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NUMBER 41

A. & N. C. Has Never Asked Norfolk Southern Receivers About Renting Local Tracks

Rail Officials in Norfolk Told Beaufort Citizens That A. & N. C. Had Never Approached Them To Talk About Renting Trackage of Beaufort And Western Leading From Morehead City To Beaufort

HAVE NOT PROTESTED

Neither Have A. and N. C. Nor State of North Carolina Protested to I.C.C. About Proposed Abandonment of This Route by Norfolk Southern.

The highest official of the A. and N. C. Railroad has stated repeatedly that he was doing everything he could to save Beaufort's railroad. Just what he has done is not clear in the mind of this writer at the present time because in Raleigh a Beaufort delegation learned a few days ago that the State nor the A. and N. C. had filed any protest to the application for abandonment on the part of the Norfolk Southern. And then a delegation to Norfolk this week was informed that neither the A. and N. C. officials nor State officials had approached them to determine just what rental basis or working conditions could be worked out.

If President Luther Hamilton of the A. and N. C. has done one solitary thing for Beaufort in connection with the keeping of her railroad, his written statement will be featured in type on the front page of the Beaufort News next week. President Hamilton has stated repeatedly that he was doing and would do everything he could in the behalf of Beaufort and her railroad.

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To Stop Ferry Service For Period of 3 Days

On account of necessary repairs, we will take the Harkers Island ferry out of service after the noon trip on Wednesday, October 9th. The ferry will be placed back in service in time to begin the regular schedule with the first trip on Saturday morning, October 12th, according to Roy J. Hart, district engineer of New Bern.

When the schedule is resumed on October 12th, the following schedule will be followed:

Lv. H. Island	Lv. Gloucester
8:00 A. M.	9:00 A. M.
12:00 Noon	1:00 P. M.
3:45 P. M.	4:30 P. M.

BOY SCOUT MEETING

Beaufort Boy Scouts will have an important meeting in their club room on Monday night, October 7, and Scoutmaster Charles Skarren urges all members to be present.

HAND-OUTS MUST BE CURBED SAYS ROGER BABSON

Famous Statistician Warns of Run-Away Prices Resulting From Hand-outs; Consumers Feeling Pinch of Rising Living Costs

Babson Park, Mass., Oct. 4—The outlook for business per se in the months to come is good. Nearly every indicator points to a new recovery high for industrial production within six months. There are, however, several tremendous problems which face business. Among these I am most concerned over the relief issues and the related problems of reckless spending, the unbalanced budget, and rising taxes.

Union Wage: On Government Jobs
In the past I have severely scored the Administration's spending policy. I believe that it is not only endangering public credit; but that it also is undermining certain "old-fashioned" virtues such as industry and thrift and encouraging such habits as indolence and carelessness. No one should be allowed to suffer for want of food, clothing, and shelter. We have, however, reached a point in our government's finances when common-sense

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Beaufort Turtles In Washington



These Little Fellows Traveled A Long Way

First an old she-turtle came up on the beach to lay some eggs. Roy Eubanks made a photograph of the eggs which appeared in the News & Observer, taking up almost a half page space. Then Capt. Charles Hatsell brought the eggs to the U. S. Bureau of Fisheries and re-planted them in warm sand of a terrapin pen. Several weeks later about 40 hatched. Charles E. Jackson, assistant commissioner of U. S. Fisheries was here at the time. (He is the fellow who gave an illustrated lecture at the Rotary Club recently) Mr. Jackson carried a batch of the babies back to Washington, where they were photographed with his secretary, Miss Margaret Williams (the above picture) and then the picture was printed in the Washington Star. Several of the turtles are still in an aquarium and on display at the U. S. Fisheries Laboratory museum on Pivers Island—the very brothers and sisters of those in the above picture. Everyone is welcome to pay the babies a visit. (Photo printed through courtesy, Evening Star, Washington, D. C.)

RAIL OFFICES TO BE IN MOREHEAD

Morehead City was selected as the site for the general offices of the Atlantic and North Carolina railroad by the operating committee of the board of directors at a meeting in La-Grange Monday. The offices will be located in the Paragon building.

William Dunn, Sr., of New Bern, one of the committee, unalterably opposed Morehead as the general office headquarters but his views in that respect were voted down two to one by other members namely: U. M. Gillikin, Goldsboro and J. Y. Joyner La Grange.

One newspaper headline this week indicated that the A. and N. C. would begin independent operation on November 15. But it was learned today from a reliable source that it might be a few days later before actual operation under A. and N. C. management begins. Mr. Crowell, general manager of the railroad stated early this week that he was not ready to announce his personnel of assistants, but it was learned today that E. W. Dozier, Atlanta has been made traffic manager; O. E. Langer of Maine, general auditor and H. V. Shattuck, Vermont, Chief Clerk.

"SCOTTY" GOES TO SCOTLAND
"Scotty" Magee, Tidewater Power Co.'s employee sailed today from New York aboard the S. S. Majestic to Scotland on two months vacation.

PREACHES HERE FRIDAY AFTERNOON

Bishop Kern, a resident of Greensboro comes to Beaufort from Kinston where he will preach for the morning conference Friday. At 3:30 o'clock Friday afternoon, he will preach for the six charges making up the eastern end of the District. These charges include Morehead City, Newport, Straits, Atlantic, Ocracoke and Beaufort. Services will be held in the Beaufort Methodist church and the public is invited to attend. Following the services he will meet the officers and teachers of the Sunday schools of the six charges.

Bishop Kern is a brilliant theologian and an interesting speaker. Rev. C. T. Rogers pastor of the Beaufort church says: "It is important for the good of our church as well as our selves to be present."



Bishop Paul B. Kern

Port Terminal Work To Begin Before November First, Says Mr. Beaman

Covering The WATER FRONT

By AYCOCK BROWN

THE CHISLUM, 205 Foot barge which lay at anchor about a quarter of a mile north of the Morehead City draw on Newport River for two or three days this week passed southward through the Beaufort draw early this morning with a tug along side and apparently, plenty of room to spare. The Chislum hails from Philadelphia and is owned by the Southern Transportation Company of N. J. It was reported earlier in the week that this vessel had wired the War Department protesting about the closed railroad draw on the Morehead City side. There was some speculation about whether the cutter Pamlico could get through the draws on this side. She passed through with about 15 feet clearing space on either side. The Pamlico is 30 feet wide, the Chislum is 32.

WHAT SEEMS STRANGE to a great many people is the fact that the railroad draw on the Morehead City side went out of commission with a broken pivot on the morning of the port terminal letting and 10 mornings before the date the ICC will set a hearing for the proposed abandonment of this 3.17 miles of track that we have been fighting to retain. Any body can look at that draw and readily see that it is an antique type but why couldn't this trouble have happened say last year or next year or anytime except at this particular time?

SOMEONE HAS SAID that Mr. H. P. Crowell, executive vice president and general manager of the A. & N. C. stated that he would not have the

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Contract for Building Terminal Awarded T. A. Loving Company of Goldsboro Whose Bid Was Lower Than Ten Other Firms From New York To New Orleans

DREDGE CHANNEL SOON

General Manager Beaman Expecting Notification From Washington Immediately, Stating That War Department Will Start Dredging of Channel Leading to Terminal Site

T. A. Loving and Company of Goldsboro was the low bidder for the construction of Morehead City's port terminal Tuesday when bids were opened and tabulated in the sun room of Edgewater Club. The bid was approximately \$370,000. M. R. Beaman stated by telephone today that several copies of the contract were just about ready to be sent to Dr. Herman G. Baity, of Chapel Hill for his signatures before the final award of the funds. Mr. Beaman further stated that work on the construction of the terminal would, in his opinion, be underway by November 1.

Over 100 persons hoping to get sub-contracts for their firms crowded into Edgewater sun-room as the bids were tabulated by Major H. H. Allen of the J. E. Griner Company of Baltimore. And present at the meeting was C. W. Mengal, chief examining engineer of the PWA in North Carolina, personally representing Dr. Baity who could not be present.

Ten firms were bidding, three of which were from North Carolina. Quite a large number of representatives of small firms were present, hoping to be awarded a part of the work by the low bidder.

Edgewater Club was praised highly by those present for the letting and the lobby was a busy scene on Monday and Tuesday.

DUNN RESIGNS!

In a letter to Governor Ehringhaus William Dunn Sr., resigned as director of the A. N. C. railroad and is reported to have suggested M. R. Beaman, general manager of the Port Commission as his successor, to aid the coastal scheme to "interlock" the port development and railroad management.

MARRIAGE LICENSES

Thomas E. Elliott and Amy Lou Adams, Newport.
Hinkley Salter and Adeline Frost, Newport.
Jesse F. Sanderson and Edna Louise Hancock, Morehead City.
Lummie Cottle and Sybille Eborn.

TIDE TABLE

Information as to the tides at Beaufort is given in this column. The figures are approximately correct and based on tables furnished by the U. S. Geodetic Survey. 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	Friday, Oct. 4	Low Tide
11:41 a. m.		5:37 a. m.
12:15 p. m.		7:02 p. m.
	Saturday, Oct. 5	
12:34 a. m.		6:45 a. m.
1:12 p. m.		8:07 p. m.
	Sunday, Oct. 6	
1:39 a. m.		8:05 a. m.
2:18 p. m.		9:09 p. m.
	Monday, Oct. 7	
3:01 a. m.		9:21 a. m.
3:28 p. m.		10:07 p. m.
	Tuesday, Oct. 8	
4:05 a. m.		10:29 a. m.
4:34 p. m.		11:01 p. m.
	Wednesday, Oct. 9	
5:08 a. m.		11:32 p. m.
5:31 p. m.		
	Thursday, Oct. 10	
6:03 a. m.		11:53 a. m.
6:25 p. m.		12:29 p. m.

Drum Inlet Can Be Made Permanent At Small Cost

Beaufort Grid Stars Defeated Ayden Team In Close Game Friday

With outstanding plays on the part of Chadwick, Brooks and Beveridge last Friday afternoon in Ayden, Coach Dellinger's 'Sea-Dogs' were victorious but only by a small margin. The game was played in Ayden and the score was 7 to 6.

In the first quarter Ayden made five of their total of eight first downs pushing the "Sea-dogs" against the wall, but the local team did not give up but fought their way back to the middle of the field. During the second quarter, Ayden staged another touchdown drive only to be stopped very close to the goal line. Beaufort got the ball and failed in the punt which was blocked by Satterwaite of Ayden and received over the goal line for a touch down.

The second half of game started with both teams playing about even, neither gaining any headway, but in the fourth and final quarter, Brooks and Beveridge go the ball and saw-sawing down the field it was finally taken across by Brooks for six points. The field was muddy and playing was difficult, losing the ball several times to be recovered each time by hte punt blocking by Chadwick and Cardwell. Beaufort threatened to score several times, and won only by making their point after touch down, which Ayden failed to do, thus giving a margin of one in the final score.

Electric Lights For "Down East" Soon

Tidewater Power Company has started the construction of the rural electric line which eventually will serve all the communities of Eastern Carteret county. Most of the right of ways have been granted the firm but a few people are still holding out against allowing the power lines be extended across their properties. An official of Tidewater stated that these difficulties would be iron out soon, and that it was possible lines would be in operation within a short time.

In Letter to Editor of Beaufort News Senator Josiah Bailey Gives Some Pertinent Facts About Drum Inlet and its Relationship to Village of Atlantic.

The village of Atlantic will prosper and expand if Drum Inlet, reopened through Core Banks during the September storm of 1933 is made permanent by government engineers. If government engineers ignore this inlet it will in all probabilities close again before many years or continue to be of little service to navigation interests because of the lack of deep water.

Senator Josiah W. Bailey has been very much interested in Drum Inlet and hopes to make it permanent with government money. In a letter to the editor of this newspaper, Senator Bailey says that he "town of Atlantic is directly related to Drum Inlet and the fishing interests"—but read the complete letter. It follows:
"The town of Atlantic is an important town from many points of view. It is directly related to Drum Inlet and the fishing interests and the game interests in a large section. It does not have deep water at its dock or against its shore line. The engineers at Washington have calculated that it will cost only \$10,000.00 to get this down to deep water necessary, and they have further estimated this will be worth \$7,500.00 a year. I know of no better investment for the Government to make and no more worthy local enterprise. I am glad to say the engineers have approved the project, and I think the matter of getting the proper depth of water right up to the shore line is only a matter of time.

As for Drum Inlet, it was reopened by the storm of September, 1933. It was opened for a wide space and too for an unusual depth. The opening of this inlet tends to produce clams, scallops and also to bring large numbers fish into the Sound. Moreover, it makes it feasible to have fishing for commercial and sporting purposes in the Atlantic. I wish this inlet to be

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