

Beaufort JC's Start Campaign For Members

● Charter Members Invited to Dinner
● Dignitaries to Visit Monday Night

Invitations have gone out for a membership drive dinner meeting to be given by the Beaufort Jaycees Monday night.
George Murray Thomas, past president of the Beaufort club, announces that the dinner will begin in the Scout building at 7. National Jaycee director John Kennedy of Fayetteville will attend the meeting as will Pop Craft, district vice-president of the 12th district.
Other honored guests will include all of the presidents of Jaycee clubs in the district and the 22 charter members of the Beaufort organization, founded in 1941.
In announcing plans for the dinner, Mr. Thomas said that membership in the club is now lower than it ever has been. Only five members are now active. "We feel that if we invite prospective members to the meeting Monday, explain the Jaycee purpose to them and tell them something about our club, we can work our membership back to full strength," said Mr. Thomas. About 15 prospective members have been invited to attend.

Short skits, depicting past Jaycee projects, will be presented Monday night following the dinner.
The 22 charter members of the club who have been invited are James H. Potter, Leon K. Thomas, Charles Davis, Julius E. Adair, James R. Sanders, Orville G. Gaskill, John Chadwick, John P. Butler.
G. W. Huntley Jr., W. H. Potter, W. A. Mace, Edward C. McConnell, George Eastman, James R. Wheatley, Perry F. Reavis Jr., C. D. Jones, Leslie Moore, Pritchard Lewis, Walter Morris, Graham W. Duncan Jr., and Charles Hassell.

Officer Checks On Three Wrecks

Highway patrolman R. H. Brown investigated three wrecks since Friday. Charges were filed against one driver.
At 7:15 Friday night a 1960 Ford Falcon was wrecked 300 yards from Jim Young's store on the Stella road. Driving the car was William Prentiss Vinson of Swansboro.
Patrolman Brown said that Vinson was going east on the Stella road when he blacked out. The car swerved to the left, back to the right, abruptly to the left and ran into a ditch bank.
The front end of the car was smashed. There were no charges.
Charges of exceeding a safe speed limit were filed against William Earl Cayton of route 1 Newport after a collision at 10 a.m. Saturday four miles south of Newport on the Nine-foot road.
The accident occurred, the patrolman said, when Elbert Garner of Newport, driving a 1951 Plymouth, stopped to let a piece of farm machinery cross a narrow bridge he was approaching. Cayton came up behind Garner, was unable to stop, and hit the rear end of the Plymouth. Both were headed south.
Damage to the Plymouth was estimated at \$150 and to the Ford, \$200. No one was injured.
Alex John Willis of route 1 Newport turned a 1957 Ford over at 3 a.m. Wednesday 50 feet east of NC 58 on highway 24. The car was headed east, ran off the right side of the road, back to the left, into a yard and turned over. Willis told the patrolman he went to sleep at the wheel.
Patrolman Brown said the car was a total loss. Charges against Willis are pending.

Governor-Elect Stops At Morehead Monday

Governor-elect Terry Sanford stopped at Morehead City Monday en route by yacht from Mattamuskeet to Wrightsville Beach.
Mr. Sanford went fishing off Morehead City Tuesday. He is vacationing following his successful campaign for governor. Visiting with Mr. Sanford while he was here were mayor W. H. Potter, Beaufort, and mayor George Dill, Morehead City.

Report Made
According to the recent survey conducted by the county board of education, there are 1,482 children in Carteret schools whose parents, one or both, are employed by the federal government. Financial aid is available to the county from the federal government in proportion to the number of federally-connected pupils.

Jury Finds That Slayer of Pulpwood Worker Used Knife in Self-Defense

A six-man coroner's jury ruled Tuesday night that Paul Williams, charged with the Saturday morning knife-slashing of 26-year old Louis Carter, acted in self-defense.
Conflicting testimony was given, although testimony of those at the scene of the killing upheld Williams' story.
The first to testify was James B. Lee. Lee said that on the night of Friday, Nov. 12, he had been with Carter and the two had stayed up all night. He said that they went to the house, where Paul Williams and Sampson Hunt, an Indian, were staying, shortly after sunrise Saturday morning. The house is located in a camp on the Laurel road, north of Beaufort.
Lee said that when they entered the house, Williams was sitting near the heater. He added that Carter came in swearing and said, "I'm going to kill me someone anyhow." He said that Carter went over to Williams, drew a knife and cut a gash on his right arm. Lee said he told Carter to "leave that boy alone, he's not hurting you."
Williams then, according to Lee, left the house and Carter followed him. He said that he didn't see the ensuing fight outside but added that he thought they fought for about 25 minutes after leaving the house.
Williams was called to the stand

and he told the jury that after he left the house, Carter again came after him with a knife. He said Carter cut at him once and he threw up his hand to ward off the blow and received a deep gash on his hand. Williams said that he then took out his knife and struck Carter. He said Carter exclaimed, "Well, you've got me," and then staggered off into the weeds.
Williams said that he then called to the house, to Lee, and told him to get a doctor because he didn't know how badly he had wounded Carter. He said that he then started down the road to get a ride to Beaufort and give himself up.
Earl Campen, who owns the house where Williams and Hunt were staying, was called to the stand. He told the jury that on Saturday morning he went to the house at the request of Causey Branton, a pulpwooder, who rents the house from Campen.
Campen said that Branton came to his house and asked him if he would go to the camp and put Williams out of the house. He told Campen that he had been to the camp earlier to get the men to go to work but found them in no condition to work and so had come to Campen.
Campen said that he went to the camp and added that when he arrived he found Williams trying to force his way into the house and

being restrained by what he called "a big yellow-looking man." (It was later brought out that the yellow-looking man was Hunt, the Indian, who lived in the house with Williams.)
Campen said that he told Williams to leave and stay away from the house. He said that Williams left, walking down the road towards the highway. Campen said that it was then that he learned of the stabbing and after examining Carter's body, he said he came to Beaufort to report the incident to the sheriff.
Deputy sheriff Bruce Edwards, who with sheriff Hugh Salter investigated the incident, was called to the stand. He told the jury that Williams had voluntarily surrendered. He also told the jury that Carter had a lengthy police record and was known as a troublemaker and heavy drinker. Edwards said that Carter had been placed in the county jail on several occasions.
Williams, on the other hand, Edwards testified, had no police record except for a traffic violation and had never been any trouble to the sheriff's department.
The jury retired at 9:03 and returned with their self-defense verdict at 9:21. ABC officer Marshall Ayscue, acted as spokesman. Other jurors were J. W. Sykes, Charles L. Pake, S. J. Rabon, Henry Hattwell and Cecil Boroks.

Four Churches Will Erect Nativity Scene on Inn Lawn

Mayor Appoints Two Committees

- One Will Investigate Court Operations
- Other Will Review Bookkeeping Routine

Four churches of Beaufort will join in erecting a Nativity scene on the lawn of the Inlet Inn during the Christmas season. The scene will cover the width of the lawn.
The churches are St. Paul's Episcopal, Ann Street Methodist, First Baptist and the Free Will Baptist.
There will also be a bazaar on the vacant lots near the inn property. Booths will be available for communities from down east to display products typical of their communities, sell craft items or refreshments. The booths will be in three large tents.
There are still some booths unreserved. Any community which would like to have a booth is asked to contact the Christmas festival chairman, Mrs. Wiley Lewis or William Roy Hamilton, by Nov. 28.
Gilbert Potter, member of the publicity committee, says that it is hoped there will be a 300-voice choir which will sing from the Inlet Inn steps. The choir will be composed of choir members from Beaufort churches and churches east of Beaufort.
There will be three practices only and any choir not represented at the organizational meeting Tuesday night is invited to the coming practices: Tuesday, Nov. 22, Friday, Nov. 25, and Wednesday, Nov. 30 at 7:30 p.m. and the last at 8:30 p.m. in the First Baptist church. Miss Ruth Durham is choir director.
Choirs represented at the organizational meeting this week were the following:
Mt. Zion Baptist, St. Paul's, Ann Street, Purvis Chapel, St. Stephen's, First Free Will Baptist, St. Clement's Episcopal, all of Beaufort.
Russells Creek Free Will Baptist, Marshallberg Baptist, Marshallberg Methodist, Harlowe Methodist and Harkers Island Mormon church.

Beaufort Band Makes Collections

Tomorrow will be Tag Day for the school band in Beaufort. Majorettes will make collections in the business section and the band will play.
The school band is supported solely by contributions from people in the Beaufort school district. Band Week started Monday and will continue through tomorrow.
The band paraded Tuesday and yesterday. Persons who would like to mail checks should send them to the school and indicate on the check that the contribution is for the band.

Coast Guard Aids Pogey Boat

Coast Guardsmen from the Fort Macon station assisted in towing a 44-foot pogey boat to port Tuesday afternoon.
A call was received at the station from a Cape Lookout patrol boat that the boat, Douglas, was being brought in and requested a relief of the tow at Beaufort Inlet.
Fort Macon dispatched the 40-footer which relieved the Cape Lookout patrol boat at Beaufort Inlet and brought the Douglas into Morehead City. The Douglas was disabled due to engine failure. G. L. Winter, Morehead City, was pilot of the fishing vessel.
Crew aboard the 40-footer included Jack Wilson, BM-2; William Granger, BM-3; Bill Vinson, EM-2; and James Guthrie, SN.
The Douglas is owned by Eca-trice Buckmaster, Swansboro.

Phone Company Extends Service

Construction work was started last week on a project to extend urban cable facilities within the Beaufort exchange. Additional cable will be placed along Turner, Cedar and Live Oak streets and also along Lennoxville road and US Highway 70 east.
L. A. Daniels, Morehead City, manager for Carolina Telephone and Telegraph Co., stated that this work is necessary to serve new applicants, provide higher grades of service and to take care of expected growth.
He further stated that the work will involve placing approximately five miles of cable facilities along existing poles and right-of-ways at a cost of \$37,504. Work is expected to be completed by January 1961.

Chamber Office Offers Civil Defense Literature

Civil Defense literature is available at the Morehead City chamber of commerce office.
J. A. DuBois, manager, said that numerous requests have been made by school children and others for such literature, so he obtained pamphlets from the state CD office.
They are available upon request from the chamber office in the Hotel Fort Macon. Those making requests by mail should include a stamped envelope.

Fort Macon Finally Gets Additional Telephone Service

L. A. Daniels, manager for Carolina Telephone and Telegraph Co., says the phone company was connecting the extra trunk line to Fort Macon Coast Guard station yesterday morning.
Referring to an editorial in Friday's paper, he said that the phone company informed the Coast Guard in April of the facilities available, but the Coast Guard never requested that the service be provided.
"It was there, all they had to do was ask to have the line connected," Mr. Daniels said.
The request came through Wednesday. Contacting Fort Macon Coast Guard station by phone is usually an ordeal, as THE NEWS-TIMES has pointed out on several occasions. Now, instead of only one line into Fort Macon station, there are two, and if one number is busy, the other may be dialed.

Chamber Offers Berth For Battleship Memorial

The greater Morehead City chamber of commerce has requested that the battleship USS North Carolina be placed in Carteret county if it is obtained as a war memorial by the state.
The request was made in a recent letter to Orville D. Campbell of Chapel Hill, head of the governor's committee to bring the battleship "home." The letter was written by Rufus Butler, president of the chamber.

To Appear in Play Tuesday



Carol Willis, daughter of Mr. and Mrs. Edward J. Willis, Morehead City, plays the role of Effie in *The Little Minister*, which will be given by the Carteret Community Theatre at 8 Tuesday night in the Morehead City recreation center. Other pictures appear on page 3 section 2. (Photo by Lillian Gliddens).

Opposition to No-Draw Bridge Voiced at Hearing

A. T. Piner of the Morehead City Pilots association testified at the Army engineers' hearing Tuesday that the drawbridge at Morehead City with beneficial to many vessels, but with its removal upon construction of the proposed new bridge, many vessels which formerly used the waterway because it was unobstructed, will be restricted.

He said that you can't remove something that has been beneficial to navigation and not work a hardship on navigation interests.
Mr. Piner said that some of the towns now going through the Morehead City bridge are 200 to 250 feet long. Wind velocity is hazardous to long tows, and this hazard would be further complicated by the solid fender system the state proposes from the railroad bridge through the highway bridge.
Mr. Piner added that tides would be hazardous even in an ocean draw span, but if such were constructed its horizontal clearance should be at least 200 feet, preferably 300, and the vertical clearance 138 feet.

He said that ocean spans, similar to the one proposed sometime in the future by the state, have proved hazardous in situations similar to that at Morehead City.
Exportation of fish oil is hampered because of the hazards encountered in attempting to pass through the present railroad and highway bridges, Mr. Piner remarked.
A contract with Aviation Fuel Terminals, to send oil by barge to Cherry Point had to be terminated because of the dual bridge condition; another firm declined negotiation for a contract for the same reason, Mr. Piner said.
Robert L. Hicks of Heide and Co. said that two foreign vessels which loaded fish oil here never returned because of the trouble encountered in going through the Morehead draw. A third came back the second time, but that was the last time.
Mr. Hicks said that the Gallants channel bridge at Beaufort, where there is a draw, is not feasible as an alternate route because the railroad draw next to it does not raise at a 90 degree angle, but slants and thus materially reduces clearance.
He said one vessel that went through there to take on fish oil at the Smith factory had its radar tower and superstructure knocked off.
He commented that 16,000 tons of fish oil were exported from Morehead City last year. "And that's local. That's not material brought in here from some place else and then shipped out," Mr. Hicks said.
Mr. Piner said that if the fish oil business had not been restricted in the past, there's no telling what it might have meant to this area today.
He said that in his opinion, if a continuous 200-foot fender system is built between the two bridges, navigators should be relieved of any responsibility in case of accident.
He said that the Morehead City Pilots association opposes a fixed level bridge and believes that no ocean draw should be designed without consulting all interested parties.
Relative to a survey made a year ago, which led to the fixing of a 65-foot height for all vessels using

Charles Hassell Chosen As Scholarship Candidate

Beaufort school nominated Charles (Pud) Hassell, who was chosen Wednesday by a county committee, as candidate for a Morehead scholarship. Charles, a senior, is the son of Mr. and Mrs. Charles R. Hassell, Beaufort.
An outstanding student in his four years in high school, Charles was described in a letter from his principal to the county scholarship committee as "never satisfied with less than his best." Principal of the school is Albert Gainey.
The letter pointed out further that he has the characteristics of a good citizen. "His truthfulness and courage will mark him as a leader in any group in which he participates," Mr. Gainey said.
Charles, 17 years old, is editor of the school annual, president of the senior class, was president of his junior class, was elected secretary of state at Boys State last summer, is sports editor of the school paper, Student council member, library club, debating club and Monogram club member; is a Star Scout and Scout lifeguard.
He is a letter man in football, basketball and baseball, played on the school's two state championship basketball teams and was elected a member of the all-state team each year.
He is a member of St. Paul's Episcopal church, the Young Churchmen, church choir and acolyte guild. Charles has, because of scholastic achievement, been a marshal each of his years in high school and is one of the top three, scholastically, in the senior class.
A Morehead scholarship consists of \$1,200 per year for each of a student's four years at the University of North Carolina.



Charles Hassell wins nomination

Claud Wheatly Jr., Beaufort, chairman of the Morehead scholarship committee for this county, said yesterday in announcing the committee's decision that it was not easy to choose just one boy of the two who applied.
John Crowe, Morehead City senior, was the only applicant besides Charles (Pud) Hassell.
"We have never had so few applicants as this year," Mr. Wheatly said. "One year we had 14."
The winning county candidate surpassed the other applicant in participation in school athletics. Hassell is outstanding in sports as well as scholarship. "We would have liked to have selected both boys," the scholarship committee chairman said.
Members of the county scholarship committee are Luther Hamilton Jr. and Albert Gaskill, Morehead City, and J. F. Duncan, Beaufort.
County winners next proceed to district committees. On a district basis, Hassell will be competing with Carl G. Pruitt, son of Mr. and Mrs. R. L. Pruitt, formerly of Newport. Pruitt will advance to district competition from Duplin county.
He is the grandson of Mr. and Mrs. C. G. Gaskill, Beaufort. After district elimination, those remaining are screened for selection of approximately 30 winners. Seven hundred high school seniors compete for the Morehead scholarships annually.

Coast Guard Picks Up Drifting Skiff

An 18-foot skiff whose home port, pilot and owner are unknown, was picked up early Wednesday morning by the Fort Macon Coast Guard after it was reported adrift near the port terminal.
Crewmen aboard the Chilula, docked at the port, spotted the skiff adrift shortly after midnight and called the Fort Macon station which dispatched the 40-footer to investigate.
The 40-footer took the skiff in tow to Fort Macon. The boat had no identification whatsoever and will be kept at the station until its owner can be found.
Crew aboard the 40-footer included Jack Wilson, BM-2 Alan Strain, FN and James Guthrie, SN.

To Receive Pin

Reginald E. Bland of Morehead City will become eligible this month for a gold pin representing five years of telephone company service. He is employed by Carolina Telephone and Telegraph Co. as a central office repairman in the plant department.

Chamber Membership Meeting Set for Dec. 8

The annual membership meeting of the greater Morehead City chamber of commerce has been set for 7 p.m. Thursday, Dec. 8. The time and place will be announced.
The dinner will be for members only. The large chamber membership makes it impossible to accommodate couples, J. A. DuBois, chamber manager, announces.
Three persons will be elected to serve on the chamber board of directors.
The chamber board met recently for its November meeting at the chamber office in the Hotel Fort Macon. Bob Simpson showed three reels of 16 mm. color film from which a 15-minute film on Carteret as a resort area will be made up.
The manager stated that more than \$5,000 is owed on 1960 dues. He said at least \$4,000 will be needed for operation during the rest

Eleven agencies and organizations protested formally Tuesday against a new bridge without a draw across Newport river at Morehead City.

Filing objections before Army engineers at a hearing in Morehead City were the town of Morehead City, the Neuse Development association (Goldsboro, Kinston, New Bern and Morehead City), the United States Salvage association, Morehead City Maritime association, Morehead City Pilots association, Southern Railway, Heide and Co., Carteret Towing Co., Piner Dredging Co., Morehead City chamber of commerce, and Longshoremen's Local No. 1807, AFL.
The hearing was called by the Corps of Army engineers to hear protests, if any, relative to the State Highway commission's proposal to place a bridge across the Newport river at Morehead City. The bridge plans call for a height of 65 feet over the channel and a horizontal clearance of 80 feet.
Col. R. P. Davidson, district engineer, Wilmington, stated that the engineers were interested in objections to the proposed bridge as they might affect navigation.
1. The town of Morehead City, in its resolution, termed the 65-foot clearance "totally inadequate" for craft using the waterway. It stated that the 60-foot distance between the proposed highway bridge and the present railroad bridge would create a menace to navigation.
2. The Neuse Development association said the bridge, as proposed, would hamper operation in the port area. It suggested that the State Highway commission repair the present bridge and continue its use as long as possible in the hope that a more suitable new bridge, that would benefit navigation, could be devised.
3. The United States Salvage association presented a letter pointing out that a 65-foot stationary bridge would force much marine repair and salvage equipment, not built for ocean travel, to go around Cape Hatteras. It further stated that the distance between the present railroad bridge and the proposed bridge would create "lock" conditions.
4. The Morehead City Maritime association pointed out that vessels of foreign flag, which formerly went through the Morehead City draw, would be unable to pass if a fixed bridge were built. Forcing coast-wise traffic out into the ocean would also increase insurance costs to navigation interests.
5. Southern Railway said construction of such a bridge would be detrimental to port commerce.
6. The Morehead City Pilots association said that a continuous fender system from the railroad draw through the highway draw, a distance of about 200 feet, would create anxiety for navigators and cause accidents. It was further stated that even if the ocean draw proposed were constructed, it would be hazardous if the bridge were built just 60 feet north of the railroad bridge, because it would be almost impossible to maneuver ships through two bridges where tide and winds figure as importantly in navigation as they do here.
7. Heide and Co., ships' agents, pointed out that three ocean-going vessels, which attempted to load fish oil at a Beaufort factory and then use draws in this area, refused to make return trips because of the hazard the bridges created.
8. The Morehead City chamber of commerce stated that the bridge as proposed will block development of the state port.
9. The Longshoremen's Local is of the opinion that a fixed bridge would set back port development 25 years and instead of a steady growth of work for longshoremen, as is the case now, would cause a decline.
10. The Carteret Towing Co. and Piner Dredging Co. said a stationary bridge would obstruct free navigation, and requested plans for an open draw or a fixed bridge at a height of 138 feet.
Colonel Davidson explained that he makes a recommendation in a case of this nature, forwards it to the engineers' office at Atlanta, which makes further review, and then to Washington where the final decision is made.
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Woodmen of World Begin Repairing Toys

Members of the Morehead City Woodmen of the World camp will meet at the lodge tonight at 7:30 to begin work on repairing the used toys they have collected.
The toys will be repaired, painted and distributed to needy children this Christmas. Anyone having toys their children have outgrown are invited to bring them to the lodge, behind Bud Dixon's motel, tonight or take them to Auto Supply during the day. For pickup, persons should call PA6-4822 after 6 p.m.