

## Maritime Association Gives Opinion on Proposed Bridge

## Shrimpers Say Trawler Ban Would End Their Business

The Morehead City Maritime association has set forth four reasons why the present Morehead City bridge plans would restrict navigation using the Morehead City port and the intracoastal waterway, over which the bridge would pass.

Requesting a hearing on the matter, which Army engineers have granted, the association says:

1. The vertical clearance of the fixed span (65 feet) is not sufficient to handle present and future vessels using the waterway. The proposed plan for a future draw span is not in any way consistent with the thinking of port development planners and recognized port engineers throughout the world.

This is evidenced by hearings on the proposed Cape Fear River bridge at Wilmington in which it was strongly shown by ship owners and agents that movable draw spans are of the past and not in line with current and future engineering thinking and principles. Numerous accidents in the past at Lowell, Mass., and at Charleston, S. C., (Ashley River bridge) have shown that such are not feasible.

2. Wind, tide, and current conditions at the Newport river entrance to Morehead City harbor is dangerous at best. This is evidenced by the frequent accidents to the present span and fender systems. With the present and increasing use of the intracoastal waterway and the size and number of tows using it, a safe draw span would have to be of such width as to be impractical from the standpoint of bridge design and cost.

3. This channel with the fixed span would prohibit the loading of vessels in foreign trade such as the Maureen, the Nadi, and the Fostrum, which have made a number of trips through the present drawbridge to the Fish Meal Co. in Beaufort, N. C.

4. Because of the intracoastal waterways being the only means of by-passing Cape Hatteras, it is very often used by sea-going dredges, tugs, and tows and other vessels in foreign trade. A fixed span bridge of the proposed clearance would prohibit such use and cost navigational interests thousands of dollars in insurance and underwriters' fees.

The hearing on the Morehead City bridge has been scheduled for 10 a.m. Tuesday, Nov. 15, in the municipal building, Morehead City. Col. R. P. Davidson, district engineer, said all interested parties are invited, particularly officials of any county, city, town or local association whose interests may be affected by the proposed bridge.

"They will be given opportunity to express their views upon the suitability of the location and the adequacy of the plans in reference to navigation, and to suggest changes considered desirable," Colonel Davidson said.

Oral arguments will be heard but statements in writing are preferred.

### Small Roof Blaze

The Morehead City fire department was called to the Gulf dock on Evans street Wednesday afternoon when an overheated pipe caused a small roof blaze in an office building on the dock. The fire was extinguished in minutes.

### Both Hospitals Set Up to Primarily Serve the Public, Not to Make a Profit.

The Sea Level hospital was built by the Taylor Foundation and is operated by a board of directors selected from communities in the eastern part of the county where the hospital is located.

The Morehead City hospital is owned by the town of Morehead City. Its operations are in the hands of a board of trustees who are elected by the citizens of Morehead City. Morehead City residents also pay 5 cents per hundred dollars valuation to meet the cost of operating the hospital.

Other town funds which go to the hospital are obtained from operation of Morehead City's state liquor store. Most towns put this money into their general fund. Morehead City's goes to the hospital.

Why can't a hospital operate like a store, using the money it takes in to pay the people who work there and to buy equipment? Why



Photo by Reginald Lewis  
These kittens appear to be acting out a scene in a temperance drama. The father, center, ready to go out the door for some more booze, the mother, left, trying to keep him home and the little one, right, crying, "Father, dear father, stay home with us now!"

### Builders Meet; Code Discussed

Contractors, builders and members of the county planning commission met last night in Morehead City to hear Kern Church, deputy state fire marshal and secretary of the NC Building Code council, speak on the proposed county-wide building code.

The codes were recommended by the planning commission this month for adoption and enforcement by county commissioners. W. C. Carlton, secretary of the planning commission, said this week that authorities in Raleigh are gratified by the planning commission's action in regard to the codes and its intent to draft a hurricane building code.

### Coast Guard Assists Grounded Boat Tuesday

A 28-foot yacht, Apothea, ran aground in Bogue Sound Tuesday afternoon and needed Coast Guard assistance to be refloated.

The Fort Macon station dispatched the 40-footer to assist the Apothea, which was on the bottom near day beacon no. 8. The vessel was owned by Charles C. Reese of Georgetown, Md.

Crew aboard the 40-footer was Jack Wilson, BM-2; James Pittman, BM-1 and I. D. Lewis, EN-2.

### Ministers Continue Battle Against Obscene Literature

#### Grady Lupton Pleads Guilty

Grady Louis Lupton, 23, of Lowland and Morehead City, charged with the larceny of personal property from a government reservation, entered a plea of guilty when tried in United States Court, Eastern District, Tuesday morning at New Bern.

The FBI agent on the case testified that Lupton admitted taking \$265 in cash from a safe at the snack bar at the Cherry Point Marine Air station June 3, 1960.

Evidence was offered that the Marine sergeants in charge left the snack bar for about five minutes and that Lupton was left in the snack bar alone, making deliveries of pastries.

The money was taken from a safe which had been left partly open.

Lupton, in a statement to Judge Algernon Butler, told the judge he was sorry and that he had made restitution of the money.

Imposition of the prison sentence was suspended and Lupton was placed on probation for two years.

### Parents Asked To Return Forms

Each year Carteret County Schools files an application under Public Law 874 with the US Office of Education for financial assistance for federally-connected children.

"This requires certain information that only parents can furnish, so this is an appeal that such assistance be given your school Oct. 26, 1960," announces H. L. Joslyn, county superintendent of schools.

"Pupil-Parent Survey" sheets have been prepared for EACH pupil. Parents are requested to complete the sheet, sign and return it without delay.

Parents not connected with the US Marine Air Station at Cherry Point, the US Marine Barracks at Camp Lejeune, the US Coast Guard or US Fisheries at Pivers Island may question why they need complete this form.

Mr. Joslyn said Dr. James Wooster, regional representative, Department of Health, Education and Welfare, on his last visit to Carteret, advised that ALL children should be included in the survey to be made at the end of the second and seventh school months of each school year.

Prompt compliance on the part of parents will be greatly appreciated and assure Carteret county schools the financial help available under PLS74, the county superintendent said.

### Scientists Attend Maryland Meeting

Sixteen marine scientists attended the Atlantic Estuarine Research society meeting Friday and Saturday at Ocean Breeze, Md.

Attending from the Bureau of Commercial Fisheries lab, Pivers Island, were G. B. Talbot, director; Charles Walburg, Robert Chapton, Louis Vogle, Mayo Judy, Kenneth Fischler.

Marlin Taggart, Joseph Higham, John Baptist, George Reese, Donald Hoss, and Rupert Bonner.

From the Institute of Fisheries Research, UNC, Morehead City: Dr. Earl Deubler, Dr. Austin Williams, Hugh Porter, and John Blake, graduate student.

### October Brings Warm Weather

October has been an unusual month, according to E. Stamey Davis, weather observer. Mr. Davis says it is odd that October has been so warm, with no frost and no cold weather. Temperatures have averaged a high of about 79 and a low of about 64. There has been only 1.19 inches of rain.

Maximum and minimum temperatures and wind direction, as reported by Mr. Davis, follows:

|         | Max. | Min. | Wind |
|---------|------|------|------|
| Oct. 1  | 75   | 67   | NNW  |
| Oct. 2  | 76   | 60   | NE   |
| Oct. 3  | 84   | 66   | SW   |
| Oct. 4  | 78   | 64   | SW   |
| Oct. 5  | 82   | 66   | SW   |
| Oct. 6  | 84   | 67   | SW   |
| Oct. 7  | 79   | 67   | calm |
| Oct. 8  | 89   | 66   | calm |
| Oct. 9  | 74   | 62   | NE   |
| Oct. 10 | 71   | 63   | NE   |
| Oct. 11 | 79   | 62   | NE   |
| Oct. 12 | 82   | 58   | SW   |
| Oct. 13 | 83   | 64   | S    |
| Oct. 14 | 81   | 67   | SW   |
| Oct. 15 | 81   | 67   | E    |
| Oct. 16 | 78   | 64   | NW   |
| Oct. 17 | 77   | 63   | NW   |
| Oct. 18 | 78   | 58   | SW   |

### Board Members Adopt Resolution

At a called meeting Tuesday night at the courthouse the board of county commissioners unanimously passed a resolution to place the hospital at least three miles west of the Morehead City limits, Moses Howard, chairman of the board, announced yesterday.

The resolution specified that the site be at least 100 acres, preferably 500 acres, and with a minimum elevation of 15 feet above sea level for the lowest part of the structure. All commissioners were present at the meeting.

### Driver Freed Tuesday Night By Six-Man Jury

A coroner's jury investigating the death of Bennie Rhatt, who was struck and killed by an automobile Sunday night on Laurel road, deliberated only one minute Tuesday before returning a verdict of unavoidable accident.

After hearing the testimony of four witnesses the jury retired at 8:18 and returned at 8:19. J. W. Sykes, spokesman for the jurors, told coroner David Munden that Rhatt's death was the result of his own negligence.

Rhatt was killed instantly Sunday when he was struck by a car driven by Richard E. Moeller, USMC, Cherry Point. According to accident reports, Rhatt and a companion, Pete Alexander, were standing in the middle of the road when they were hit. Alexander suffered a compound fracture of the leg in the mishap.

After going to the hospital to hear the testimony of Alexander, the jury returned to the court room where testimony of two of the passengers in the Moeller car and John Wilkinson Jr. were heard.

Wilkinson told the jury that he had passed Rhatt and Alexander on the Laurel road approximately one hour before the fatal mishap. He said that he had to take his car off on the shoulder of the road to pass the two men who were standing in the middle of the road. Wilkinson also testified that the two were staggering and appeared to have been drinking.

John M. Bennett, a passenger in Moeller's car, was the next to testify. He told the jury that he and the other three marines in the car were going to Harkers Island to meet dates. He said that they had just come out of a curve in the road when the two men seemed to "rise out of the asphalt."

Bennett said that Moeller swerved his car to the left but couldn't avoid hitting the two men. Bennett said that Moeller stopped and they all went back to the scene of the accident. He said that they found Alexander lying in a ditch. Alexander told them that Rhatt had gone to get help. Rhatt's body was found about an hour later 100 feet from where he had been hit.

Also testifying was Lewis F. Mathias Jr. who was riding in the front seat of the car with Moeller. He substantiated Bennett's story and added that Moeller was driving about 40 or 45 miles per hour. Members of the six-man jury besides Sykes were Guy Dickinson, Alex Lewis, Joseph Long and I. E. Courtney, Beaufort and C. H. Davis, Davis.

### Proposal Made Before C&D

The Board of Conservation and Development heard proposals this week to ban shrimp trawlers from North Carolina coastal waters and to change the name of the commercial fisheries committee.

The proposals were made at a meeting of the board at Hickory Monday and Tuesday.

The proposal to keep shrimpers out of waters from Cape Hatteras to Cape Fear, from the shore line three miles out, was presented by A. W. Daniels of Cedar Island and Charlotte, chairman of the commercial fisheries advisory board.

He contends that this would prevent killing of small fish in what he calls spawning and growing areas.

Mr. Daniels said the proposal comes as the result of pressure from sports fishermen. Sports fishermen have presented petitions to the commercial fisheries committee asking that action be taken to curb activities of shrimp trawlers.

C. G. Holland, commercial fisheries commissioner, said it would be useless to pass a three-mile ban on shrimp trawlers without means of enforcing the regulation.

To enforce it, he said the state would have to have patrol boats of the shrimp trawler type, 40 to 60 feet long and crews to man them.

United States territorial waters extend three miles out; beyond that the waters are international. Mr. Daniels said that trawlers should be prohibited also in parts of Pamlico sound.

When Mr. Holland asked for proof that fish spawn in the areas from which Mr. Daniels wants trawlers banned, Mr. Daniels said he had no proof, but he knew that what he said was so.

Mr. Holland said that most of the state's shrimp are caught within the three-mile limit and in inland waters. Not many shrimp are caught more than three miles offshore in the fall, but they are available there in the spring, he remarked.

The Marine Fisheries committee was one of the new names suggested for the commercial fisheries committee. A new name will be placed before the legislature next year. Re-naming has been suggested by sports fishermen.

### Defendant Must Appear Nov. 7

Judge Herbert O. Phillips Monday issued an order for a Camp Lejeune man, Kenneth R. Tenhoeve, to be brought into court Nov. 7. Tenhoeve was to have been tried Monday on charges of speeding, careless and reckless driving and violation of the littering law but he failed to appear. Bond for his appearance was set at \$250.

In other court action, W. L. Hill of Mebane, was ordered to pay court costs and honor a check on a worthless check conviction.

The case against Willie Moore Harkley, charging him with failing to comply with a former court order, was dismissed.

The court, temporarily, removed from the docket the case against Peniel Lowery, Morehead City. Lowery was charged with fighting and disturbing the peace.

Continued were cases against George Newman and Robert Earl Jones.

### Oyster Season Looks Bright

Prospects for the North Carolina oysterman look very bright, but peak of the shrimp season has passed. Trawlers are averaging from 200 to 400 pounds of shrimp a day.

Dr. A. F. Chestnut, director of the Institute of Fisheries Research, said that oysters are bringing as much as \$4 and \$4.25 a bushel (five pecks).

This is due in most part to the very poor oyster situation in states to the north. The oyster harvest is bad in Delaware Bay and most of Chesapeake Bay. Some of the biggest operators in those areas are afraid that they won't be able to operate after Jan. 1.

As for hurricane damage to oyster beds in North Carolina, Dr. Chestnut said those in Hyde and Dare counties suffered some damage. At Chincoteague in Virginia there were severe mortalities.

Shrimp dealers were getting 55 to 58 cents a pound for shrimp last week. The shrimp are being caught offshore, consist mostly of brown shrimp and are running, in some cases, 26 to 30 count, heads off.

### Voters to Decide Nov. 8 On Building New Hospital

Before long, voters will go to the polls to cast ballots on whether to borrow a million dollars to build a county hospital.

There are two hospitals located in the county now. One, at Sea Level, built in 1953, and one at Morehead City, built in 1915. The Morehead City hospital was enlarged in 1946.

Both hospitals are set up to primarily serve the public, not to make a profit. The Sea Level hospital was built by the Taylor Foundation and is operated by a board of directors selected from communities in the eastern part of the county where the hospital is located.

The Morehead City hospital is owned by the town of Morehead City. Its operations are in the hands of a board of trustees who are elected by the citizens of Morehead City. Morehead City residents also pay 5 cents per hundred dollars valuation to meet the cost of operating the hospital.

Other town funds which go to the hospital are obtained from operation of Morehead City's state liquor store. Most towns put this money into their general fund. Morehead City's goes to the hospital.

must money be found elsewhere, such as tax funds or private donations to help the hospital meet expenses?

When a person is seriously sick and must go to a hospital, he goes, whether he has money to pay the bill or not. Thus, a hospital takes care of quite a few patients who cannot pay the bill or who pay only part of the bill.

Hospitalization insurance, these days, goes a long way toward assuring a hospital that it will receive the money due it for the services it provides.

For those who have no hospitalization insurance and no other means of paying a hospital bill, the welfare department can pay a certain amount, but not the total cost—if the patient is, as we say, "on the welfare rolls."

Then what about others? The drifters, the waterfront characters, itinerant fishermen—they get in brawls, need hospital treatment, receive it—and no money for that treatment is coming forth from anywhere.

To make up those deficits, tax money is needed in the case of the Morehead City hospital. It's the price Morehead City citizens pay to assure that hospital facilities will be available, if and when they themselves need them.

(Next: Must the Morehead City hospital be replaced? Why?)

### FHA Okays Emergency Loans for Nine Counties

Rep. Graham A. Barden announced Wednesday that all nine counties in the third congressional district have been designated for emergency loans, due to hurricane damage, by the Farmers Home Administration.

Congressman Barden said that farmers who had substantial losses and who cannot obtain funds locally may apply to the FHA for loans. The FHA representative is at the courthouse annex each Thursday and may be contacted by calling the county ASC office, PA8-3711.

### Tide Table

| Tides at the Beaufort Bar |           |
|---------------------------|-----------|
| HIGH                      | LOW       |
| Friday, Oct. 21           |           |
| 8:24 a.m.                 | 2:28 a.m. |
| 8:46 p.m.                 | 3:01 p.m. |
| Saturday, Oct. 22         |           |
| 9:06 a.m.                 | 3:07 a.m. |
| 9:34 p.m.                 | 3:43 p.m. |
| Sunday, Oct. 23           |           |
| 9:55 a.m.                 | 3:47 a.m. |
| 10:30 p.m.                | 4:28 p.m. |
| Monday, Oct. 24           |           |
| 10:53 a.m.                | 4:29 a.m. |
| 11:33 p.m.                | 5:18 p.m. |