

## SPA Views Port Expansion Possibilities at Morehead

(Editor's Note: The following information should be of extreme interest to those in this area interested in port development. No one can discuss bridge location intelligently without being familiar with the SPA appraisal of Morehead City port expansion.)

Prepared this summer by the State Ports Authority was a statement of expansion possibilities for the Morehead City port. The analysis was made in contemplation of plans for erection of a new highway bridge across Newport River, east of Morehead City, in the vicinity of the state port.

Portions of the report, relative to expansion, follow: "Potential Improvements to Existing Properties — The newest improvement to the existing facilities which is anticipated at this time would be the construction of a new warehouse approximately the same size and paralleling the warehouse completed this year. Open areas for other construction can be found on the western boundary of the property and in an area immediately back of the old transit shed at berth 2 (the original dock constructed in the '30's)."

"There is room for one additional berth on existing properties, which would be adjacent to berth 5 (berth 5 is the one closest to Trumbull Asphalt company). This berth would be parallel to the intercoastal water channel . . ."

Another possibility set forth by the State Ports Authority is to continue west the existing dock line on the south side of the port for 1,800 feet and fill in the area behind it, making available three new berths and adding additional acreage for other improvements.

Then the proposals advance to use of land areas not now owned by the State Ports Authority: "Radio Island offers waterfront areas which could be developed for ocean terminal use at less cost than any other area. The most desirable site on Radio Island would be immediately south of the Aviation Fuel property. Considerable fill (spoilage) has been placed in this area, and future dredging in the same area would offer more spoilage and ample fill for a wharf 2,000 feet long or three berths."

"Additional acreage is available for industrial development seeking shipside sites. Desirable industrial sites are available to the north of Aviation Fuel Terminals. "Radio Island is served by the B&M Railroad and other utilities are also available on the island."

The appraisal of future port expansion continues: "The third area in the vicinity of the Ocean Terminals which lends itself to expansion to the Port Authority would be Marsh Island. This island lies north of the Ocean Terminal properties, across highway 70, the Southern Railroad tracks and Calico Creek."

"The full utilization of Marsh Island for Port Terminal use depends upon whether the highway department plans to use this island in the construction of a new bridge between Beaufort and Morehead City. "Should the new bridge skirt the northern boundary of Marsh Island, then the entire eastern side of the island could be used for port facilities development."

"Should the new highway bridge bisect Marsh Island, then this area becomes less valuable for the development of additional berths. "Marsh Island, if served by the new highway 70 bridge, offers desirable industrial sites for industry dependent upon water-borne commerce and who seek areas not too far away from general cargo facilities."

The SPA statement continues: "Future Port Industrial Planning—In planning for the future development of the port area of Beaufort and Morehead, the desirable type of highway bridge over the Newport River should have a span wide enough, a draw high enough and a channel deep enough to accommodate ocean-going vessels. "With a modern bridge and a draw adequate for ocean-going vessels, the location for such a bridge See SPA, Page 3

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## Engineers End \$110,372 Job In Town Harbor

● Dredging Enlarges Beaufort Harbor

● Depth 12 Feet, 2,500 Feet Long, 600 Wide

Dredging in Beaufort harbor, begun Oct. 28, was completed Friday, the Corps of Engineers, reports. It required the removal of over 450,000 cubic yards of material at a total cost of \$110,372. The Norfolk Dredging Co., Norfolk, was the general contractor.

Of the total cost, \$30,262.50 was for restoring the existing portion of the harbor to project depth of 12 feet. The remaining \$80,109.50 covered the cost of enlarging the harbor.

The new work increased the harbor area 796,000 square feet which includes extending the length 500 feet and the width to 600 feet. The hatched area of the sketch shows the "new work" portion of the project. The area from Gallants Channel to Craven Street was increased from 400 to 600 feet in width. From Craven to Pollock the width was increased from 200 to 600 feet. The 500 feet from Pollock to Marsh Street is all new work.

The recent work puts the "100 per cent complete" stamp on the Beaufort harbor project — 12 feet deep, 2,500 feet long and 600 feet wide. Federal improvement work on Beaufort harbor dates back over 75 years and originally included Beaufort Inlet. Main features now consist of jetties at Fort Macon and Shackleford Banks, Bulkhead and Gallants Channels, the basin in front of Beaufort and Taylors Creek to Lennoxville Point.

The deepening of Gallants and Bulkhead Channels and the basin was completed in 1931. In 1956, Taylors Creek was deepened to Lennoxville.

The cost of all work included the final job amounts to \$501,000. Traffic in Beaufort harbor was 88,740 tons in 1958, 100,685 tons in 1959, peak year, and 32,205 tons in 1949, which would indicate that deeper and larger harbors bring more business.

The cases will be calendared in the small claims division, go before the superior court judge, and will take precedent over other suits. Mr. James explains that to start action, a client will call on his lawyer who will file the necessary papers. If the first pleadings request it, the case can be taken before a jury, otherwise the judge will render judgment.

A small claims division in superior court was authorized by the legislature in 1955. Mr. James said it will permit more rapid disposal of suits, removing them from the always-heavy general court docket.

The Medallion Home, an all-electric house, was the subject of a talk delivered to members of the Morehead City Lions club Thursday night by guest Bob Murray of the Carolina Power and Light Co. Program director Oscar Allred states that next week's program at the meeting will consist of a lie detector machine demonstration by polygraph expert Joe Collins of Cherry Point.

Three members of the club will attend the mid-winter conference in Kinston this month. They are James Crowe, district governor; Cliff Edwards and O. J. Morrow.

The state highway forces started Wednesday to correct the drainage problem in the 300 block of Live Oak Street. Workmen are cutting a large drain line into the storm sewer on Cedar Street in the hope of draining off water that always accumulates in that block during a heavy rain.

Annual January loading operations at the state port, Morehead City, have started, in preparation for winter Marine maneuvers in the Caribbean.

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## Three Morehead School Pupils Will Go to Europe

### Merchants Hear Finance Report on Yule Lighting

O. J. Morrow gave a report to members of the Morehead City Merchants Association on Christmas lighting activities at a meeting Tuesday at the Hotel Fort Macon.

Mr. Morrow stated that the association now had \$301 on hand, adding that \$1,221 had been paid on this year's lights but that approximately \$600 was still owing on last year's bill. He reported that pledges from a few people who usually contribute to the program are still outstanding.

Discussing the Christmas lighting program in general, Oscar Allred suggested that the fair way to distribute the cost of installing the lights would be for the town of Morehead City to add a certain amount to the business privilege tax, to be earmarked for Christmas lighting only.

Warren Beck recommended that the association make an investigation of the possibility of owning the Christmas decorations as against the lease system which has been used for the past five years. Mr. Beck was appointed to make the investigation.

In other business at the meeting, president Garland Scroggs stated that he had talked with members of the Beaufort Merchants Association and thought that a joint meeting of the two organizations, in the near future, would be a step toward closer county-wide cooperation.

Also discussed was future retail sales promotion. Mr. Beck suggested, as a possibility, an auction day, which has proven successful in other towns. Another possible promotion plan was a sidewalk sales day outlined by Bill Willis.

Discussing the idea of closing parking meters in the downtown area during Christmas shopping days, as was done in Morehead City this year, opinions were divided on the advantages and disadvantages of the plan.

Mr. D. J. Byrum, of a detective agency, met with the association and explained the operation of his agency's night watchman service and asked the members to consider making use of the service.

Mr. Seruggs announced that the board of directors would meet Tuesday, Jan. 26. The place of the meeting will be announced later. Attending Tuesday's meeting, in addition to those mentioned, were Mrs. Bill McDonald, Clyde Blanchard, Walter Morris, Kenneth Wagner, George Stovall, V. D. Beasley, Bud Dixon, Rufus Butler, Charles Willis, Earl Lewis, Thurlow Wheaton and Joe DuBois.

At 7:30 a.m. about two miles from highway 70 on the Merrimon road, a 1956 Plymouth, driven by Dallas H. Salter, Davis, collided with a 1951 Chevrolet pickup truck, driven by Frank W. Pake, Marshallberg. Both were headed north on the Merrimon road.

Damage to the Plymouth was estimated at \$500 and damage to the pickup at \$150. Both accidents were investigated by patrolman W. J. Smith.

Involved was a 1955 Pontiac driven by Clifford W. Oglesby, Beaufort, who was headed north on highway 101, and a 1958 Oldsmobile, headed west on the Laurel Road, driven by James Luther Frazier, Goldsboro.

Although both cars were damaged, they left the scene of the accident under their own power. At 7:30 a.m. about two miles from highway 70 on the Merrimon road, a 1956 Plymouth, driven by Dallas H. Salter, Davis, collided with a 1951 Chevrolet pickup truck, driven by Frank W. Pake, Marshallberg. Both were headed north on the Merrimon road.

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Three Morehead City high school students have been selected to attend the 10-day International Youth Conference next summer at Amsterdam, Holland.

They are Doris Phillips, daughter of Mr. and Mrs. Herbert Orland Phillips, 1006 Evans St., Morehead City; John Crowe, son of Mr. and Mrs. L. O. Crowe, 213 Virginia Ave., Mansfield Park, and Dottie Chaik, daughter of Mr. and Mrs. W. B. Chalk, 2800 Evans St., Morehead City.

The youth conference is sponsored by the International Young Men's Christian Association. Affiliated groups at Morehead City school are the Hi-Y and Tri-Hi-Y. Expenses of delegates attending the conference will be partially paid. It is expected that the three Morehead City students will make the trip. If not, alternate delegates will probably go, according to Miss Hortense Boomer, advisor of the Alpha Tri-Y at the school.

Five North Carolina students have been named as delegates. The other two are from High Point and Kannapolis. The Morehead City delegates were notified by letter Thursday of their selection. The letter came from Ward M. Gray, executive secretary of interstate YMCA work for North and South Carolina.

Students interested in attending the conference applied for the privilege. Miss Phillips is a junior, president of the 4-H club, parliamentarian for Alpha Tri-Hi-Y and active in county-wide 4-H. Crowe is an Eagle Scout, member of the Beta club, president of the Library club and a member of the Hi-Y club. He is a junior.

Miss Chaik, a sophomore, is a member of the Sigma Tri-Hi-Y club, Monogram club, Latin club and student council. Theme of the youth conference will be In His Hand, taken from the Negro spiritual. A tour of Europe will follow the conference. The delegates will see the opening of the Olympic games in Rome, the Passion Play at Oberammergau, visit London and the Shakespeare country, Paris, Switzerland and Germany.

They will go by chartered plane from New York to Amsterdam and then travel by bus in groups of 15. In addition to Miss Boomer, Miss Ruby Parker advises the Sigma Tri-Hi-Y and George Jackson the Hi-Y club.

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## Beaufort Mayor Clarifies Stand On Bridge Site

W. H. Potter, mayor of Beaufort, yesterday clarified his position on the issue of bridge location over the Newport river, east of Morehead City.

Mr. Potter said that if engineers really wanted to provide for the future, the bridge should be built across the mouth of Russells Creek.

While much sentiment prevails for a bridge farther north than the state proposes, opposition to this proposal is gradually gaining momentum, some coming from businessmen now established in the eastern end of Morehead City on highway 70 and those on the present Beaufort-Morehead causeway, who fear a reduction in the traffic flow by their doors.

Fear has also been expressed that the state, if it agrees to move the bridge north, will move it so far north that it may have one of its ends near Cherry Point rather than near Beaufort. That, however, is conceded as being rather far-fetched.

Mayor Potter says an ocean draw in a highway bridge, just north of the present Morehead City bridge, wouldn't solve the problem of getting an ocean vessel through the railroad bridge which parallels the highway bridge.

In his written testimony, presented to the highway commission at the hearing in Beaufort Thursday, mayor Potter said future port development's influence on location of the highway bridge "should be small."

His written statement continues, "There is adequate space south and east, as well as south and west, of highway and rail facilities to more than adequately meet any foreseeable requirements of port expansions."

Mayor Potter is interested in bridge design. He said, "Primary concern of design, beyond the principals of adequate structural strength and beauty, deals with efficient and practical usage. In the case of the proposed bridge, practical usage will require about a 100-foot draw span, horizontally, and a vertical clearance above mean high water at the draw span of as near 55 feet as federal and state funds can allow."

"The highest percentage of uninterrupted traffic, both waterborne and highway, should be encouraged. Frankly, the traveling public will demand priority toward uninterrupted traffic. After all, this traffic is paying the bill!"

Beaufort police arrested three Negroes Saturday for causing disturbances on Front Street, according to police chief Guy Springle.

Picked up and charged with public drunkenness, using loud and profane language and resisting arrest were George Worthy and his wife, Naomi Worthy.

Police were also called to Front and Craven streets Saturday afternoon to squelch a dispute between Tabb Watts, 23, and Flossie Reel, both of Merrimon. According to police, Watts became belligerent while sitting in a parked car with Flossie and several other people. The other people involved, whose names were not learned, managed to get Watts out of the car and locked the doors to protect themselves from him.

Police say that Watts then smashed one of the windows in the car in an attempt to get at the Reel woman. She told police that some glass from the broken window flew in her eye.

Watts was arrested and charged with damaging personal property, assault, and carrying a concealed weapon.

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## Diphtheria Strikes 4-Year-Old Beaufort Boy

James W. Johnson Jr., 4, Beaufort, is in the Morehead City hospital, recovering from diphtheria. The county health department reported yesterday that the boy became ill Wednesday. The home, at 611 Mulberry St., has been quarantined.

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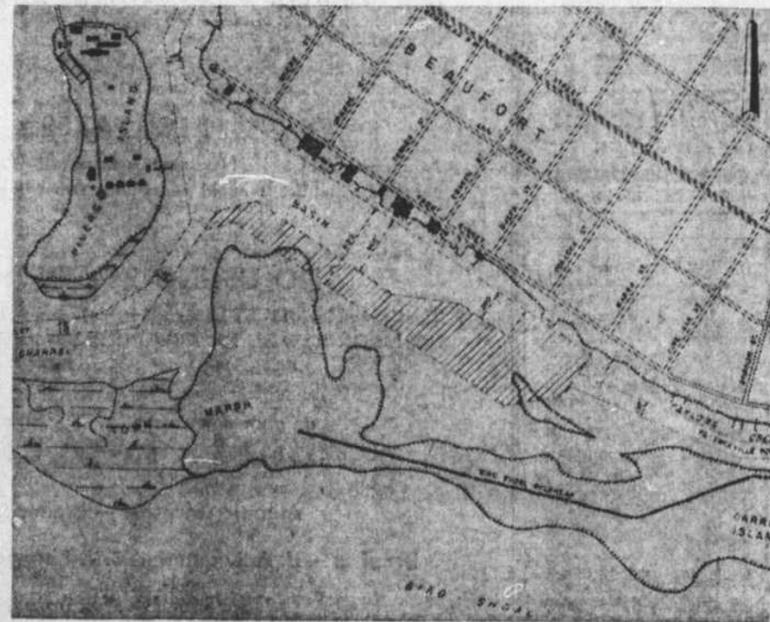
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Engineers' sketch of Beaufort harbor to which the newsstory above refers.

## Police Arrest Three Saturday

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## Paul Bray, Former MP Writes from Japan Base

Gy/Sgt. Paul Bray, former head of the military police unit in Morehead City, has written THE NEWS-TIMES from Japan and enclosed a clipping telling of the First Marine Aircraft wing Christmas party for 240 orphans.

His letter follows: 1 January 1960 Dear Lockwood and Staff: Just a few lines starting the New Year off right and to tell you some of the heart-warming experiences I've had in the last 20 days.

Enclosed is a clipping from our base weekly newspaper about this experience called "Operation Happiness." The clipping is self-explanatory. And I mean we had a wonderful time!

Then, Christmas Eve, four of us from this base went to Tokiyama about 50 miles south of here where there is another orphanage. We took gifts and had a little party and the most inspiring thing of all was to hear the youngsters sing Silent Night in Japanese. Even

## Civitan Club Gives Equipment

Safety patrol boys at Morehead City schools have received equipment bought for them recently by the Civitan Club, according to club secretary Joe Beam.

Walter Morris and Bernard Morton met with school officials of the Morehead City, Camp Glenn and St. Egbert's school last week and presented the equipment, consisting of raincoats, protective hats, etc.

Police chief Herbert Griffin and highway patrol representative, W. E. Pickard attended the meeting and instructed the safety patrol boys on pedestrian safety in school zones.

After the presentation of equipment ice cream, furnished by Seal-test dairy, was served.

## Last Week's Rain Totals 1.39 Inches

The county's first rainfall of 1960 amounted to 1.39 inches, according to weather observer Stamey Davis. Mr. Davis recorded that amount during the rain that started Tuesday of last week and lasted through Wednesday night. Temperature ranges for the six-day period, Monday through Sunday, are as follows:

	High	Low	Wind
Monday	58	37	S
Tuesday	50	38	S
Wednesday	50	41	NE
Thursday	45	41	W
Friday	56	39	WSW
Saturday	51	37	SE
Sunday	58	39	SW

## Bob Murray Speaks To Lions Thursday Night

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## School Lunch Menus Listed

Morehead City School Tuesday: Corned beef hash, pineapple salad, string beans, rice custard, cornbread, butter, milk.

Wednesday: Spaghetti with meat sauce, cheese strips, tossed salad, buttered corn, fruit jello, bread, butter, milk.

Thursday: Sausage patties, mashed potatoes, gravy, garden peas, hot biscuits, butter, doughnut, orange, milk.

Friday: Fish sticks, buttered sweet potatoes, slaw, pickle, cornbread, butter, peanut butter cookie, milk.

Saturday: Hamburger, rice, gravy, mixed greens, carrot strip, hot biscuits, butter, cookie, milk.