mrs. H. D. Epting of Little Mountain, S. C., and Mrs. Frank Fortescue of Scranton; 17 grandchildren and five great-grandchildren.

SIDNEY PERSONALS

Mrs. Mary Windley is still seriously ill in Duke Hospital, Durham. She will undergo another operation sometime soon.

Mesdames Eva E. Lockyer of Detroit and J. A. Febre of Ransomville returned to Durham Monday to be with their mother, Mrs. Mary Windley, a patient in Duke Hospital.

J. A. Febre has returned from Elizabeth City where he is employed and left for Durham Saturday to spend the week end with his family.

Mr. and Mrs. J. L. Lancaster of Belhaven recently visited friends here.

Miss Maud Satterthwaite who has been spending a few days with relatives at home, left Saturday for Stoneville where she expects to spend a few days.

Mr. and Mrs. Gilman Brumsty of Belhaven recently visited friends here.

Mr. and Mrs. Henry D. Satterthwaite have returned to Greenville after spending the week end with relatives at home.

Mrs. Harry Satterthwaite is again being treated in Norfolk General Hospital.

Dewey Brinn of Norfolk was a visitor here Sunday.

C. O. Jones and son of Wash-

ington were business visitors here Saturday.

Charles Latham of Belhaven was a business visitor here Saturday. H. J. Lrugg of W. Park visited his Satterthwaite and Davis relatives here Sunday.

ENGELHARD PERSONALS

Mr. and Mrs. Carl Spencer, Mr. and Mrs. John W. Spencer, and daughter Phyllis of Norfolk, Mr. and Mrs. Gilbert Tillett of Wanchese spent the week end with Mr. and Mrs. H. C. Spencer.

Mr. and Mrs. Shaw Bonner and daughter Sylvia of Greenville spent Sunday with relatives here. Patricia Neal returned to Greenville with them for a short visit.

Mrs. S. S. Marshall has returned from Norfolk where she spent the past few weeks with her daughter, Mrs. E. C. Cahoon and family.

The Rev. and Mrs. Horace Thompson of Columbia visited Mrs. Thompson's father, B. J. Midyette and family during the past week.

Mrs. S. S. Neal and son Royden have returned from Maryland where they were called on account of the death of John McGrath, Jr., of Princess Anne, a nephew of Mrs. Neal.

B. J. Midyette and son James were Washington visitors during the week.

Mr. and Mrs. Royden Neal and Mr. E. Marshall visited in Rocky Mount and Greenville on Monday.

Mrs. Donald Hunter and daughter Donna of McConnellstown, Pa., are spending some time with relatives here.

Mrs. S. S. Neal spent Monday in Belhaven with friends.

Mr. and Mrs. Bob Carter and Bill Burrus visited Mr. and Mrs. Ujim Watson at Fairfield one day last week.

Mr. and Mrs. M. E. Marshall announce the birth of a son, born March 24th at the Tayloe Hospital in Washington.

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