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The Highway Bridge Is Open To-Day

State Highway Bridge An Accomplished Fact

Great Concrete And Asphalt Structure, Costliest In The State Is Now Finished Except For A Few Minor Details. After Nearly Two Years Work And An Expenditure of \$750,000 Eastern And Western Parts of County Are United By Splendid Bridge.

(By HENRY C. LAY)

Perhaps the biggest and most important undertaking to be carried out in Carteret County has been realized in the completion of the Causeway and Bridge connecting Beaufort With Morehead City, better known as the Morehead City-Beaufort Bridge. The whole project cost the county and state, in round numbers \$750,000.00 dollars, and took the greater part of two years to bring it to completion. Large sums of money have been spent before in the county, but not as large a sum on a single undertaking.

Now that the bridge is a realization and not a dream, full advantage should be taken to use it as an important accessory in the upbuilding of friendship between the two neighboring town and to bring the rest of Carteret County nearer to the outside world. A total of \$21,330 has been expended on 112 illuminating standards to tell to the world that Morehead City and Beaufort are connected and these lights will light the way from city to city. To illustrate the cooperative feeling existing between the two communities, the electric power to light these standards is being furnished by both of the two cities under the direction of the State Highway Commission.

This mammoth ribbon of concrete that throws itself across Newport river is 2,218 miles in length from the Atlantic Hotel in Morehead City to Ann Street in Beaufort, of which 3,110 feet is actual bridge work and 5100 feet is taken up by the causeway between the two drawbridges. The causeway was thrown up by the hydraulic dredge "Neverest" which is owned by the Coast Construction Company. The County paid for 187,000 cubic yards at 27 4-10 cents a yard. About 27,000 tons of rubble stone were used in forming rip-raps at the ends of the Causeway to prevent washing.

Sanford Brooks of Charleston, South Carolina completed the work on the bridge proper, while the superstructure and steel work was done by the Roanoke Iron and Bridge Works of Roanoke, Va.

In order to get a good foundation for the draw spans and to get valuable information about the condition of the bottom, many test piling were driven across both channels of Newport River. After this work was up, actual work on the bridge foundations was started; 427 untreated piles were driven in clusters to form the foundation under the four bridge piers. 285 precast concrete piles ranging in length from 25 to 62 feet were also driven to complete the foundation of the bridge. In the pier foundation and the bridge itself 1,200,000 pound of reinforcing steel were used to hold together 8,860 cubic yards of concrete.

Between the huge concrete pillars and the floor of the bridge 11,270 were placed and 10,700 pounds of galvanized steel were used in the bridge also. The roadway on the bridge was constructed of Kentucky Rock Asphalt and it took 5,535 square yards of this material to complete the job. The wearing surface on the draw spans was constructed of creosoted timber with wood blocks on top. The four draw spans required 17,000 board feet of the former and 400 square yards of the latter.

The two drawbridges have two draw spans each that are operated by electrical machinery costing \$34,500 dollars. This machinery is housed in four copper covered houses that were built at the cost of 10,000 dollars. Part of the machinery is used to operate the draw spans and the rest is used to keep the pier pumped out. Each pier is hollow down to a certain distance and forms the cavity into which the counter weight is lowered, when the draw spans are raised. The structural steel that is contained in the draw spans weighs 560,000 pounds. Taken all in all the total weight of the machinery comes up to 96,000 pounds.

Such is the bare bridge with all (Continued on page seven)



HON. FRANK PAGE
Chairman State Highway Commission

FOUR MARRIAGE PERMITS GRANTED THIS WEEK

Four marriage licenses have been recorded recently at the office of Registrar of Deeds, R. W. Wallace. They were to:

- Andrew J. Bell and Rosebud B. Davis, Morehead City.
- Thos. Garner and Agner Earl Conner, Newport.
- Raymond L. Simmons and Bettie Jones, Newport.
- Jurney Conner and Nadine Taylor, Beaufort.

Veteran Sea Captain Resumes Old Trade

After operating the Elektrik-Maid Bake shop here for several months Captain G. S. Hancock has decided to return to his first love—the sea. He left yesterday for Mobile, Alabama where he will take command of the 10,000 ton steamer West Gotump-ska. The vessel belongs to the United States but is leased by the Mobile Steamship Line. She will sail shortly for Bremen, Germany.

Captain Hancock had been in the employ of this company for a number of years before coming to Beaufort. His family lives at Marshallberg in this county. Captain Hancock has made many voyages across the Atlantic and if his luck holds good he expects to make a good many more. He says life ashore does not suit him and he is glad to be at sea again.

Mrs. I. H. Spain Dies After Long Illness

Mrs. I. H. Spain of Newport News, Va., died Sunday afternoon at the residence of her parents Mr. and Mrs. P. D. Garner on Cedar Street. Mrs. Spain had been in poor health for three years past and had recently spent several months at Black Mountain hoping to improve. Mrs. Spain was an estimable woman and her death is greatly regretted by all her friends and acquaintances.

Mrs. Spain was 36 years of age. She is survived by her daughter Mrs. T. J. Fix of Newport News, two sons Harold and Roy, her parents Mr. and Mrs. Garner and sisters Mrs. B. A. Bell, Mrs. J. R. Ball, and Mrs. J. T. Smith. Mrs. Spain was a member of the Methodist church. The funeral was conducted at the home by Reverend L. L. Smith pastor of Ann Street Methodist church and Reverend J. P. Harris pastor of the First Baptist church. The interment was in Ocean View cemetery. Many beautiful floral tributes were sent by sympathetic friends.

SPECIAL EDITION NEWS MAY BE HAD AT OFFICE

A considerable number of extra copies of this issue of the News has been printed. As long as they last they will be sold at five cents the copy. A good many persons have already asked that copies be reserved for them. Some wish to send them to friends and others wish to file a copy for future reference. Those who wish copies of the paper should let the fact be known as early as possible.

A NEW HOSPITAL WILL OPEN SOON

The Potter Emergency Hospital Will Be A Well Equipped Institution

The people of Beaufort will soon be able to enjoy the benefits of a good hospital located in their own town. Of course the doors of the hospital will be opened to any who may wish to enter no matter where they live. The name of the new institution is the Potter Emergency Hospital. It occupies the second story of the new Potter building on Front street next door to the post-office.

The new hospital will be under the management of Dr. C. S. Maxwell and Dr. F. E. Hyde but will be owned by a corporation. Any physician in the county will be at liberty to bring medical obstetrical cases there and treat them in the hospital. It may be that some of the churches or other organizations may arrange to endow a few beds for charitable cases.

The Potter Emergency Hospital is not very large, it will have 10 beds, but it is well equipped. The rooms are bright and attractive looking. The operating room is large, enough well lighted and equipped with all the necessary appliances. Modern electrical apparatus, including the X-ray machine has been provided. A diet kitchen will furnish necessary nourishment for the patients. Competent nurses and other help will be in attendance. The building will be steam heated. U. S. Coast Guard men and docters in Government service will be eligible for treatment. Most of the furniture and equipment has been installed and it is expected that on or about December 15th the hospital will be ready for service.

MEETING OF BIBLE CLASS.

On the evening of November 1, the Ruth Bible class of Ann Street Methodist church had its regular monthly meeting. Quite a few were present.

New business was discussed and many plans were formulated for more interesting and efficient work.

After the business, a social hour was enjoyed which included many attractive contests and games. Misses Virginia Howe and Katherine Seig will have charge of the December meeting. Let's have a large number present and an interesting program.

Mrs Jullia Bell Died On Monday Afternoon

Morehead City, Nov. 22—The death of Mrs. Julia Bell occurred here Monday afternoon at 3 o'clock. The end was not unexpected as Mrs. Bell had been failing in health for the past year.

She was born at Davis, N. C. April 14th 1853. She was the daughter of Mary Eliabeth and Gilford Gaskill who moved to Morehead City where she was eight years of age.

She was married at nineteen to Daniel Graham Bell. To this union were born 10 children, five of whom are living. The deceased has been a member of the First Baptist church and was a devout member. She was beloved and respected by everyone and her gentle and sweet disposition endeared her to all alike.

To mourn her loss are three daughters, Mrs. Mary Henden, with whom she made her home, Mrs. Wm. M. Webb, Mrs. Jack Neal of Beaufort and Dr. John Bell and D. G. Bell, nine grandchildren and four great-grand-children.

The funeral was held at three o'clock at the First Baptist church with Rev. J. B. Willis of Hamlet, her former pastor, officiating.

The choir of the city churches furnished the music with Mr. Theodore Webb as organist. The interment was made at Bay View cemetery with the choir singing several selections. Many lovely floral tributes attested the esteem in which the deceased was held. The local chapter of the United Daughters of the Confederacy of which the deceased was a faithful member attended the funeral in a body and bore the floral tributes to the cemetery to surround her last resting place. Many out of town relatives and friends were in attendance at the funeral.

The pall bearers were as follows: Honorary—A. H. Webb, Sr., L. L. Leary, C. S. Wallace, H. C. Davis, G. L. Arthur Sr., Jas. Willis, J. R. Bell, W. J. Hales. Active—D. B. Willis, R. T. Willis, Alvah Hamilton, J. T. Willis, Bud Davis, R. C. Fodrie, N. R. Webb, E. H. Gorham.

HUNTERS KILL DEER

Mr. Arthur J. Burgett and Mr. J. Stanley Mitchell, from Ohio, spent the past week at Buck Head Lodge hunting. During their stay they bagged a very nice buck, and left very favorably impressed with the surroundings and the town.

It's not over seas flying, but underseas flying that's fatal.—Dallas News

MANY WILL CROSS TWIN CITY BRIDGE ON OPENING DAY

No Formal Ceremonies Marked The Opening Of Great Structure NOT QUITE FINISHED YET

The highway bridge was opened this morning, Thanksgiving Day, at six o'clock. At least that was what the News was told yesterday and presumably the program was carried out. There were no blare of trumpets, no beating of drums and waving of flags for the bridge opening. In fact no formality of any kind will attend the event. It is expected though that several thousand cars will roll across the bridge between the hours of six in the morning and midnight at which time the draws will be raised. As it is a holiday many people will be at leisure and wanting to go somewhere and too the oyster roast at Davis is expected to draw a crowd. A good many from Beaufort and the county have gone to Chapel Hill to attend the Virginia-Carolina football game and a considerable number of those used the bridge this morning.

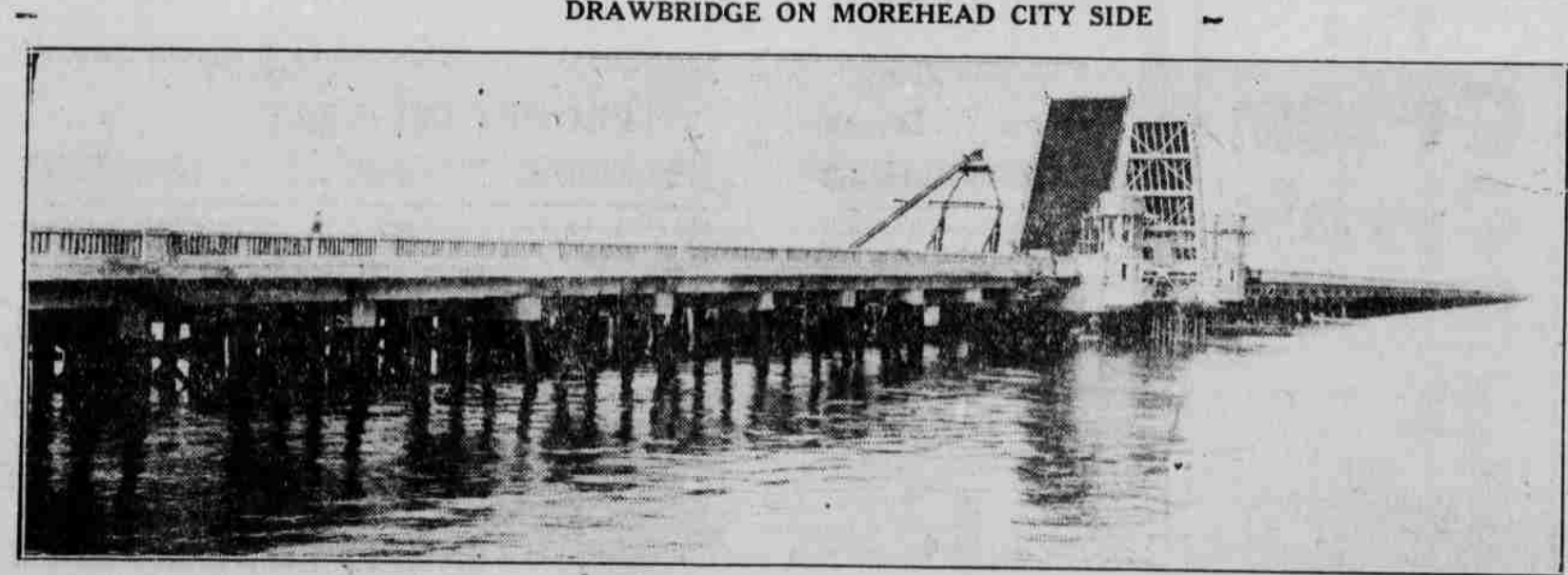
The News understands that it will require about four more working days to finish putting the top surface on the roadway. If the weather is favorable the work should be done by Tuesday afternoon any way. Of course the shoulders to the roadway have to be fixed, the lamp posts erected and possibly a few other details attended to. The drawbridge tenders have been selected and will soon be on the job regularly. It is reported that there were 204 applications for these positions. David Wade of Morehead City was selected as general superintendent of the bridge. At the western end C. N. Hobbs and E. T. Webb will look after the draw. On the eastern side J. E. Gillikin and Roy Hall will hold down the job. The men will work in twelve hour shifts.

Colored Fisherman Dies On Menhaden Vessel

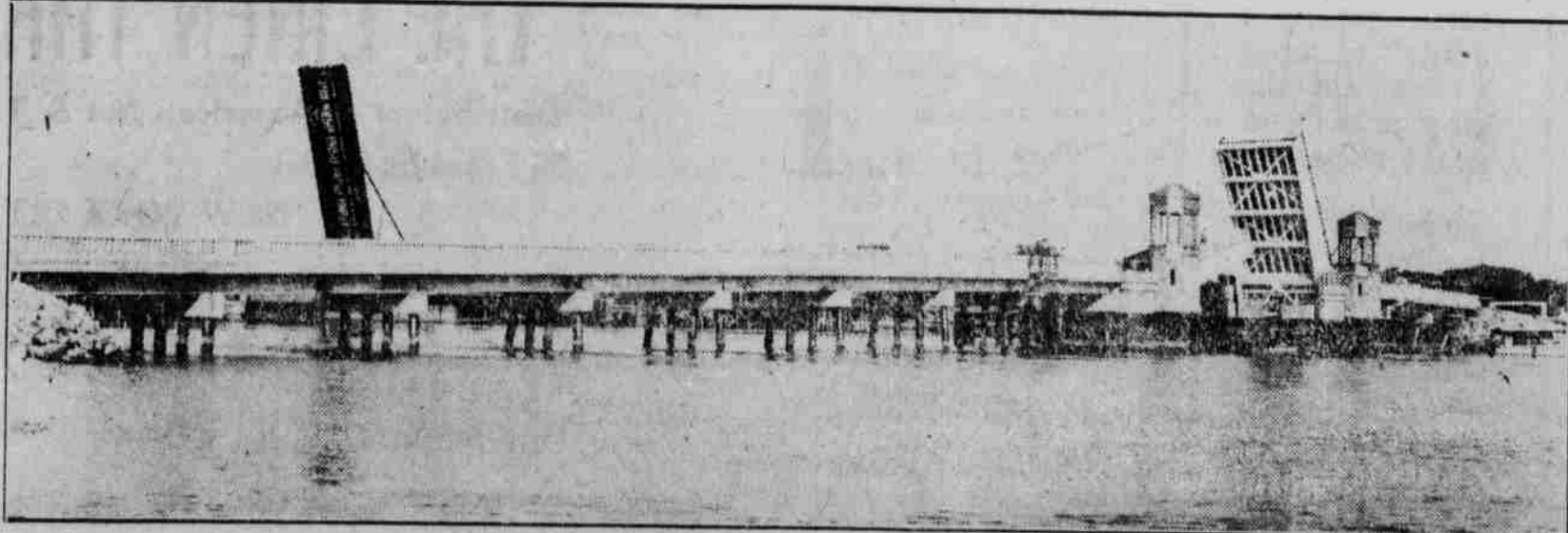
George Copes young colored man who was a member of the crew of the Charles S. Wallace died at sea Monday at 12:30 p. m. The Wallace was cruising for fish in the ocean off Core Banks Coast Guard Station when the man died. He died very suddenly and it is supposed that acute indigestion was the cause of his death. The Wallace came in with her flag flying half mast. Within the last eight or ten years two men have been drowned while on fishing trips but this is the first instance recalled of a natural death on board a fishing vessel.

Mr. and Mrs. N. W. Nelson returned Sunday from Charleston, S. C. where they had spent several days.

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, Nov. 25	
8:19 A. M.	1:49 A. M.
8:41 P. M.	2:37 P. M.
Saturday, Nov. 26	
8:52 A. M.	2:24 A. M.
9:16 P. M.	3:16 P. M.
Sunday, Nov. 27	
9:27 A. M.	3:03 A. M.
9:54 P. M.	3:56 P. M.
Monday, Nov. 28	
10:06 A. M.	3:44 A. M.
10:37 P. M.	4:40 P. M.
Tuesday, Nov. 29	
10:53 A. M.	4:31 A. M.
11:05 P. M.	5:29 P. M.
Wednesday, Nov. 30	
11:30 A. M.	5:25 A. M.
11:46 P. M.	6:20 P. M.
Thursday, Dec. 1	
12:31 A. M.	6:29 A. M.
12:48 P. M.	7:16 P. M.



DRAWBRIDGE ON MOREHEAD CITY SIDE



DRAWBRIDGE ON BEAUFORT SIDE