

# Tornado Slices Through Swansboro

## Spanish Pirates Will Attack Beaufort, Fort Will Blow Up at 3 P.M. Tomorrow

Alarm! Alarm! Beginning at 3 p.m. tomorrow Spaniards will attack Beaufort Towne! The attack will be an "authentic replica" of the 1747 invasion of Spanish pirates!

Spectators watching the event will be permitted to stand from the dock at the south end of Queen street to the steps of the Inlet Inn on the west side, and from the postoffice dock northward along Pollock street. Members of VFW and the American Legion will act as auxiliary police, announces Grayden Paul, who is supervising the event for the Beaufort Historical association, sponsor.

Things will begin exactly at 3 p.m. when the pirate ships, captained by David Beveridge and Howie Whitney, armed with guns lent by Lt. John Riddell of the Coast Guard, move into view and commence shelling the town.

As soon as the first shot is fired, three horsemen, J. P. Harris, Gunhilde Gunnerson and James Harrison, will play Paul Revere. They will go to warn the farmers congregated at the county library, that the pirates are attacking.

Shore defenders, the National Guard, will man 105 mm. howitzers stationed in front of the Paul Jones and Claude Wheatley homes. They will return the pirates' volley of fire with blank rounds of ammunition. The guns will fire twenty rounds at 1½ minute intervals for half an hour.

When the fourth round is fired, Mr. Paul said spectators should look toward the fort (now being erected on Bird Shoal) because it will be blown up at that moment. Vance Fulford Jr. has been assigned the demolition job.

As soon as shot and shell are exhausted, the pirates, captained by Bobby Hudgins, will row ashore in their jolly boat to take the Alfonso (whaling museum). The Alfonso, captained by Charles Hatsell, will have hidden defenders on it who will put up "a heroic but futile fight."

With the defenders on the Alfonso disposed of and the captain tied to the mast, the pirates will disperse among the spectators and capture as many wenches as they can lay hold to.

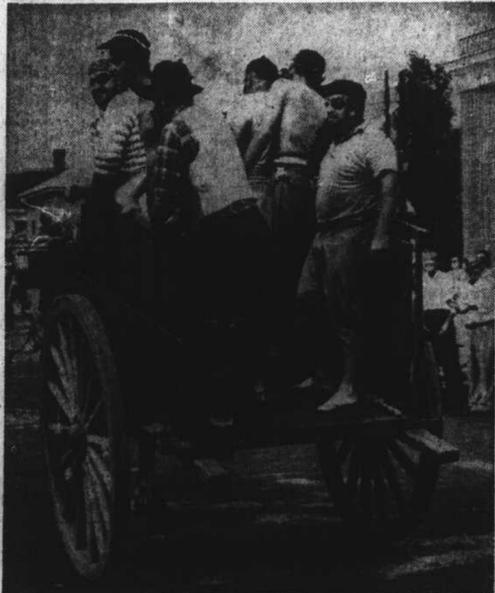
The pirates (the Beaufort volunteer fire department in real life) will then take the girls back to the Alfonso as their prisoners.

This will be the signal for the farmers to come on the scene, Mr. Paul declares. The farmers, led by Ralph Thomas, will fight from the Inlet Inn yard. The farmers will win, just as they did in 1747, and the pirates will be hauled away to jail in a mule-drawn cart.

Among those who have served as technical advisors and assistants to Mr. Paul are Capt. Norman Harris and Sgt. Dennis Goodwin of the National Guard, Morehead City; Bob Simpson, Neal Campen, and Theodore (Tee) Ricks.

Mr. Paul said he had hoped that all events of the invasion would be a surprise. On the other hand, he said things would be happening rather fast and perhaps spectators wouldn't know what to look for or when to look.

That's why he consented to reveal the sequence of events related above.



The wicked pirates come to no good end. They get hauled off to jail (in a cart after being beaten into submission by the valiant defenders of Beaufort. This is a scene from last year's re-enactment of the invasion.

## Funeral for Leslie Long, Morehead City, Will be at 3 P.M. Today

## 19-Year-Old Boy Is County's Eighth Fatality

### W. B. Allen Jr. Killed In Tuesday Crash

### Three Other Victims Remain in Hospital

A 19-year-old boy, son of a county board of education member, became the county's eighth highway fatality Tuesday night. William Bonner Allen, Newport, was killed in an accident at 11:40 on the Nine-Foot road a short distance from highway 24.

Injured in the accident, according to patrolman J. W. Sykes, were Guy Walter Herring Jr., 19, route 1 Newport, driver of the car; Edna Earl Salter, 21, and June Bennett Salter, 18, sisters of route 1 Newport (Broad Creek); and Mitchell D. Lewis, 19, route 1 Newport.

Lewis was discharged from the hospital Wednesday. The others were still in the hospital yesterday. Herring has two broken vertebrae. June has a cut on the forehead and face fractures, and Edna Earl has a broken collarbone, bruises and cuts.

The girls are the daughters of Mr. and Mrs. Arnold Salter. Lewis, who was discharged, is the son of Mr. and Mrs. Edgar Lewis.

Coroner David Munden said he will schedule an inquest after they are out of the hospital. Impaneled for the jury are John Wagner, Herbert Kelly and Dick Spears, Morehead City; John B. Tomlinson, Newport; Joe Smith, and George M. Thomas, both of Beaufort.

Herring was driving a 1961 Chev.

See FATALITY, Page 2

## Legion Will Install Officers Monday

Officers of American Legion Post No. 46 will be installed at a Dutch supper at 7:30 p.m. Monday at the Sanitary Fish Market and restaurant.

Installing them will be Nash D. McKee, Raleigh, American Legion adjutant, Raleigh.

Officers are William E. Wade, commander; Clyde Young, first vice-commander; Thurston Rice, second vice-commander; J. B. Rice, sergeant-at-arms; I. E. Pittman, chaplain; Stanley Woodland, historian; Joe DuBois, service officer; and Walton Fulcher, finance officer and adjutant.

The funeral service for Leslie G. Long, 34, assistant Morehead City postmaster who shot himself Wednesday, will be conducted at 3 o'clock this afternoon in St. Andrew's Episcopal church, Morehead City.

Mr. Long's body was discovered by deputy sheriffs C. H. Davis and Bruce Edwards between 11 and 11:30 a.m. Wednesday near the old car race track off the country club road.

The deputies, with deputy sheriff Billy Smith had been searching the Morehead City and beach areas since about 8 a.m. when Mrs. Long notified police that her husband had left a note at the house saying that he was going to kill himself.

Employees at the postoffice, according to coroner David Munden, said that Mr. Long left the postoffice between 7 and 7:15 a.m. He told them to tell postmaster Harold Webb that he would be back shortly.

When Mrs. Long notified police, the postmaster checked the safe in the postoffice and found the .38 calibre revolver, owned by the government, missing.

The officers who found Mr. Long spotted his car, a 1954 Studebaker, on a side road near the abandoned race car track. About a hundred yards from it in the brush they found him.

The bullet entered his head above the right ear and emerged over his left. He was still breathing, but unconscious. He was rushed to the Morehead City hospital in the Bell-Munden ambulance. He died at 1:15 p.m.

Coroner Munden said the revolver was lying loosely in Mr. Long's hand when he was found.

Over the sun visor in the car were two letters, both stamped. One was addressed to postmaster Webb and another to Mrs. Long. Each was marked "personal."

Members of the family reported that Mr. Long had been despondent recently and seemed to be under a strain. He became assistant postmaster Sept. 17 last year.

Besides his wife, the former Margaret Moore, he is survived by five children, the oldest 12 and youngest three weeks. They are Leslie Hubert, Catherine, William, Michael and James Gordon. Also surviving are James Long Jr., Cape Cod, Mass.; two sisters, Mrs. I. M. O'Connell Phillips, Jacksonville, Fla.; Mrs. Linda Ditzio, Staten Island, N. Y.; and his father, James Long, Staten Island.

Officiating at the funeral will be the rector of St. Andrew's, the Rev. E. Guthrie Brown. Burial will be in Bayview cemetery, Morehead City.

## L. D. Gore Sells Ice, Coal Firm

L. D. Gore, president of Carteret Ice and Coal Co., Inc., Morehead City, announced Tuesday the transfer of the corporation common stock and management to V. T. Bellamah, C. H. Ballou, and Glenn H. Adair, Beaufort businessmen.

Mr. Gore purchased Carteret Ice and Coal in 1946 and has continued management of the firm since then.

Mr. Adair, spokesman for the new owners, said, "During the past 16 years of operation, Mr. Gore has built the company into one of the finest, best-managed and operated ice plants in the entire district. An example of Mr. Gore's progressive management is the use of the high quality water conditioning system which contributes to the production of the best commercial ice available anywhere."

Mr. Gore will continue to be affiliated with the company. He stated that the new management anticipates no change in the company personnel or operation.

The new owners acquired majority interest in the Beaufort Ice and Coal Co., which they are continuing to operate, in June 1959.

### Part of Name Missing

The driver of the 1956 Oldsmobile which went into a ditch near Stacy early Monday morning was Charles Dawson Mason, 19, Newport. The last name, Mason, was omitted from Tuesday's report of the accident.

## Highway Group To Meet Aug. 16 At Morehead

The State Highway commission will meet Wednesday, Aug. 16, at Morehead City.

The meeting place was decided yesterday by the commission, which was in session at Raleigh.

While in Morehead City, the commission will look over the Morehead City bridge, study the Emerald Isle ferry situation and visit the ferry landing site at Atlantic as well as the proposed site at Cedar Island.

On Thursday, Aug. 17, highway commissioners will go to Ocracoke on the ferry, go north to Oregon inlet where the state operates ferries, and conclude their tour at noon Friday at Elizabeth City.

The commission allocated yesterday the remaining \$12 million in secondary road funds. Six million dollars was allocated Tuesday, July 11, of which Carteret received \$17,140. Highway commissioner D. G. Bell, Morehead City, said yesterday that the allocation made yesterday. Carteret will receive approximately \$34,000, or a total of slightly more than \$51,000 for its 85.7 miles of unpaved roads.

Mr. Bell returned from Raleigh last night.

## Boat Operator Pays Court Costs

Lonnie Salter, route 1 Newport, has been found guilty in justice of the peace court for operating a boat in violation of life preserver and fire extinguisher regulations.

Reuben Crumpton, law enforcement officer with the North Carolina Wildlife Resources commission, said that Salter was cited Saturday in Bogue sound. Jaypee Elmer Smith ordered Salter to pay court costs.

Fined \$25 and costs before Jaypee Smith was J. L. Lynch, Goldsboro, who was cited last summer in this county for operating a boat without registration.

Mr. Crumpton said that Lynch failed to appear to answer to the charge until this week. The officer said Lynch's boat is now registered.

He added that water skiers seem to be more conscious of safety regulations since publicity was given those cited to court last month. Any boat pulling a water skier must have rear view mirrors OR someone in the boat watching the skier OR a life preserver on the skier.

Skiers or boatmen ignoring all three of those requirements are in violation of regulations and liable for citation. They must comply with at least one of the requirements.

## Official to Go To Conference

Superintendent H. L. Joslyn will leave Monday to participate in the School Superintendents' conference at Mars Hill college.

The three-day session brings together the 173 superintendents of the county and city administrative units throughout the state.

Superintendents regard the conference as a short study-course for the improvement of personal competence and know-how.

The conference will be under the direction of the State Department of Public Instruction and Dr. Charles F. Carroll, state superintendent.

Public school administration, new school laws and policy of the State Board of Education will be discussed and explained.

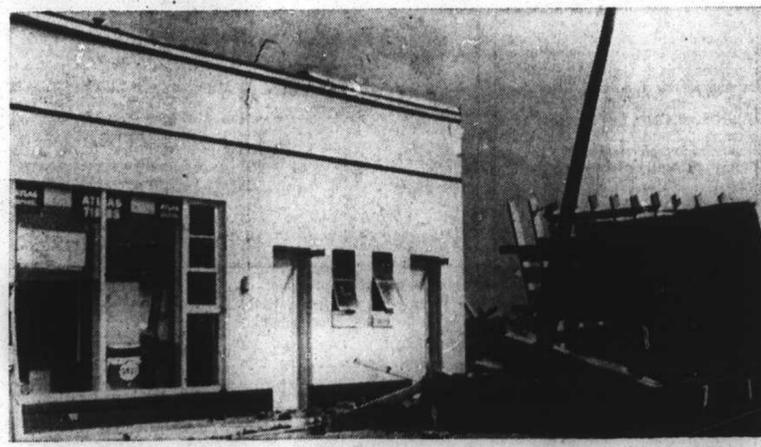
Participants go through three days of intensive briefing and study, constituting a professional seminar. The purpose of the meeting is to improve school administration.



Extensive damage was done to both the outside and the inside of the Rivershore Cafe.



H. B. Moore's warehouse was turned over on its roof by violent winds that hit a small section of Swansboro.



The roof of Johnny Rigdon's service station was lifted off by the storm and deposited to the right and rear of the station.

## Hearing on Subdivision Regulations Will Begin at 2 Monday, Courthouse

Persons interested in learning more about the proposed subdivision regulations for the county are invited to a hearing at 2 p.m. Monday in the courthouse, Beaufort.

A subdivision is an area of land that has been subdivided by the owner into building lots. The hearing has been called by the county commissioners at the request of the county planning commission.

At the hearing, persons who have read the proposed regulations will speak in favor of or against them. Those who would like a copy of them may obtain one from the auditor's office in the courthouse.

Jerry Turner of the division of community planning, Department of Conservation and Development, will attend the hearing to explain any phase of the proposed regulations.

Dr. L. J. Dupree, Cedar Point, chairman of the planning commission, explains that subdivision regulations are designed to promote the orderly growth of new areas opened for building.

In areas where subdivision regulations have been put into effect,

he says congestion of streets and highways is lessened, overcrowding is prevented and those buying property in the subdivision are assured that they are getting land that meets minimum requirements for sanitation, safety, health and their general welfare.

Dr. Dupree emphasizes that the subdivision regulations, if put into effect in the county, would not override the authority of towns to control any lands within one mile of city limits.

The regulations will not affect lands that have already been subdivided. Neither will they affect, in some cases, subdivision of land where no street right-of-way or dedication of streets is involved.

The regulations specify street widths, right-of-way, intersections, grades, etc. in accordance with standard requirements. "If people develop land in accordance with these plans," Dr. Dupree said, "they will stand a better chance of having a local or state government eventually agree to take over and maintain those streets."

Blocks are to be at least 500 feet long and not more than 1,500 feet and crosswalks are to be provided for blocks over 900 feet long. The regulations would specify that every lot shall front or adjoin a street, thus assuring a future property owner that he need not cross someone else's property to get to his home or building.

### Tide Table

Tides at the Beaufort Bar

HIGH	Friday, Aug. 4	LOW
2:19 a.m.		8:45 a.m.
2:57 p.m.		9:31 p.m.
	Saturday, Aug. 5	
3:19 a.m.		9:43 a.m.
3:55 p.m.		10:28 p.m.
	Sunday, Aug. 6	
4:20 a.m.		10:37 a.m.
4:52 p.m.		11:19 p.m.
	Monday, Aug. 7	
5:20 a.m.		11:27 a.m.
5:45 p.m.		
	Tuesday, Aug. 8	
6:12 a.m.		12:07 a.m.
6:32 p.m.		12:15 p.m.

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See HEARING, Page 2

By WALTER PHILLIPS

"It sounded like a freight train," said Johnny Rigdon, talking about the tornadic storm that demolished his gas station on highway 24 at Swansboro just across the White Oak river from Carteret. The storm hit at 6:10 p.m. Tuesday.

The tornado did extensive damage to the Rivershore cafe, upended a warehouse belonging to H. B. Moore's general merchandise store, tore the roof off Hatch's Barber shop, destroyed several cars and damaged boats along the waterfront.

"Russell Mitchell and I were standing in the garage charging the battery of a boat," Mr. Rigdon said. "First thing I knew the glass started breaking and the roof caved in."

"It lifted me up about 3 feet and blew me out of the garage. I grabbed hold of a gas pump just as Mitch came sliding out, and I told him to grab something."

"Humble Oil Co. sure got a lot of advertising when those oil cans started blow into the street," he added.

"We had a car sitting at the pump, and the next time I saw it was sitting out in the middle of the street with all the paint off," he said.

Just then, a lady drove up and wanted to know if she could buy some gas.

"Not today, Ma'am," Mr. Rigdon hollered out. The lady drove away.

Still standing were the four walls of the Esso gas station and the gas pumps. The ceiling remained over the office part. The roof was lying to the right and back of the building.

Pondering the extent of the destruction, Rigdon estimated damage at \$20,000.

E. B. Riggs, owner of the gas station which Mr. Rigdon leases, and owner and co-manager with his wife of the Rivershore cafe next to the gas station, estimated damage to both establishments at \$45,000. Insurance is expected to cover part of the loss.

Mrs. Riggs said they had just spent \$1,100 remodeling the restaurant with tile and plywood boards, mahogany plywood walls, new booths and tables.

In the kitchen, the walls were separated two inches or more from the roof, while in the back dining room, which looks out on White Oak river and Adler's island, there was half an inch space between the wall and floor. There was also a sag in which water had collected on the floor.

Mrs. Riggs stated that the storm weakened and removed some supports under the building, lowering the foundation of the restaurant.

Talking about her car which was demolished, she said the storm bounced it end over end, then twisted it up in the air, then bounced it end over end again. The car finally landed upside down in a flower bed 61 feet from where it had been parked.

Asked if she had any indication of the storm's approach, she said: "I was sitting by the window sewing, and heavy raindrops were falling. But there was no change in the air."

"It lasted about four minutes when it struck," she said. "I'm so thankful no one was hurt," she added.

Mr. Moore, owner of a general merchandise store, whose corrugated tin warehouse was upended, estimated his loss between \$1,500 and \$2,500.

"I didn't know anything about the warehouse going until I walked out there," he said. "It was a twister, I can tell you that."

He added that he considered it very fortunate that no one was in the path of the storm.

Also destroyed was the roof of Hatch's Barber shop. Its owner estimated that replacing the roof would cost \$500.

The tornado was the second one to strike Swansboro in five years. The previous one damaged nearby tobacco barns.

Dark clouds hovered over Carteret and light showers fell in the Morehead City area at about the time the tornado hit Swansboro, but winds were almost non-existent here.

## Governor Names Two To Advisory Fish Board

New members of the commercial advisory board are Clyde Potter, Belhaven, and Garland F. Fulcher, Oriental. Appointments to four-year terms were made by Gov. Terry Sanford Wednesday.

Mr. Fulcher is a wholesale seafood dealer and Mr. Potter operates the Belhaven Fish and Oyster Co.

They replace W. H. Mason, Oriental, and Dick O'Neal, New Holland, on the board which serves in an advisory capacity to the state commercial fisheries committee.