

MEMORIES OF NEW BERN

LEON CRAWFORD SCOTT, JR.

INTERVIEW 1034

This is Dr. Joseph Patterson representing the Memories of New Bern committee. My number is 1000. I am interviewing Mr. Leon C. Scott, Jr. at his home at 1504 Trent Boulevard in New Bern. The number of the interview is 1034. The date is January 19, 1993.

JOSEPH PATTERSON: Well Scottie the tape is running and I want to tell you that I'm very happy to be here talking to you about your memories of New Bern. I know you have lots of them and as I told you earlier we've got plenty of time. So let's get started by my just asking you first of all for your full name.

LEON SCOTT: My full name is Leon Crawford Scott, Jr. and I was born here in New Bern August 17, 1921.

DR. PATTERSON: Where were you born at New Bern?

MR. SCOTT: At 68 George Street right next door to the St. Luke's Hospital, family residence of my mother and Mr. J.M. Mitchell and family. That's where my folks resided at that time.

DR. PATTERSON: Who was the doctor who delivered you?

MR. SCOTT: Dr. Pollock.

DR. PATTERSON: At home?

MR. SCOTT: Dr. Pollock delivered me at home. Dr. Pollock gave me the honor of making out my own birth certificate.

DR. PATTERSON: Pretty young age.

MR. SCOTT: A pretty young age. During World War II I was employed by Glen L. Martin Company and a question came up about loyalty and citizenship and so forth and it was necessary for me to provide a birth certificate which was not on record here in Craven County office.

So I was advised if I took certain papers to the attending physician and have them filled out that I could get on record. So when I approached Dr. Pollock he remembered such a person as Katie Mae Scott. He couldn't remember a birth particularly but he thought she had a child. However, if I would fill out the papers and swear that they were correct and true that he'd sign them as an affidavit for my birth certificate and that's what took place.

DR. PATTERSON: Scottie, the home you were born in behind St. Luke's Hospital was your grandfather's home?

MR. SCOTT: J.M. Mitchell. Right.

DR. PATTERSON: Tell me about that house and what happened to it.

MR. SCOTT: Well just prior to World War II it was determined that New Bern medical facilities needed to be expanded in view of the fact that they were going to place an air base, Cherry Point Air Base, in the vicinity. They were approached, the family was approached, to relinquish the property which subsequently came under condemnation procedure because there were several members of the family that it was difficult to deal with because they were not here. It was estate property being pretty much left to be settled among the heirs of J.M. Mitchell. So condemnation proceedings were held and the property was turned over to the government.

Settlement was made to the heirs, etc. But this was to be relocated into what would have been the backyard portion of the residence, the Mitchell residence, and subsequently brick veneered and used for a

sister's home, accommodating the expansion or lengthening of the St. Luke's Hospital facility down and parallel to George Street at that time.

DR. PATTERSON: That was about 1941 wasn't it?

MR. SCOTT: This would have been in 1941, correct.

DR. PATTERSON: Scottie, what did your grandfather do?

MR. SCOTT: Grandfather Mitchell came from Wilmington and opened the J.M. Mitchell Mercantile Company, Dry Goods and Mercantile Company, down on Middle Street. He built a building that's still there as the date mark of 1912 when it was erected there. He was a merchant for many years until he retired and of course, subsequently, he passed away here in New Bern as a resident.

DR. PATTERSON: And your grandmother Mitchell?

MR. SCOTT: My grandmother Mitchell was very interested in music. She was very interested in languages. She spoke five languages fluently. She had formerly been a teacher but was not a well or healthy woman and passed away prior to my birth and I have no direct knowledge of that particular lady. She was Mary Rowena Theese. French, German and English descent. She is buried here in Cedar Grove Cemetery along with J.M. Mitchell.

DR. PATTERSON: What about your grandparents on your father's side?

MR. SCOTT: My grandparents on my father's side were more of longevity and more active, outliving the other grandparents by some considerable years. My grandfather S.H. or Solomon Scott first came

to New Bern from Jones County and he had a ship's chandler business down on the foot of Middle Street. He served the merchant trade that came in by the water. Since New Bern was such an active port it seemed like a good venture and it was. He subsequently moved up Middle Street and opened a livery stable called Scott & Company whereby he sold horses, mules, farm equipment gear and so forth and also had a dray and buggy service whereby drummers, salesmen that would go out through the county and the various areas would rent the equipment, horse and buggy style, and sometimes my father was engaged to go along as driver to accommodate these salesmen as they'd go throughout the county's surrounding area such as Onslow County, Jones, and down through Pamlico County. Usually these treks took one to two weeks at a time. It was more than just a daily jaunt. Subsequent to that he moved on into politics. He was active as alderman in New Bern for many years. He was a good spokesperson when W.P.A. projects abounded in the New Bern area. I think we got our goodly share of them. He was instrumental in the development of the East Front waterfront property such as the bulkhead which was supposedly offsetting the erosion that was taking place from various storms. Solomon Scott was a very interesting, quiet and gentile fellow. It was a pleasure to have known him.

DR. PATTERSON: How about your grandmother Scott?

MR. SCOTT: My grandmother Scott was very active. Woman's Temperance Union here in New Bern, she was a staunch member of that and active in the Centenary Methodist Church. She started a Sunday School class known as "The Willing Workers." She also was instrumental

in the construction as a member of the Woman's Club and Woman's Club Society here of the Union Point Woman's Club building. In fact, she was present at the dedication and flag raising for that particular occasion. Her son, Mr. Fred Scott, and a local who was in the cement business and at one time worked with the Public Works Department, City of New Bern, Mr. Frank Hackney, round up the materials and did very much reclamation work to help make that Union Point Woman's Club building possible. She was well known, well liked and very much missed.

DR. PATTERSON: Your father was born in New Bern then?

MR. SCOTT: Oh yes.

DR. PATTERSON: Tell me about your father. He was Leon C. Scott, Sr.

MR. SCOTT: His name plain out, L.C. Scott. He become Sr. as I understand it when you have a Jr. and so on down the line. L.C. Scott enjoyed going to school here. He was a former member of what I understood to be the New Bern Academy which originally for that generation endured a short term down in what's now known as the Harvey Mansion building. I couldn't find many people over the years that knew about that but he did attend that and related to that many times.

He also enjoyed working with his father as I said as a dray driver in the livery stable business. He opened New Bern's first service station. He went to Colorado and learned to do what was known as Gait's half soling for tires. When tires first came out with automobiles they weren't all that reliable and the half sole business was really a booming business. Well that and having a gas pump on Middle Street

there along where Scott Gas Company is, actually where Ballantine's business is now, proved to be quite an asset and a drawing card; asset to the community and a drawing card to many people that came there because they were getting into the vehicle business. He subsequently sold automobiles such as Stevens Duray, I recall that, and Reo as being brands of cars that were sold like one at a time and the showroom would do. He went on to become mayor of New Bern in 1933, 1934 and 1935.

He was instrumental in several things. I think probably a noteworthy one in the devastating hurricane of 1933 he perceived that we needed emergency service on the bridge. He forthwith dispatched himself to Raleigh to talk with the highway commission officer and the highway head and the governor whose name at that time I fail to recall at this point and got considerable service on renovation of the bridge. It had to be rebuilt, the Neuse River bridge did, since it was wiped out in the hurricane.

DR. PATTERSON: Was he mayor then?

MR. SCOTT: He was mayor at that time, yessir. Also I might take note that we had a new fire department that was considered very storm worthy and that was the mayor's headquarters there on Broad Street at our fire department during the storm of '23. I spent the night, the Scott family, my mother and dad and I, and he could help and direct activities from that point. He also was instrumental in the purchase of a fire truck that has of late become recognized as sort of a novelty memento. It's connected with the museum. It's a Leon C. Scott and because it has running boards and is a vintage fire truck it's been

in many parades and the children thoroughly enjoy riding the running boards. When that fire truck was ordered I was promised a ride on that fire truck and I called that to the attention of Mayor Ella Bengal when she was in office one time. So fifty years later I got to ride on that fire truck. (Laughter) But there was a stipulation with that fire truck. Normally, a city of this size did not require a heavy pumping system on a fire truck. But before this fire truck was to be paid for the stipulation was that it was to throw a stream of water over the towering peak of the Episcopal church. And that had to be demonstrated and was done before the fire engine company was paid for the purchase of the fire truck. It was known to be one of the strongest pumpers in the area and still is today and the pumps still work today.

They've never worn out. They've been worked upon but they haven't been worn out. My father was instrumental in the transition of the post office to the present city hall. That's the city hall as we know it now which was the post office when he went into office as mayor in 1933. Formerly you know the city hall was located down where I believe New Bern Auto Parts is located down on Craven Street. There was a tradeoff there since we got the great federal building through congressional act and manipulation whereby it was tacked on to a larger post office bill by local congressman Abernathy. I wouldn't be surprised if Senator Simmons didn't have a hand in the arrangements that went on at that particular time. But he did see and did do the dedication on the new federal building on Middle Street and was instrumental in the government turning over the former post office



on the corner of Pollock Street and Craven Street for the use of the city hall and subsequently they moved in there. We counted three bears on the building. We don't know where they all are. I've only seen two bears that were Swiss gifts to us to go on our new post office located at city hall.

DR. PATTERSON: You were talking about the three bears.

MR. SCOTT: Yeah, I was discussing the bears and I have inquired around, we still cannot locate the third bear. Maybe one of these days it'll show up in somebody's garage or backyard diggings. You never know. Or maybe some local citizen will, as the saying goes, cough it up in time because I suspect that it's in possession somewhere.

There was a possibility, I think, that the bear could have been mounted on the fire house. Maybe some of the firemen got the bear. But nevertheless that's just a novelty point of interest.

My father went on to develop what was a prototype service station. He enlisted the services of Raymond Fuson, an architect from Indiana who came here through relative connections in the Dr. Barker family. Raymond Fuson designed the building that was specified to do a certain job to serve the public. Well my father's building on Middle Street, first service station, had no portico or way to get in out of the rain so this building did.

DR. PATTERSON: Where was this, Scottie?

MR. SCOTT: Where was this?

DR. PATTERSON: Yes.

MR. SCOTT: In New Bern on the corner of Hancock and Pollock

Streets.

DR. PATTERSON: Which corner?

MR. SCOTT: Diagonally across from the Dill home.

DR. PATTERSON: That's the southeast corner.

MR. SCOTT: That would be the southeast corner. The reason that this came to the forefront as a prototype was in those days we had no prior service stations that were professionally dedicated as such.

They were not designed or built. They were partial conversions of buildings, grocery stores, and so forth, that were popping up around the countryside. My father handled Texaco, Shell, Pure Oil and Gulf products. And since there were a combination of companies that were going to be featured here they all were brought into the consideration of this prototype building which was adopted by the Gulf Refining Company as their style service station and of course many thousands of them were built throughout the country.

DR. PATTERSON: How did this differ from the other stations that were in town? You say they were converted buildings but what did this station of your father's have to set it apart?

MR. SCOTT: Well it sat diagonally on a corner. He purchased the house from a Mr. Wittie Gaskins and the location was to compliment downtown. He'd already had a service station downtown, but there were no professional or designed service stations downtown at that time.

It was set diagonally to accommodate easy access and egress sitting, you know, catty-cornered on the plot of land there. Also, rather than the usual wood upgraded grease pit, homemade style; it had a hydraulic

lift. It had a built in drain wash pit. There were some facilities for drying. There was a laundry system to handle the cloths and the chamois to do the vehicles with. Most of the service stations suffered from existing concrete that was not reinforced. There was heavy duty concrete. My dad insisted on six to eight inch concrete to support the fuel trucks. He perceived that they would get heavier in time and they did. Principally he developed the service station from what was known as the New Bern Tire Company. He aligned himself with a concern out of Richmond, Virginia called Crump & Company that had massive buying power in the south and he tied in with Cameron out of Charlotte. He was an investor and originally one of the share purchasers in carload quantities of batteries, tires, oil, etc. from McMillan Cameron Company that developed down in Wilmington, North Carolina. He supplied many of the local or area automotive agencies like W.C. Hagood and various ones with their oil and their tires. They had no real direct connection so he purchased in large quantities, and sold and distributed. He was the first antifreeze distributor in the area. I well remember one snowy day everybody thought they had to have antifreeze and at five dollars a shot they came in and just helped themselves to antifreeze and we were sold out in no time at all. In fact, I was summoned to come from school and give a hand with servicing the cars, getting the antifreeze out and we just ran out in a hurry. Didn't anticipate that much antifreeze. I guess that was one carload away right fast like. But they were very interested here in any promotional activity, my family was, in particular my

father. So we were responsible for blimps flying over town. I think he in conjunction with several others promoted the flight of the Los Angeles over New Bern. I would say this was probably about 1935. The dirigible, enroute up and down the east coast, was dispatched to pass over New Bern. It did so at seven o'clock one morning and it looked like it took up half the town. The size of it, it was low, one thousand feet was specified to fly and for a period of time it drifted as the engines were cut off. That was so people of the town could see it and of course it was easy to look up and down the street and see everybody out in their nightshirt gaping at the sky looking for the Los Angeles. He brought Shell, he served Shell, and he brought the Shell amphibian plane to New Bern to take passengers and this sort of thing. And of course we had the circuses you know and he always had to have Scott's Service Station on the side of some fat elephant. I mean that was promotional advertising. I think in those days for five dollars you could get an elephant ride and a display sign painted up and put on the side of the elephant. The parades, you know, were all the thing in that day and time.

DR. PATTERSON: They went right downtown didn't they?

MR. SCOTT: Oh yeah, they had a very large parade. We had some real circuses like Cole Brothers and Downey Brothers Circus used to come. John Robinson's Circus used to come to town, also.

DR. PATTERSON: Where were the circus grounds then?

MR. SCOTT: Jack Hoxie and his wild west show used to come to town. Most of the circuses were held over off of Rhem Street in the

approximate area of that pavilion that was over there you're familiar with?

DR. PATTERSON: Ghent Casino.

MR. SCOTT: Ghent Casino, right. Yeah, used to have dances over there and practice basketball and it was sometimes used as a skating rink. But in that immediate area is where most of the circuses were at that point. Later on they came to the McSorley show ground up here which is behind where the Swan Motor Company eventually built between Pollock Street and Neuse Boulevard over there, that section right across from what would now be, I suppose, Dealer's Auto Service on First Street, that area. You'd be familiar with that. But my father had a pretty colorful life and he was interested in these things and I think it's noteworthy that he had many friends and was well supported in his ventures and enjoyed good business activity here in New Bern. He was also very grateful for the community support that he had.

DR. PATTERSON: Scottie, you told me a very fine story about your father during the fire of 1933.

MR. SCOTT: 1922.

DR. PATTERSON: I'm sorry, the fire of 1922.

MR. SCOTT: Right. Well this is hearsay story. I was a baby on the back seat of the automobile. My mother rode me around most of the night because the area that we lived in was evacuated and people were not allowed to be there subject to their homes catching on fire, etc. My father had been yard master for the Norfolk Southern Railroad during World War I and being very familiar with trains and engines,

he became a party to this bit of house wrecking. They ran cables through homes that were some burning, some were standing and not yet aflame and attached these cables to the engines and trains and demolished the houses by towing them away in order to create a fire break to stop the advancement of the fire. This was done on good authority because it was obvious that the fire was advancing and giving way to the winds.

The more flammable structures were dynamited and train wrecked you might say in that fashion. My father also became yard master over the New Bern rail yards during World War II. He was summoned back into service by the military because they knew of his prior experience and he worked with Mr. H.P. Edwards who then had the A&EC railroad. At Cherry Point air base my father coordinated shipments back and forth of freight and cargo supplying the construction of the base which I got to witness because I was number six man hired on the T.A. Loving contract due to related connections. Through Mr. King Bryan's generosity he had me working in his office and I helped put up the first construction shack or what we called skid shack that was to become his office at the Cherry Point intersection, Cherry Point Road and Cherry Point intersection there at Highway 101. So I got to see that.

DR. PATTERSON: Scottie, how long did you all live in this house on George Street?

MR. SCOTT: Well it had to be a family home for about I'd say about 1913 until 1941, the end of 1941.

DR. PATTERSON: So you had started school while you were still living there then?

MR. SCOTT: Correct.

DR. PATTERSON: You started at the Central School downtown school green?

MR. SCOTT: I came to Central School, we lived at 62 National Avenue for a short period of time, about eight or nine years and when I was twelve we came back downtown, lived on Johnson Street.

DR. PATTERSON: I'm a little mixed up.

MR. SCOTT: I did mix you up but I didn't intend to.

DR. PATTERSON: You did stay at the George Street house until 1941?

MR. SCOTT: Well we went back into the George Street house. We lived at the George Street house for several years, moved to a house built on National Avenue, my immediate family, my L.C. Scott, Sr. daddy and my mother, Katie Mae and I.

DR. PATTERSON: So you spent your youth growing up then out in Riverside?

MR. SCOTT: Nine to ten years in Riverside and then back downtown on Johnson Street. That was from 1934 until 1939. Then back to 68 George Street which is the Mitchell home.

DR. PATTERSON: What was it like growing up out in Riverside?

MR. SCOTT: Oh it was great. We used to love the parades and we had lots of activity due to the fact that there was a pavilion and a Glenburnie Park. We had a fairground and of course a lot of the transit was back and forth. We had a trolley system that ran down all the way from Craven Street right on out to the fairground across

Jack Smith Creek. In fact some of the piling is still there now that attests to that. Very interesting. It was a growth period and it was also a Depression period. The lumber company grew great. We used to hate to hear a consistent blast of the whistle at the lumber company because, what it did, it signaled either a breakdown or an accident.

Of course you know lumber mills being what they are and were that was, from to time, a matter of concern with us. But it was a great era. I think it called for a lot of activity on the part of the citizens.

That day and time there was a lot of support of the National Cemetery that was there. There were Confederate Day parades. There were other forms of parades that as I say going back and forth between the town section and the fairgrounds whenever we would have these special occasions. I enjoyed them.

DR. PATTERSON: Do you remember the Confederate Day Parades very well?

MR. SCOTT: To the extent that practically everybody participated in them. I'm impressed very little as to how they parade today relative to how they paraded during that day and time. Of course you have to bear in mind we didn't have TVs and prolific movie houses and all these things that we have today. People held these occasions. I'm sure the proximity and time factor had something to do with it and they had relatives that were involved in these activities. I knew my grandmother, she told me about the Civil War and being transported, Grandmother Scott, being transported to Goldsboro. She was evacuated.

Well you see, today you just can't hardly talk to anybody that knew



anything about the Civil War. In fact, I don't even know if there are any of those fellows or people remaining. But; yeah, I remember the parades and they dressed for them and they were very flamboyant occasions. Bands would be involved and so forth.

DR. PATTERSON: Scottie, who were some of your pals out in the Riverside area in those days?

MR. SCOTT: Small community, Dr. Patterson. I'd have to say that practically everybody in Riverside were pals. They were very friendly. You know we didn't have the benefit of central air and air conditioning so much in those days and houses were thrown open most of the year. Even in the cooler weather one might not suspect them to be open but they would be and there was inner communication, people utilized their front porches. They were very friendly. The boys were especially friendly and they'd like to go skinny dipping at the Pocomo out behind Mammie Saddler's store there in Riverside. That was a good place to go.

DR. PATTERSON: What's that, the Pocomo?

MR. SCOTT: We called it the Pocomo. I have no idea why it was called the Pocomo. It just was. It was nothing more than just a place that you could brandish your clothing without being exposed to the public. There were a lot of waxed myrtle bushes around and the guys would slip down there after school, usually under protest from their family and take a dip in the water.

DR. PATTERSON: Was this inlet from the river?

MR. SCOTT: No, this was the river. It was right at the helm

of Roper Lumber Company or Rowan Lumber Company whichever the case may be. It went by both names. Also, there were a lot of picnic activities. The gypsies used to set up and bathe and swim in front of the National Cemetery. That was a vacant piece of land. If I recall, I believe it belonged to Mr. Davis who worked with the Roper Lumber Company and that was used as a swimming place. But people were more discreet. That was more open field like and they donned bathing suits and such fashionable gear as what might even come down around their ankles in that day and time. Very interesting neighborhood. Nice people out there.

DR. PATTERSON: Who were some of your neighbors?

MR. SCOTT: The neighbors were like Mr. Oscar Kafer and optometrist and doctor, Dr. Latham was a good neighbor out there in the neighborhood. He and his family were all good folks. The Baxters, a good sized family, five or six children and they were active. Congressman Barden, later became Congressman Barden, was high school football coach and teacher here at New Bern High School. Mr. D.L. Latta, fairly prominent businessman. I think he had a hardware store right across the street from Elk's Temple building as I recall down on Middle and Pollock Street. Mr. Airlie was there. Mr. Brinson, he was a merchant and had a hardware store on lower Middle Street. I could just go on and on.

DR. PATTERSON: The Hall family?

MR. SCOTT: The Hall family, they lived next door to us. Kenneth Parker lived on the other side. The Hall family was made up of Mr.

Matthew Hall and Lizzie Hall and three young, attractive ladies. They incidently were very benevolent. They were prosperous enough to have an automobile and transported many people on the trunk covered rear end section of the car and on the running board if you will all the way from, I would say, the railroad tracks up by Mr. Hawkins grocery store right on down to school, downtown. When the Depression came along folk's hearts sort of went out and they shared a lot. There were many gardens around. There were chickens, abundant chicken coops and chicken yards and if you heard a chicken squawking at night out in your back yard you knew it was some poor hungry soul that needed him worse than you did. (Laughter) But neighbors passed around cakes and cookies and goodies and they shared eggs and they shared good fortune. We were all I think somewhat closer to the land and more related to farm families than we are today. I think the small farms have dwindled of course and given way to the larger farms.

DR. PATTERSON: Scottie, what memories do you have about school?

MR. SCOTT: Oh we had a great school system out there. As I remember, Mrs. Helen Nicholson was principal. I think she also taught the third grade. We did have six grades. This is Riverside I'm speaking of now. We did have six grades but somehow or other a scale down on economics they wound up with the sixth grade downtown principally. I think what they did they expanded the number of classrooms on that. But we had some great teachers. Miss Lottie Grant later became Bob Pugh's wife, bride and wife. And we had Miss Nell Pritchett. She was a teacher. And Miss Person at that time, she married Mr. Hollister,

Charlie Hollister. She's still surviving I think. Mrs. Lottie just passed away not too long ago. Used to enjoy getting together with my second grade school teacher. I believe she was about eighty-three or eighty-four, and we didn't think there were too many pupils and teachers got together and had Pepsi Cola and ice cream parties like we did from time to time. Was a real fun thing to do. But we had the programs. We had the inner scholastic activities. We had things we called field day and the Central Ghent schools and the Riverside school would all go out and compete with each other. But I think the school system was good. We weren't what you'd call overcrowded the way they are today, and I think teachers had a little more time for you. That's the impression I get in retrospect. Of course that was a long time ago and I don't spend a lot of time thinking about that point in time.

DR. PATTERSON: When you finished Riverside you went to school downtown?

MR. SCOTT: Yeah, went downtown and I entered downtown at the sixth grade. In fact, that was just about the time we moved down. And we did pretty good. Of course everybody practically fell out the window when New Bern's first mail route plane came over. Mr. Lindberg you know and some of the others got together and started this kind of pony express air mail delivery route. I remember on the inaugural flight it was made known and it was directed to fly over the Central School of New Bern. There again, you know we can thank political honchos for that. Congressmen and various folks, senators

that were from the community exercised their influence and got us on the course as it also commemorated New Bern as a post road landmark along the Atlantic coastal route.

DR. PATTERSON: Boston to Charleston?

MR. SCOTT: Yeah, Boston to Charleston, right, I appreciate that. Yeah, I entered the sixth grade and went on from there from Mrs. Green's class and I spent a little time in Mrs. Chadwick's class and on up the ladder. I did have the honor of playing with New Bern's undefeated and untied football team in 1936-1937. DR. PATTERSON: What was your position?

MR. SCOTT: I played right guard all the way through. Interestingly enough I fancied myself as a baseball player and coach Alston says in effect we are going to use you as a football player. And I had not played much football but he positioned me. He tried me on a right tackle, moved me into right guard and I stayed there throughout two years of playing with the varsity team.

DR. PATTERSON: Now during this time where were you living in New Bern? Tell me again your...

MR. SCOTT: At that point in time I was living on Johnson Street. 28 Johnson Street.

DR. PATTERSON: You moved from Riverside to Johnson Street?

MR. SCOTT: To Johnson Street, correct.

DR. PATTERSON: Where is that house located?

MR. SCOTT: Now it's 212 and it belongs to Anna Pleiser and her husband. It would have been at that point in time two doors from Dr.

Hand. He's a notable person that was in the community. Dr. Hand was on the corner. In fact, my family purchased this house from Dr. Hand at that time. A sports man, Mr. Guy Gaskins, who was in the sporting goods business was living there on a rental basis in the house at the time that we purchased it.

DR. PATTERSON: And how long did you live there?

MR. SCOTT: I'd say from 1934, first part of 1934 until 1938. I was away at school when the property was dispensed with. I was away at Edwards Military School over at Salemburg, North Carolina. I went over there a year or so.

DR. PATTERSON: You finished high school and then went to Edwards Military School?

MR. SCOTT: Edwards Military School.

DR. PATTERSON: Why did you do that?

MR. SCOTT: I had had an appointment by Congressman Barden. I wanted to fly. I was going to make aviation a career. I had seen Mr. Lindberg's parade when he came back from Paris in New York on Fifth Avenue and I was impressed by that and I was into the book. We, my father and family, were always interested in promoting flying and I perceived myself as pursuing a career in aviation. Congressman Barden accorded me a paper that would have gotten me into an appointment to Randolph Field, Texas. In the process of the paperwork being executed they changed the requirements and I had to have further education to get in. They wanted two years college. I immediately entered a prep school at Edwards Military. Of course, in the meantime other

opportunities opened up and I thought that I would try for Casey Jones School of Aviation in St. Louis, Missouri. Another opportunity opened up. I had a chance to join Mr. Roosevelt's N.Y.A. program. N.Y.A. meant National Youth Administration and it was to give the youth an opportunity to learn. So I signed up for aviation training, subsequently received papers and that's why I left and went to work for the Glen L. Martin Company. I went to school at Curtiss-Wright Field in Baltimore, Maryland for practical experience. I went to Kenwood Avenue High School at night in Baltimore, Maryland to get the book learning as the saying goes and I worked for practical application and as a reward back to the government for their teaching me with the Glen L. Martin Aircraft Company. I stayed with them about three or three and a half years before I went into service.

DR. PATTERSON: Scottie, just as a bit of interest, when Lindberg was welcomed back by Congress and this big ceremony was held for him in Washington, D.C. he was awarded some medal. I was sitting on the front row right in the center with my mother and my father and brother were there in another location.

MR. SCOTT: How about that?

DR. PATTERSON: But my grandfather got us these seats and I remember seeing Lindberg receive this award.

MR. SCOTT: How about that? Isn't that great?

DR. PATTERSON: Not many people remember Lindberg.

MR. SCOTT: You have an advantage over me and I'll tell you why. I was standing on about the umpteenth story hotel window and I was

being told that that's Charles Lindberg and there were a whole lot of cars and a whole lot of people and a whole lot of confetti and paper falling around. And I can remember seeing these cars. In the entourage were more than just Lindberg and today I'm not real sure that I can say exactly what Mr. Lindberg looked like from about the sixth or seventh story with my mother hollering don't fall out the window. (Laughter)

DR. PATTERSON: Do you remember when he made the flight across the ocean?

MR. SCOTT: Oh yeah. Oh yeah, very well. I remember when we monitored the thing on radio and when people were dismayed that he was out of reach and contact with, you know radio contact and they feared that he was down. Of course you know the propensity was to fear the worst, that he hadn't made it but then every now and then news would break through and he would pass over some ship with a good wireless system or he was finally in the process of reaching land.

And of course when he arrived at Orly Airport I believe it was in France there was a big hoopla about that. Oh, yeah I was a fervent supporter of the theater here in town and I loved the news reels. I loved current events and so forth. I remember seeing most of the things that one could see for the media and the newspaper and the movie tone news reel.

DR. PATTERSON: I was in the Masonic Theater watching a movie during that flight and the movie would be interrupted periodically and progress reports flashed up on the screen telling you what the



news was.

MR. SCOTT: That's good so you support my monitoring presentation there. All right.

DR. PATTERSON: Well you were with the Glen Martin Company and this was in the early forties, was it?

MR. SCOTT: Right. That was from the 5th of January, 1942. I had previously been enrolled in this educational program, training program back in July of 1941 and was committed to go to work there and I went up to take the position beginning the 5th of January, 1942.

That was just following Pearl Harbor. And the 1st of March subsequent to that I was married and carried Helen Ruth Wetherington Scott back to reside with me there where we had a family and remained for about three years. I left, I believe, in 1944.

DR. PATTERSON: To go where?

MR. SCOTT: To go into the service. I was called to duty. I had pursued an aviation career of learning and I thought that I'd further it when General DooLittle wanted a maintenance team, I was putting in for Air Corps service. The idea was if you would get your draft papers and make a contract with the Air Corps, you were in on what they called a deferment. I couldn't join the service. Only nineteen year olds were allowed to join and then they went into some scholastic program and above that. Other than that the draft was open and they wanted the prerogative of positioning people where they needed them. But I came home and Mr. Bangert who headed up this draft board here told me that he couldn't accommodate me with any draft papers.

He lived right next door to my grandmother. I was Katie Mae and Leon Scott's only child and there was no way that he was going to be a party to that.

DR. PATTERSON: You were living on New Street.

MR. SCOTT: He said the war is dangerous. He said people are getting hurt and some of them are getting killed. No, I was living in Baltimore, Maryland at the time. So I was dispatched back to Baltimore, Maryland. Who is the lady, Mrs. Styron, Mrs. Lelia Styron?

DR. PATTERSON: Yes.

MR. SCOTT: Well she told me that I had a deferment in the mail, and I did, but I had my papers transferred to Townsend, Maryland. In the transfer New Bern perceived me to be a good prospect for draft so subsequently I received my induction papers you know from my friends and neighbors like about three weeks after I left and I came back and was inducted at Fort Bragg and had a nice career in the service. I went into the infantry. I didn't get the Air Corps. I went to the infantry and all my efforts for two weeks to get into the Air Corps failed so I just decided to make a home in the Army so that's what I did. I worked through that and served in military government overseas. I was trained at Presidio of Monterey for that work and I was of the 81st Wildcat Division. I was with the 101st Airborne attached and I was in construction and helped refurbish an air base over there which was occupied by the 323rd infantry regiment in the eighth Army there under Eichelberger. And a General Sewell commanded the 101st Airborne that took over. I enjoyed that prestige and duty.

I subsequently worked in the office there as a chief clerk in the military government in Amoki, Japan. We had a pretty good system for the Japanese being governed through their own powers that be. Our orders came down from Tokoyo and from Sendai and I think MacArthur and his staff did a commendable job of keeping a peaceful takeover of the Japanese government.

DR. PATTERSON: When did you get back in the states, Scottie?

MR. SCOTT: Got back to the states in 1946.

DR. PATTERSON: Discharged from service then?

MR. SCOTT: Discharged at Fort Bragg, August, 1946.

DR. PATTERSON: You came back to New Bern?

MR. SCOTT: Came directly back to New Bern. I had pre-planned while in the service to go into some type of construction work. My father had been in the real estate business a bit at random times in that he owned property and I had gotten involved in maintenance care taking and so forth. I saw the opportunity in business for floor covering, tile work and communicated with the Armstrong Cork Company and several others that were prominent at that time and established Scott Tile and Carpets here. Actually I started the 5th of September, 1946 but I established it license wise and contractually speaking as of the 1st of January, 1947.

MR. SCOTT: I worked short term with the O&R department at Cherry Point as sort of a transition stop gap between discharge from the service and going into my own business.

DR. PATTERSON: When you came back to New Bern Scottie, where

did you and Helen Ruth live?

MR. SCOTT: She was residing at 808 Pollock Street which was a downstairs portion of a home owned by her father and subsequent to that within a year we purchased the Scott home which was boarded up at 308 New St. It had been more or less deserted. The family had died and it had been inherited by an aunt.

DR. PATTERSON: That's on George Street?

MR. SCOTT: On New Street, 308 New Street right across from the Centenary Methodist Church educational building. And we purchased that, divided it into apartments. The government was encouraging people to do that and we rented to the military and stayed there and started our business in my grandfather's buggy shed and expanded that a little bit with some additions thereto. After ten years, in 1956 we moved from there to our present location of business, 1301 Pembroke Road and started up the 1st of July there in 1956.

DR. PATTERSON: You made a brief stop at Trent Shores.

MR. SCOTT: Lived there in a residence that we built as a venture, family venture there. That would have been in 1956. We stayed there approximately a year, moved back into our 1504 Trent Boulevard home and we've been here ever since.

DR. PATTERSON: What was Trent Shores like?

MR. SCOTT: Trent Shores was a great community. You yourself would know about that since you were among the first to build houses there. As I remember, Jack Taylor, insurance man Taylor, he and his family built and resided there. Al Ward, attorney, city attorney A.D.

Ward he built there. I believe at that time some other properties were acquired there; did Dr. Davis build about that time?

DR. PATTERSON: He built later. Alice and I were the first. Al Ward was the second. You were the third. George Bullock was the fourth and then I'm not quite sure of the sequence.

MR. SCOTT: But it was in the early stages. We had the dirt road and the state came out and cleared it and widened it a bit to get it for approval. For paving, I knew of a Mr. Jerome who was brother to our Methodist minister and had helped facilitate financing and development in the area to the extent that I appealed to him. He was with the Veteran's Administration and he came down forthwith and took a map of the area and immediately had it approved for VA loans. That day and time most construction loans were escalating and local banks and institutions really were not very well constituted to make that type of loan. So insurance companies, and I would say the Reconstruction Finance Corporation, which was a redevelopment branch of the government after each war, Civil War, World War I and World War II, yeah, these agencies required the approval and endorsement for these subdivisions. So that contributed to the growth and I think that, that immediate area was and is recognized as a very fine subdivision and is still growing, incidently. I understand that the Ward family and heirs, Allens, etc. have opened up additional properties along the Trent River there.

DR. PATTERSON: What did you do for fun out there?

MR. SCOTT: We had a great time. We used to meet and clear brush

and shrub lots and have picnics and of course then we were in our more prolific days and we had children gallivanting around and we had good outing and activity for the children. Some of us took up things like motor boating and water skiing and swimming also in the river. I can envision that we did hand balls and everything from marshmallow and wiener roasting to house building and cleaning lots. We had a great time. It was a real fun time. Great people. Just outstanding period in our lives here in New Bern.

DR. PATTERSON: Scottie, you have thought a lot about this interview and I know you've made some notes about things that you particularly remember. This is a good time for me just to turn it over to you and to ask you to speak to the things that interest you.

MR. SCOTT: Well I appreciate that Dr. Patterson because there were several topics that are close to my heart. My father always said that it was a shame that New Bern didn't have equal opportunity with Greenville to get the school known in that time as East Carolina Teacher's College.

DR. PATTERSON: ECTC.

MR. SCOTT: ECTC, correct. Because he felt that we needed more institutions of learning in the area. He perceived that we were losing our good folks that were becoming literary and educated. They were going away to other schools and he noticed that in many instances they settled in the vicinity of the schools that they attended, the colleges, universities, etc. So in 1961 after having been on a five year planning program with the Chamber of Commerce I went to see Dr. Horne who was

Dean of Admissions at East Carolina University. Subsequently arrangements were made which I will not take credit for all of because Mr. Harry McDonald was very instrumental among others. Several teachers who were in semi-retirement were instrumental. A Mr. Nelms who was at that time working with youth programs in the YMCA, etc. in Wilmington, North Carolina, was interested in coming up and helping with the establishment of an East Carolina extension school. In fact, Mr. Nelms came up and gave the free entrance examinations. Through Mr. McDonald's efforts and the cooperation of New Bern city schools portions of the Griffin building were made available. That's the downtown central school system. Yours truly and several others signed up as charter students of this school in 1961 to begin what later became Craven Community College and I am amazed that few people I've talked to are aware of that. But I think the reason is because there were no prominent local people involved at that time. It was mainly remote controlled out of Greenville. As I approached Dr. Horne I said what I want is to see more opportunity for forty year olds like myself to go to school and continue their education. And I pleaded that our education, in many cases, having been disrupted during the war, people being sidetracked, by having to raise families, people being dislocated because they married cross country style and so forth. I felt as my father had said that New Bern deserved an institution of higher learning to attract more literate and educated people to the area. We enjoyed the beginnings of that. I enjoyed several classes. I remember I took some courses like composition, government, psychology, etc., courses

that you might imagine would be of interest to the general public.

That's what we were trying to institute at the outset. It was a well founded venture and as I say later became the Craven Community College system. I forget exactly how long I attended there but over the course of about a year I went to night school a couple of nights a week, couple of courses a night.

DR. PATTERSON: Scottie, did the school move from the Griffin building to it's present location out on Glenburnie? Was that the first step?

MR. SCOTT: I can't tell you that. It seems to me that it was but mention has been made of an expansion that involved other locations and I do not know what they were. Once I found that this was as the saying goes in good hands and was an ongoing program I failed to be directly involved in it in the way that I had been and my tenure on the planning group that I was with on a follow through basis with the Chamber of Commerce expired, and as the saying goes we kind of passed the torch along. I remember that it was shortly thereafter taken over.

I fail to recall the gentleman that was most kind to me on several occasions because he called and personally invited me out. Who was the first dean out here that we had at the college?

DR. PATTERSON: I can't think.

MR. SCOTT: You can't recall? I can't either sitting here on short notice. But I think that was a good effort and as I say I can only take minute credit. Others were making an effort. It was part of a program that was being fostered through the Chamber of Commerce



and at the time I think George Arrington was probably pretty active in that. So much for that phase of educational interest.

I had mentioned earlier that my grandfather was in politics. He was an alderman. My father was a mayor. I have a great interest in seeing a downtown New Bern documentary on this order that's confined mainly to downtown New Bern. I'm slow to comment about downtown New Bern because my families were very into it and I've also been very interested in downtown New Bern. Unless you have some special questions at this point, I'm slow to volunteer a dissertation on downtown New Bern because we might never get this interview over. (Laughter)

DR. PATTERSON: Well, I think this is a very vital question and one that I intended to ask you about. I think it would be great if you would talk about downtown New Bern as you remember it.

MR. SCOTT: Well, downtown New Bern was a non-franchise community to the extent that we didn't have like sister and daughter stores all that much. As I recall, you had a store here like Montgomery Ward was owned by principles out of and operated by principles out of other towns and headquartered elsewhere. I believe at that time they were headquartered in Baltimore, Maryland. But New Bern was principally a proprietorship town, the business section of it. I believe that that added a flavor that probably was among most small communities because I noticed as I moved away and went to larger towns you saw the Hecht's symbols and the Thalheimer's and the this and that and the other. The aggregate businesses later became known as franchises and they expanded throughout. Today you see franchises up and down the

boulevards. I mean you know, the golden arches and so forth. Well, everything was pretty much personalized and I think business was conducted very much on a personalized basis. We used to have a saying here that people did business with people and I think that would typify the business community in New Bern. I have seen the change from paved brick streets to asphalt street; from oyster and dirt streets to paved streets, paved with asphalt. I've seen widening of streets. I've seen trees down and felled on Broad Street to make way for the highway and the expansion of traffic that was subject to come through when Highway 17 was promoted and grandized along the east coast. That came more along with the automobile developing in the 1930's and improving.

Used to you know the people would work on the their cars during the week so they could ride for a few hours on Sunday. The transportation wasn't always that dependable and in a lot of cases they didn't use their cars for vacations or private use because they needed them for the work place and you know, transport families back and forth to work and for more important communications and tasks. But I've seen a change in the downtown. The urban development on the waterfront was a big one. That took place to the dismay of some and to the satisfaction of some. There were people who felt very much displaced. There was, I think, a very valid effort made on the part of Mr. W.J. Edwards who was director of that program to try to find equitable settlement. I hope most people that had to forfeit and surrender their properties were satisfied with that. But I think as time goes on we will be even more satisfied with the outcome. We have some pretty enterprising

folks now that have moved into the community and they are taking advantage of that property that's down there.

DR. PATTERSON: Scottie, what was Broad Street like before the bridge came?

MR. SCOTT: Well there were a lot of trees on Broad Street. It was about twenty-five or thirty feet less in width than it is now. There were a lot of prominent residents that lived along there. Dr. Wadsworth had an office combined with his home there. The American Legion had their hut along that street. There were a few service stations. But it was principally a thoroughfare even then because true to it's name, Broad Street, it was a broad street. It would accommodate right much traffic.

DR. PATTERSON: Do you remember, was it a beautiful street?

MR. SCOTT: I think it was a very beautiful street. It was heralded as a beautiful street and a shame that the trees had to be felled that lined the street. It gave the town a very picturesque and I think historically colonial flavor because it was obvious that most of the trees that were there had been there a long, long time. Hopefully there will be a restoration program somewhere along the line to get that look back but it was almost inevitable because the bridge was relocated from Johnson Street to the foot of Broad Street and that was a main traffic artery through town. Today I don't know what in the world we'd do. I mean the traffic backs up now past what's known as the telephone company or the railroad tracks on various occasions when people are going and coming to and from work and when special

events are taking place. Like you have your pageantry in town and certain activities that call for increased traffic.

DR. PATTERSON: Scottie, when the old bridge came into Johnson Street, do you remember the traffic pattern then? What happened to this traffic coming into New Bern? Did it go down Johnson Street, did it go up to Queen Street, or...?

MR. SCOTT: At one point in time the traffic came down Johnson Street and believe it or not turned down Middle Street. It was rerouted a couple of times. I think it went by the school at one point in time and I think also they tried Craven Street a little bit. Craven Street had been formerly a trolley route and I think at the inception of the bridge there was a conflict there so it was not used that much. Also, East Front Street was used as a portion of it. I think there was a trial balloon on several of those streets. But I think more prominently East Front Street was used as a connector over to Broad Street in an effort to bring the traffic from Johnson Street where the bridge exited in New Bern on down into Broad Street to accommodate business that was developing along Broad Street because that's where a lot of the service stations were. I could well be corrected on this because we're talking about real early days and I don't remember it that vividly. But I know there was a time it was conducted down East Front Street.

DR. PATTERSON: What restaurants do you remember in downtown New Bern, or eating places?

MR. SCOTT: Well we had a place that was managed by Mr. Harlowe Waldrop. It was considered an outstanding tea room. It was called

the Green Door. It was on the corner of a wood structure, diagonally across from what's now known as the Clark building, directly across from what's now known as the Chelsea Restaurant which was formerly known as Williams Cafe. Bradham built that building. I believe I'm correct on that. Didn't Bradham build that?

DR. PATTERSON: He had a pharmacy there.

MR. SCOTT: Yeah. And Williams was a property owner. He lived away from here. Became Williams Cafe. The Davis brothers opened a place there. Gus Davis and his brother at one time had a restaurant there and that was prominent. Another eating place as I recall down on lower Middle Street on the left hand side, a Mr. Bowden owned a little oyster house we called it. Am I correct? Does this make sense?

DR. PATTERSON: Yes. That was in the foot of Middle Street, wasn't it?

MR. SCOTT: Yeah. I'm reaching back now. We also had a restaurant that I, I've been contradicted on this, I thought it was located in a wood structure that was next door to Shaw's shop and Bradham's original drugstore on the corner of Pollock Street and Middle Street know as the Central Cafe.

DR. PATTERSON: You're right.

MR. SCOTT: And Mrs. Alby operated that as I recall. And then subsequent to that the Central Cafe was moved around the corner in what would be the, I guess the spot, let's see, Mr. Parkhill Jarvis' father had a milliner's shop there, lady's dress shop. I believe the Central Cafe went right in that general area. Subsequent to that the

Branch Bank renovated that property and put their new building in there.

DR. PATTERSON: I think you're correct in that.

MR. SCOTT: Okay. And for eating establishments of course we had Gus Davis' later location. He had a delicatessen down there across from what's now City Hall on the corner of Craven and Pollock Street.

That was a great jukebox club at that time. Jukeboxes became popular and Mr. Andrew Purifoy invested in a number of those. I think he had about fifty of them and they were all the go, music boxes you put a coin in and play a tune. He had some of the finest Smithfield ham sandwiches around. In fact, my next door neighbor, Mr. P.D. "Pete" Chagaris, formerly operated that place for Gus when he would go off on his hunting expeditions which he liked to do. Pete also opened up a place that had been called the Sugar Bowl and he opened that up around on Middle Street.

DR. PATTERSON: Is that where the flea market, no that's where Baxter's store is now.

MR. SCOTT: Baxter's store. It was a portion of where Baxter's store, it was a very small place and later Pete took that over from the Duffy family. He rented that. Later he bought it. He owns it today. But took it over and expanded it into a restaurant that was named by Dr. Charles Barker, Midway Restaurant. We had some fun with that. But about that time yours truly got involved, I had an Uncle Bob who was in radio in Kinston, North Carolina and we needed some more publicity over here. So I had the pleasure of helping to institute the first radio station in New Bern which was a remote station from

WFTC, World's Foremost Tobacco Center station in Kinston. We operated remote by telephone wire from atop of the McClellan building. We had a room on the corner there. We had an after school program which ran from three to five in the afternoon. I solicited advertisements and commercials and local talent and we had everything from country string bands, banjos to a trio of girls and myself doing piano numbers and singing on the radio. It was a real local, hometown talent hoopla program we had, but it was the forerunner of what later became our AM-1450 station here. We relocated, we went real uptown. We went from there down to Gaston Hotel because Bob Wasden became associated.

I introduced Bob to Mr. Bob Wylen and my uncle Bob Scott and Ernest Linwood Scott who was then associated with WFTC in Kinston. They promptly engaged Bob Wasden because he had a very excellent speaking voice and he was a performer, singer, etc. Bob Wasden operated their remote facilities mechanically in the Gaston Hotel. We had a room that was provided for us up there and it was quite grandiose for that day and time for a studio to be in such a facility. So we worked from that and then later on principals came along and developed this 1450-WHIT which again Dr. Barker named, We Help Industry Thrive. That's where the WHIT originally came from.

DR. PATTERSON: Now this is Dr. Charles Barker?

MR. SCOTT: Dr. Charles Barker, dentist here, retired at this point in time. Later on it was changed to Where Hospitality Is Traditional and I like that. That's real good. I believe it's even a little better than the initial one.

DR. PATTERSON: This is where you really got your start singing as a soloist.

MR. SCOTT: Sort of. I had a mother who encouraged me to get out on the stage whenever the kiddies did their thing, you know, at the operettas and the schools and so forth. But I performed with small bands here in the community. Monk Foster had a band. Dick Parker had a band. Jack White had a little band. A fellow named "Skunk" Ernul had a band. We performed at places like the Woman's Club building down at Union Point and of course in the auditorium at the school.

But yeah, that got in more of the solo work thing. Then I was encouraged later on when I was away. I did a little USO work in Baltimore, Maryland.

But that's another story. (Laughter)

DR. PATTERSON: Scottie, do you remember the theaters you used to go to when you were a boy?

MR. SCOTT: I remember the Athens Theater very well and the Grecian Scenic Coliseum, the gladiator effect we had with the chariots and the horses.

DR. PATTERSON: Tell me about that. I don't quite remember that.

MR. SCOTT: That was a very popular theater in it's day. It had a theme, Athens Theater. It was a showplace. And there were a lot of stage programs presented at that time. If we had a good place for actors to perform and display their talents at that point, I think that was it. The Masonic was popular. You know that's the oldest theater and that shared in it. But for some reason, I guess because



the Athens was right downtown it achieved a lot of notoriety. We had some prominent people here. I thought really at one point in time that, who is the jazz singer, if you can help me out with that one?

DR. PATTERSON: Ella Fitzgerald?

MR. SCOTT: No. Can't think of his name right now, but I do remember one that came here. His name was Gene Austin. He was prominent at that time. He made big news around the community because when his troop came here to perform he sailed into the area on his yacht which was named for one of his most famous songs at that time, "Blue Heaven."

I think practically everybody knows "Blue Heaven." It was around in that day and time particularly. That was quite a thing to talk about. Of course, other notables had yachts in town like there was the Blades' yachts. I think there were several Blades that had yachts in town. Charlie Seifert, he went in for the yacht end of the business.

They would tie up down at the foot of Middle Street. Though there was not a whole lot of provision for yachts. I think the most auspicious tie up was the Pamlico Cutter facility down on East Front Street. Well it was in several places. It was at the foot of Pollock Street as I recall at one time. That was a federal or a government dock and then it moved over to what we call Gull Harbor, that point. Then it relocated back because of the prospects of the bridge going in at Broad Street. It was relocated behind Bill Flanners' house there along by Dr. Civils former residence which would be the old Holiday Inn site.

DR. PATTERSON: You spoke of Bill Flanners' house. Where was that?

MR. SCOTT: Right next to the bridge there at the foot of it.

It would have been on the right hand corner across from what was formerly, oh boy, the Duffy Home, the big Duffy home on the corner?

DR. PATTERSON: Yes. It would have been the last house on the right.

MR. SCOTT: It would have been the last house on the right. That's exactly right. Going down Broad Street.

DR. PATTERSON: The Lumsdens lived there later.

MR. SCOTT: Oh, they did?

DR. PATTERSON: As I remember and Will Flanner moved up on New Street near the Ferrebees. Well, Scottie, I pulled you away from your notes.

MR. SCOTT: That's alright.

DR. PATTERSON: Let's go back to them.

MR. SCOTT: Well, I think all in all we've covered most things. I'm frankly very appreciative of the fact that I had a chance to know such people as Caleb Bradham, the Pepsi Cola inventor. Incidentally, our families were quite close and he passed on to my father what he considered the second best formula he had to Pepsi Cola. Unfortunately, there was never any paperwork to substantiate that and the Pepsi people made quick dispatch of my father and his cola enterprising.

DR. PATTERSON: Did your father...?

MR. SCOTT: Well Caleb Bradham was my godfather. We were family associated. Yeah, my father started developing this. It couldn't have a cola name. My uncle, Lee Taylor, that was on my Scott family

side, had the Orange Crush and Pepsi Cola distribution here in the community. Pepsi Cola took exception to the fact that my father had a good drink that was passed on to him by Caleb Bradham the inventor of Pepsi Cola. But there were no papers and by this time Mr. Bradham had passed away in 1936 and this venture took place around 1937 or 1938. In fact, Mr. Fuson who designed my father's first service station there that I mentioned earlier, designed a label for it. They went to New York and attempted to market this, he and Charles Abernathy as Blue Star. It was kicked around as the same formula and they had to do away with it.

DR. PATTERSON: Still the same as Pepsi Cola?

MR. SCOTT: Well, they claimed that it encroached on Pepsi Cola. Apparently there was some unfair aspect in here in the name of justice in that the man that developed the Pepsi Cola had just passed on a formula to another person. There was supposed to have been some monetary transaction involved somewhere along the line but I fail to recall the details. I remember a New Jersey company manufactured the syrup. They were a company that was known to distribute formulas nationwide. I think there was also apprehension about this New Jersey company getting a foothold into the Pepsi taste, the Pepsi flavor. But this drink was also marketed as Al Cola which was a short for All Cola. That fell by the way because it was a family conflict there. My uncle, Lee Taylor, who is my father's uncle and I think probably at that time family pressures persuaded him to drop the venture. So he went on to some other things.

DR. PATTERSON: Now you said that Mr. George Bradham who invented Pepsi Cola was your godfather.

MR. SCOTT: Caleb Bradham, he was. Yeah, he was my godfather.

DR. PATTERSON: So your families were very close.

MR. SCOTT: Oh yeah, right. And my mentor was his son, Caleb, Jr. He was instrumental in encouraging me to fly because he was a Navy pilot. He trained in Pensacola, Florida. But I was just out to mention some of the people. Did you have a question about Caleb?

DR. PATTERSON: No, go ahead.

MR. SCOTT: I was out to mention some of the people that I think are noteworthy. We had a most friendly person by the name of Blind Brown whom I provided with a little diddy to go along with his peanut vending at that time. It had to do with his peanuts. If anybody ever heard this diddy I'm going to take credit for it. He said he was not having much success selling his peanuts. Well one of the reasons was it was chilly out there on that corner. It was right there at the corner of Bradham's original store where later the Hughes building was built and I said what you need is a little jingle. And so I made up one for him in the Central Cafe. And it said "my peanuts will whiten your teeth and curl your hair and make you feel like a young millionaire." And he said that for many times and I often thought about that and when he became a justice of the peace he reminded me, I had forgotten about it, but he reminded me that I provided him with that little jingle and he said it for many, many years.

DR. PATTERSON: Now Blind Brown I remember, I had forgotten all

about him, but he was a blind man who stayed on that corner for a long time.

MR. SCOTT: Sold parched peanuts. There were other people in town, Cahoon, Mary made peanuts if you remember...

DR. PATTERSON: Caroon, Mary Caroon.

MR. SCOTT: Caroon, what did I say?

DR. PATTERSON: Cahoon.

MR. SCOTT: I stand corrected. That's correct.

DR. PATTERSON: But Blind Brown became justice of the peace and I had forgotten that.

MR. SCOTT: That's right. I had a case, and appeared before Brown to plead my case you know, and he told me that little story after the case had been dispatched with. I was very impressed in my younger days with Mr. J.B. Dawson. I thought he was good in the news business. He was an interesting person.

DR. PATTERSON: He owned the Sun Journal.

MR. SCOTT: Yessir, he owned the Sun Journal. We crossed paths a lot because Mr. J.B., he liked to fish and he encouraged me to go in business because of our acquaintanceship on the water mainly. But I enjoyed reading his column. What was it, JBD I believe was his column, J. Gaskill McDaniels, for years we taught Sunday School together. He was a journalist and a sports writer. I remember him fondly. A Mr. Harry Foote who had the Foote School of the Dance. He carried that out up in the Stanley Hall at one time. My mother used to play for such occasions as church activities. She played organ. She used

to play with Harry Foote School of the Dance and of course I took some lessons from Harry Foote who incidentally was a vaudeville performer and a puppet master. I don't know if you remember that or not. He used to come to school and do puppet shows for the children. Of course his wife, Mrs. Foote, was a caterer and she was well known in social circles because she could prepare some of the most delicious tasties that you ever ate.

I also fondly remember Robert "Strawberry" Conderman. He and I had a great association. We lived across the street from each other on National Avenue.

DR. PATTERSON: He was your age?

MR. SCOTT: Just a couple of years older. He was an only child and I was an only child. We shared residences and dinner tables and we had a great association together. Unfortunately, he became Craven County's first war hero. He was killed on Wake Island. He trained as a pilot through a Navy program that was instituted at the University at Chapel Hill I believe, yeah, and advanced on to Pensacola, Florida and later on was a marine pilot. I think very fondly of Strawberry. He was a great guy.

DR. PATTERSON: Let's go into that a little bit more, Scottie. I remember Strawberry very well in New Bern and at Chapel Hill. I know he was killed on Pearl Harbor day, December 7, 1941. Do you recall the details of that?

MR. SCOTT: From what information I've gathered they were attacked and heavily out manned at Wake Island and two pilots were machine gunned

through the abdomen. In the book Last Man Off Wake Island, Lieutenant Colonel Baylor was author of that book and he was with Conderman at the time, somehow certain information reached that book to the effect that he had been shot like below the knee, the foot and leg. There had been a bleeding problem because they were overcome at that point and time and he suffered a great loss of blood. But the thing that I understand through inner communication and passed on down the line was that Strawberry and another pilot were machine gunned through the abdomen by a strafing plane while they were running to take their planes aloft to meet the onslaught of the enemy. He lived on and did as I understand die that evening. That was the story that I got.

DR. PATTERSON: He was a much beloved person in this town. I remember he had a car. Took his car to Chapel Hill. But he was very popular. What was the aftermath of this concerning his father?

MR. SCOTT: Well, I think his father probably presented us with one of the most courageous stories that came out of World War II. He was aghast that the enemy was having such success and of course losing his own son, meaning Pearl Harbor, etc., etc., losing his own son was a thing I'm sure that finally spurred him on. He made great efforts to join the forces but they wouldn't allow him to. He was a local postal inspector. He did however finally achieve arrangements whereby he went in as a postal inspector, went in to the Pacific Theater and on a number of excursions was credited with sniping and doing quite a job supporting the military activity. I think his topic idea was that these guys really needed some help.

DR. PATTERSON: As I remember, he would go ashore with the landings though he wasn't supposed to.

MR. SCOTT: True. That's true. He worked his way in and it was something of a clandestine operation but people were in sympathy. It's just that the powers that be couldn't openly endorse what he was doing but there was a position made available to him as postal master in various locations that afforded him this opportunity if he so desired to avail himself. I understand if notches had been put on his gun he'd run out of space.

DR. PATTERSON: Did he not receive some national honor?

MR. SCOTT: He definitely did, very definitely did. Congressional award, distinguished service award. He was discharged with honors from his service.

DR. PATTERSON: Was he the father of the year one year?

MR. SCOTT: That sounds familiar. There were so many accolades connected with his family and this particular episode that you mentioned that I fail right now to recall all of them.

DR. PATTERSON: Haven't you fallen heir to many of Strawberry's possessions?

MR. SCOTT: This is true. I had certain family papers and documents that would substantiate this.

DR. PATTERSON: Okay.

MR. SCOTT: I wouldn't want to go without mentioning the friend of youth here, Mr. Albert Crabtree, affectionately known as Crabby. He was I would call an outstanding pro-youths and definitely a



humanitarian. He had a great insight into boyhood and shared that while being a machinist and working on the premises of I would think the former Brinson Shipyard and Meadows Shipyard and rail facilities down there.

DR. PATTERSON: Were you a member of his club?

MR. SCOTT: Yes, oh yes. He had a boy's club that he maintained on the point there that was part of the old Meadows Fertilizer and Shipbuilding facility over there. Oh yes, I well remember that. It was with ping pong tables, pool tables, diving boards. They had a club and they had their various meetings and activities there. It was renowned. I guess there's no way to visit New Bern and not have some exposure to Crabby's Union Point Boys Club before you left town because we were all proud of it and had to take our visitors and friends and neighbors to the Crabby's Union Point Boys Club.

DR. PATTERSON: What was the swimming like down there?

MR. SCOTT: Oh swimming was great. We didn't think the water was too clear and too sanitary but it didn't seem to bother folks too much. Water was pretty deep. If I remember it ran from about nine to twelve feet. It accommodated a former barge that belonged to a good friend of mine, Captain Tom Dixon. Used to tell me many stories. He was a riverboat captain and he was tied up along the docks there at the Crabby's Union Point Club. In fact, I was Tom Dixon's newspaper boy and he used to tell stories about how they would have leaks in the boats and have certain problems with shipments back and forth between New Bern and Trenton. You had to be very careful. If you

had some laggardly people down managing the manual bilge pumps you might be in trouble because water leaked in the bricks could soak it up and sink the ship or, if you had a load of sugar or grain that was coming back and forth or flour you couldn't allow water to get in it.

One of the main problems was you had the tube you know that went down into the hole and he was ever having to keep his crew below awake.

No ship at sea went without leaks that day and time and Captain Dixon told me many stories that linked in with the riverboat and steamboat trade. I was very fortunate to have had that acquaintance. I guess in some respects I might have shared some of Samuel Clemens insight into riverboat travel and life as he so clearly portrayed from Hannibal, Missouri. What was he under the name of?

DR. PATTERSON: Mark Twain.

MR. SCOTT: Mark Twain. Yeah. Later on as I learned more in school about Mark Twain and Huckleberry Finn and Tom Sawyer I could see that reflected many times in the characters in this community, believe me. I mean we were afforded that opportunity and I don't think these people here in this town miss many of them but I was very impressed with that. We had some classic musicians like Professor Bordeleaux, Mrs. Abernathy and Mrs. Ola Ferebee. They fostered a lot of the musical interest in the community at that time. And of course, we had orchestra like at the theater. Both theaters at various times would have orchestras in their orchestra pits depending on the occasion. But they are some of the people that come to mind. As I mentioned earlier, we had lots of entertainment. We had circuses and parades galore.

I believe we've about covered what you would call history points. I mentioned the wartime activity. Did I tell you about the first pilot at Cherry Point that was killed was an Army pilot, a nineteen year old Texan flying a P-40 airplane? There was a squadron of four planes out of Blumenthal Field from Wilmington and they had a detachment set up. That was being done all over the country. They had a detachment set up there and they were lost and about out of fuel. All four planes crash landed. Only one did not come in wheels up. He came into the ground head first. He had tried to land on a road and save his plane and himself. He was a very young, nineteen year old pilot. I heard the conversation. The first pilot that ditched and came in came very close to me within just a few hundred feet on what was a runway under preparation at Cherry Point Air Base where I was employed at the time.

I was with Navy Supply and was material checking from a freight car and being a pilot myself, pre World War II private pilot, I perceived what was happening and when the first plane pancaked in with his gear up I ran to the plane to see if I could get the pilot out subject to his ability to or not to. And I heard over radio transmission the conversation that went on between the squad leader and this pilot.

I cannot recall his name. When I mention the story people want to know his name. I can remember that he was a good friend of the pilot whom I assisted out of the plane. We later went back and switched on the radio, when we saw there was no fire, to establish communications. And he tried to talk this pilot into pancaking in the way the other three planes had done. But this didn't work. He

persisted on trying to land his plane and he had just about done so when a truck load of laborers on a stake body truck pulled in front of him. He had to apply power and pull his plane up and it was not appropriate. He didn't have enough flying speed to sustain flight and his plane flipped over and went down into the ground and he was killed. But that was an Army Air Corp P-40 and that was the first pilot that I know of that was in a fatal crash at Cherry Point Air Base and that was before it was ever instituted as an air base. A hundred and twelve planes which constituted the first contingency of air power to Cherry Point Air Base, came in from Quantico, Virginia.

It was the entire force. They started in at twelve o'clock noon, this was in 1941, they started landing and it took four hours to get a hundred and twelve planes in. They came in squadron form and some of them were under pressure because they were fighter planes and they were low on fuel, but made it safely to the New Bern Airport which was Simmons-Nott Field. And you know that story. But they put on a magnificent demonstration. And you talking about heads up in this town, they had it because it was drone, drone, drone because they did a lot of circling and maneuvering in order to accommodate these planes on the one main runway at that time.

DR. PATTERSON: Was that Camp Mitchell at that time?

MR. SCOTT: Camp Mitchell became, to my knowledge that was Simmons-Nott Airport. Somewhere in there it became...

DR. PATTERSON: And Scottie, we were talking about the Simmons-Nott Airport. You were there the day of the dedication in

1931 when there was this fatal crash by Lieutenant Nott, the Army flyer.

Would you tell me how you remember that?

MR. SCOTT: I'll do that but I want to give you a little feedback question. Sir, this was known as I recall as Simmons Field. Is that correct?

DR. PATTERSON: I'm not sure.

MR. SCOTT: Well I think it was known as Simmons Field because Senator Simmons was instrumental in that becoming an official airport. Is that not correct?

DR. PATTERSON: That's correct.

MR. SCOTT: Okay.

DR. PATTERSON: And this was to be dedicated as Simmons Field or Simmons Airport that day.

MR. SCOTT: Right. Well I was present when the disaster took place that brought about the second name which caused the field to be later as Simmons-Nott Airport and that was when a Lieutenant Nott had an accident with his plane that I'll describe as follows. There were to my recollection six Navy planes that we referred to I think as Hell Divers, Curtiss Hell Divers at that time that were dispatched from the Norfolk Naval Air Station to perform for this occasion. They were performing acrobatics as my mother and Miss Maude Gwaltney, a friend of hers, and myself were approaching in an automobile to the airport. As we positioned ourselves so we could have good view of the field the planes were looping and diving and cavorting overhead.

This particular group of three planes went into a loop maneuver and

as the planes were coming down to what would be the bottom end of their loop one of the planes failed to recover as was supposed to be in the formation but continued diving and went straight into the ground. This plane was piloted by Lieutenant Nott and subsequently the base utilized this operation, this airport utilized his name and I feel pretty sure that's how it became Simmons-Nott Airport in respect and recognition for this young pilot giving his life on this auspicious occasion.

DR. PATTERSON: Scottie, let me just add something to that. I don't think this is on tape anywhere. It wasn't put in my particular interview. My grandfather evidently remarked to people after this happened while the dedication ceremonies were still going on that the name of the airport should be Simmons-Nott Airport and that his wish was honored and that's when the name began. When the airport changed it's name a couple of years ago to the Craven Regional Airport I helped with a drive to have some sort of plaque placed at the airport to commemorate the name Simmons-Nott to give a little history of this and that was done. But in the process of getting this done I through help from Cherry Point got the address of the remaining members of the Nott family and I got in touch with them. I corresponded with them at some length and I had many letters from them about all of this.

We asked them to come down for the dedication of the plaque and none could come. But the descendants of Lieutenant Nott remember the incident. There's a portrait of him hanging in the family home and a sad thing that came out of this in addition to his death was that

his death precipitated division in the Nott family because one other member of the family had urged him to go into the Air Corps and his father really didn't want him to do that. So when this fatal accident occurred this broke off all relationships between those two portions of the family. They never spoke to each other again.

MR. SCOTT: You know, I'd like to comment along those lines. That's tragic, however, I'd like to point out that I was an aviation enthusiast and in those days aviation was perceived to be a very dangerous activity and as a vocation there were people, I know from my own personal experiences, there were people that were horrified that some folks would even think of flying. I had to almost learn my flight experiences, my early flight experiences and instruction in an offhand, undercover manner. I didn't mention it too much. I had some people think I was a little bit balmy in the upper story if I wanted to fly an airplane. So it's not totally without understanding that people would not support a family member, perceiving them probably as on the way out or exposed to great danger or something tantamount with deep sea diving. You know they didn't used to think all that much about deep sea diving. So I can understand how that would work into some families' estate planning or not work with it so well. I don't know. I know you get into insurance problems and that sort of thing.

To continue on we have some kind of war activities already mentioned. I noticed that there was a note in regards to P.O.W. Camp and I'd like to mention that the George Scott farm on Oaks Road located

across from the Prisoner Of War Camp hired twenty-five P.O.W.s. They paid them of course. They hired them out to help tend the land and I talked most recently with a cousin of mine that ran that farm, George Scott himself. George maintained that they were very good workers.

DR. PATTERSON: These were German prisoners?

MR. SCOTT: German prisoners, right. I think there were some Italians there too. But they were very good workers and their main idea here was to help supplement the man power laws and it served a real good purpose in our community. And some of them were very skilled tradesmen and helped him in renovating a roof on one of the buildings that he had and demonstrated skilled carpentry techniques and so forth.

DR. PATTERSON: Was the P.O.W. Camp right across from there?

MR. SCOTT: It was across from yeah, Glenburnie, up in what we call Glenburnie Park or Glenburnie section.

DR. PATTERSON: Was that called Camp Battle?

MR. SCOTT: Camp Battle, yes. It was called Camp Battle. An interesting thing happened to me. One day I was in the field at Fort Benning, Georgia and this captain approached me and said I notice on the roster that you're a Scott and you're from New Bern, North Carolina.

He says do you know a George Scott. I said I certainly do. He says he has a farm now you know out on Oaks Road. I said yes. I said what's your interest? Then he told me the story about the P.O.W. Camp and Mr. Scott hiring his twenty-five members over there from the P.O.W. Camp. I thought it was interesting that we came together there at that point in such a way because I was in a demolitions team that was



doing a rehash course, what we call a refresher course, and this officer had been brought in here with many other officers from all over. I mean like all over the Pacific and all over the United States as a matter of fact and they were going to go back forward and take certain technology on demolitions and booby traps and so forth to enlighten their personnel because they were have extensive losses. A lot of the GIs liked to pick up souvenirs and so forth and whamo, that was the end of that story for them in so many cases. So we crossed paths there and got word from home.

I believe that our airport facility has been one of the most progressive things undertaken, back to the airport, and I think so because New Bern was enthusiastically and promotion wise and geographically opportune to this point and time. And having the base nearby to get that original development there from as you say what's it, Camp Mitchell and the subsequent development of the airport to serve the area, to serve the military and surrounding communities and coastal Carolina. I'm very proud of that and I think a lot of credit deserves to go to this facility. And your relative friend there Senator Simmons having been involved in that it attests to his good work and the long term success of it. I believe that's about all the comments I have to make at the present time, Dr. Patterson. If you have any further questions I'll be glad to contribute what I could.

DR. PATTERSON: Well Scottie, it's been great. I think it would be very amiss if we close this session without your speaking to the subject of dancing. You and Helen Ruth have been great dancers ever

since I've known you and you have traveled around to hear big bands. What do you remember about dances in New Bern and Morehead?

MR. SCOTT: Well principally, New Bern was supported by several dance clubs. One of the older groups was known as the Zeus Cotillion Club.

DR. PATTERSON: How do you spell that?

MR. SCOTT: Z-E-U-S. Zeus Cotillion Club. Cotillion Club means a fun time dance group. That's what it amounts to. And they sponsored dances at what I call the Shrine home down on East Front Street when the opportunity presented itself.

DR. PATTERSON: That's the old Shrine home.

MR. SCOTT: Old Shrine home, right, on the corner there of Broad and East Front Street. They also had dances in the Stanley Hall on rare occasions. We had an Armory facility down on Craven Street that was temporary while they were building the new one that is now our local police station. We had dances in the warehouses. The tobacco warehouses were considered good places to dance because they were spacey. And we had a lot of the bands in, the big bands. Dancing was quite a thing. It was a good social event and I sort of believe that most people came along that day and time were pretty into dancing.

Percentage wise I think higher than today. But we enjoyed a lot of the bands and local sponsorship. We had bands in town like Ben Burney and we had the Jimmy Pointer Band used to come down. The Hal Kent Band which was a famous band from the University of Carolina.

DR. PATTERSON: They played in New Bern?

MR. SCOTT: Yeah. Bubbles Becker's band came down and played here. The Les Brown band played here from Duke University. They were not known at that time I think as the band is now. I think they were known as the Duke Blue Devils which was a good, logical label to put on them. We had a, not in New Bern, but we had an activity down in Minnesot Beach I thought was great talking about dancing because a lot of us learned in other places other than New Bern dance steps like the Charleston and the two-step and so on. But a Mr. Garvin Hardison, not the present, but the original old man Garvin Hardison used to bring in musicians during the summer, particularly college musicians. What they did, they came in and lived upstairs over the restaurant facility there and played in Mr. Hardison's little pavilion. It was a great thing to go down and dance in the pavilion which sort of addressed the waterfront there at Minnesott Beach. But later on smaller groups prevailed with the Woman's Club. That was a great dance opportunity down there. But I think that anybody that came along in that period of time enjoyed the bands and the activity connected with dancing.

DR. PATTERSON: There were a lot of those at the country club too and then in Morehead. Do you remember the Morehead dances?

MR. SCOTT: Oh very well. Primarily they were held at the old Atlantic Hotel as I recall them which is where the present time Jefferson Hotel is located in Morehead City on the land side. Of course then later on they moved over and developed, I say they moved over, it became more attractive as they developed Atlantic Beach to go to what was known as the Pavilion over there around the entertainment

circle that's there now. We had a lot of bands down there. We had Cab Calloway and of course his sister came down. She had a band. We had the Paul Whiteman Orchestra in the area. Ben Burney played down there as I recall. Oh we had bands like Jack Wardlaw and Bubbles Becker. I suppose that most bands that traversed the coastline would play there at some time or the other, particularly the same ones that would go to Wilmington to play at the Lumina Pavilion at Wrightsville Beach in that area. We enjoyed the bands. I envisioned that bands should be available to us and so as a matter of fact, I started a group of you might say novice musicians playing over at my carpet company.

On certain evenings we used that sort of a as a studio situation and they've embellished their talents and we now present what's known as Rivertown Swing Band from time to time. As a courtesy occasion they play for the arts festival. They play for Craven County Council on Arts. They played for the All America City Celebration for New Bern.

We have played at the Tryon Auditorium as the tenor band section. They play at the Tryon Auditorium, not Shrine. In fact, I don't believe we have played at the Shrine Auditorium in New Bern yet but we're looking forward to that prospect. We've played the high schools and the stages and had a lot of fun.

DR. PATTERSON: And the Presbyterian Church.

MR. SCOTT: Presbyterian Church, well that was Dana Claire's Broadway presentation. My daughter's gotten into the act. She's developed as a vocalist and our music director and pianist Bob Cox does arrangements. He's worked with the bands around. He's worked

with Peter Duchin and played with Charlie Spivak's Orchestra. He's worked with such notables as Andy Williams and Ella Fitzgerald and so forth. With the benefit of his skills and talent, he and my daughter developed a small trio to present Broadway music because that's very popular. That's an all time popular thing, Broadway is and they are enjoying that very much in the community. We've been presented so far at Sailor's Snug Harbor which is a retirement facility down at Sea Level.

DR. PATTERSON: Tryon Palace.

MR. SCOTT: Yeah at the Palace. We've also played at Berne Village, a retirement center and we're looking forward to more of that as time goes by.

DR. PATTERSON: And you've been singing with this group as a vocalist and you've been very well accepted.

MR. SCOTT: Thank you.

DR. PATTERSON: So you've been dancing and singing all your life. One of the fond memories Alice and I have of New Bern and being back here in the fifties and back here now is going to dances with you and Helen Ruth and dancing with each other. It's been a fun time.

MR. SCOTT: If we enumerated all these things, there would be only one conclusion to arrive at - that I, L.C. Scott, Jr. have been having one whale of a good time dancing, playing and singing with music.

DR. PATTERSON: That's right.

MR. SCOTT: I'm sure that you have had your share too.

DR. PATTERSON: Do you have other things that you would like to

Speak to?

MR. SCOTT: I may well think of those at a later time and date but presently I would say we've probably covered most topics.

DR. PATTERSON: Well, you have done very well with this interview and I do thank you Scottie, for the Memories of New Bern program and for myself. It's always fun to sit and talk to you and I've enjoyed this session a great deal. So we'll cut it off now and thank you very, very much.

MR. SCOTT: I appreciate this opportunity, Dr. Patterson. May I call you Joe Pat as I usually do?

DR. PATTERSON: I wish you would.

MR. SCOTT: And we'll look forward to future association and thank you very kindly.

END OF INTERVIEW