

PROGRESS FAVORABLE BUT SLOW FOR PROPOSED OREGON INLET IMPROVEMENT

Congressman Herbert Bonner Informed Project Favorably Reported By Division Engineer, But Procedure Will Require Year or Two

Congressman Herbert C. Bonner early this week informed The Herald that he had received a letter from the division engineer, Corps of Engineers, Atlanta, advising him that the Oregon Inlet project had been favorably reported and had been referred to the chief of engineers in Washington.

Mr. Bonner stated, however, that the project must be approved by the chief of engineers and the Board of Engineers in Washington and then reported to the Committee on Public Works in Congress. The committee must then approve the proposal and include it in a public works bill which must be passed by Congress. Further, after all that, moneys must be included in an appropriations bill to defray the expenses of the project.

Mr. Bonner mentioned the above procedure so that readers will understand just how long it will be, approximately one or two years, before work on this project, if it is enacted into law, can be initiated.

In connection with the project, Congressman Bonner recently received a letter from Col. Mason J. Young, division engineer of the Corps of Engineers, which is as follows:

"For the information of all who may have an interest in the investigations regarding the advisability of Federal improvement of Oregon Inlet in North Carolina and connecting channels, concerning which a public hearing was held at Manteo on March 6, 1946, notice is hereby given that the report thereon, authorized by resolutions of the Committee on Rivers and Harbors, U. S. House of Representatives, adopted August 23, 1945, April 1, 1946, and April 5, 1946, and by an item in Section 7 of the River and Harbor Act approved July 24, 1946, has been made by the District and Division Engineers, and is favorable to the improvement in that the reporting officers recommend that the United States provide a channel 14 feet deep and 400 feet wide over the bar and through Oregon Inlet, thence 12 feet deep and 100 feet wide from Oregon Inlet via Old House Channel to the 12-foot contour in Pamlico Sound; a channel 12 feet deep by 100 feet wide from Oregon Inlet to Manteo, with a turning basin 12 feet deep 200 feet wide and 600 feet long at Manteo, and a side channel 12 feet deep and 100 feet wide from the Manteo-Oregon Inlet channel at Roanoke Sound to wharves in Mill Creek, near Wanchese, including a 200-foot square turning basin, with such modifications as the Chief of Engineers may deem desirable, at an estimated first cost of \$860,462 for work by the Corps of Engineers and \$26,865 for aids to navigation to be provided by the United States Coast Guard, and of \$8,750 to local interests, with \$97,000 annually furnished, without cost to the United States, as and when required, all lands, easements, rights-of-way and spoil-disposal areas for the initial work and for subsequent maintenance; remove existing wharves, piers or other structures within the limit of the rights-of-way; lower the existing sewage discharge pipe that crosses the channel at the entrance to the harbor at Manteo; continue to maintain the existing public landing in Mill Creek; and hold and save the United States free from claims for damages that may result from the construction and maintenance of the project.

"You are further notified that all interested parties have the privilege of presenting their views on the subject matter of the report to the Board of Engineers for Rivers and Harbors, a permanent body sitting at Washington, D. C., to which all examination and survey reports of this character are referred. Parties desiring to present any statements or facts concerning the proposed improvements in question may be heard by the Board, either orally or in writing. Written communications should be addressed to the Board of Engineers for Rivers and Harbors, Room 1336, Building T-7, Gravelly Point, Washington, D. C., and should be mailed in time to be in possession of the said Board within four weeks from the date of this communication. If, however, you have important data to communicate to the Board, which cannot be collected and put in shape for proper presentation within four weeks, the Board should be informed of this fact without delay and request made for an extension of the limiting date for submitting information. If oral hearings are desired, dates for the same may be arranged for by correspondence with the Board.

"Any further information needed may be obtained by application to this office or to the U. S. Engineer office, District Engineer, Wilmington

District, Corps of Engineers, U. S. Army, 308 Custom House, Wilmington, North Carolina. Copies of the reports will not be furnished or loaned for use outside of the office, but interested parties, including the press, will be permitted to make such notes of the contents as they desire.

"You are requested to communicate the foregoing to any persons known by you to be interested in the improvement and who, not being known at this office, do not receive a copy of this communication."

Merely Temporary

"Strange how few of those movie stars who marry take their husband's name."

"Oh, I suppose it seems hardly worth while for so short a time."

Safety Checkup On N. C. Farms Urged

Now Is Time to Make Farm Machinery Safe Says County Agent

With spring planting just around the corner, now is the time to make farm machinery safe and serviceable for the coming season, points out C. W. Overman, county agent for the State College Extension Service.

It is not enough says the agent, to give machinery "a lick and a promise" and hope you can get by.

Poorly conditioned equipment reduces an operator's efficiency and multiplies the chances for accidents. It is irritating and fatiguing, and it fosters carelessness.

According to Mr. Overman, the National Safety Council recommends that all farm equipment be checked thoroughly before field work starts. Look for defects in hitches, seats, clutches, wheels, brakes, steering and unguarded gears or shafts. Make repairs now and head off costly breakdowns or accidents during the busy season.

Careful operators will also take time to equip tractors with fire extinguishers and provide secure holders for grease guns or other servicing tools carried on the tractor. Loose accessories may lead to falls or other casualties. A secure step

or grab bar may prevent an accident in getting on or off the tractor.

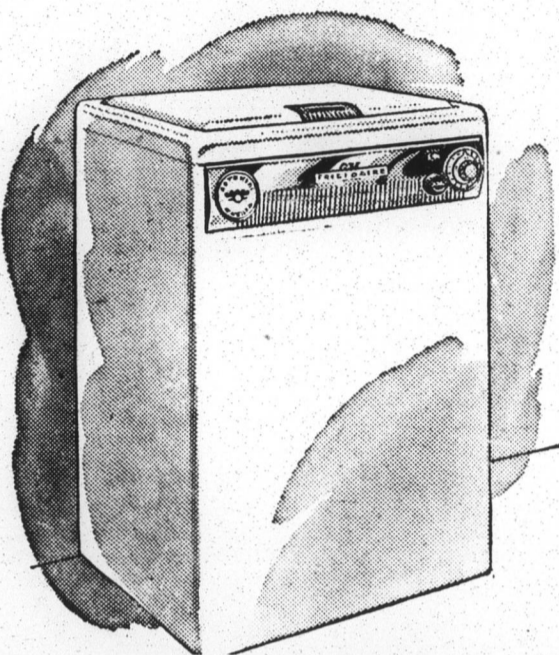
See that all fuel lines are tight and check fuel servicing equipment. A leaky hose or valve can easily lead to a costly fire. If the fuel supply is too close to farm buildings for safety take time to move it before an accident occurs.

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Wednesday and Thursday, March 16-17—

Ernest Tubbs in "HOLLYWOOD BARN DANCE"
Andy Clyde in "A FOOL ABOUT WOMEN"

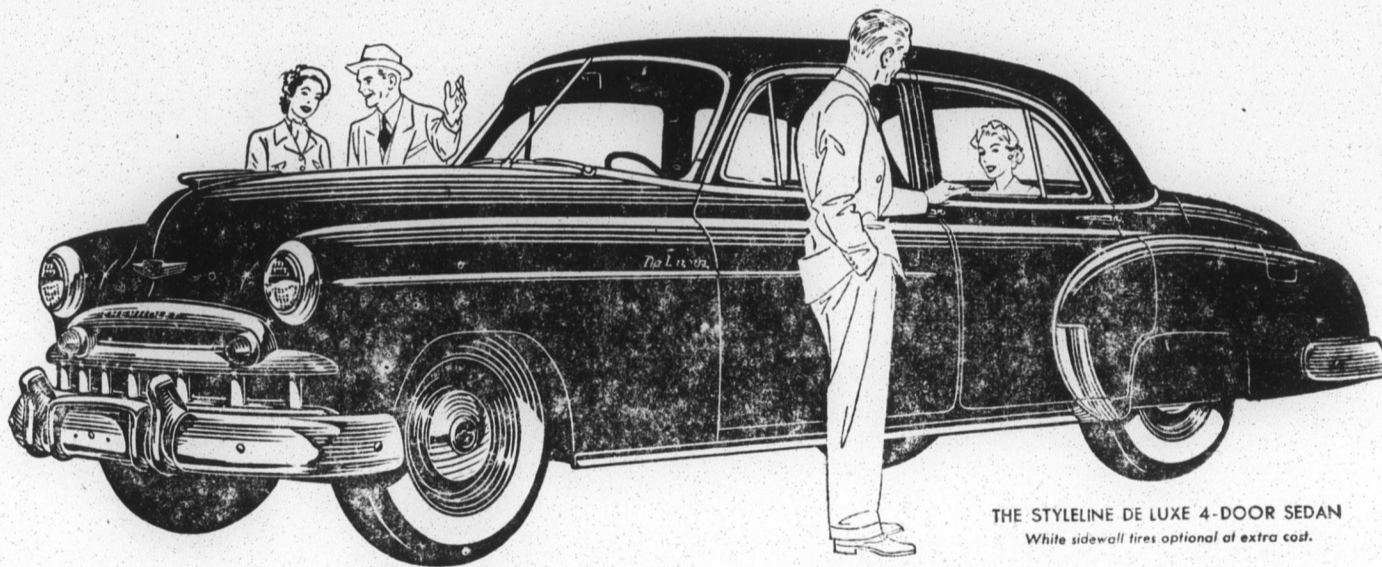
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William Henry in "INVISIBLE INFORMATION" Serial No. 13

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