

Local, State Officials To Set Bridge Opening

Good Corn Crop Damaged Heavily

The date for the opening of the new bridge to Atlantic Beach will probably be decided today.

R. Markham, division engineer for the second highway division, will inspect the bridge and meet with local officials to set the date for the opening of the bridge.

George W. Dill, jr., mayor of Morehead City, and Alfred B. Cooper, mayor of Atlantic Beach, are co-chairmen of a committee planning a gala celebration to mark the opening of the bridge.

The decision on the bridge was to have been made last Thursday, but Mr. Markham reported he could not make the necessary inspections and tests because of the winds and rains that came in advance of the hurricane.

Governor William B. Umstead will be invited to cut the ribbon officially opening the bridge. Many other state and national officials will be invited to participate in the ceremonies.

Present plans call for the erection of a speaker's platform on the Morehead City approach to the bridge where the ribbon will be cut. Several brief speeches will be made by officials and dignitaries attending the celebration.

The Beaufort band will play at the ceremony and tentative plans call for band concerts during the afternoon. A luncheon for all guests at the ceremony will be given at the Heart of the Beach.

Beach merchants are sponsoring a free street dance that night from 8:30 to 12:30 to be interrupted by a mammoth aerial fireworks display at 10 o'clock which will climax the entertainment.

Committees of beach merchants have been appointed and are working on the preparations so that the celebration can be held whenever the highway commission gives its notice that the bridge may be put in operation.

Plans for the bridge started in 1950 with the actual construction starting in the fall of 1951. The T. A. Loving company of Goldsboro was the general contractor on the bridge which cost the state more than \$1 million in bond funds.

Restoration of Telephone Service Finished Monday

The Carolina Telephone and Telegraph company finally completed restoration of its service in the county yesterday, four days after Thursday's storm.

The area which went the longest without service was the north side of Arendell street in Morehead City. Telephone service in this area was disrupted shortly before noon on Thursday when underground cables became soaked with water. Most of the service was restored in the area by 5 a.m. Sunday and the repairs were completed yesterday morning.

L. A. Daniels local manager for the company, said that the underground cable, containing 400 pairs of lines became soaked by the heavy rains which fell Thursday and had to be replaced with a new cable on Bridges street. Splicers finished installing the new cable yesterday morning.

Toll circuits, which had been out since the height of the storm, were restored late Friday afternoon. Telephone service in Beaufort, which had gone out gradually during Thursday afternoon, was also restored late Friday.

Mr. Daniels said that there was only one time Thursday afternoon when the entire county was without telephone service. He said that there was service on the south side of Arendell street during most of the period. With the exception of the north side of Arendell street, most local service was restored Friday. The manager said that there may be some scattered trouble which has not yet been reported.

Mr. Daniels said that damage to company lines and equipment was heavy but he has not yet been able to make an accurate estimate of the amount of the damage.

When the storm struck, Mr. Daniels called for help from other company offices and extra men and equipment were sent in to assist with the restoration of service. Not all of the extra men were working at any one time, but a total of 20 extra men and ten extra trucks supplemented the six men and three trucks stationed in Morehead City. The extra men and equipment came from Fayetteville, Rocky Mount, New Bern and Washington.

Equipment shipped in included water pumps, blowers and extra cable which were used in restoring service in the northern part of Morehead City.

CP&L Action Clears Damage

To meet the storm threat and clean up damage in its wake, the Carolina Power and Light company sent nearly 100 men to Carteret county Thursday, Friday and Saturday.

"I've never seen anything like it," said George Stovall, district manager for the utility. "We had line crews running out of our ears."

The major trouble was near Cherry Point. Two poles just outside Cherry Point were pushed over during the storm shorting the line and cutting off all power to Morehead City at 7:22 Thursday night. Trees falling across the line to Beaufort put it out of commission at 5:32 but Beaufort was then tied to the Morehead City line.

Two trees also caused breaks on the Morehead City line. Mr. Stovall said that the pole trouble at Cherry Point was largely caused by the fact that the rain in recent weeks had softened the earth and the anchors on the poles did not hold.

Four crews were dispatched to Morehead City before the storm struck and three crews and two radio cars were sent soon after the storm struck. Ten more crews and two radio cars came in Friday morning, four crews late Friday afternoon. Approximately 300 miles of line were affected by the storm. The company used airplanes to patrol much of the line looking for breaks. Two broken poles on the Beaufort line were discovered from the air. Cars and crews came from points as far distant as Southern Pines, Dunn, Clinton, Kinston, Wilmington, and Wallace.

Mr. Stovall reported that damage to the company's property in the storm was very slight. The line break at Cherry Point prevented short circuits which might have burned transformers throughout the county later in the storm, he pointed out.

Power was restored to Morehead City at 5:17 Friday morning and the line to Beaufort was cleared at 7:35 Friday night. Prior to that time Beaufort was fed from the Morehead City line. By Saturday morning, Mr. Stovall said that almost all of the damage in the county had been repaired.

Repairs were hampered by the failure of telephone communications, he said, which meant that consumers could not report breaks to the Morehead City office.

Many of the line crews worked a full day Thursday, then were called out and worked all night and through Friday until 4 o'clock in the afternoon. Mr. Stovall expressed great satisfaction with the work and the fact that no men suffered injuries during the hazardous work.

On Friday H. B. Robinson and Joseph Richards, vice-presidents of the company, and W. R. Doar, distribution engineer, all of Raleigh, came to Morehead City to help in the operation. Other company officials were T. H. Hall, division superintendent, Roger Stuart, division line supervisor, Bill Hayes, division engineer, and N. E. Everson, division right of way inspector, all of Wilmington.

In the absence of telephone communications the line crews were directed by radio from the Morehead City office.

Carolina Beach Youth Saved By Officers Seeking Boats

LeRoy Paitte, 17-year-old Carolina Beach youth, was rescued Sunday afternoon by two marine captains looking for rowboats after being lost and presumed dead as a result of Thursday's hurricane.

The boy's ordeal included more than 18 hours floating in the water, followed by two days' exposure as he waited on a bombing target near the Point of Marsh for possible rescue.

"I kept telling myself, 'I'll make it if it's the last thing I do,'" Paitte told his rescuers.

Young Paitte's near miraculous rescue came long after the search for him had been given up. During that search, Capt. Joseph R. Boen, Cherry Point air-sea rescue helicopter pilot, spotted some abandoned rowboats near a target and Sunday afternoon, he and Capt. Walter S. Catlow took a Cherry Point boat to see if they were salvageable.

By accident they stumbled onto Paitte and took him back to the air station. The rescue came none too soon, since Marine Corps reservists at Cherry Point have been practicing their bombing since yesterday morning.

Thursday afternoon when the hurricane struck, Paitte was aboard a powerless 42-foot boat being towed from Norfolk to Carolina Beach by Carl Winner, party-boat operator. The hawser between the large craft and winner's smaller towing boat snapped during the storm and the youth's ordeal began.

Soon after the rope parted, Paitte told rescuers Sunday his boat sank and he was in the water floating on a hatch cover. About noon Friday he spotted the target area and was able to work his way to it.

During the three-day period, Paitte ate raw crabs and a tin of K-ration jelly. When he was checked at the air station his general condition was reported as good except for the inevitable effects of exposure.

His mother, Mrs. Exie Paitte, was hospitalized in Wilmington soon after she had been informed that her son was missing and presumed lost. Paitte was taken to Wilmington Sunday night.

He told Marine Corps officers that he saw the helicopters searching for him Friday but was unable to attract the attention of any pilot.

Engineers Office Move Opposed by State Board

The state Board of Conservation and Development meeting in Raleigh Friday voiced protest against a proposal to abolish the Army engineers office in Wilmington and consolidate with others in Norfolk.

The district office of the corps of engineers has been in Wilmington for 69 years. Governor William B. Umstead joined the board in passing a resolution asking that the office be kept in Wilmington.

It is the only agency of the federal government interested in North Carolina's extensive water resources, it was pointed out.

Closing the office would be detrimental to the state, the resolution said. Eric Rodgers, a member of the board, emphasized that North Carolina has a greater mileage of inland waterways than any other state with more inlets and navigable rivers with which the engineers are particularly concerned.

At the special meeting of the board conditional approval was also given to the terms of a contract with the New York engineering firm of Carson, Brickerhoff, Hall and MacDonald for a survey of eastern counties to inaugurate a program of development of the state's inland ports. The approval was given after the proposal was broadened to include industrial potential.

Thirteen-Man REA Crew Restores 390-Mile Line

Working around the clock, a 13-man crew from the Carteret-Craven Electric Membership corporation restored service to most of the 390 miles of power lines by 8 p.m. Saturday.

The REA crews, working without any outside help, began work at 6 a.m. Friday and worked steadily until 2 a.m. Saturday. After a few hours of sleep, the crew began work again and worked until 8 p.m. The crews went out again Sunday to make scattered repairs and went out yesterday morning to patrol the lines.

W. C. Carlton, manager of the coop, said that most of the trouble was caused by falling trees which broke lines. He said that there were very few instances of wires being blown down.

The damage to the coop's lines was found in Merrimon, South River, Harlowe, Mill Creek, Crab Point, Newport and the various communities along Bogue sound. The most extensive damage was in the Cherry Point-Havelock area where there were more trees down than in any other spot in the coop's service area. Mr. Carlton said that there were six trees down across

Atlantic Postal Job Still Open

Due to an insufficient number of applications, the Civil Service commission has extended the deadline for applying for the post of Atlantic postmaster until Aug. 25.

All applicants must have resided for one year in Atlantic. The office is a third class post office and the pay is \$3,400 per year.

Postmasters at third class offices have personal custody and care of the stamp stock and all funds, they personally keep and submit all accounts, supervise one or more employees, and must be familiar with all the work of the office.

A written test will be held in New Bern to screen applicants. The background of applicants must show that they can meet and deal with the public effectively and that they are reliable citizens who would command the respect and confidence of the patrons of the post office.

Applicants must also show that their experience and training have provided them with the ability to maintain simple records of accounts or records of comparable difficulty or have provided them with a knowledge of postal procedures.

The written examination will consist of two parts. The first part of the test will include 80 questions of a general nature covering verbal abilities, practical judgment, and arithmetic applied to practical problems. The second part of the test will consist of 45 questions on post office management. These questions call for application of official instructions to common problems arising under them.

Applications should be sent to the Civil Service Commission, Washington 25, D. C.

Old-Time Residents Say Storm 'Only Mullet Blow'

Residents of Carteret county who had taken elaborate precautions against Thursday's first storm of the season were wondering Friday morning what had happened to the promised hurricane. Most of them saw little damage from the high winds which had been expected to cause extensive damage Thursday night.

For most people of the Morehead City-Beaufort area, recovering from the effects of the hurricane meant only clearing away a few fallen trees and limbs which littered some streets and yards or mopping up water which had collected during the driving rain.

Few people suffered any extensive damage to property during the storm and there were no casualties in the county. Most of the damage consisted of shingles torn from roofs and only a few scattered places reported any heavy damage. The greatest annoyance for most people was the interruption of utilities services during and after the storm.

The reaction of many residents was that the threatened hurricane had not turned out to be much of a storm. Several old-timers, when asked what they thought about the storm, said, "What storm? We've had more wind than that in mullet blows."

The worst of the storm struck in Morehead City and Beaufort between 5 and 6 p.m. about three hours before it was expected. The storm reached its peak at about 5:30 when high winds swept through both towns. Driving rains which accompanied the wind obscured vision and made travel almost impossible.

There are no instruments in the Morehead City area for measuring wind velocity, but it was estimated that the wind at the height of the storm never exceeded 80 miles per hour and was probably less than that. Winds at Cherry Point reached 80 miles per hour when the indicator blew down. It had been predicted that winds at the center of the storm would reach about 120 miles per hour.

Many Leave

After the worst part of the storm had passed Morehead City, it was still believed that even more severe winds would strike at about 8 p.m. Many people who had weathered the early blow left and headed inland in an effort to escape the rest of the storm.

Winds increased in velocity at about 8 but did not reach the intensity of those at 5:30. Strong winds continued, however, until early Friday morning. Those who left to go inland said that they ran into the storm again in the vicinity of Cherry Point and Havelock.

After passing over the Morehead City-Beaufort area the storm continued inland to Newport, Cherry Point and Havelock. At New Bern the storm headed north along the coast of North Carolina and Virginia. Heavy damage, especially to crops, was reported in several eastern Carolina counties.

High winds and heavy seas accompanied the storm as it passed over the Virginia coast and Chesapeake bay. Gale winds were also reported in Maryland and Virginia.

As the storm continued up the coast it turned more out to sea. It passed the eastern tip of Long Island Friday night and continued along the New England coast. Southeastern New England was buffeted by gales and abnormally high tides from the fringe of the storm.

The heaviest damage in Morehead City was at the Yacht Basin where two cement block walls were blown out of the side and back of a boat storage shed. The roof supports and the roof of the structure were left standing.

Car Demolished

One of the falling walls demolished a car which had been parked beside the building. The car was almost completely buried under the pile of cement blocks and shattered glass.

A trailer owned by Warren Styron, dock master at the basin, was also damaged by one of the falling walls. One end of the trailer was crushed when the wall fell on it. Mrs. Styron, who was in the trailer at the time, escaped uninjured.

Television antennas and signs were also blown down by the northeast winds which struck the Yacht Basin at about 5:30. None of the expensive boats moored at the basin dock or in the damaged shed were damaged during the storm.

The most extensive damage in Morehead City was confined to the area around the Yacht Basin in the northeast end of the city. Trees and light and telephone lines were down on several blocks of Bay, Fisher and Bridges streets from

Storm Confuses State Papers

Chamber of Commerce, clerk of the recorder's court, and booster.

After Barbara passed us, she flirted with the idea of improving the fair city of New Bern by removing the Trent river bridge, which must rank high in any "worst bridge" contest. She dropped this idea throwing that inelegant piece of steel back to the highway commission.

When telegraph service was restored, a national press association wired Dan Wade, Morehead photographer, asking for "disaster" pictures. Hard pressed for just a minute, Dan wired back "few tree limbs down."

Finally, to show that she appreciates the appropriate and the dramatic, Barbara blew down the screen at the East Drive-In. The movie for Thursday night was "Trouble Along the Way."

Storm Rains Fishing

Fishermen who tried their luck in waters around Morehead City and Beaufort over the weekend reported almost no luck. Most of them attributed the poor fishing to fresh water left by Thursday's storm. The U. S. Fish and Wildlife service laboratory at Piver's Island reported that the salinity of the water was about half or normal.

their windows and saw frogs — it was raining frogs. According to reliable but unofficial sources, the area around 24th and Bridges streets was covered with thousands of frogs at the height of the storm.

Included in those damage figures was a boat in Lije Piner's shipyard which was almost finished. The waterspout which hit Marshallberg Thursday morning, a little advance notice of Barbara's visit, lifted this boat into the air, transported it several hundred feet, and dropped it very much the worse for travel.

Rumor has it that the boat was being built for Dan Walker, Beaufort's peripatetic philosopher, town clerk, tax collector, manager of the

Tide Table

Tides at Beaufort Bar

HIGH	Tuesday, Aug. 18	LOW
1:18 a.m.	7:31 a.m.	
2:07 p.m.	8:47 p.m.	
Wednesday, Aug. 19		
2:22 a.m.	8:35 a.m.	
3:10 p.m.	9:53 p.m.	
Thursday, Aug. 20		
3:32 a.m.	9:42 a.m.	
4:13 p.m.	10:54 p.m.	
Friday, Aug. 21		
4:30 a.m.	10:49 a.m.	
5:15 p.m.	11:48 p.m.	

Morehead Calls Zoning Hearing

The Morehead City board of commissioners has called a public hearing for Thursday night, Aug. 27, to hear opinions on the zoning of the area recently annexed to the city.

Before the annexed areas were taken into the city the property was not restricted as to zoning regulations. The commissioners are asking that residents and interested citizens attend the hearing so that all sides may be heard.

The area annexed is west and north of the old city limits between highway 70 and the sound westward to the Camp Glenn state property line.

During the annexation campaigns residents of the city south of Arendell street and west of 28th street were particularly anxious that restrictions be placed on the property north of the railroad which was at that time not in the city. They pointed out that property values would plummet if low-grade commercial buildings were constructed directly across the street and railroad from their homes.

The zoning question has assumed importance largely because of the relocation of highway 70 to come down Arendell street. Before the annexation one side of the highway would have been in town and the other side out of town. The annexation now gives the city control of both sides.

The city may zone the property to be used exclusively for residential dwellings, business buildings or industrial locations.

Fire Department Pumps Flooded Beaufort Streets

The large pool of water on the 700 block of Ann street, Beaufort, was finally drained Sunday morning after Beaufort firemen had pumped the water through storm sewers to Taylor's creek.

Mayor Clifford T. Lewis ordered the fire department to begin pumping Saturday morning after receiving requests from residents of the block. Ann street was closed to traffic from Pollock to Marsh and a fire truck began pumping operations at about 9 a.m.

By mid-afternoon, much of the water had been pumped down Marsh street and into sewer lines at Marsh and Front streets. Early in the night, however, it became apparent that the clogged drains could not handle the water and it began to back up into the street almost as fast as it was pumped out.

When the firemen finally ceased pumping operations at about 9:30 p.m., the pool was rapidly reaching its original size. Within an hour, the street was again flooded and the water was reaching almost to the front steps of houses in the neighborhood.

The fire department returned at about 9 a.m. Sunday and resumed pumping operations. By this time the drains had cleared enough to handle the water, and the street was cleared in about two hours. The firemen then began pumping out some of the streets and flooded yards in the northern part of town.

The pump on the truck was operating at about 250 gallons per minute, and more than 200,000 gallons of water were pumped from the street during the approximately 14 hours of operations.

The street had been flooded since Thursday morning when the heavy rain which accompanied the

Old Patrol Boat Hatters Sinks After Hurricane

The only boat reported sunk as a result of Thursday's storm was the old state patrol boat Hatters which went down Saturday afternoon at its dock on Piver's Island.

Vance Fulford, jr., of Beaufort, caretaker of the boat said that it began to leak after the storm and began shipping water faster than it could be pumped out. It is now resting on the bottom in about ten feet of water. The cabin and part of the deck and side are showing above water.