

New Shrimp Bill Would Provide Import Quota

Washington, D. C.—A series of identical bills designed to provide a five-year orderly import quota on shrimp were dropped in the legislative hopper in the House of Representatives last week.

Representative Alton Lennon introduced HR 8870, which will go over until the 1960 session for action. Similar measures were introduced by congressmen from the Gulf, Pacific and Atlantic coast states.

Representative Lennon said that the domestic shrimp industry in North Carolina and other sections is having a difficult time competing with imports of shrimp, particularly from Japan, India and the Far Eastern countries. At present there are no limitations whatever on the amount of shrimp that may be imported from any nation in the world.

He said the "moderate approach" bill has the backing of the shrimp industry of North Carolina, the National Shrimp Congress and other trade groups.

The bill would impose a 25 per cent duty on shrimp brought into the United States above the import quota.

"We now have tables, based on the import records for many years, showing where the imported shrimp originate," said Lennon.

The table shows the amount of shrimp exported through the years from Mexico, Japan, India and a number of other countries. Under the allocation, each country exporting shrimp to this country would be permitted to increase progressively their export each year starting in 1960.

Under terms of the bill, each country that historically exports five million pounds of shrimp or more each year would be allowed to increase exports annually by five per cent without duty; those countries exporting from one to five million pounds a year would be permitted to increase the amount by 10 per cent, and those with one million pounds or less would be authorized to increase their exports by 25 per cent a year.

State to Begin Boat Numbering Plan Next Year

Coast Guard Gives up Function

State Will Provide Reports, Etc.

All boats having more than ten horsepower will be required to have numbers starting Jan. 1, when the Coast Guard relinquishes its boat numbering functions.

The N. C. Wildlife Commission has received word that the U. S. Coast Guard has okayed the state's system for numbering power boats when the Tar Heel boating safety law goes into effect Jan. 1, 1960.

In getting the numbering system approved, the Wildlife Commission agreed to use the letters NC followed by not more than four Arabic numerals and two capital letters.

The Arabic numerals and final capitals will be in sequence. Assigned boat numbers may range from NC-1-AA to NC-999-ZZ, with special sequences set aside for boat dealers, manufacturers or publicly owned boats.

The letters I, O, and Q will be omitted since they can be confused with numerals. Letters and numbers forming objectionable words or combinations will not be used.

The Commission further agreed to furnish the Coast Guard with reports on boat numbering, boating accidents and other administrative matters.

Application forms for boat numbers will be available after Nov. 1, 1959, from the Wildlife Commission in Raleigh or from hunting and fishing license dealers.

'Crusade Child Safety' Begins in State Today

North Carolina dairymen are joining with the milk industry foundation, the national safety council, and the president's committee for traffic safety in sponsoring a month-long campaign to protect children from motor vehicle accidents.

The safety project, known as Crusade Child Safety, is being conducted nationwide for the entire month of September. Participants in this project in North Carolina, which emphasizes to the motoring public the need for alert driving to help save lives and reduce injuries, are member companies of the north carolina dairy products association, inc.

During 1958 there were 140 children killed and 3,241 injured in North Carolina road accidents. Of this figure, 98 of the children killed and 1,044 of the children injured were classified as pedestrians when the accident occurred, according to the North Carolina department of motor vehicles. This record is of vital importance to the dairy industry because of the many trucks making daily deliveries of dairy products in residential areas and to schools.

The Crusade Child Safety will begin officially Sept. 1 and last for a month. Each milkman will aim to protect children at play in neighborhoods where milk trucks spend much of their time, and to safeguard children on the way to and from school.

Some of the safety "tools" are bumper strips for milk trucks to encourage all motorists to "Drive Carefully—Join 'Crusade Child Safety'", safety badges for milkmen's uniforms, and safe driver pledges which will be signed by the drivers and distributed to their customers; also, children signing safety pledges will receive I Am A Safety Crusader metal emblem.

There will be increased on safety training programs in dairy plants, keeping records of safe driver results, and awards for safe driving and promotion of safety.

Virgil J. Ashbaugh, Jr., chairman of the Crusade in North Carolina, says the theme of the Crusade is "The world's best food—delivered by the world's safest drivers." He adds that the primary focus of the Crusade Child Safety campaign is protecting our children.

Port Policemen Take Oath



Mayor George Dill, far left, Saturday swore in four men who will serve as port police starting today. The four will provide 24-hour protection to the port terminal and will work in conjunction with the Morehead City police department. The four new officers, with hands raised, are Kenneth Canfield, William C. Garner, Charles Nelson, and W. Murphy Jenkins. Standing next to the mayor is D. Leon Williams, ports director, and police chief W. H. Griffin is on the extreme right.

September Blues



A youngster's opinion of the nine months of school that lie ahead is evident in the face of Beaufort third grader Kenneth Windley as he sits at his desk on the opening day of school looking out the window and wondering where the much too short summer vacation went. Kenneth is the son of Mr. and Mrs. Neil Windley.

Highway Officials Conduct Ferry Hearing at Ocracoke

By MRS. THEODORE RONDTHALER

The knotty problem of ferry service between Hatteras and Ocracoke was presented for discussion at Ocracoke last Wednesday by Harold Makepeace, director of secondary roads, and W. W. Spruill, district engineer for the highway commission.

Members of the Ocracoke roads committee and others were shown maps indicating the results of a survey recently undertaken to find where there are natural channels between open water in Pamlico Sound and the western shore of Ocracoke Island.

Only two such partial channels exist, one in the vicinity of Quirk Hammock and the other in the vicinity of Knoll Island at the southern end of Great Swath.

The channel to Quirk Hammock would require digging directly across Legged Lump shoal for a

considerable distance, and all present agreed that this channel would quickly fill up because of the constant tidal flow across it. The same difficulty about Legged Lump shoal applies to a possible channel into or near Green Island. In view of the highway commission, this leaves only the Knoll Island location as a practical situation for a permanent ferry landing, reasonably free from probable storm and hurricane interference.

At this point in the hearing, local Ocracokers objected strongly to the length of trip (two and one half hours) and the rough water travel between open water in Pamlico Sound and the western shore of Ocracoke Island.

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consideration would be given to all the arguments presented. He took as his own position the view that whatever is done, it is "high time to stop fooling around and doing nothing, for lack of agreeing or knowing for sure what is the best thing to do, and that the commission will do its best to combine the interests and protection of the citizens of Ocracoke and the touring public."

Meanwhile, Ocracoke islanders watch with enthusiasm the progress being made toward the new Sea Level-Atlantic-Ocracoke ferry into operation. The landing slip at Atlantic is reported well on the way to completion and it is expected that work on the Ocracoke landing will begin within a few days.

Through the cooperation of the National Park Service and the NC Highway Commission, a landing site at Ocracoke will be created between the Coast Guard station and the park service docks.

It was objected by the highway representatives that such a channel would be very likely to fill with sand every time the ocean washes across the island in storms; most of those present agreed that such a channel would keep filling in across its mouth because of the strong cross-flow of tidal currents at that point.

In spite of the difficulties, most Ocracoke representatives continued to urge strongly that the channel to the Green Island location be given serious and fair consideration by the highway commission. It was argued by the Ocracoke people that the much shorter run would in the end save its dredging cost in reduced cost of boat operation, because two or three boats on the Green Island run could easily do as much as would require four or five boats on the Great Swath run.

Mr. Makepeace agreed that fair

Tide Table	
Tides at the Beaufort Bar	
HIGH	LOW
Tuesday, Sept. 1	
6:56 a.m.	12:56 a.m.
7:10 p.m.	1:06 p.m.
Wednesday, Sept. 2	
7:35 a.m.	1:38 a.m.
7:49 p.m.	1:50 p.m.
Thursday, Sept. 3	
8:13 a.m.	2:18 a.m.
8:38 p.m.	2:32 p.m.
Friday, Sept. 4	
8:54 a.m.	2:56 a.m.
9:11 p.m.	3:13 p.m.

School Term Begins; Pupils Return to Improved Schools

Not a Free Port

Morehead City port is not among the few United States free ports. The News-Times mistakenly identified it as such in an editorial comment in Friday's issue.

According to Export, Import Traffic Management and Forwarding, written by Alfred Murr, the first foreign trade zone in the United States was established in New York in 1937; followed by the New Orleans in 1947; San Francisco in 1948; Los Angeles and Seattle as the fourth and fifth, respectively, in 1949; and San Antonio (Municipal Airport), Texas in 1950.

Of these six foreign trade ones, two failed to justify the expectations placed in them. Zone 6 in San Antonio closed in 1953 and zone 4, in Los Angeles, closed in 1956.

The above information was brought to our notice by Robert L. Hicks of Heide and Company, steamship agents.

Charles W. White Arrested Sunday

Charles William White of route one Newport was arrested Sunday and charged with larceny of a 150 yard nylon fish net, belonging to Howard Fulcher of Beaufort.

The net was stolen Aug. 1 and was recovered at White's trailer home, according to Sheriff Hugh Salter, arresting officer. White, 28, was released under \$200 bond.

With sheriff Salter when he made the arrest were deputies C. H. Davis and George Smith.

First Baptists Name Pastor

The Rev. Corbin L. Cooper of Whiteville has accepted the pastorate of First Baptist Church, Morehead City, according to Grady C. Rich, chairman of the pulpit committee. Mr. Cooper replaces Dr. John Bunn, now of Durham.

The new pastor comes to Morehead City from Whiteville, where he has been pastor of Trinity Baptist Church since January, 1955. He served as associate pastor of Reavis Memorial Baptist



Rev. Corbin L. Cooper... new pastor

Church of High Point and Front Street Baptist Church of Whiteville.

Mr. Cooper studied accounting before entering the ministry. He is a graduate of Mars Hill College, received a bachelor of arts degree from Wake Forest College in 1954 and a bachelor of divinity degree from Southeastern Baptist Seminary in 1957. He also studied at the School of Pastoral Care, Baptist Hospital, Winston-Salem. He was ordained at Spray Baptist Church, Leaksville.

He has served as chairman of Columbus County Ministers Association, past president of Whiteville Ministerial Association, and is present chairman of evangelism, Columbus Baptist Association.

A native of Leaksville he is married to the former Joann Ashley of Whiteville. They have no children.

Joe Baum Arrested On Whisky Charge

Joe Baum, alias Carolina Joe, was arrested Friday morning at Eleanor's cafe, Beaufort, on charges of possession of non-tax-paid whisky.

Baum was arrested by ABC officer Marshall Ayscue. With Ayscue on the raid were deputy sheriffs Bruce Edwards, Bobby Bell, George Smith and Beaufort police officer Otis Willis.

The officers found eight pints of moonshine at the cafe. Baum will appear in court this morning, according to Mr. Ayscue.

Carteret County school students began another school year yesterday by registering at their respective schools. The term officially begins today.

Schools operated only a half day yesterday, but full schedules will be observed from now on. The first holiday this year will be Monday, Labor Day.

Principal Jack W. Johnson of Atlantic school reports an approximate registration of 410 students yesterday, but said the enrollment will probably increase during the remainder of the week.

He said that no beginners were turned away yesterday. All had had their polio shots. Things are much the same as far as the building is concerned, Mr. Johnson said, and he is looking forward to a profitable year for students and teachers.

Albert Gainey, principal of Beaufort school, said that about 1,300 students registered yesterday and the enrollment will probably rise.

Two new classrooms have been added at Beaufort by doing away with the teachers' lounge and the addition of a new quonset hut.

Principal Stewart Daniels estimates 583 students registered at Smyrna school thus far. He said they had several new teachers and the building had been extensively repaired and he was looking forward to a good year.

Morehead City school has four new classrooms in use and two more under construction, announced principal Lenwood Lee. He said the high school still needs a commercial education and social studies teacher. A high enrollment is expected when figures are compiled.

Ramey Davis, principal at Camp Glenn school, announces the registration of 669 children yesterday. He said he expects 10 or 15 more.

Two classrooms in the old school building have been reactivated this year, says Mr. Davis, to take care of the large enrollment.

Newport principal E. B. Comer reports that enrollment at his school is over last year's enrollment. About 815 students have entered so far and Mr. Comer expects several more.

A number of improvements have been made at the school, says the principal, and he is very pleased and happy with the plant.

Harkers Island school will have approximately 255 students this year, announces Mrs. Ella W. Wade, principal. Mrs. Eloise Marshburn and Mrs. David Lewis have joined the faculty and Mrs. Hugh Willis of Smyrna is expected to give piano lessons at the school, according to Mrs. Wade.

Queen Street principal, L. R. Johnson, reported yesterday that at least five students were turned away because they lacked the polio shots required for admission this year. All were first graders.

Queen Street begins this year with a new gym, much needed and long awaited, and one new classroom. About 624 students registered yesterday. Mr. Johnson said conditions at his school were very crowded. He expects at least 60 more students.

A total of 400 students registered at W. S. King school yesterday. S. R. McLendon, principal, reports that this total is slightly less than last year. New classrooms are under construction at the school but are not yet in use.

All students had their polio shots. W. J. McNeill joins the faculty as a combination fifth and sixth grade teacher, assistant football coach and basketball coach.

Capt. Tony Seamon Feeds Wild Squirrel

Capt. Tony Seamon carries several pecan nuts in his pocket at all times to feed a wild squirrel. The squirrel comes out of the woods almost every time Capt. Tony returns to his home on the Crab Point road.

Pictures of Capt. Tony feeding the squirrel, taken by Clifton Guthrie, staff photographer for the Virginian Pilot, appeared in the Norfolk newspaper last week.

Capt. Tony says that what is amusing to him about the procedure is that it isn't he who trained the squirrel but the squirrel who trained him.

Two Beaufort Fire Trucks Answer Call to Davis

Two trucks of the Beaufort fire department were sent to Davis yesterday afternoon to extinguish a tractor fire at Percy Davis's filling station.

A fire department spokesman said that workmen were pumping gas into the tractor when the fire started. The tractor was a total loss.

Fifth Victim

Mrs. Jean Dunn Scott, New Bern, became the fifth victim of a two-car wreck when she died at St. Luke's Hospital, New Bern, Sunday afternoon. The collision occurred Aug. 21 near Swansboro.

Accidents Occur During Weekend

Highway patrolman R. H. Brown investigated three highway accidents over the weekend.

Saturday night at 9:15 a three-car collision occurred 100 feet south of the Atlantic Beach bridge. A 1953 Buick driven by Bert Conner Jr. of route two Beaufort stopped to make a left turn. He was going south, towards the beach.

Edward Eugene Nance of Morehead City, driving a 1951 Mercury, stopped behind Conner. Cecil O'Brian Lewis of route one Beaufort, driving a 1952 Ford, failed to stop and hit the Mercury, knocking it into the Buick.

The accident happened during a downpour of rain patrolman Brown said. Lewis has been charged with following too close.

Damage to the Buick was estimated at \$50, to the Mercury at \$150 and to the Ford at \$150.

Sunday night at 7:45 a 1952 Ford and a 1958 Ford station wagon were involved in an accident west of Morehead City near the Rex Restaurant.

Rose Anna Shurte of the Woman Marine detachment, Cherry Point, had left the restaurant parking lot and was going west on highway 70. She estimated her speed at 35 mph.

She was struck from the rear by the station wagon, driven by Howard Francis Mooney of Morehead City. After being hit Miss Shurte continued on to a service station. Mooney told the officer he did not know what he had hit until police were called to the Shurte car.

Mooney suffered a cut mouth and was treated at Morehead City Hospital. He has been charged with careless and reckless driving. Damage to the Shurte car was estimated at \$250 and damage to the Mooney vehicle at \$700.

Another accident was investigated at 8:50 yesterday morning one mile west of Atlantic. The cars involved were a 1956 Ford, driven by John K. Taylor of Sea Level, and a 1953 Plymouth, driven by Fannie Louise Robinson of Atlantic.

Taylor was going west on highway 70 and on rounding a curve saw the Robinson vehicle on the left side of the road. He tried to swerve to his left but a truck was coming. He hit the Robinson car. Miss Robinson said she had pulled over to pick up a rider.

Charges are pending, according to patrolman Brown. Damage to the Ford was estimated at \$400 and to the Plymouth at \$150.

House Damaged During Storm

Mrs. E. G. Jones, who lives on Radio Island Road on the causeway, reported yesterday morning that her house was struck by lightning during a thunderstorm early Monday morning.

The bolt apparently struck a clothesline post in back of the house, sending a current of electricity through the clothesline into the house.

The post was shredded by the lightning and the clothesline itself was burned to a crisp. The current entered the house, where it shredded electrical wiring on a fuse box and blackened insulation tape around a light fixture.

Mrs. Jones, who lives in the house with Mrs. Etherleen Taylor, said that it felt as if the lightning was right over her head.

"It made a real loud crash and I almost jumped clear out of the bed when I heard it," she said.

Fort Macon Personnel Aid in Search for Man

Two Coast Guard vessels and an airplane aided in a search early Sunday morning for a Wilson man, James Jackson, who was reported overdue in an 18-foot outboard motor boat.

The Fort Macon station was informed of the overdue boat at 3 a.m. Sunday and dispatched the 40-footer to search in the area of the Pamlico River. An 83-foot Coast Guard vessel from Ocracoke and a plane from Elizabeth City also joined in the search.

At 7 a.m. all vessels were called back when a telephone call from the Hobeucken light attendant station reported that Jackson had returned.

The crew aboard the Fort Macon 40-footer was Cecil Taylor BM-1 and Guy S. Jones, EN-1.