

## Speaker Blasts Parks Service On Toll Charge

Hugh Morton, Member Of Board Of Conservation And Development, Sees Threat For All Seashore Highway Project

### BELIEVES CHANCE OF RESCINDING GOOD

Wilmington Man Followed Discussion Of Parkway Toll Proposal With The Showing Of Color Slides Of Mountains

Hugh Morton of Wilmington, chairman of the State Advertising Committee of the Board of Conservation and Development, spoke to the Southport Lions Club Thursday and lashed out at plans to impose a toll on the Blue Ridge Parkway. Morton, vice-chairman of a meeting called by Gov. Luther Hodges in Hendersonville to map plans to fight the toll, scored what he termed "a hypocritical stunt like the Parkway toll under the false guise of economy."

The Blue Ridge Parkway toll "spotlights a poor sense of values and the failure of the Park Service leadership to measure up to its responsibilities," he declared.

"The present situation on the Blue Ridge Parkway can be summed up very briefly," Morton continued. The National Park Service decided it wanted to change the toll, offered a lame assortment of excuses to justify the toll, and now will call it off if a way can be found to save face.

Morton is vice-chairman of the State Parks Committee and was one of the party that traveled to Washington with Gov. Hodges to meet Secretary of Interior Douglas McKay. His ownership of Grandfather Mountain, near the Blue Ridge Parkway, has given him an intimate knowledge of the Parkway situation.

Extensive real estate interests in New Hanover county, including a body of land at Ft. Fisher. He pointed out the fact that a dangerous precedent will be set if the Parkway toll goes into effect. "It will seriously threaten the hope of success of the all-seashore highway which will mean so much to Eastern North Carolina," he declared.

Following his brief summary of the highway toll situation, Morton showed a collection of his color slides, most of them of mountain scenes. Several ladies of the community who knew about this part of the program were present to see the pictures.

## Brief Bits Of NEWS

### WITH WELFARE BOARD

Mrs. Iris Rabon Smith who recently graduated at East Carolina has a position as Case Worker with the Brunswick County Board of Welfare. She has already entered upon her duties.

### BARBECUE SUPPER

A benefit barbecue supper is being held tomorrow (Thursday) at the recreation hall of Trinity Methodist Church. Serving will begin at 5 o'clock and tickets may be procured at the door by those who have failed to purchase one in advance.

### THURSDAY CLINIC

The regular monthly N. C. Orthopedic Clinic, serving New Hanover and surrounding counties, will be held at James Walker Memorial Hospital in Wilmington, Thursday, March 10, from 8 a. m. until noon. Nine patients from Brunswick county reported last month.

### TO EAST CAROLINA

In the Air Forces for the past four years, Billy McDowell, son of Mr. and Mrs. William McDowell of Southport, arrived home on the 27th of February. Four days later, March 1, saw him enrolled and taking up his studies at East Carolina College in Greenville. He plans to major in physical education.

### AT BEULAH BAPTIST

Beginning Sunday, March 13, and continuing through the week revival services will be held at Beulah Missionary Baptist Church near Hickman's Crossroads, with the pastor, Rev. L. L. Barnes, doing the preaching. The services will begin each night at 7:30 o'clock. The public is cordially invited to attend.

## Deserted Island?



SCENES—On the left are two pretty visitors on Bald Head Island framed by palm trees in the foreground. On the right is a familiar scene of the famous Bald Head Lighthouse. Thousands of North Carolinians who have visited this tropical island near Southport will be interested in plans of the government to remove Coast Guard personnel to the mainland.

## Coast Guard Plans To Abandon Island

Information Indicates That All Personnel Is To Be Removed From Tropical Island Near Southport

INSTALLATION TO BE AUTOMATIC

Cape Fear Light Will Be Serviced On Periodic Visits By Men From Oak Island While Radio Direction Station Will Be Moved

Populated only by three Coast Guardsmen and sometimes by their families for the past several years, Bald Head Island will soon become completely deserted, with the Cape Fear light and Bald Head radiobeacon operating unattended, except for visits from the Coast Guard at fixed intervals for service.

The light will continue from the present Cape Fear lighthouse. The radiobeacon in Bald Head lighthouse will be moved to Oak Island and mounted on a 150-foot skeleton tower.

Full explanation of the pending changes were received this week in a notice received from R. E. Wood Rear Admiral, U. S. Coast Guard Commander, Fifth Coast Guard District at Norfolk. This notice in full was as follows:

In order to reduce operating costs, eliminate problems of morale, and to realize maximum operating efficiency through consolidation of forces and facilities, without increasing maritime hazards, the Commander, Fifth Coast Guard District proposes to make the following improvements in aids to navigation:

a. Cape Fear Light: Change to unattended automatic operation with a flashing white light every 10 seconds, flash 2 seconds, visible 12 miles, with no other change. Light to be exhibited from present light tower.

b. Bald Head Radiobeacon: Discontinue in present location and reestablish as noted in (c) below.

c. Oak Island Light and Radiobeacon: Establish as a watched station in approximate Latitude 33 degrees 53'35"N, Longitude 78 degrees 02'00"W, as follows:

(1) Light: Flashing white every 5 seconds, flash 1 second, 160 feet above water, visible 19 miles except where obscured by trees from 305 degrees to 309 degrees as viewed from seaward. Light to be mounted on skeleton tower 150 feet above ground.

(2) Radiobeacon: Establish adjacent to light described above. A class C, 111 sequence radiobeacon operating on 302 kc, transmitting three dashes (---) every three (3) minutes superimposed on a carrier wave the same as Bald Head Radiobeacon, to be replaced by this aid.

The purpose of this notice is to inform all who may be interested. If there are any objections from the standpoint of navigation, they should be submitted in writing on or before 1 May 1955 to:

### Organization Is Almost Complete

The Rev. L. D. Hayman, chairman of the Red Cross Fund drive, says that he has been successful in securing the support of outstanding citizens in several sections of the county as he completes his job of perfecting his organization. Active solicitation of funds will begin within a few days.

The Rev. Mr. Hayman urges a generous response on the part of Brunswick county citizens. "The Red Cross came to our rescue when we needed it last fall," he reminds his fellow citizens, "and I think that we shall want to express our appreciation in a material way. This will make it possible for the Red Cross to help others when they are in need."

## Traffic Cases Feature Docket

Majority Of Cases Disposed Of Here Monday Before Judge Earl Bellamy Were For Traffic Violations

Traffic cases once more took up most of the day in Brunswick county Recorder's court here Monday, with the following judgments being handed down by Judge Earl Bellamy:

Arthur Edwin Glenn, speeding (65-mph) fined \$10 and costs. Stella Sharpe Pickard, speeding (70-mph) fined \$15 and costs. David Thorpe, speeding, (65-mph) fined \$10 and costs.

Elijah Williams, non-support, 6 months road sentence suspended on condition that he pay to the Clerk of Court the sum of \$10 each Monday for the support of his three minor children.

Howard Eason, public drunkenness, 30 days on roads, suspended on payment of a fine of \$15 and costs.

Otis Homer Chesnut, speeding (70-mph) fined \$15 and costs. William Clayton Arrington, speeding (70-mph) fined \$15 and costs.

Glen Hemmingway Parker, reckless operation, not pressed with leave.

Robert Bruce Bryson, speeding (65-mph) fined \$10 and costs.

Charles Ray Davis, speeding (65-mph) fined \$10 and costs.

Wilbur Earl Bryant, speeding (65-mph) fined \$10 and costs.

Fine remitted because of mitigating circumstances.

James Hermit Galloway, no operator's license, fined \$25 and costs. Fine remitted as defendant has acquired operator's license.

John William Brennan, pleaded guilty to driving at greater rate of speed than necessary under the circumstances, fined \$15 and costs.

Fred Dale Griffin, speeding (65-mph) fined \$10 and costs.

Joseph Henry Burton, Jr., speeding (65-mph) fined \$10 and costs.

W. P. Suggs, drunk and disorderly, assault and battery, adjourned on Page Two

## Jury List For April Term Of Superior Court

Other Matters Of Routine Business Disposed Of By Members Of Board Of County Commissioners Here Monday

The board of county commissioners held their regular session Monday and among their business was drawing a jury list.

It was ordered that George Rabon be given the privilege of renting the farm land and barn at the county home for the sum of \$150 for the year 1955.

Ordered that G. B. Lewis be allowed to pay \$75 this date on his delinquent taxes and the balance of \$176.99 and penalty of November 1, 1955.

By motion of Leo Medlin, seconded by F. Herbert Swain and being duly carried, the T. Hoyie (Continued on Page 4)

## Shalotte Man Keeping Busy

R. I. Canady, Former U. S. Army Man, Finds Keeping Flock Of Laying Hens Is No Easy Task

R. I. Canady, Waccamaw township man who spent something like 20 years in the army before retiring to get married and take life easy, is working harder than ever in an effort to keep up with his laying hens on his poultry farm near Shallotte.

Canady bought a home and land near Shallotte Village Point. There he set himself up in the business of producing eggs, a job that now keeps him going for more hours each day than he had to put in while he was in the service.

During the October storm he lost over a hundred of his fine laying hens when two of his poultry houses blew away. Likewise some of the feathers were lost from some of the chickens that were not killed outright.

Now with things back at about normal he has some 400 laying hens that are at the present time producing about 275 eggs per day. (Continued on Page Two)

## Survey To Show Practical Route For Highway 17

Engineers Now Engaged In Working Up Data From Which Decision As To Possible By-Pass Will Be Made

### NEW WORK SLATED FOR NEXT YEAR

Next Project For Improvement Of Highway No. 17 Will Go From Grissettown To 1 Mile North Of Town Of Shallotte

Engineers of the State Highway Department are at work this week making a survey which will afford a basis for deciding whether U. S. Highway No. 17 will be widened and routed through the center of Shallotte or will be rerouted west of the present business district.

Among the plans recently announced by the State Highway Commission for primary roads improvement for next year is the widening and modernization of U. S. 17 from Grissettown to a point one mile North of Shallotte.

In order for the highway to follow its present route it will be necessary to move many of the business buildings in the business district at Shallotte. If the road is re-routed so as to by-pass the central part of town much of this type of expense will be eliminated although some of this advantage will be set-off in the matter of relocating the roadway in rather rough terrain.

When the highway was improved and widened from the South Carolina line to Grissettown three years ago a general face-lifting resulted all along the route, particularly at Grissettown. A thriving business district at that point was wiped out, although several places have since been built back.

At Shallotte there are several points of view about the possible change. One group clings to the notion that the prosperity of the town is dependent upon the flow of traffic through its business district, and they look with misgivings on any plan which will route people around the town.

There are others who believe that re-routing the highway will not hurt business in Shallotte, and that on the contrary it will open up additional territory for growth and expansion.

If the by-pass plan is followed, the new section would leave the present highway near the Herbert Russ home and going north, would pass to the west of the business district, re-entering the (Continued on Page Four)

## Award Contract For River Work

Coast - Wide Construction Company Low Bidder On Snagging Project For Waccamaw River

The Coastwide Construction Company of Wilmington, now engaged in waterfront restoration at Southport, was low bidder in a field of five contractors for the Waccamaw River snag and raft work.

The bids were opened by the Charleston District Corps of Army Engineers. The river running into South Carolina made the work their responsibility, although it is said that most of (Continued on Page Two)

## Shows Interest In Rock Formations

Samples Of Rock Pumped From River At Sunny Point Being Sent Away For Further Study

Thousands of visitors to Sunny Point have been more than mildly curious regarding the rocks, full of holes, that were dug up by dredges two years ago. These rocks, marl in some cases and limestone in others, are full of holes that range in size from about as large around as a penny to that of a silver dollar.

All of the holes are perfectly round, some of them crossing each other as they proceed through the rock. In many cases the original holes have been filled up with a natural cement.

All of this rock is now being ground up in the rock crusher of the Young Stone Company of Charlotte. Grinding away on the rock at the rate of 250 tons per hour, they have a contract that E. B. Young states will last several months.

The ground-up material is being used as a base for highways being built for the Army Engineers, hard stands for machinery and materials. At one place a parking space is being built that will hold 140 truck-trailers. At various other places are also parking places for lesser numbers of trailers.

In building both the roads and the parking places the areas are graded over and the ground-up rock is laid to a depth of 12 inches. It is then packed down and two inches of asphalt will provide the surfacing.

Thirty miles of such roads, all within the Government reservation, are now being built in addition to the parking spaces. An almost unbelievable amount of the ground-up rock has to be used for the base for roads, etc.

Recently some specimens of the (Continued on page four)

### Considerable Work Goes On In Town

There is plenty of activity in Southport as the work of making repairs and improvements following the storm continues. During the past week considerable earth moving has been in progress on Bay street and about the yacht basin.

In addition, there has been some repair work on the power lines, some of which have been out of commission since October.

Work of restoring the city dock at the foot of Howe street is expected to begin within a few days.

## John G. Caison Dies At Home

Funeral Services Conducted Tuesday Afternoon For Southport Man Who Served As Coroner For Many Years

John G. Caison, Coroner for Brunswick County for many years, a position that he resigned only two weeks ago because of failing health, died at his home here Sunday shortly after noon.

A few days after he resigned his office Caison returned to the Veterans Hospital in Fayetteville. There, realizing his condition and that he had but a short time to live, he returned to Southport where he died four days after his arrival. He was suffering from heart trouble combined with asthma. He was 66 years old.

Funeral services were conducted here at the Southport Methodist Church Tuesday afternoon at 2 p. m., with Rev. R. H. Jordan officiating. Burial followed in the Southport Cemetery with the members of the American Legion serving as active and honorary pallbearers.

Assisting the Rev. Mr. Jordan were the Rev. Leo Hawkins, pastor of Southport Baptist (Continued on Page Two)

## Beach Building Gains Momentum

Several New Houses Have Been Started At Long Beach During Past Week And Others Restored To Old Location

Without stopping to check and ascertain the owners of all new construction started in the last few days on Long Beach, it was observed Sunday that quite a number have started up during the past week.

Among the known new buildings seen to be underway was that of Fred Hedrick of Statesville; E. F. Middleton of Charleston; Dr. Smith of Fayetteville; F. L. Smith of Siler City, Mrs. Tom Smith of St. Pauls, J. A. Woltz of Long Beach, W. P. Elane of Lumberton and Mr. Fer- (Continued on Page 2)

## Safety Stressed By Contractors On All Projects

With Construction At Sunny Point Now Well Not A Single Fatal Accident Has Occurred

### REMARKABLE IN VIEW OF HAZARDS

However, Safety Engineer Expresses Hope That Fewer Man-Hours Will Be Lost In Future

By W. B. KEZIAH  
Construction work at the Sunny Point Terminal is well into its third year of progress without a single fatal accident being charged against the project's safety record.

"This is a record within itself when we consider the size of the job and the diversified types of construction," says George F. Tienken, safety engineer for the Wilmington District of the Corps of Engineers.

Even though there have been several minor accidents which caused the loss of a minimum number of days of work, Tienken says the several contractors and their respective superintendents and foremen are to be complimented for the excellent way they have carried out the safety program.

He said the achievement is all the more amazing because a great portion of the work has been over water, working on scaffolding and under giant hoists. These conditions made it necessary for practically all workers to wear metal hats for protection from above and kapok jackets to keep a man afloat in case he falls into the water.

Discussing the district as a whole, Tienken said all contractors in the state working on construction projects for the Army and Air Force went through 1954 without a fatal accident. During the year ending December 31, government and contractor employees worked a total of 4,089,982 hours with only 37 loss time accidents for an average of only 9.05 accidents for each million man hours worked. The national average for construction workers was 16.58 in 1953. The national average for 1954 is not immediately available.

In the severity rate category, the Wilmington District had a record of .35 days lost because of accidents for every 1,000 hours work. The national average for 1954 in the severity rate was 2.06 days.

The number of hours of work performed by Sunny Point workers was not revealed. However, it is a matter of record that the Sunny Point performance made a notable contribution to the overall district standing in comparison with the national record.

As good as it is, Tienken feels that the record could be made much better. Who's to blame? He says too many employers fail to plan a good, sound safety program and, good plan or poor plan, there is laxness in executing the program.

"I am convinced," he asserts, "that accidents could be greatly reduced if supervisors were more alert, on their toes."

He says 95 per cent of accidents result from human failure and the remaining five percent is attributed to physical weaknesses.

"For this reason," he emphasizes, "our record will improve when every man practices eternal vigilance."

## Dredge Vantor May Return Next Week

Vessel Of Hill Dredging Company Expected To Complete Present Project At Georgetown, S. C., This Week

MANY CREW MEMBERS WELL-KNOWN HERE

This Same Dredge Worked At Sunny Point For Period Of 18 Months On Sub-Contract Under McWilliams Co.

With it still not definitely sure that she will finish on time, the dredge Vantor of the Hill Dredging Company of Atlantic City, N. J., is scheduled to get through at Georgetown Saturday of this week.

She will then come directly to Southport and embark on an 8 month maintenance dredging job at Sunny Point.

At the latest she should arrive here the middle of next week. If she gets through with her job at Georgetown Saturday as scheduled, she may be showing up here Monday.

The crew of the Vantor is said to be practically the same unit that manned her for the 18 months that she was working here under a sub-contract with the McWilliams Dredging Company of New Orleans. There is one exception. Edward Hone, an employee on the Hill Dredging Company for 35 years, died suddenly of a heart attack while working on the vessel at Georgetown late in January.

Mrs. Hone, writing this paper from Fernandina, Fla., where she is now residing, stated that she and her husband made a lot of friends during their residence here. Prior to Mr. Hone's death the couple were looking eagerly forward to their return here and again seeing the people they came to know and like so much.

## Four Stills Are Out Of Business

Brunswick County Sheriff Department Cooperates With ATU Officials In Continuation Of War On Bootleggers

During the first five days of March 4 whiskey stills were taken and destroyed by Sheriff Elbert Gray and his deputies, assisted by A. T. U. officers. Considerable beer was also taken in the raids, but no operators were captured.

On March 1 the officers got a 250-gallon steam outfit near the Herring Crossroads in Northwest township. Two-thousand-five-hundred gallons of beer were destroyed along with the still.

On the 3rd another raid in Northwest in the Cedar Hill section resulted in the taking of a 250-gallon, submarine type still, together with 400-gallons of beer.

On the 4th in the Leland section a 250-gallon steam outfit was taken, along with 600-gallons of beer.

The 5th of March the Chapel Hill Road community in Town Creek township was visited and the production there was a 60-gallon still and 50-gallons of beer. Officers believe the apparatus in (Continued on Page Four)

## Tide Table

Following is the tide table for Southport during the next week. These hours are approximately correct and were furnished The State Port Pilot through the courtesy of the Cape Fear Pilot's Association.

High Tide	Low Tide
<b>Thursday, March 10</b>	
9:08 A. M.	2:57 A. M.
9:33 P. M.	3:10 P. M.
<b>Friday, March 11</b>	
9:45 A. M.	3:38 A. M.
10:12 P. M.	3:46 P. M.
<b>Saturday, March 12</b>	
10:20 A. M.	4:18 A. M.
10:49 P. M.	4:23 P. M.
<b>Sunday, March 13</b>	
10:56 A. M.	4:58 A. M.
11:30 P. M.	5:02 P. M.
<b>Monday, March 14</b>	
11:35 A. M.	5:43 A. M.
0:00 P. M.	5:43 P. M.
<b>Tuesday, March 15</b>	
0:14 A. M.	6:30 A. M.
12:21 P. M.	6:30 P. M.
<b>Wednesday, March 16</b>	
1:04 A. M.	7:25 A. M.
1:14 P. M.	7:26 P. M.



## Our ROVING Reporter

W. B. KEZIAH

One of our chief personal worries, if we have any worries, is our inability to remember the name of Dr. C. Sylvester Green, formerly of Chapel Hill, who recently of Wake Forest. We see and talk to Dr. Green on an average of 8 or 10 times a year, yet when that energetic and genial fellow bobs up to shake hands our mind becomes a complete blank as to who the Sun Hill he is. It may be through his splitting his name in the middle, anyhow the C. Sylvester Green just won't stick. Dr. Green evidently recognizes that we have these memory black-outs. Any-

way, he always introduces himself the very first thing. He did that last night at Mack's when he came over to speak to us. We suppose he will have to do it again today as we have in appointment with him. So, this squib is just to impress on our forgetful mind that if a well built, well appearing genial visitor hurries up to us, it will probably be Dr. C. Sylvester Green.

Our idea of the best possible future usage for the Garrison property, since it is no longer of any use to the Army Engineers, (Continued on Page Four)