

Dateline: Dhiban

# Pictures Tell Story of Excavation

By DR. JOHN T. BUNN

I read somewhere a long time ago that one picture was worth a thousand words. If so, then this will be quite a lengthy article for here at last are the pictures.

Picture No. 1 gives you a general view of one section of the excavation as well as a mute testimony of the barrenness of the country of Moab as the summer season approaches. The piles of rocks to the right and left of the scene were from the maze of walls and fallen masonry which we encountered while digging.

Each stone had to be lifted from the excavation area, in the center of the picture, and then passed from man to man to the surface. To say the least such a task as this can become quite tiresome after six or seven weeks. If I had Jerry Schumacher over here in this "oven" for a month or so moving rocks, I could make of him a mere shadow of his former self since he's having difficulty reducing.

Picture No. 2 is a typical excavation shot. The character in the center is the writer and to his left is Sheik Sadik. To the right are three basket boys who carry dirt and at the center top is Easa leaning on his pick in a typical WPA pose.

Sheik Sadik and I are scraping dirt from the stones of a wall so that the outline of each stone may be distinct.

Picture No. 3 shows me at one of my favorite pastimes, washing pottery. Each day literally bushels of broken bits of pottery are unearthed. Each piece is washed and then carefully inspected. It is interesting to note that if you count carefully you will see approximately 22 baskets of pottery and about 16 sacks of the same stuff lying around.

After the pottery has been washed then it goes to Dr. Morton (picture No. 4) who records the number of pieces in each basket, the different types, and the location from which it came. Any special pieces such as painted, incised, or unusual are placed in special sacks to be drawn to scale and recorded. All in all, the work tends to be very exacting.

Picture No. 5 is a scene of payday which for the workmen seems to be never frequent enough. In the lower right center you can see one of the workmen with his typical Bedouin knife on his belt. These are wicked weapons with a serpentine blade almost six inches long. You can't see them in the picture but under the folds of their garments each workman has his knife and that goes for the kids you see in the picture.

On the day this picture was taken it was a little over 90 degrees but look at the heavy clothing of the workmen. They have a saying that heavy clothes keep out the cold and the heat. You just can't convince them that they will be cooler with their coats off.

This week is the last week of our work at Dhiban. The past week has been filled with frantic activity in order to accomplish as much as possible before leaving. Our work day for the staff has now increased from 6 in the morning to 11 or 12 at night.

It would be premature as well as ill-advised to attempt any statement now as to the findings of the season. It may take years of intensive study and checking of evidence to unfold the true nature of the results of the excavation, but even at this point we know progress has been made in understanding more of the Biblical background.

It is good to think of coming back home sooner than at first anticipated. But these have been good days filled to the brim with adventure and excitement.

## Home Agent Lists Club Meetings

The schedule of Home Demonstration Club meetings for the coming week has been announced by Mrs. Floy Garner, home agent. It follows:

Tuesday, July 3, the Wildwood Club will meet at 7:30 with Mrs. Janet Ross.

Thursday, July 5, the North River Club will meet at 2:30 p.m. with Mrs. John Felton Jr.

Thursday, July 5, the Broad Creek Club will meet at 7:30 p.m. at the home of Mrs. Rosalyn Russell.

The meeting scheduled for Friday, July 6, by the Bettie Club has been postponed until July 13. On that date it will meet at 8 p.m. at the home of Mrs. L. B. Willis Jr.

## Lt. Cdr. James Van Etten Relieved of Command

Lt. Cdr. James Van Etten, commanding officer of the Coast Guard buoy tender, Conifer, based at Fort Macon, was relieved of command in a ceremony at 10 a.m. yesterday at the base.

Lieutenant Commander Van Etten has been transferred to U. S. Coast Guard Headquarters, electronics division, Washington, D. C. Until his successor takes over late this summer, acting commanding officer of the Conifer will be Lt. Robert L. Davis, Morehead City.

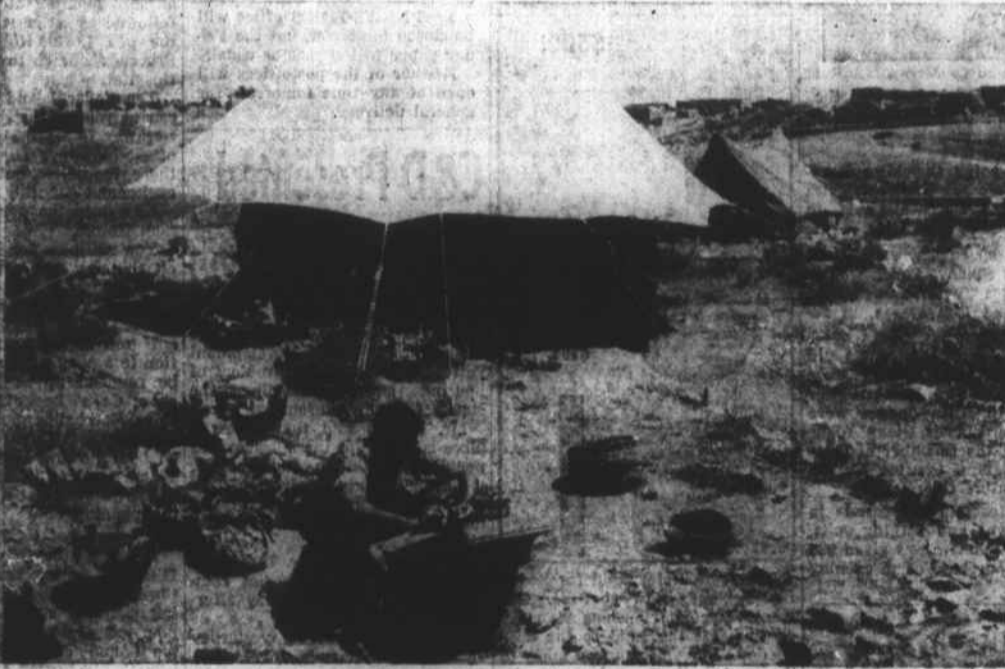
No. 1



No. 2



No. 3



No. 4



These pictures are numbered so that the explanation in the column to the left can be followed easily. This is one in a series of articles written by Dr. John T. Bunn during his recent trip to Jordan

where he participated in archaeological work conducted by the American Schools of Oriental Research. Dr. Bunn is the son of Dr. and Mrs. John H. Bunn, Morehead City.

# Director Cites Ports Needs, Presents Financial Report

By NORWOOD YOUNG

Col. Richard S. Marr, executive director of the N. C. State Ports Authority told members of the SPA Board, in session at Morehead City yesterday, that an estimated \$5,185,236 is needed for the expansion and improvement of the state's two deep water ports during the next biennium, 1957-59.

Colonel Marr said there has been a tremendous growth in foreign trade, with expansion programs under way in most ports to take care of this growth.

New York, he said, is spending \$100,000,000. Miami \$16,000,000. San Francisco \$35,000,000. Baltimore \$15,000,000. and Los Angeles \$18,000,000. Seattle, he added, has spent \$8,875,000 in the past three years, and has recently requested \$9,000,000 more. Their earnings last year were \$94,000, about the same as North Carolina. South Carolina has authorized the issue of \$10,000,000 in bonds for port expansion.

"Port expansions must be anticipated and facilities available, or new business continuously being generated in this state will go elsewhere," he added.

The director said more storage space is needed at Morehead City, adding that thousands of hogheads of tobacco have been turned down here due to lack of space.

Wilmington needs more dock and transit shed space, he continued. Ships and thousands of tons of cargo, including much tobacco, have been turned down there because of lack of space, he reported.

A total of \$2,775,000 was requested for port additions two years ago, the director continued. None of this sum was appropriated.

The director listed the current needs at Wilmington and their approximate costs as follows: 1,100 foot dock extension to accommodate two additional ships at the same time, \$2,947,736; transit shed 700 x 275 feet, \$377,500; an additional gantry crane, \$160,000; remodeling of shipyard fabrication shop \$200,000; and railroad and road work, \$150,000, or a total of \$4,035,236.

Morehead City's needs were listed as 200,000 square feet of warehousing space, \$900,000; additional water tank facilities, \$50,000; and \$100,000 for railroad and road construction, or a total of \$1,050,000. The remaining \$100,000 would be earmarked for additional equip-

## Governor

(Continued from Page 1)

a C&D "advisory committee" of perhaps a hundred persons throughout the state who would work with the commerce and industry committee, making contacts throughout the nation.

The governor also suggested that another committee might be formed, a small executive committee of the C&D board which the director could call together quickly if need be.

### Makes Suggestions

Referring specifically to eastern Carolina, the governor commented on protecting property from hurricanes and establishment of a ferry from Cedar Island to Ocracoke.

To anyone who owns property in this area, the governor said, "I say spend some of your own money and spend it quickly." He said the sea walls along the beach are good, but groins should also be built.

The federal government, he continued, will not build groins and the state cannot do it legally. He suggested the formation of non-profit corporations all up and down the coast to undertake, on a cooperative basis, projects for guarding land against hurricane attack.

Relative to the proposed ferry to Ocracoke, the governor said he's against tolls but if toll bridges and toll ferries are the only way to open up the eastern part of the state, then "modified" tolls would be wise.

He fervently expressed the hope that a "good, fast, dependable ferry" be established between Cedar Island and Ocracoke.

Referring to the State Ports Authority, with whom he also met yesterday morning, the governor said that while he was aware that Morehead City and Wilmington both wanted more port business, he said, "Let's cut out this bickering and talking back and forth and all get to work for North Carolina."

He pointed out that the ports authority and the C&D board should work together and commended W. P. Saunders, director of the C&D department for his work in the department.

Prior to the governor's remarks, reports were given by Charles Parker, chairman of advertising; A. H. Grant, commerce and industry; C. G. Holland, commercial fisheries; F. H. Claridge, forestry; Jasper I. Stuckey, mineral resources; Thomas W. Morse, parks, Col. B. C. Snow, water resources, inlets and waterways, and W. Ray Bishop, auditor.

The invocation at the start of the meeting was given by Dr. John Iann, pastor of the First Baptist Church, Morehead City. The welcome address was given by Dr. B. F. Royal, Morehead City. Leo H. Larvey, Kingston, member of the board responded.

ment for the two ports.

Referring to the financial status of the two ports Colonel Marr said they will show a net operating profit, after depreciation, this year for the first time in their history. They grossed \$503,000 for the 11-month period ending May 31, with an operating expense of \$253,763.

There was a slight loss in June, the director added, and complete figures for the month have not been tabulated.

The profit before depreciation at the two ports, he said, was \$175,000 for Wilmington, and \$75,000 for Morehead City.

Total net profits for the year, after depreciation, will run between \$55,000 and \$60,000 for Wilmington, and \$10,000 for Morehead City, the director said.

Colonel Marr said both ports during the past two years have shown a growth in dry cargo handled, adding that "efficiency of operations has greatly increased." The ports have done much to improve the economy of both port cities, and to lower freight rates and shipping charges for shippers all over the state, he said.

A total of \$1,250,000 in stevedore payrolls has been paid out at the Wilmington port, and \$250,000 paid out at Morehead City, he added. "Thousands of tons of cargo have been shipped out and brought into this state through our ports at greatly reduced costs to the people, and the increase in dollar value of cargo handled has been approximately 400 per cent in the past year," he continued.

"I think both ports are making good progress," Colonel Marr stated. "They have built firm foundations — prospects next year are good. More tobacco has been shipped through the Morehead City port during the past year than ever before in its history."

Despite Colonel Marr's bright picture, a look at the statement of profits and revenues for the Morehead City port, at least, shows a decline in revenue that could be construed as "alarming."

During her peak year of operations, 1953-54, Morehead City showed a net profit after depreciation for the six months ending Dec. 31, 1953, of \$29,022.47; while Wilmington had a loss of \$54,286.77.

For the period ending June 30, 1954, Morehead's profit was \$35,311.50. Wilmington's loss was \$58,226.91. Again for the period ending Dec. 31, 1954, Morehead's profit was \$23,386.02, while Wilmington's loss was \$31,212.09.

For the period ending June 30, 1955, Morehead showed a profit of \$33,283.41, and Wilmington came out of the red for a profit of \$18,508.13.

Morehead's profits took a nose dive for the period ending Dec. 30, 1955, falling to \$8,449.87, while Wilmington's profits jumped to \$42,097.35. Again, for the period ending June 30, 1956, Morehead City shows an estimated loss of \$2,536.52, while Wilmington shows an

estimated earning of \$16,509.35.

Colonel Marr explained Morehead City's loss of revenue during the past fiscal year was primarily caused by three factors: the Marine Corps' non-availability of troop movements through the port and the installation by the port of additional LST loading ramps on Radio Island, thus curtailing LST loading operations at the Morehead port.

Gov. Luther Hodges visited the SPA Board while the latter was in session, and joined in an informal discussion of ports' problems.

"I wish very much there was a closer relation between boards and management, so they could help you and you could help them," the governor said.

"We've got to constantly canvass the state," he continued, "see literally hundreds of people who bring in raw materials through out-of-state ports, and tell them what we've got to offer them through our ports."

## Wrecks

(Continued from Page 1)

headed east and apparently was unfamiliar with the sharp turn the highway makes at Smyrna.

Driver suffered a cut chin, cut chest, chest bruises, and a cut thumb and knee. His son, Michael, suffered a broken nose and a brain concussion, and his son, Donald, was bruised. All were taken to the Sea Level Hospital. Donald was discharged Sunday.

### Car Hits Tree

Bruce Fulcher, Atlantic, escaped injury at 1 a.m. Sunday when the 1955 Ford he was driving hit a tree at Atlantic. Damage to the car was estimated at \$500.

Patrolman Pickard said Fulcher will be charged with driving too fast for existing road conditions.

The patrolman also reported that three cars received very slight damage at 4 p.m. Sunday on the causeway between the bridge and Atlantic Beach. The cars bumped each other in a line of traffic. They were headed toward Morehead City. Drivers of the cars were from Beaufort, Harkers Island and Princeton.

### Back Injured

Glauceus Raymond Newsome, 1206 S. Shackelford St., Morehead City, suffered a back injury at 11:10 a.m. Sunday when the car he was driving upset on Highway 24 eight miles west of Morehead City.

According to Patrolman Sykes, Newsome, in a 1950 Chevrolet, was headed east and failed to make a curve. He went off the right side of the road, pulled to the left, skidded 345 feet and turned over. The car landed on its top and was demolished.

Newsome was taken to Morehead City Hospital. Charges against him are pending.

## FISHING INFORMATION

### PARTY FISHING BOATS



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