

U. S. Engineers Announce Vast Improvements In Coastal Waterways Projects Of Carteret County

Official Beaufort Contends Bridge Must Serve The East

Mayor Reluctantly Appears In Print

He Gives Official Beaufort's View

"EDITOR'S SUCCESS STIMULATES EGO"

Mayor George W. Huntley speaking for "Official Beaufort" relative to the Harkers Island-Mainland bridge matter, reluctantly appears in print this week, which he terms as necessary because he claims the "interpretation of the action of Official Beaufort is misleading." The Beaufort News published in its last week edition under the caption "Town Board Criticized For Failing To Take Action On Island Bridge Proposal" the statement that public opinion favored the construction of a bridge from the mainland at Lenoxville Point to Harkers Island, and not from Straits as proposed.

Judging from Mayor Huntley's letter the matter in question is not to build a bridge to serve the people of Harkers Island alone, but all of the people in the various communities of East Carteret County. However, this is clearly pointed out in Mayor Huntley's letter. The reference to the editorial comments and about the Editor should also be of interest to a great many people, possibly all readers of this newspaper, who share his opinion.

The letter of Mayor Huntley which the editor of Mayor Huntley which it published in full.

The Beaufort News will welcome additional communications, relative to the proposed bridge to Harkers Island. The text of Mayor Huntley's letter follows:

Official Beaufort's Answer To A Caption

Dear Aycock:

Your offer of front page display to those not agreeing with your Harkers Island Bridge ideas appreciated. Although reluctant to appear in print, it is deemed necessary because your interpretation of the action of Official Beaufort is misleading.

Beaufort's business position is established by the supporting back country, Cedar Island, Atlantic, Williston, Stacey, Sealevel, Davis, Smyrna, Marshallberg, Gloucester, Straits, Otway, Bettie and Harkers Island. All contribute patronage to Beaufort business. All of these communities plus Beaufort are more or less interested in having a bridge between Harkers Island and the mainland. What is good for our supporting territory is good for us. A bridge between the Island and the mainland will be an asset, but no matter where placed it will benefit some section more than others.

The Highway Commission in its present proposed improvements have coupled up the Harkers Island Bridge with road improvements for Straits, Gloucester and Otway. This program for road and bridge improvements has been advocated by progressive citizens of Harkers Island and the other communities for the past four years tentative surveys were made on bridge sites eighteen months ago detailed surveys were made four months before the ferry accident that some credit as having precipitated the present controversy. What the individual citizen of Beaufort does is one thing, but to ask Official Beaufort to take sides in the present matter for one community against another, both of whom are Beaufort supporters would show at least poor business judgement.

The Highway Commission advises the writer that they have worked out an improvement program in keeping with every dollar they can obtain for the proposed improvements that have long been needed by the respective communities. Further than this they cannot go at this time. Therefore it was the opinion of the Official



WHAT HE asserts is the viewpoint of Official Beaufort relative to the Harkers Island-Mainland bridge controversy is given in a clear cut manner by Mayor George W. Huntley in a letter to The Editor which will be found printed elsewhere in this edition. Mayor Huntley stated that he reluctantly entered print, but it is deemed necessary because of the interpretation of the action of Official Beaufort, appearing in a news story last week. The Beaufort News will welcome further letters of comment relative to the bridge question, because it is the intention of this newspaper to give a comprehensive coverage of a matter which we believe to be of utmost importance.

C. G. Gaskill Writes On C. of C. Resolution

Dear Mr. Brown:

It being generally known in Eastern Carteret County that I am and have been for several years one of the Directors of the Beaufort Chamber of Commerce, your statement that the Chamber unanimously endorsed the Lenoxville proposal of Harkers Island Bridge has proven very embarrassing to me.

I attended no meeting and upon inquiry I do not find any other director who knew of a meeting. Don't think you should have done that.

As most of my business comes from Eastern Carteret County I

Covering The Waterfront

By AYCOCK BROWN

BEAUFORT will experience a boom in less than a month now. The boom will be made possible by the arrival of the Menhaden Fishing fleet from northern ports. Already in port and active are a number of boats which form the fleet that serves Beaufort Fisheries and the plants located in Morehead City. Biggest fleet of all will be the boats which fish for the J. Howard Smith interests here. Last year Mr. Smith's local plant, The Fish Meal Company, had 19 boats in its fleet. About the same number will be here this year.

SINCE LAST winter, Beaufort Fisheries has made considerable improvements at their plant. One of the most noticeable from the Lenoxville Road is the new scrap house. Inside the plant much new equipment has been added. One of the principal improvements, perhaps, is the automatic fuel burning furnaces, which eliminates the old method of firing with coal.

NEW EQUIPMENT is also being installed at The Fish Meal Company in West Beaufort. The operation of this plant has certainly been an economic asset to Beaufort and surrounding com-

ISLAND FERRY ON DRY DOCK FOR REPAIRS

Will Go Back In Service Late This Week

DAVIS SAID IT WAS REVENGFUL

The Gloucester-Harkers Island Ferry was taken out for semi-annual examination and repairs on Monday, October 16. Roy J. Hart, District Engineer for the S. H. & P. W. Commission in a letter to the Beaufort News stated that the ferry is taken out twice a year to examine the hull and repair it, and that it was hoped it would be back in service by late today (Thursday).

Earl Davis, leading proponent of the Lenoxville-Harkers Island bridge route was in town on Monday.

NEW FERRY SCHEDULE

(Effective Autumn 1939)

Lvs. Harkers Island	Leaves Gloucester
8:00 A. M.	9:00 A. M.
12:30 P. M.	1:30 P. M.
4:30 P. M.	5:00 P. M.

Night Schedule: (Saturday Only—Except Emergency)

Leaves Harkers Island	9 P. M.
Leaves Gloucester	10 P. M.

day and told local persons that in his opinion the ferry had

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S. S. VAPPER HASSAILED

The Estonian freighter S. S. Vapper which arrived at Morehead City on September 9, and waited four weeks to begin loading scrap iron for a port in the United Kingdom, sailed Wednesday with a partial cargo for Portland where loading will be completed. Capt. Oscar Laas was master of the vessel.

Achievement Day Program Set For Thursday, Oct. 26

Carteret County's Federation of Home Demonstration Clubs Achievement Day will be held at the Courthouse here (Beaufort) next Thursday, October 26, it was announced today by Miss Margaret Clark, Home Agent. An invitation to the general public to attend the program which starts at 10:15 o'clock has been extended by the Federation. The program follows:

Song: America; Welcome: Mrs. K. W. Wright, secretary, Wiregrass; Response: Mrs. J. Rumley, president, Beaufort P. T. A.; Minutes and Roll Call; Mrs. Leslie Gillikin; 4-H Club Report, Mrs. W. G. Simpson, County 4-H Leader; Service Club Report; Miss Arcecia Wiley; Project reports: County Leaders.

The foregoing part of the program will be followed by the best club report of the county; the club song of the Federation, "A Song of the Open Country"; a made-over dress revue and Greetings from Mrs. Estelle T. Smith, District Home Agent. This will be followed by "We're On The Upward Trail," a song.

Following a luncheon, the afternoon session will begin with a 4-H Team Demonstration "Dishwashing" by Hilda Carraway and Amanda Congleton; Recreation by Clubs; Presentation of Prizes and awards by J. Y. Lassiter, County Agent and the Installation Service by Miss Clark, Home Agent.

Messrs. John and James Moore, who have been patients at Potters Emergency hospital for the past several weeks are greatly improved and will soon be discharged.

The Beaufort News Is Giving Readers Magazine Section

At a considerable cost to the publisher but at no extra cost to subscribers and advertisers The Beaufort News goes 12 pages this week with the addition of a four page Magazine Section. This is being done with the thought in view that many of our rural subscribers receive no other newspaper to keep up with national and international affairs. In addition the Magazine Section is filled with up to the minute news pictures, fashions, weekly analysis of War News, household news, recipes, moving picture and radio news, a full page of comics and an exciting dramatic serial by Talbot Mundy. This four page Magazine section will be a regular weekly feature of The Beaufort News in the future.

JUDGE PARKER PRESIDING AT OCTOBER TERM

Heavy Docket For Roanoke Rapids Jurist

A rather heavy docket faced Judge R. Hunt Parker when Superior Court convened here Monday. Several cases had been disposed of up until the time we go to press today, but a few criminal actions were still to be tried. The judicial dignity shown by the presiding jurist has greatly impressed those attending court. With Solicitor Dave Clark of Greenville prosecuting, majority of cases tried have been ended with a verdict of guilty.

Two cases have attracted unusual attention during the week. (Continued on Page 8)

C. of C. Directors Meet Monday Nite

C. L. Beam, president of the Beaufort Chamber of Commerce, has called a meeting of the Board of Directors for Monday night, October 23, at 7:30 o'clock. The meeting will be held at Miller Furniture Company. Directors of the organization are urged to be present. Officials and directors of the Chamber of Commerce include: C. L. Beam, president; Dr. H. F. Prytherch, Paul Jones, G. M. Paul, Dr. Chadwick, W. H. Taylor, Dr. C. D. Maxwell, R. Hugh Hill, Jacob Miller, R. W. Saffir, C. W. Britton, G. W. Huntley, C. G. Gaskill, Aycock Brown and Mrs. W. I. Loftin.

Weekly News Analysis

by Joseph W. La Bine

Gives our readers each week a comprehensive report of the important, verified happenings in war-torn Europe, and in our own country.

You can rely upon it as being authentic, free from the countless unconfirmed rumors and from the propaganda with which European nations are flooding us.

Quote it as your source of information regarding the activities of the war.

read it each week

LOCAL CHURCH TO CELEBRATE ANNIVERSARY

First Service At St. Paul's Was In 1857

During the week beginning Monday, November 13, the celebration of the eighty-second anniversary of the first service in St. Paul's Episcopal Church will be celebrated here. Each day there will be special services in connection with the observance, it was announced by Rev. E. C. McConnell, who is rector of the parish at present.

In addition to several outstanding Episcopal rectors who will take part in the program of the week, members of the Parish, Church and Auxiliary will take part. The present Parish officers besides the rector, Rev. Mr. McConnell are: C. H. Bushall, R. H. Dowdy, Stanley Woodland, N. W. Taylor, Joseph House, W. E. Adair, Theodore Phillips, George Eastman and Alonza Thomas.

The program follows: Monday, 13, 8 P. M., Evening Service, Rev. L. M. Fenwick, preacher; Tuesday, 6 P. M., Supper for Women of the Parish, served by the Men; 8 P. M., Evening Service, Rev. J. A. Vache, preacher; Wednesday, 8 P. M., Evening Service, Rev. A. C. D. Noe, preacher; Thursday, 6 P. M., Supper for Men of Parish, served by the Women; 8 P. M., Evening Service, Rev. J. R. Rountree, preacher; Friday, 8 P. M., Evening Ser-

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British Ship Arrives Loaded With Liquor

New York, Oct. 16.—Carrying 709 passengers and 40,000 cases of Scotch liquor, the British liner Cameronia, camouflaged and armed, slipped into New York harbor today.

Capt. G. B. Kelley reported an uneventful voyage from Glasgow. He said the crossing was made without a convoy, but with constant contact with ocean patrols conducted by the British.

The passengers included 52 Polish and Czech survivors of the Athenia disaster who were bound for Canada to work on farms and 246 Americans.

C. of C. Organized In Morehead City

Business and professional men of Morehead City met early this week and organized a Chamber of Commerce with the thought in view of bringing new industries and enterprises to the ocean port city. Thirteen firms at the organization meeting agreed to pay \$5 initiation fee and monthly dues of \$2. In comparison The Beaufort Chamber of Commerce has as its dues only 50 cents monthly.

PTA To Sponsor Hallowe'en Party

The PTA of Beaufort School will sponsor a Hallowe'en Carnival in the Gymnasium on Friday night, October 27. The public is cordially invited to attend the event which will be similar to those presented during previous years. The Carnival will start at 7 o'clock. Prior to that time the PTA and Home Economics students will serve dinners from 5 o'clock in the afternoon.

MR. AND MRS. W. E. ADAIR IN RALEIGH WEDNESDAY

Mr. and Mrs. W. E. Adair were in Raleigh Wednesday attending the Floral Convention which convened there this week. They returned home today.

The many friends of John Parker will be glad to learn that he is showing good improvement at Morehead City hospital where he is a patient.

Drum Inlet And Core Sound Dredging Begins Next Week

Major George Gillette Gives Details of Inlet Traffic; Postoffice Pier, Surveys Core Sound and Seafood Industry In A Series Of Moving Pictures

Major George Gillette, District Engineer, of the United States Engineer Office of Wilmington, has announced that dredging of Drum Inlet will commence the 26th of this month. The Atkinson Dredging Company, of Norfolk, Virginia, was the low bidder for the work and will commence operation with the "Northwood," a 16-inch pipeline dredge operating with maximum capacity of 5,000 cubic yards per day.

He Is A Friend To Coastal Section



MAJOR GEORGE Gillette, U. S. District Engineer, was interviewed recently by The Beaufort News editor relative to all waterway projects planned for Coastal Carteret. It was not the thought of The Beaufort News to give a story on any individual project, but everything in Beaufort and Eastern Carteret waters. The story is published elsewhere in this edition. Major Gillette is not centering his efforts for waterway improvements in any one section, but for the entire North Carolina coast. With the support of such men as Congressman Graham A. Barden, Lindsey Warren and Senator Bailey, Major Gillette is doing an exceptionally fine job.

The engineers estimate that the total amount of material to be removed between Core Sound and the water edge of the Inlet will be 525,000 cubic yards and that the job will be completed and the Inlet opened to a depth of 12 feet, about March first. Concurrently with this announcement the Engineers also announced that work will commence on the week of the 23rd of this month to restore project depths to all waters in Core Sound from the beginning of Pamlico Sound, Beaufort Harbor and including the Channel connecting Back Sound to Lookout Bight, popularly known as Barden Inlet. The Norfolk Dredging Company was low bidder for this work. They will use their dredge Alice, she is a 12-inch pipeline dredge with a maximum output of 4,000 cubic yards per day. The Engineers estimate that the job will be completed by December 31.

TO CHECK TRAFFIC OF BARDEN INLET

Commencing October 20 and running through the end of fishing season the U. S. Engineers will place a force of men at the entrance to Barden Inlet working throughout the day and night checking all boats passing in and out of the Inlet. It has been realized by the District Engineer as well as the people who use the Inlet that this is one of the most important connections between the Sound and the Ocean on the entire Atlantic Coast. To substantiate this fact the Engineers propose to determine accurately how many boats pass in and out daily and the size of the boats using the channel.

May Have Bulkhead At P. O. Ready Dec. 15

The District Engineer, who assisted materially in the cooperative efforts with the local people and the Post Office at Beaufort, states that the pier and park in front of the Post Office at Beaufort, states that the Engineers propose to make this fill upon completion of the dredging in Taylors Creek. This should be about December 15. In the meantime, the Post Office Department had been notified by the Engineers to have the bulkhead in readiness to receive the material when the dredge arrives opposite the Post Office.

Core Sound Activities

The Engineers have been very active in the waters of Core Sound and those adjacent to Beaufort during the past several months in surveying, making studies of tides, erosion work and studies that will enable them to cooperate effectively with the North Carolina Department of Conservation and Development and governmental agencies in such matters as the preservation of fish and other seafood products and wild fowl.

A survey of the effects of tides and currents on Barden Inlet was recently completed under the direction of First Lieutenant Frederick B. Ball, Jr., who is Military Assistant in the Wilmington office. The Engineers report that this investigation will enable them to more accurately plan for the preservation of this channel which is of such great importance to the fishing industry of Eastern North Carolina. They expect the study will enable them to maintain the channel permanently with a minimum of cost for maintenance. Thus far the maintenance work has been excessive due to the fact that the difficulties of the channel were unpredictable and had to be largely of the "cut and try" method. (Continued on Page 8)

TIDE TABLE

Information as to the tide at Beaufort is given in this column. The figures are approximately correct and are 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 head of the estuaries.

HIGH	Friday, Oct. 20	LOW
1:25 AM.	7:54 AM.	
1:56 PM.	8:39 PM.	
Saturday, Oct. 21		
2:27 AM.	8:57 AM.	
2:57 PM.	9:31 PM.	
Sunday, Oct. 22		
3:35 AM.	9:56 AM.	
3:59 PM.	10:20 PM.	
Monday, Oct. 23		
4:31 AM.	10:49 AM.	
4:51 PM.		
Tuesday, Oct. 24		
5:18 AM.	11:06 AM.	
5:35 PM.	11:36 PM.	
Wednesday, Oct. 25		
5:59 AM.	11:48 AM.	
6:16 PM.	12:23 PM.	
Thursday, Oct. 26		
6:38 AM.	12:29 AM.	
6:55 PM.	1:05 PM.	