

New Bridge to Go Near Present One

Two Carteret Investors Buy Major Part of Rochelle Land

Charles Hester, of Durham and Pine Knoll Shores, and Charles Hugh Styron, Morehead City, have purchased all of the holdings of Rochelle Realty Co. west of Rochelle drive in Mitchell Village, also Marine Park (the area between highways 24 and 70), and the business area on the north side of highway 70.

The transaction was concluded Monday and deeds recorded Tuesday. Purchase price was in the neighborhood of \$100,000. Mr. Rochelle estimated total acreage sold at 300.

The land was acquired in 1954 by I. K. Rochelle, Roanoke Rapids, who subdivided it. Property in Mitchell Village, east of Rochelle drive, has been retained by Mr. Rochelle.

Mr. Styron, a contractor, said Wednesday that he and his partner, Mr. Hester, hope to make the area an exclusive residential section.

"We're not after quick sales," Mr. Styron said. "We don't need the money and we're not going to make a lot of promises."

He said that they have no immediate plans for this year, but perhaps in 1961 they will build 25 or 30 homes in the area.

Mr. Styron, who was born and reared at Davis, said that he and Mr. Hester have faith in the potential of the county and for that reason have made the major real estate investment.

5-Year-Old Boy Drowns Tuesday At Mill Creek

Funeral services for 5-year-old Vernon Charles Whaley, who drowned Tuesday afternoon at Mill Creek, were conducted Wednesday at 3 p.m. at Bayview Baptist church by the pastor, the Rev. Earl Reece.

According to coroner W. D. Munden, the youngster drowned in a canal behind Ira Culpepper's fish house in Mill Creek community. The canal juts out into Newport River and water in it is 6 to 8 feet deep.

Mr. Munden said the child evidently followed his father, Early Whaley, to the fish house from his home nearby. When the boy was missed and could not be found around the fish house or his home, a search was begun in the water.

The body was located with a pole and Eugene Lilly dived in and brought him to the surface. Newport and Morehead City rescue squads were called and oxygen and mouth-to-mouth respiration were administered to no avail.

Newport rescue ambulance took him to Morehead City hospital where he was pronounced dead.

Burial will be in the church cemetery. Surviving are his parents, Mr. and Mrs. Early Whaley; two half-brothers, James Earl Whaley and Michael Reid Robinson; his maternal grandfather, Charlie Robinson, and his paternal grandparents, Mr. and Mrs. Hugh Whaley, all of route 2 Newport, Mill Creek community.

Merchants Act On Bridge Plan

Morehead City merchants, in session Tuesday, adopted a resolution approving a high level bridge across the Newport river just north of the present structure, with provision for a draw span for ocean-going vessels.

Mayor W. H. Potter, Beaufort, was present to set forth a bridge proposal. J. A. DuBois, secretary, said Mr. Potter was invited by several members of the association.

On Mr. Potter's first proposal, the vote was evenly divided. On the resolution adopted, approval was unanimous.

The first proposal called for a bridge that would enter Arendell street and provide no ocean draw. The second proposal was submitted by Dick Parker.

Mr. DuBois reminded Mr. Potter that Morehead City supported Beaufort in requesting a new bridge over Gallants channel but made no attempt to state where it should go.

The association also discussed Christmas lighting and a horse show in September. It was reported that the group owes no money and has a \$50 balance in the treasury.

Attending the meeting were Garland Scruggs, president; Earl Lewis, Kenneth Wagner, Thurlo Wheaton, Bud Dixon, Harry Dobbins, Dick Parker, O. J. Morrow, Oscar Allred, Marion Mills, and Mrs. Bill McDonald.

Commission Will Consider Fisheries Set-Up

The commission on reorganization of state government, created by the 1959 general assembly, will conduct a hearing at Morehead City at 10 a.m. Friday, Aug. 19. Purpose is to inquire into the advisability of divorcing commercial fisheries from the State Department of Conservation and Development and creating a separate fisheries department.

If a "North Carolina Commercial Fisheries Commission" would come into being, it would administer regulations on commercial fishing in the state.

The hearing will be conducted in the commercial fisheries building at Camp Glenn.

Legislative nominees from all coastal counties are being invited, as well as any persons interested in the subject.

The commission on reorganization of state government consists of George R. Uzzell, chairman; Dr. D. J. Rose, vice chairman; Sen. Claude Currie, David M. Britt, Dwight Quinn, Frank Sneed, Fred Weaver and H. Pat Taylor Jr.

Two Newport Firemen To Attend Convention

Bennie Garner and Alton L. Garner, members of the Newport fire department, will attend the state firemen's convention at Carolina Beach Aug. 17-19.

Fire chief Charles Gould appeared before the town commissioners at their meeting Tuesday night and requested the \$100 budgeted for two firemen and one alternate delegate to attend the convention. The alternate has not been selected yet, according to the chief.

Marine Authorities Promise Closer Briefing of Flyers on Regulations

Military authorities at Cherry Point, in conference with officials and pilots from Beaufort, agreed Tuesday afternoon to make more diligent effort to acquaint military aircraft not based at Cherry Point, and Marine Reservists, with the regulations on use of air space in the Cherry Point "restricted area."

This area extends from a point just north of Wilmington to a point northeast of Greenville, circles to north of Pungo Lake in Hyde county, to Ocracoke and thence seaward for a distance of 81 to 111 nautical miles.

The officers at the conference leaned heavily on their claim that the recent four-jet pass at 500 feet over Beaufort-Morehead City airport, while a civilian plane was landing, was executed by Marine Reservists who were at Cherry Point for two weeks' active training.

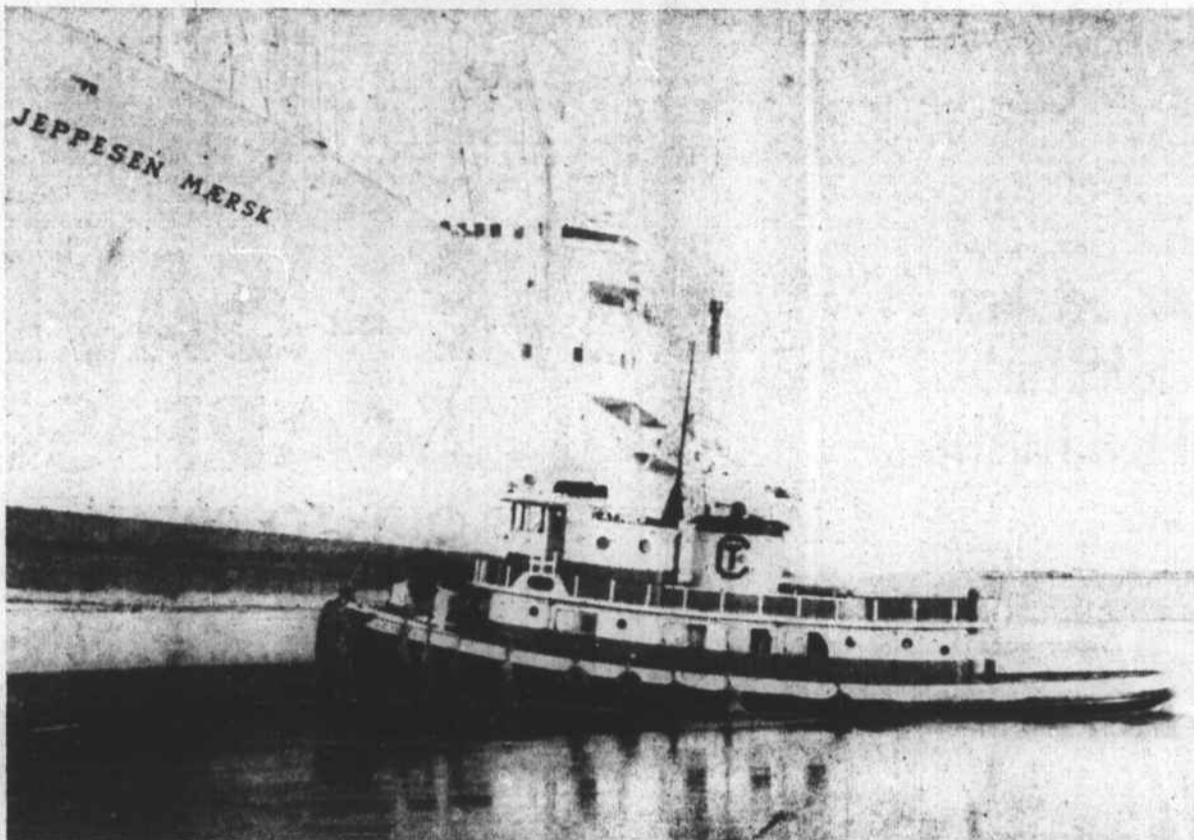
fly below 2,000 feet and civilian planes are, theoretically, safe at 1,500 and below.

A written statement distributed at the conference and dated July 13, 1960 states that all air space, from the surface of the earth to 55,000 feet is restricted. Another statement says "Civil aircraft will not normally be cleared to fly above 1,000 feet."

No reference is made to the 1,500 and 2,000 altitudes. Steve Oakley, manager of the Beaufort-Morehead City airport said that last month an F4D flew under him at 300 feet. Lt. Col. H. W. Horst, station air space officer, who presided, contended that all their planes were on the ground at the time Mr. Oakley reported the incident.

Mayor W. H. Potter, who attended the conference, said that apparently military planes coming into Cherry Point from carriers or other bases are not aware that an

Towing Company Buys New Tug



The new tug, A. T. Piner, nudges the Danish ship, Jeppesen Maersk in Morehead City harbor. The tug was formerly operated at Philadelphia. (Photo by Charles McNeill).

Carteret Towing Co., which operates tugs in Morehead City harbor, has announced the addition of a new tug, the A. T. Piner. This brings the tugboat fleet to three, plus one pilot boat.

Capt. Charlie Piner, supervisor of tugboat operations, bought the new vessel from Sheridan Transportation Co., Philadelphia. The tug, under the name Brilliant, was in use at Philadelphia at the time of purchase.

It has been rechristened the A. T. Piner, in honor of Captain Charlie's father. The tug is all steel welded construction, 92 gross tons, 81 feet long with 25-foot beam. It is powered with a Fairbanks-Morse

diesel developing over 650 horsepower. Now repainted in the colors of the Carteret Towing Co., the A. T. Piner has been working in the harbor during the past week.

Captain Charlie said, "The addition of this large tug will increase the safety and efficiency of docking vessels and will also speed up the ship turn-around."

Charles Rose, Marshallberg, is captain of the tug, and William Noe, Beaufort, engineer. Charles Lewis, Harkers Island, and Mack O'Neal, Morehead City, make up the crew.

The other two tugs are the Manie, named for Captain Charlie's wife, and the Charlie.

Second Marines to Move From Port to Camp Glenn

Morehead City town commissioners offered Tuesday night their cooperation to the second Marine division, Camp Lejeune, in providing public utilities for a new "holding area" to be established at Camp Glenn.

The area, 4.9 acres, has been made available to the Marine division by Southern Railway. It is located just south of Bridges street and west of the paved road that runs south to the commercial fisheries building.

Mayor George Dill said that the town's cooperation has been requested in obtaining lights, telephone, and water. Making the request were Lt. Robert E. Bursch, USN, assistant to the public works officer, Camp Lejeune, and Col. Howard Dunlap, division embarkation officer, Second Marine Division, who conferred with the mayor or last week.

The mayor said that the tent camp, now maintained by the division at the state port, is being moved from the port and will be replaced by the holding area.

Quonset huts and other metal buildings will be placed there. Facilities will accommodate up to 200 men, but unless loading operations are in progress at the port, only three men will be there permanently.

The mayor said that the property will be maintained with the same care as a military base.

Commissioner Bud Dixon was asked to check with the street superintendent, J. V. Waters, as to the advisability of sewage service.

The mayor read a letter from Carolina Water Co. reporting that Woodrow Marks, 2108 Arendell St., owes sewage fees totaling \$14. The letter reported that Mr. Marks put down a well and has since not paid the sewage fees, due the town, that are billed through the water company.

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D. G. Bell, Assemblyman, Comments on Port Requests

In an interview Saturday, assemblyman-elect D. G. Bell commented on the State Ports Authority's request to the budget commission for funds for 1961-63.

The SPA requested \$5,420,000 for major improvements at Morehead City.

Mr. Bell termed the request "all we need to do what we want to in the next five years."

Requested for the Wilmington port was \$9,020,000. "Even if a hundred million had been requested for Wilmington, the amount asked for Morehead City is all that is necessary," Mr. Bell said.

(Some people always contend that the same amount of money should be appropriated for each port. That is not logical, Mr. Bell explained, since the type of cargoes handled at each port are different. Furthermore, cost of construction at Wilmington runs higher than at Morehead City because pilings must be sunk in river silt to provide foundations for port structures.)

He added that appraisal of the port situation must be on a five-year basis, because if the money is made available, it will take about two years to get it, two years for spending it in construction, and a year to benefit from the improvements. The status at the end of five years will dictate the next step.

The SPA plans to extend the present east-west dock 2,000 feet which would add three more berths.

"Then that's it," Mr. Bell said, "there's no other place the port can expand at its present location."

The budget request for 1961-63 includes funds for a gantry crane, two transit sheds, and three warehouses.

The budget commission stated that the \$14½ million sought for state ports would have to be raised by a bond issue.

Mr. Bell stated that unless the bond issue is properly presented, it would run a good chance of failing.

He said it is imperative that Wilmington and Morehead City cooperate in selling the ports so that they both get the funds needed to generate better business for the entire state.



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Highway Commission Decides Site Yesterday

The State Highway commission yesterday at New Bern approved plans for a new bridge at Morehead City to be located just north of the railroad bridge, with a 65-foot clearance for inland waterway traffic and provision for a draw span for ocean-going vessels, if such a span is needed.

The bridge will have a 28-foot roadway, two lanes, and a 3-foot safety sidewalk that can be used in emergency in case someone has a breakdown on the bridge and must get out of the way of traffic. Cost of the bridge is estimated at \$1,982,000.

The east end of the bridge will join the Beaufort-Morehead causeway approximately 300 feet from the end of the present bridge. The present highway 70 to the port will remain, to service businesses and the port.

The road from the bridge would rejoin the present Arendell street in the vicinity of the yacht basin. An access point will allow traffic to get to the port immediately upon leaving the bridge. There will also be a "cross-over" point between Parker Motors and the asphalt plant.

The grade of the 65-foot bridge height opposite the railroad draw would be 3 per cent, according to W. F. Babcock, director of highways, with a 5 per cent grade drop into Morehead City. The vertical lift span would be put to the east of that clearance at a "natural channel" when it would be needed, he said.

Mr. Babcock said that the bridge is going at approximately the same site mainly because an origin and destination survey shows that of the 10,000 cars using the present bridge daily, the greatest per cent are bound either for Beaufort or Morehead City.

He said placing the bridge north in the Crab Point area "would cost the motorist \$700,000 a year more" than locating the bridge near the present site. The Crab Point site, he added, would cost the motorist 25 to 30 cents more per trip.

In answer to a question by mayor George Dill of Morehead City, Mr. Babcock said it would take 10 to 12 months to put in an ocean span and a temporary bridge.

Rufus Butler, president of the Morehead City chamber of commerce, asked Mr. Babcock on what factors the highway commission would base its decision as to when an ocean draw would be necessary. The question was not answered.

He also asked why the highway commission ignored the chamber's proposal to put a road into the center of Morehead City from the suggested Crab Point location. Mr. Babcock said traffic flow did not indicate that such was feasible.

C. F. Toal of Southern Railway said he would hate to see anything done which would curb potential development of the area to the north of the present bridge. He wouldn't say whether he liked or didn't like the highway commission's plan, but inferred that he would like some other plan better.

Mayor W. H. Potter, Beaufort, suggested a high level approach at the west end of the bridge so that truck and tanker highway traffic might go under and be directed.

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Census Bureau Reports Figures For Carteret

Beaufort, Atlantic Lose Population

Total Count for County Set at 27,419

While the total population of Carteret county has increased to 27,419 — up from 23,059 — in the last ten years according to the preliminary 1960 Census of Population, Beaufort and the unincorporated community of Atlantic sustained losses.

All other communities, incorporated and unincorporated, for which census figures have been released, gained.

Beaufort lost 275 residents. The 1950 census credited it with 3,212, the 1960 with 2,937. Beaufort's 1940 population was 3,272, thus Beaufort's downward population trend has been occurring over the past 20 years due to migration to its peripheral areas.

In 1950 the Bureau of Census credited Atlantic with 1,519 residents but the 1960 census gives it only 808, a drop of nearly 50 per cent. This is probably due to a definition of the boundaries of Atlantic.

In 1950 the Bureau of Census undoubtedly used Atlantic as an "umbrella" to cover a wide area of eastern Carteret.

Three areas non-existent in 1950 are included in the 1960 count. They are Bayshore Park, 21; Cape Carteret, 48; and Emerald Isle, 14.

Atlantic Beach, which in 1950, was lumped with "remainder in county" is now credited with a year-round population of 68. During the tourist season it has a population of several thousands.

Figures for Cedar Island and Marshallberg have not yet been compiled. Their 1950 populations were Marshallberg, 1,350; Cedar Island, 290.

Morehead City's 1960 population is numbered at 5,596 (1950 population, 5,144; Newport's 1960 population at 861 (1950 population, 676); Harkers Island at 1,381 (1950 population, 1,244).

Coast Guardsmen Refloat Ketch

Coast Guardsmen from Fort Macon refloated a 50-foot auxiliary ketch which ran aground in the channel to Morehead City yacht basin Wednesday morning.

Fort Macon received the call at 9:20 a.m. and at 10:15 a.m. the ketch was refloated. Owned by A. M. Sampson of Warrenton, Va., the vessel was named Margaretta. Two persons were aboard.

Crew of the 40-footer making the assist were W. J. Morgan, BM1; J. R. Gilgo, BM3; and R. C. Cas-kill, FN.

Park Attendance Increases in July

Attendance at Fort Macon state park in July exceeded the July 1959 attendance by 5,000 and exceeded June 1960 attendance by approximately 12,000.

Ray Pardue, superintendent of the park, said that if August attendance runs as high, 1960 will be a record year for the park.

Visitors in July numbered 78,653; visiting the fort were 41,750; there were 39,080 swimmers, and 14,356 picknickers.

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Onslow to Keep on Schooling Carteret Children Next Year

Upon advice of their attorney, Jesse Jones, Carteret residents of the White Oak area Monday night dropped their efforts to pressure Carteret into paying fees for their youngsters to attend Onslow schools.

A joint resolution, adopted by Carteret education officials and Onslow education officials Tuesday night, in the board of education office at Beaufort, states that Onslow officials request that Carteret assign the pupils concerned to the Swansboro and White Oak schools in Onslow for the 1960-61 school year.

The motion was made by a Carteret board member, seconded by an Onslow board member and carried with only one Onslow official, Ormond Barbee, dissenting.

Attending, in addition to the present Onslow county education board, were three education board members who will take office next year: Gene C. Ennett, Starkey Shaw and Hosea Parker.

After the above resolution was adopted, the Carteret board rescinded its action of July 15 which agreed to take the pupils in question into the Carteret school system.

Mr. Jones' advice to his clients was based on records in his file when he represented parents in a

school issue several years ago. Those records indicated that Onslow residents went into Carteret and solicited Carteret pupils so that their school would be maintained at the level they wished.

On that basis, Mr. Jones said he felt his clients didn't have a leg to stand on.

Two men from the State Department of Public Instruction attended the meeting. They were J. E. Hunter, director of teacher allotment and C. C. Brown, director of transportation.

R. W. Safritz Jr., chairman of the Carteret board, presided. Members of the Carteret board present were D. Mason, Theodore Smith, W. B. Allen and George R. Wallace; from the Onslow board, Clyde Hurst, chairman; Mr. Barbee, Leon Rowe Sr., Sterling Grant; and the Onslow superintendent of schools, I. B. Hudson.

Members of the White Oak citizens' committee who retained Mr. Jones as their attorney: J. B. Licko, W. W. Bright, D. E. Hill, J. O. Weeks, Leland Crumpler, and J. F. Morris.

H. L. Joslyn, county superintendent of schools for Carteret, was present. He said that the issue of assignment of the pupils involved will come up for renewal next year.

Marines Return From Exercise

The First Battalion, Second Marines returned to Camp Lejeune Friday, after participating in NAR-MID-60 at Little Creek, Va. The battalion participated in five amphibious assault landings at Camp Pendleton, near Little Creek.

Designed to acquaint Midshipmen from the Naval Academy with the latest in amphibious doctrines, NARMID is held yearly during the summer months. After witnessing the First Battalion stage a landing, the Midshipmen joined them in the final operations last week.

This year's Second Division unit, participating in the exercise, was transported to and from Morehead City on ships of the amphibious Force, Atlantic Fleet. Ships included the USS Grant County and USS Waldo County.

The returning battalion, commanded by Lt. Col. S. N. McLeod, was met at Morehead City in the driving tropical storm, Brenda, by the battalion executive officer, Maj. M. O. Roe.