

## Rescuers Dig 16-Year-Old from Well

Introducing Mr. 1961 . . .



Little Jeff Bordeaux, son of Mr. and Mrs. John Bordeaux Jr., Morehead City, celebrates at his own New Year's Eve party. He recommends the contents of his bottle for every bottle opened at parties New Year's Eve.

### Owners Move Some of Cattle On Shackleford

- County Board Hears Road Request
- Highway Commission Sets Hearing Date

Commissioner David Yeomans, Harkers Island, told county commissioners Tuesday that between 12 and 15 head of cattle in the herd on Shackleford were taken off the banks last week.

Owners of the herd have been disputing the right of the state and the county to make them move the cattle. Mr. Yeomans said he doubted that the owners, Mrs. Olive Willis and Ralph Chadwick, would take the case to the supreme court.

Resident judge W. J. Bundy ruled last month in favor of the state and against the cattle owners.

Mrs. Carl Ball, Kinston, and Mrs. Hazel Thompson, White Oak township, appeared before the board to ask if the state would maintain a road a half mile long, during the school year, so that the school bus could pick up the Thompson children at the end of the road.

The Thompsons live on the old Ernest Waters farm now owned by the Balls. C. Y. Griffin, district engineer, who attended the meeting, said he would look into the matter.

The board approved dropping from the highway system one-tenth of a mile at Wildwood. The request to release the road was made by Mr. Griffin, who said that a property owner objects to the state work.

The road, numbered 1151, is half a mile long. The remaining four-tenths will stay on the state system. Mr. Griffin said that the road is on the railroad right-of-way but the state has been informed by the attorney general that the method in which the railroad acquired the land prohibits use of it for anything but a railroad right-of-way.

The clerk was requested to notify Lee Murdoch, who came before the board last month relative to a road at Wildwood, about the complications that have arisen in the above case.

Odell Merrill, clerk, asked the highway commission to check on maintaining the road to Thurman Pittman's at Merrimon as a neighborhood road. Commissioner Gaston Smith informed Mr. Griffin and John L. Humphrey, county highway superintendent, that unless they do something fast about a road at Atlantic, the water is about to overtake it.

Mayor W. H. Potter appeared to inform the board that the Civil Aeronautics board has ruled that an airline can discontinue service to an airport if passengers originating at that airport are fewer than an average of five per day per flight.

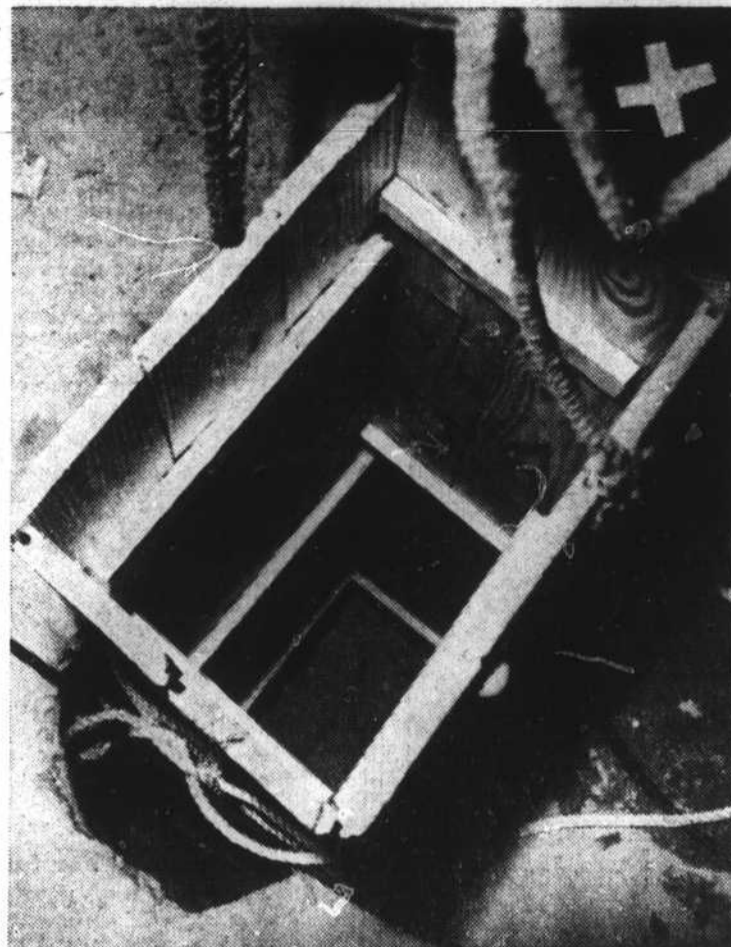
He said that Piedmont may decide to discontinue service into Beaufort-Morehead in the summer-time. The board said that it would request its airport commission to write a letter to Piedmont informing the airline of the county's interest in continued passenger service.

A letter from the mayor was read earlier in the meeting. It requested that the county ask the highway commission to put spillways under the new roadway which will approach the bridge across Newport river. Mr. Potter said this would help prevent high water in Beaufort during storms.

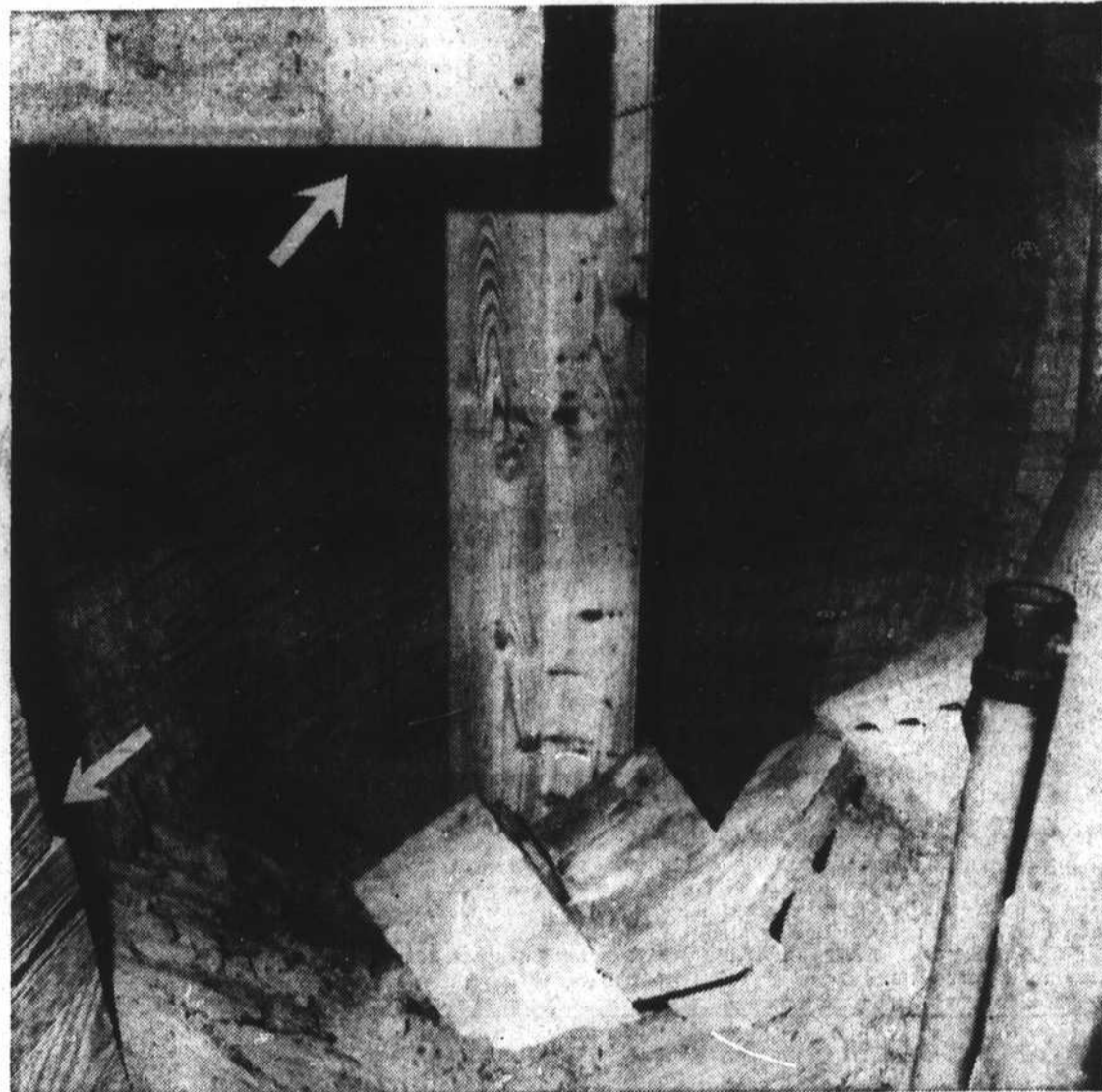
Moses Howard, chairman of the county board, announced that the highway commission will conduct a hearing for counties of division 2 from 2 to 4 p.m. Thursday, Jan. 19, at the courthouse.

John Valentine, architect, requested a fee of 6 per cent for estimate of the bridge.

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This is the wooden shaft, built by the Frost brothers of Salter Path in about 10 minutes. It was placed in the hole and around Thompson to protect him from further cave-ins. The X upper right marks the direction from which the tunnel was dug to the well.



This is the hole from which Thompson was taken. The photographer lay in the tunnel leading to it to take this picture. Over him was the flooring of the house. The arrow upper left points to the wall of the garage which was resting on sand before the sand was dug away from it. The arrow lower left points to boarding used to shore up the walls of the tunnel. The pipe Thompson was trying to reach was about 3 feet below the point where concrete blocks have now fallen in.

### Kurt Thompson Survives Four-Hour Ordeal Tuesday

By LARRY MCOBB

Sixteen-year-old Kurt Thompson narrowly escaped death Tuesday night when rescue workers pulled him out of a collapsed well shaft after four hours of frantic digging hampered by cave-in after cave-in.

The boy was buried under four feet of sand as he worked to free a broken pipe in a well shaft under the garage of his home at Emerald Isle.

His father, George Thompson, and J. C. Keeter, who was visiting at the Thompson home at the time, managed to uncover the boy's head after about thirty minutes of digging but it was another three and one-half hours before rescuers could life the youth from the hole.

A wooden shaft, built on the spot to place over Thompson's head to protect him from further cave-ins, and oxygen supplied by Morehead City and Atlantic Beach rescue squads were credited with saving the boy's life.

At one point in the rescue operation, diggers had managed to free three-fourths of Thompson's body when a second cave-in buried him again up to his neck. It was then that the Frost brothers of Salter Path put together the shaft that was put around Thompson.

The boy and his father had been digging a well under the garage through an 18 x 24 hole in the concrete floor of the garage. They had dug out a shaft approximately 10 feet deep under the garage and had sunk the pipe for the well another 40-50 feet.

The boy's father said Wednesday, "Our pipe had broken and we were having to pull it back up. It stuck as we were bringing it up and Kurt went into the shaft to attempt to hook a chain onto the pipe so we could get it out with a pulley. While he was in the shaft attaching the chain, the sides of the shaft caved in burying him under approximately four feet of sand."

Thompson called for Keeter and told him, "My boy's in there." The pair began digging immediately with a post hole digger and their hands to reach Kurt. Mrs. Thompson, meanwhile rushed three miles to Salter Path to summon help.

Thompson said that after about 30 minutes of digging they struck the top of Kurt's head with the post hole digger. He was unconscious when they reached him and they didn't know whether or not he was still alive. Help began arriving on the scene shortly after Thompson had the boy's head uncovered and oxygen administered soon brought him around.

From his hospital bed Wednesday, Kurt said that it seemed to him that it was about two minutes or so after the cave-in that he blacked out. In telling of the perilous seconds following his entombment, Kurt said that he was kneeling in the shaft when the walls fell on him.

He had his right arm down at his side but managed to get his left arm up to within about six or eight inches of his face. With his left arm he managed to push the sand back just enough that he could get a tiny breathing space.

He said he got terribly cold waiting for the rescuers to get him out.

The entire rescue operation was hampered by the fact that diggers had to work through the small hole in the cement floor of the garage to reach the boy. Workers, hoisted head-first through the hole and held by their heels, handed up bucket after bucket of sand as they worked to free the youth.

After the second cave-in, rescuers abandoned trying to reach Kurt through the hole in the floor and went through the foundation of the house to try tunneling into the boy from the side. By this time the shaft had been placed over Kurt's head and freeing him remained only a matter of how long it would take to tunnel into the shaft from under the house.

Workers had reached Kurt at approximately 9 o'clock and the boy was removed from the hole through the tunnel that had been dug to free him. He was rushed to the Morehead City hospital where he was placed under an oxygen tent. X-rays taken Wednesday morning

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### Patrolman Clarifies Report on Accident

Morehead City patrolman E. D. O'Neal clarified Wednesday an accident report made in Tuesday's paper.

In an accident at 16th and Bridges streets Friday, a 1951 Plymouth station wagon, reported as having stopped at Bridges on 16th, did not stop completely, the patrolman said, but kept rolling.

As a result, it struck another car turning from Bridges south on 16th. The Plymouth, driven by J. B. Felton, Morehead City, was headed north. Driving the other car, a 1959 Ford, was Nancy F. Pittman of Merrimon.

## Leigh Wilson Meets Tuesday With Morehead City Board

To solve future traffic problems in town, Leigh Wilson of the League of Municipalities, recommended Tuesday night that the Morehead City board of adjustment meet with the Carteret County Planning commission.

The purpose would be to explore possibilities of the planning commission joining with the town to develop a plan for future streets and highways. Mr. Wilson met with town commissioners and the board of adjustment.

"Morehead City traffic is an area problem," Mr. Wilson said. "Your traffic consists of people who want to get to the beach and to Beaufort."

Mr. Wilson referred to the master plan for future projects as a "thoroughfare plan." The division of community planning of the Department of Conservation and Development would assist in the planning, he said. The division is now setting up a regional office in Kinston.

If towns work with the State Highway commission, future highway projects and town needs can be joined in a way beneficial to the town, the league official said.

But a town is expected to place before the highway commission a program of its needs.

In reply to a question by Marion Mills, chairman of the board of adjustment, Mr. Wilson said that by-passes do not hurt a town's business section. "Studies show that only 10 per cent of total traffic is through traffic. If you run a by-pass, you're going to get rid of 10 per cent of your downtown traffic which makes it that much better for those who want to shop and for those who do business."

After a lengthy discussion of town parking problems, the town board asked the board of adjustment to make recommendations on

zoning ordinance revisions, particularly as to parking, and report to the board in several months.

Commissioner Walter Morris raised questions regarding adequate parking space in downtown Morehead City.

Mr. Wilson said that some zoning ordinances require that a new business building have off-street parking accommodations in direct proportion to the number of square feet in the building and the type of building it is—whether a retail store, office building, etc.

In some dense business sections where an old building on a small lot is replaced with a new building, the off-street parking requirement is waived because of the lack of available land for off-street parking.

Mr. Wilson recommended that off-street parking be required throughout the town, in residential areas as well as business. The board agreed, commenting that in many residential areas cars can be parked nowhere except in the street.

Mr. Mills inquired about providing loading zones for stores. Mr. Wilson said that a loading zone should be provided for businesses only where the business has no other means of access such as alleys.

He suggested that the chief of police and a town commissioner make a survey of the town and make recommendations as to parking, if necessary, and loading zones.

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## Gallants Channel Bridge Will Close for Repairs

The Gallants channel bridge on US 70 between Beaufort and Morehead City will be closed for several days beginning Monday, according to an announcement today by the State Highway department. The bridge is locally known as the Beaufort bridge.

Contract work on repairs to the fender system will necessitate daily closing of the bridge to both highway and water-borne traffic between the hours of 9:30 a.m. and 4:30 p.m.

Highway engineers say the bridge may be re-opened to highway traffic within three or four days, but will be closed to water traffic for approximately five weeks.

During the hours of closing, traffic bound from the New Bern area to Beaufort will be detoured over NC 101 from Havelock. Appropri-

ate detour signs will be erected in Havelock. Traffic destined from the New Bern area to Morehead City will continue to use US 70.

There will be times during progress of the work when the bridge may be opened for brief periods to both highway and water traffic. In such instances, the detour signs will be removed and traffic will flow as usual.

Damage to the fender system occurred during hurricane Donna. Repair work involving the driving of some 35 new piles is being handled by the Tidewater Construction Corp. of Norfolk, at a contract cost of \$28,000.

J. H. Burruss, resident engineer in this area, said yesterday that 30 of the piles to be replaced are located under the highway section of the bridge.

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## Hearing on Building Rules Set for Feb. 6

Monday, Feb. 6, has been set as the date for a public hearing on a hurricane building code proposed Tuesday by the Carteret County Planning commission. The commission's code was presented to the board of county commissioners.

Anyone interested in a copy of it should contact Odell Merrill, clerk to the board, at the register of deeds office, courthouse, Beaufort, or M. G. Coyle, Atlantic Beach.

The county planning commission recommended that the board adopt and enforce the North Carolina State Building code, on which no public hearing is needed.

The board took no action.

The state building code now applies state-wide, but in this county has never been enforced. The planning commission recommends that county commissioners and town commissioners appoint qualified building inspectors to enforce those basic building requirements.

The hurricane building code, termed "windstorm resisting construction code" is supplemental to the statewide code and is devised to protect property in areas such as this where high winds occur.

Planning commission members who appeared before the board said that already as many as 10 insurance companies have refused to

write insurance in this area because of the high risk due to wind.

County commissioner Skinner Chalk said that some property owners have to pay two and half times the premium they used to for insurance.

Planning board member Cecil Morris said a property on the beach which formerly could be insured for \$400 annually now carries a premium of \$1,000 annually.

It was pointed out that people are finding it more difficult to get loans on property. Uninsurable property is not considered good security for a loan.

"A wind storm code is necessary to get loans and satisfy insurance

companies," Mr. Coyle said. Mr. Coyle, a planning board member, with W. C. Carlton, another member, drew up the wind storm code.

Contractors were consulted. Mr. Carlton said that 90 per cent of the contractors said a code was needed, but all the contractors have not yet seen it. It was suggested that copies be mailed to them.

Dr. L. J. Dupree, planning board chairman, highly commended Mr. Carlton and Mr. Coyle for their work. Commissioner Chalk moved that the board adopt a resolution thanking the planning commission for their work.

The Feb. 6 hearing will begin at 2 p.m. at the courthouse.

## County Officials Visit Proposed Hospital Sites

County commissioners visited several proposed hospital sites Tuesday during their first meeting of the new year. Viewed were sites in the Crab Point area as well as the Earle Webb estate on highway 24.

No decision was made other than a general agreement among commissioners that a site and architect should be obtained as soon as possible.

Moses Howard, chairman of the board, said the board has received an invitation to go through the Beaufort county hospital.

The board hasn't decided whether it will choose an architect on the basis of visits to hospitals recently built by architects interested in the job, or whether it will invite the many architects who have contacted them, to a conference.

James D. Potter, auditor, advised the board that if hospital bonds are to be issued in 1962, the county must refinance its present debt in July 1961. He said it would be desirable to issue the bonds in November of this year and call for bids for the hospital in January 1962.

If this procedure is followed, assuming that it will take 18 months to build the hospital, the hospital would be complete in July 1963.

The board took no action on authorizing refinancing in July. Luther Hamilton Jr. county attorney,

reported on a meeting he and Mr. Potter had recently with William Henderson, executive secretary of the Medical Care commission.

Mr. Hamilton said that the Medical Care commission will give no statement in writing that the money promised the county for a hospital will be given. He said that Mr. Henderson advised the county to acknowledge a letter received from the commission Sept. 16, 1960 wherein the Medical Care commission made its proposal on matching funds.

Mr. Hamilton said the Medical Care commission also must have a copy of a resolution from the Morehead City hospital trustees stating that they will close the Morehead City hospital upon the opening of the new hospital.

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### Seal Sale Chairman Reports \$2,283 to Date

Collected thus far in the TB Christmas seal sale in the county is \$2,283, announces Frank Casiano, TB seal sale chairman.

Reminders to about a thousand families who received seals are to go out within the next week. It is hoped that between \$500 and \$600 will be received as a result, thus bringing the total closer to, or beyond, last year's receipts of \$2,600.

## State Asks Bid On New Bridge

The State Highway commission has called for a bid on the new bridge across the Newport river at Morehead City.

The highway commission office notes, however, that the bid, scheduled for opening Jan. 24, will not be opened if Army engineers have not given approval of bridge plans by that date.

The new bridge is expected to cost \$2 million and take about two years to build.

Announced closing of the BEAUFORT bridge next week has nothing to do with request for bids for the new bridge. There are no plans at present to close the MOREHEAD CITY bridge across Newport river. Calls received at the newspaper office indicate that people are confused as to which bridge will be closed.

### Tide Table

Tides at the Beaufort Bar

HIGH	Friday, Jan. 6	LOW
10:47 a.m.	4:34 a.m.	
11:34 p.m.	5:13 p.m.	
	Saturday, Jan. 7	
11:22 a.m.	5:02 a.m.	
	5:41 p.m.	
	Sunday, Jan. 8	
12:11 a.m.	5:37 a.m.	
12:03 p.m.	6:16 p.m.	
	Monday, Jan. 9	
12:51 a.m.	6:31 a.m.	
12:50 p.m.	7:10 p.m.	