

Cape Lookout Harbor Improvements Planned

Representatives From Various Counties Meet In New Bern Today To Take Action On Proposed Railroad To The Cape. Tidewater Syndicate To Have Surveys Made.

New Bern, Aug. 30.—One of the greatest undertakings in recent years for this section is the proposed development of the harbor at Cape Lookout on the North Carolina coast, with construction of a railroad from the Cape to points upstate with connections with existing trunk lines, according to information here from officials and citizens who have had the plans under advisement for the last six weeks.

A meeting will be held here at 2:30 o'clock Thursday afternoon in city hall for the purpose of organizing the necessary companies and plans. Delegations will be present from a number of sections in this region, which have already been visited by promoters, with the assurance that the various sections stand ready to subscribe their quotas and perfect the organization.

Immediately thereafter the company, to be called the Tidewater Syndicate, recently incorporated in this state, will set about making surveys of the district acquiring rights of way and inspecting the port at the Cape. The building of the railroad will come later, as soon as possible.

Counties that will probably send representatives to the meeting here Thursday will be Carteret, Craven, Jones, Onslow, Duplin, Wayne, Sampson, Lenoir, Harnett, Wake, Guilford and Wilson, as these and others will be affected.

The proposed railroad from Cape Lookout upstate would be the realization of a dream of Senator F. M. Simmons, of this city, and other leaders who have endorsed the project. The chamber of commerce has been working on the proposition for some time.

The proposal to develop the harbor at Cape Lookout, with direct rail facilities to points upstate, is the result of a visit made here several months ago by J. Spencer Smith, of New York, president of the international Port Authorities association, who came here under the auspices of the chamber of commerce.

Mr. Smith studied conditions in this part of North Carolina, saw vast possibilities for water development and sent here the men who have promoted the railroad plan. He stated that Cape Lookout had undoubtedly one of the best potential harbors on the entire coast. He will probably be here for the meeting Thursday.

Other officials, such as General Jadwin, chief engineer of the War Department, who have also visited the section have also enthusiastically praised local conditions. Capt. Lookout is said to be nearer various important stations than other prominent harbors. Vessels from the Gulf and Panama, enroute to Europe are said always to look for the Cape light, before turning farther in at Norfolk for supplies or repairs.

The Cape will make an excellent shipping harbor, it is said, as well as repair and fueling station. A large breakwater was started there some years ago by the federal government. Freight rates on articles going upstate should also be very much cheaper via the proposed state railroad rather than over the inter-state railroads now used. The plans are being considered here with much interest.

YOUNG MEN FROM EAST GRANTED LAW LICENSES

Carteret county had several successful applicants for law licenses at the recent examination held by the Supreme Court. Besides Mr. Hall in the western part of the county two young men from the east were also granted the privilege of hanging out their shingles. Mr. Lemuel H. Davis, son of Mr. and Mrs. Denard Davis and Mr. Julian T. Gaskill, son of Mr. and Mrs. Norman Gaskill of Sea Level passed the examinations successfully and creditably.

CHANGE IN HOUR OF SERVICE

Mr. J. P. Harris, Pastor of First Baptist church, wishes to announce that the hour of the evening service Wednesday and Sunday, has been changed from eight o'clock to 7:30. B. Y. P. U. will be held at 6:30 instead of 7:30.

Mrs. Chas. Norcom of Greensboro here for a few days last week visiting relatives.

CITIZENS ARGUE FOR INSIDE ROUTE

Need Of Making Safe Route To Cape Lookout Stressed At Hearing

The public hearing in regard to the deepening of a channel from North River via Back Sound to Lighthouse Bay mentioned in a previous issue of the News took place Friday afternoon at the county courthouse. A number of men from Harker's Island, Beaufort and elsewhere were present. Major W. A. Snow, U. S. District Engineer of Wilmington and H. T. Patterson, Assistant Engineer of New Bern conducted the meeting.

Congressman Charles L. Abernethy attended the meeting and besides giving his own reasons in favor of the project called on a number of those present to express their views. Among those who spoke favorably of the proposal were Messrs. William Henry Guthrie, Cleveland Davis and Charles Davis of Harker's Island, Ray Wooten of Kinston, J. H. Potter and W. G. Mebane of Beaufort. The principal argument made in favor of the new channel was that it would be a great advantage to the fishermen. It was also stated that it would be a great convenience to the lighthouse and coast guard people. The fact was brought out that a good many tourists and sportsmen go to the Cape and that if an inside route could be had that this number would be increased very materially. In stormy weather it is almost impossible to get to the Cape by the outside route.

The cost of making the channel could not be given with much exactness but a rough estimate of \$20,000 was mentioned as being sufficient. This would provide a channel 60 feet wide and six feet deep. The engineers made a record of what was said at the meeting and in due time will make their report to the Washington office. If the matter is reported favorably by the engineering department then an effort will be made to get an appropriation from Congress for the work.

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HENRY EUBANKS LOSES HIS LIFE

Run Over By A Truck Monday. Died Yesterday In The Morehead City Hospital

Mr. Henry Eubanks who was injured by one of the county trucks at Smyrna Creek bridge Monday afternoon died in Morehead City Hospital Wednesday morning. His body was brought to his home in Beaufort yesterday afternoon and was interred there this afternoon in Ocean View cemetery.

When the accident happened Mr. Eubanks was behind the truck stooping over to check up one of the wheels. Linwood Styron was the driver of the truck which was loaded with a pile driver. Mr. Eubanks was knocked down and run over by the machine. His skull was fractured, right shoulder and collar bone broken, left shoulder dislocated and besides this he was injured internally. Notwithstanding the serious nature of his injuries the unfortunate man was conscious for about an hour. He was brought to Beaufort and given first aid treatment by Dr. C. S. Maxwell and was then taken to the hospital. The physicians had very little hope for his recovery and were surprised that he lasted as long as he did. Mr. Eubanks was 50 years old. He is survived by his widow and three sons, Ivey, Dalton and Leman. Mr. C. T. Eubanks is a brother of the deceased. He had many friends in Beaufort and the county who greatly regret his untimely death.

GOOD FARM SOLD CHEAP.

The Alonzo Thomas farm on New Bern road was sold at auction at the courthouse door today for \$13,000. There are 250 acres in the farm and it was sold a few years ago for \$19,500. Dr. C. L. Duncan of Beaufort and W. R. White of Hertford were the highest bidders.

New Steel Cells Being Installed

It will probably be a little more difficult for prisoners to escape from the county jail in the near future than it has been in the past. Workmen are now putting in two steel cells in the jail building that it is thought will keep prisoners there unless they are very expert at getting out. Of course prisoners do escape occasionally from some of the best jails in the country.

The two cells are being installed on the lower floor. They will have room for six prisoners, three whites and three colored. They will be used for criminals of the most dangerous type. The work is being done by the Virginia Bridge and Iron Company, the concern that has the contract for the drawbridges on the State highway bridge.

MRS. E. C. DUNCAN DIES SUDDENLY

Funeral Held Here Yesterday At Methodist Church. Many Beautiful Floral Tributes

The funeral of Mrs. Alma Speight Duncan, widow of the late E. C. Duncan, was held from Ann Street Methodist Church, Wednesday noon, interment was in Live Oak cemetery. Service was conducted by the Reverend J. C. Wooten, Presiding Elder and life-long friend of the deceased, assisted by the Pastor of Ann Street Methodist church, the reverend L. L. Smith. Joint choirs of Beaufort and in the Hour of Trial, Safe in the Arms of Jesus, Peace, Perfect Peace, at the church, and Abide With Me at the grave. Pall bearers were Messrs. Jim Potter, Jr., Will Potter, W. A. Mace, J. A. Hornaday, W. P. Smith, John Jones. Honorary pall bearers, Messrs. Hal Potter, J. H. Potter, N. W. Taylor, W. K. Hinnant, Frank Howland, A. W. White, J. A. Rand, H. C. Jones, A. J. Cooke, Joseph House, A. K. Darden, C. A. Clawson and E. D. Martin. The many and lovely floral offerings were charge of Mrs. Chas. Haffell, Mrs. John Dill, Mr. D. M. Jones and Mr. W. T. Delamar.

The death of Mrs. Duncan came as a shock to her many friends and relatives in the State. She visited friends in Raleigh this summer and seemed to be in improved health. Mrs. Duncan has been living in Boston since 1920, removing to that city after the death of her husband, Mr. E. C. Duncan, in 1919.

Mrs. Duncan was an accomplished musician, having studied at Syracuse University and at the New England Conservatory of Music. She was a charter member and first President of the Twentieth Century Club, and was Vice-President of The Raleigh Women's Club. Mrs. Duncan was a member of the Methodist church and was always actively engaged in the work of the church. She was possessed of a charming personality and had a wide circle of friends.

Mrs. Duncan was the daughter of Mr. and Mrs. William H. Speight of Fremont, and was descended from one of the oldest and most distinguished families in the state. She is survived by her mother, and by one sister Mrs. Albert S. Barnes, wife of the Superintendent of the Methodist Orphanage, Raleigh, and by a number of nieces and nephews, two stepsons, William B. and Charles Duncan.

Relatives and friends from out of town attending the funeral of Mrs. Duncan were: Mrs. W. H. Speight, Reverend and Mrs. A. S. Barnes, Miss Maude Barnes, Mr. and Mrs. Wm. B. Duncan, Mr. Charles Duncan, Mr. and Mrs. John Duncan of Raleigh, Mr. J. B. Hooks, Miss Lorinda Hooks, Mrs. Sid Foreman, Mrs. Georgia Foreman, Miss Eunice and Allie Foreman, Miss Maude King, Mr. and Mrs. F. D. Crowson, Mrs. L. A. Raney, Miss Cora Thompson, Mrs. B. G. Thompson, Goldsboro, Mr. and Mrs. Chas. L. Abernethy, Mr. and Mrs. W. F. Ward, Mr. and Mrs. E. L. Lashley, New Bern, Mr. R. S. McGeachy, Kinston, Mr. and Mrs. J. C. Wooten, New Bern, Mrs. J. L. Bryan, Wilson, Miss Matt Dodson, Mrs. John Aycock, Rocky Mount, Mr. Arch Darden, Stantonsburg, Mr. Bert Darden, Wilson, Mrs. C. D. Hooks and Miss Best, of Fremont.

PERMITS TO WED.

Two marriage permits have been granted this week by Register of Deeds R. W. Wallace. They were to: Herbert Jackson, Havelock and Dorothy Russell, Beaufort. Guy Dixon, Morehead City and Kathleen Salter, Davis.

Mr. and Mrs. T. B. Morrison of Asheville are guests of the Davis House.

A Party of Farmers Have A Fine Trip

Monday August 22nd a party of twelve farmers accompanied by myself, left Morehead City at 5 A. M. in a Reo school truck, which was borrowed from the county board of education. Our route had been planned carefully, but delays caused by engine trouble the first day out, caused us to have to vary from our original plans.

We went from Morehead to Raleigh, from Raleigh via Durham to South Boston, Va., the first day and night. After leaving South Boston Tuesday morning we drove to Lynchburg arriving there at 1:30 in the afternoon. Owing to the fact that we hadn't had any sleep the night before we decided to remain in Lynchburg until Wednesday morning. We left Lynchburg Wednesday morning and drove to New Market, Va., and stopped for the night. That was a very pleasant day, as we crossed over the Blue Ridge mountains and through a part of the Shenandoah valley. We were all very much impressed with the beautiful fruit and livestock in the valley. Alfalfa was seen growing on all farms, with beautiful clover and blue grass pastures. Dairy herds were seen on practically every farm from Stanton, Va., to Washington, D. C. We also saw some beautiful herds of beef cattle; most of these were Hereford and Red Pole with a few herds of Aberdeen Angus and Short Horn.

We passed through Clark county, Va., where so many thorough bred horses are raised. We were informed that this county has more registered horses than any county in the United States save one county in Kentucky. We were told that one farm in this county had six hundred brood mares on it.

The one thing that impressed us most was the farm houses and surroundings found along our route. Most of the homes were very attractive and showed up as well as our best residences in the eastern part of North Carolina. The dairy barns were modern and practically all of them had been newly painted.

At New Market, Va., we went thru the Endless Caverns, a cave two and one half miles long. This was very interesting to most of us, as none of the party had ever been through a cave before.

The fourth day was spent in making the journey from New Market to Washington, D. C., arriving in Washington at 1:30 Thursday afternoon. While in Washington we camped in the Washington tourist camp. We were furnished tents, cots, water and lights at a cost of ten cent per day. Friday morning we hired a sight seeing guide and spent the entire day sight seeing in and around Washington.

On account of our limited time we didn't visit any of the Government farms as we had planned to do.

Saturday morning August 27 we started on our return trip, coming via Richmond and Petersburg to Weldon, arriving there at 6:30 P. M. We spent the night there and left Sunday morning via Rocky Mount and Greenville to New Bern in Morehead City at 3:30 P. M.

The following were members of the party: J. P. Thomas, T. L. Piver, Capt. J. S. Pigott, J. W. Alligood, H. M. Carraway, Louis Dickinson, C. G. Gaskill, J. H. Whitehurst, Hugh Overstreet, C. T. Whitehead, T. C. Oglesby, Will Lorton, Geo. York.

HUGH OVERSTREET, County Agent.

FORMER RECTOR HERE DIES

The News is in receipt of information that the Reverend Frederick Nash Skinner died on the 17th of August. Mr. Skinner was the rector of St. John's, John's Island, Trinity, Edisto and Grace Chapel, Rockville, S. C. For six years Mr. Skinner was rector of St. Paul's church in Beaufort and is held in high regard by many people here who knew him.

FISH ARE BITING WELL SO SPORTSMEN SAY

Fish are biting pretty good now and sportsmen have been having considerable fun lately. A nice catch was made Sunday afternoon by Messrs. Oscar Duncan and R. G. King near the Morehead City draw when they caught 25 large trout. One of these caught by Mr. Duncan weighed 7 1/2 pounds. The total catch weighed 75 pounds. A good many nice catches have been made by various persons on the North River bridge this week.

Mr. and Mrs. Charles White, Mr. and Mrs. William White and Mr. Bob Green of Greenville, spent the week end in Beaufort guests of Dr. and Mrs. G. W. Lay.

Better Dock Facilities At Pier One Are Needed

Attorney General D. G. Brummitt will be requested within a few days to take immediate action toward the restoration of port terminal facilities at Morehead City, it was learned yesterday. The request will be presented by I. M. Bailey, attorney for the Corporation Commission, acting on behalf of the State Transportation Advisory Commission, which has made extension investigation into the matter.

The investigations were made by a sub-committee composed of John W. House, Wilson; Chas. G. Yates, Greensboro, and M. O. Blount, Bethel. The sub-committee conferred with the Carteret County Port Commission, created by the last legislature to look into the feasibility of reestablishing dock facilities at Morehead City.

The end desired by the Transportation Commission is to build a new deep water pier at Morehead City to the new 25-foot channel dredged by the U. S. Government and connecting with the Norfolk and Southern Railroad. This, it is contended, would give a large part of North Carolina advantage of low water freight rates that it does not now enjoy.

Investigation made by the sub-committee reveals that prior to September 1, 1904, when the Atlantic and North Carolina Railroad was taken over by the Howland Improvement Corporation, a deep water pier existed, but since that date it has been allowed to run down until now it is valueless.

The rights of the Howland Corporation in the A. & N. C. since have been leased by the Norfolk and Southern. The Transportation Commission was informed by President Chas. S. Wallace, of the A. & N. C. that he would cooperate in reestablishing the docks.

Members of the commission were told by Maj. W. D. Snow, U. S. District Engineer at Wilmington, that the Government would be reluctant to spend any more money in the Morehead harbor unless it was shown that tangible use was being made of the new channel.

At present Morehead City has no deep water connections with the railroad.—(Raleigh News & Observer.)

COUNTY SCHOOLS GETTING READY

Teachers Have All Been Secured. Will Hold Examinations On September 5th.

Practically all vacancies in the Carteret County Schools are filled. Final plans are being made for the opening of schools. The Carteret County Handbook is about ready for print. This book contains an outline of the plans for the work of the year and thus serves as a unifying agency for the county schools.

One new school building is being erected at Portsmouth. Pupils from three of the adjoining districts will be carried to the White Oak School. Pupils from five districts will be carried to the Beaufort Graded School.

This arrangement will give these pupils the advantages of a larger school. All pupils in the county have the advantage of an eight months school term and that is helping to bring Carteret County to the front in education.

County schools will probably not open until September 19th, but examinations will be given by the county supervisor at her office on September 5th at nine o'clock, for those pupils who failed to be promoted in the spring and have studied during the summer to prepare for these tests.

CARTERET COUNTY MAN GETS A LAW LICENSE

CHAPEL HILL, Aug. 27.—Among those recently granted license to practice law was Clarence Windley Hall, the son of Mr. and Mrs. J. S. Hall of Newport, N. C. Mr. Hall though yet only a youth has already received his A. B. degree from the University of North Carolina, and will receive his LL.B. next June with the senior law class of which he is president. Mr. Hall is president of the Law School Association, Student Editor of the North Carolina Law Review, and has one of the highest scholastic records ever made at the University Law School. He was formerly president of the Carteret County Club at the University, and is a member of the international legal fraternity of Phi Delta Phi.

Dr. C. N. Mason of Harlowe was here Wednesday as a business visitor.

CROP STATISTICS ARE MADE PUBLIC

Information Secured In May And June Is Now Available For Farmers

By FRANK PARKER (Agricultural Statistician)

RALEIGH, N. C., Aug. 26.—The Department of Agriculture is offering quite a contrast to the Federal Census enumerations. Whereas the Department of Commerce usually requires about two years to release its Census enumeration reports, the State Department of Agriculture is releasing the 1927 farm data secured through the tax lists in May and June in its August Farm Forecaster, just off the press. The Crop Reporting Service of the Department is making every effort to complete and distribute to the agricultural workers of the State this year's information so that the farmers and those interested in the farmers' welfare may be better informed about the present crop prospects in relation to previous years.

President Coolidge said recently, "Reasonable and orderly production must precede orderly marketing. The successful farmer must keep himself posted months in advance concerning the probable production of the various kinds of crops and livestock during the coming season as well as concerning the requirements of the market." We must come to recognize this as a fact and we should realize that agricultural statistics are the agency for securing this information. Manufacturers have long found such information essential in the safe and economic operation of their business.

The six counties to be first completed are Davidson, Edgecombe, Henderson, Surry, Sampson and Union. Comparable acreage data for 1926 and 1927 are shown in table form. All of the principal crops and important productive items on farms are included. Yields, productions, values and such information are not included for the simple reason that this information is not yet available, but will be secured in due season at harvest time, and where crops are sold, so that the particular type of information will be largely representative of actual conditions.

The acreage information alone cannot possibly be speculative until the State figure is completed late in the fall. The production cannot be known until the fall yields are available. The price information is collected in December, so that the complete report, which farmers object to, cannot be known until practically all of the crops are harvested and largely sold. This information could be very helpful towards more safely planning for next year's crops.

Some interesting comparisons are noted in studying the acreage for this and last year.

Take care of your brood sow during the periods of flushing, gestation and farrowing and she will take care of you by farrowing large litters.

TIDE TABLE

Information as to the tides at Beaufort is given in this column. The figures are approximately correct. Some allowances must be made for variations in the wind and also with respect to the locality, that is whether near the inlet or at the heads of the estuaries.

High Tide	Low Tide
Friday, September 2	
11:20 A. M.	5:24 A. M.
11:51 A. M.	6:02 P. M.
Saturday, September 3	
12:03 A. M.	6:07 A. M.
12:39 P. M.	6:56 P. M.
Sunday, September 4	
12:55 A. M.	6:57 A. M.
1:35 P. M.	7:56 P. M.
Monday, September 5	
1:57 A. M.	7:53 A. M.
2:37 P. M.	8:58 P. M.
Tuesday, September 6	
3:03 A. M.	8:52 A. M.
3:37 P. M.	9:58 P. M.
Wednesday, September 7	
4:05 A. M.	9:51 A. M.
4:34 P. M.	10:52 P. M.
Thursday, September 8	
5:01 A. M.	10:49 A. M.
5:27 P. M.	11:05 P. M.