

## Bridge Issue Taken Before C&D Committee Yesterday

W. B. Chalk, Morehead City, president of the Neuse Development association, appeared before the committee of the Department of Conservation and Development yesterday afternoon at Nags Head to request the committee's intervention in the State Highway commission's plan for a new bridge at Morehead City.

Mr. Chalk went armed with a resolution from the Neuse Development association and the unanimous backing of the Morehead City town board. The board met in special session Thursday night at the municipal building.

It supports the development as-

sociation's request that the present bridge be surveyed with a view to making extensive repairs, if necessary, to allow use of the bridge for several more years.

Mr. Chalk told the Morehead City town board that this is the only hope for preventing the blockage of Morehead City port expansion. Blockage would be the result of placing the new highway bridge, as the state proposes, a short distance from the present railroad and highway bridges.

The commerce and industry committee has been approached because those interested in port development feel that building of the new bridge, as proposed,

would put the lid on port commerce and industrial expansion in eastern North Carolina for the next 50 years.

Accompanying Mr. Chalk to Nags Head yesterday were mayor George Dill, Morehead City; J. A. DuBois, manager of the Morehead City chamber of commerce; and Teaney Piner, member of the Morehead City Pilots association.

Gov. Luther Hodges, in an address last night at Nags Head, mentioned Capt. Otis Purifoy of Morehead City and his smoked marlin enterprise, developed within the past few years.

Captain Purifoy last week sent five pounds of jumbo shrimp to the governor.

## ASC Board Sets Up Slates For Election

The ASC community election board has met and selected a slate of candidates to be voted on for community ASC committeemen.

The candidates have been chosen in accordance with the best judgment of the election board, but if some farmers want another person listed on the slate, that will be permitted, provided a petition signed by at least 10 eligible voters is submitted to the community election board by today.

When voting, they can also write in a name not on the slate if they wish, B. J. May, ASC manager, explains.

The date of the election is Sept. 8. The hours are from 7 a. m. to 6 p. m. All farmers on the county ASC office mailing list will receive a notice of both the hours and date for voting, and the nominees.

Each farmer should vote for five persons. The one receiving the highest number of votes becomes the chairman of the community ASC committee and delegate to the county convention to elect the county committee.

The person receiving the second highest number of votes becomes vice-chairman of the committee and alternate delegate to the county convention. If there is a tie vote, the decision will be made by the community election board under the regulations issued by the secretary of agriculture. The community committees and county committee will take office on the first day of October.

## Driver Injured in One of 11 Weekend Accidents in County



On the right is the car driven by Richard A. Lewis, route 1 Beaufort, which collided with the Cadillac, left, driven by Robert W. Safrit, Beaufort, Saturday morning.

William H. Lamoreaux, highway 101, Beaufort, got a fractured skull Friday night in Morehead City in one of the 11 weekend automobile accidents investigated by city police and highway patrolmen throughout the county.

Lamoreaux, driving a 1953 Chevrolet, was headed east on Evans street and collided with a 1956 Buick towing a \$5,500 cabin cruiser toward Atlantic Beach.

Driving the Buick was Cecil A. Pennington, Burlington. With him was Bill Hupman, who suffered a cut on the head and a bruised arm.

Lt. Joe Smith, Morehead City officer who investigated, said that Lamoreaux ran through the stop sign at Evans and 24th. The accident happened at about 9 p. m. Force of the impact jack-knifed the boat around Lamoreaux's car.

Pennington said his boat was wrecked and he doubted that it would be worth repairing. Both cars were demolished.

Traffic to and from the beach was tied up two hours until the wreckage was moved. (Twenty-fourth street leads to the beach). Riding with Lamoreaux was his wife. They were taken to the hospital by the Dill and Bell-Munden ambulances.

James M. Miracle, Camp Lejeune, was charged with careless and reckless driving and hit and run at 3:30 Friday afternoon following a wreck three miles east of Swansboro on highway 24.

According to patrolman R. H. Brown, Miracle, in a 1958 Chevrolet, was headed toward Swansboro and tried to pass Mrs. Aretta Carter, route 1 Swansboro, on the right. She was driving a 1956 Chevrolet.

He lost control of his car, hit the Carter car on the right, knocking it off the road. It turned over. He continued to the left, took down a row of mailboxes and kept going.

H. W. Dickson, Atlantic Beach, and E. R. Carraway, Greenville, who were approaching Mrs. Carter in their car, stopped. Mr. Carraway went to assist the people in the Carter car, and Mr. Dickson turned and pursued Miracle into Swansboro.

There he got the chief of Police who gave chase, caught Miracle and brought him back to the scene of the wreck. Riding with Miracle was Robert W. Jennings, Camp Lejeune.

With Mrs. Carter were Mrs. Perry Edwards, route 1 Swansboro and several children. No one was hurt. The Carter car was demolished. Damage to Miracle's car was estimated at \$200.

Robert W. Safrit, 83, Beaufort, received a cut on the nose when the 1956 Cadillac he was driving, collided with a 1957 Chevrolet driven by Richard A. Lewis, route 1 Beaufort, at 6:45 a. m. Saturday at the Lennoxville road and Highland Park road intersection.

Patrolman J. W. Sykes said Safrit was pulling out of the Highland park road and Lewis was going toward Beaufort on Lennoxville road. Damage to the Cadillac was estimated at \$550 and to the Chevrolet \$400.

As a result of the traffic tie-up after the Friday night accident at Evans and 24th streets, Morehead City, another collision occurred on the beach bridge. Patrolman Sykes said a 1955 Buick had stopped and a 1953 Chevrolet pickup hit it in the rear. Driving the Buick was Kenneth Roberts, Havelock. Driving the pickup was Allen C. Davis, Kinston.

Damage to the pickup was estimated at \$50 and to the Buick \$200. Davis has been charged with following too closely and having insufficient brakes.

See WRECKS, Page 5

## FHA Supervisors Meet in County

Farmers Home administration supervisors of 50 eastern counties will meet today and tomorrow at Morehead City. Horace J. Isenhower, state FHA director, will preside.

Today's program will open with an address by Mr. Isenhower, followed by a talk on administrative matters by Charles F. Jeffrey. Ralph W. Turner will speak on Looking Ahead in FHA; James O. Buchanan, Keeping Abreast with Changes in Agriculture; Dennis H. Sutton and Robert W. Fleetwood will speak on How the County Supervisor Can Keep Up with Changes.

Following lunch, six men will speak on FHA loan programs. They are H. B. Riggles, Vance E. Swift, David G. Modlin, Joe B. Cash, Arthur M. Benton and Thomas H. Sears.

Speakers at tomorrow's session will be Locke Holland, Paul V. Parks, W. Bryan Oliver, Mr. Riggles, Mr. Swift, Paul Laughrun, Mae B. Mitchell, Mary D. Thomas, Mr. Turner, Ben McDonald, Marion C. Holland and Mr. Isenhower.

One hundred ten persons are expected to attend the meeting.

## Morehead City Men Will Go to Highway Convention

The Highway 70 Association, which will meet in annual convention Sept. 7, 8 and 9 at Ruidoso, N. M., announces that Morehead City will be represented at the convention by J. A. DuBois, manager of the Greater Morehead City Chamber of Commerce, and Rufus Butner, president.

Chamber of commerce directors from all eight states, through which Highway 70 passes, will be present.

Principal speakers will be Carl DeBord of the New Mexico Magazine; Walt Wiggins, internationally famous magazine writer, photographer and director of travelogues, and A. E. Hunt, director of the New Mexico State Finance board.

Highlight of the convention will be the appearance of Dale Robertson, internationally famous movie and TV star of the Wells Fargo series.

Ruidoso, N. M., is the home of the highest race track in the world, Ruidoso Downs. On Friday afternoon, Sept. 9, the feature race of the day will be the Highway 70 Allowance to honor Charles Hassing, national president of the Highway 70 Association.

## Rotarians Hear Of River Project

Woodland Shockley, formerly of Morehead City, and now with the US Engineers' waterway commission, Vicksburg, Miss., spoke to Morehead City Rotarians Thursday night.

He reported on the "Old River" project in Mississippi. The project is designed to keep river flow through Shreveport and New Orleans, thus allowing those two cities to maintain their river traffic and port facilities.

The work consists of allowing enough of the Mississippi river water to divert to keep traffic on both the Mississippi and the Atchafalaya river. It involves building of dams and gates.

Visiting Rotarians were Walter Kriegel, Raleigh; Tom McCormack, Tampa, Fla.; Dr. Fitzgerald, Farmville, and S. York Pharr, Plymouth, N. C.

## Crab Pots, Artificial Reef Proposals Aired at Hearing

No opposition was voiced to the two proposals considered by the commercial fisheries committee of the Department of Conservation and Development at a hearing Saturday morning at the commercial fisheries building, Morehead City.

The first proposal: to leave crab pots in the waters of Hyde county between West Bluff shoals and Long Shoal river the year around provided the pots are kept within two miles of shore.

The second: to permit building of an artificial reef off Bald Head island near Southport to furnish feeding grounds for fish and thus improve sports fishing.

Eric Rodgers, chairman of the commercial fisheries committee, who presided, said the committee would make its recommendations to the C&D board yesterday at Nags Head where the board is in session.

Mr. Rodgers read a letter from Harry Jarvis, Englehard. Mr. Jarvis said the crab season should remain open the year around. He added that the above proposal regarding crab pots would not interfere with shrimping operations.

H. L. Gibbs and Leo Ireland, both of Englehard, spoke in favor



Eric Rodgers ... new fisheries chairman

of the proposal. Eighteen men from the Englehard area, who chartered a bus to come to the hearing, supported their remarks.

C. G. Holland, commercial fisheries commissioner, said, "Crabbing, in my opinion, in the next few years will be our major sea-

food industry. This is the first summer I can remember when crab fishermen could sell enough crabs to make a living." He added that the method of taking crabs in pots rather than a trawl produces a better quality crab meat.

The reef would consist of old cars, refrigerators, washing machines, chained together and dropped into 19 feet of water in the vicinity of Cape Fear-Frying Pan shoals.

The reef would be 100 feet wide, a thousand feet long and 6 feet high. The expense of planting the reef would be borne by Southport sportfishing interests.

Mr. Pickersell said that the Navy has given its approval. He said the reef would be securely anchored so that it could not be torn loose by storms. Buoys would mark its location.

A member of the commercial fisheries advisory board said that he felt Army engineers should approve the reef design.

J. A. DuBois, manager of the

See CRAB POTS, Page 4

## Moving of Pipeline Necessary in Port Basin

The hydraulic pipeline dredge Peru is working the turning basin at Morehead City, and until Sept. 7, its pipeline will reach across the basin, requiring it to be opened for passage of Atlantic Intracoastal Waterway and other traffic, Army engineers report.

All navigation, particularly southbound traffic on the Atlantic Intracoastal Waterway through Newport River Bridge, should exercise due caution in approaching the dredge and anticipate that some delay may be incurred in movement of the dredge or its pipeline to permit safe passage of vessels.

## Tide Table

Tides at the Beaufort Bar		
	HIGH	LOW
Tuesday, Aug. 23		
	8:53 a.m.	2:57 a.m.
	9:00 p.m.	3:07 p.m.
Wednesday, Aug. 24		
	9:27 a.m.	3:30 a.m.
	9:32 p.m.	3:40 p.m.
Thursday, Aug. 25		
	10:03 a.m.	4:01 a.m.
	10:09 p.m.	4:14 p.m.
Friday, Aug. 26		
	10:42 a.m.	4:30 a.m.
	10:52 p.m.	4:49 p.m.

## Proposal for State Fisheries Agency Opposed

Opinion was sharply divided at the hearing Friday morning in Morehead City relative to removing the commercial fishing phase of state government from Conservation and Development jurisdiction.

The hearing was conducted by the commission on reorganization of state government at the commercial fisheries building.

Going on record in favor of establishment of a separate commercial fisheries department in the state government were W. H. Potter and David Beveridge, Beaufort; Roy Watson, Hobeoken; senator-elect P. D. Midgett; Clayton Fulcher Jr., Atlantic; and Walter Teich, Morehead City.

The North Carolina Fisheries association is in favor of a separate agency. It was represented by attorney John Rodman, who introduced several of the witnesses listed above.

Speaking against removal of commercial fishing from C&D were Monroe Gaskill, Cedar Island; fisheries commissioner C. G. Holland; John Scitler, Morehead City; assemblyman elect from Carteret,

D. G. Bell; and Eric Rodgers, chairman of the commercial fisheries committee.

Mr. Potter pointed out that there are many facets of fishing—in research and marketing, that the present commercial fisheries committee has never attempted to explore. He recommended a Department of Fisheries on the same level as the Department of Agriculture.

He suggested that, at first, this department, might be attached to the Department of Agriculture, for a maximum of two years, until it would be ready to stand alone.

Mr. Potter suggested that the fisheries department be headed by a commissioner who has an advisory board. Under its jurisdiction would come production, processing, marketing, research, law, public relations, finance, statistics, and personnel department. A sports and recreational fisheries division would have a similar organization.

Mr. Potter said commercial fisheries now holds a "stepchild relationship" in state government. He pointed out that a separate fish-

eries department will cost money, but the state needed a stronger agency than the commercial fisheries committee to protect its fisheries.

Mr. Watson said "more and closer specialized attention" is needed in the seafood industry. He said the present set-up is sadly lacking in public relations, marketing, advertising, and education programs.

Assemblyman Pat Taylor, a member of the commission on reorganization of state government, asked if the present program might be expanded and accomplish the same purpose.

Mr. Watson said the persons on the present fisheries committee are not aware of the commercial fisherman's problems. He suggested the state of Oregon's department of fisheries as a model for North Carolina.

Mr. Rodman explained that a separation for commercial fisheries is desired, similar to that obtained by the Wildlife Resources commission in 1947.

Senator-elect Midgett who headed the shellfish study commission created in 1945 said that his group

had recommended separation of commercial fisheries from C&D. He said that C&D board membership is limited and the best to be hoped for is two men on the board with commercial fishing background.

Mr. Beveridge expressed his opinion in favor of separation by letter.

Mr. Fulcher cited his experiences in developing gear for taking calico scallops, a fishery he successfully exploited this year that had never been known before.

He said a commercial fisheries department should be set up to develop gear, methods of taking seafood (it's expensive for one man to do this, he pointed out) and to develop new uses for fisheries by-products.

Mr. Fulcher said that commercial fisheries has muddled along all right so far under C&D but will it be able to meet the demands and the potential of the fishing industry in the next ten years? he asked.

He said that there are so many changes afoot in fishing that most people do not comprehend the

scope and the possibilities.

Mr. Teich endorsed Mr. Potter's recommendations.

Bob Simpson of Fabulous Fishermen, Carteret county, did not recommend a separation of commercial fisheries from C&D, but made a plea that the state take more recognition of the sportsfishing industry. He said its gross income exceeds commercial fishing income by \$4 million.

"... in this highly lucrative and expanding business," Mr. Simpson said, "there is no department or agency in the state, with the exception of the State Advertising division ... that has concerned itself with this facet of the state income."

"We request," Mr. Simpson concluded, "a recognition of sportsfishing ... and that research be expanded to help solve some of our problems."

Mr. Gaskill said he was not opposing, at present, a separation of Commercial fishing from C&D, but he wanted to know how such a separation would better commercial fishing.

"What good is making a new de-

partment going to do to bring the fish back?" he asked. He said that Pamlico sound has been so heavily dragged that there are no more fish.

"We can't market what we don't have," he said. "Sportsfishermen aren't going to have any to catch any more than commercial fishermen if we don't have some conservation."

Mr. Gaskill's comments met with loud applause.

Commissioner Holland read a statement outlining the present commercial fisheries set-up and the division's responsibilities.

When questioned, he said, "I don't think I could operate any better out from under C&D, unless you have the right commissioners." He commented, though, that the division needs more funds and "expanded facilities."

Mr. Potter said that he would be the first to recommend that in any new set-up Mr. Holland be retained as commissioner.

Shelby Freeman, Atlantic Beach, suggested that in a new set-up the

See PROPOSAL, Page 7



Cecil A. Pennington, Burlington, said his boat, damaged on the side away from the camera, is not worth repairing.