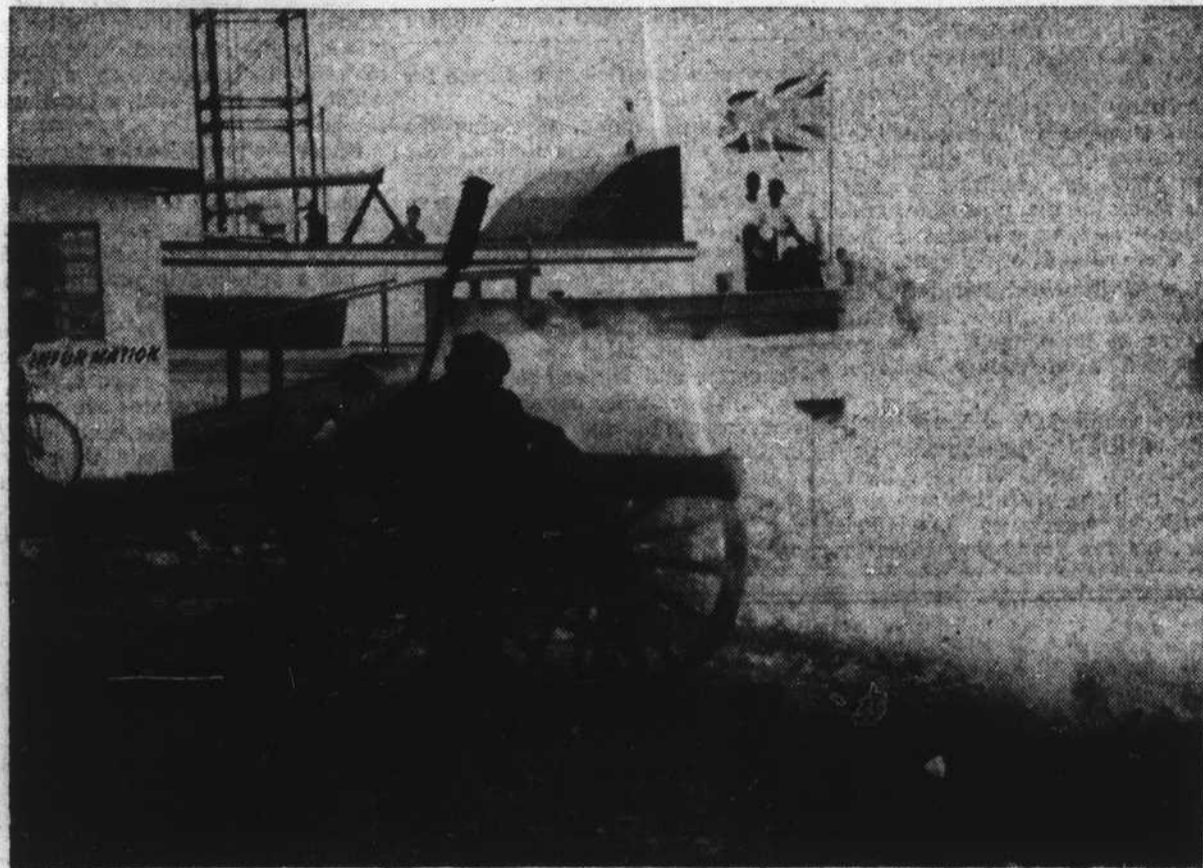


Pirates Take Beaufort



Photos by Norwood Young

From this sailing craft, the pirates bombarded the town of Beaufort in Saturday's re-enactment of the Spanish pirate invasion.



Returning flee from the shore was this cannon, fired by the Washington Grays, under command of Frank Cox. This was a special contingent that came to Beaufort from Washington, N. C., to help defend the town.



The pirates jump from their longboat to begin the assault on the batteries and capture the town. Pirates, in real life, are members of the Beaufort Fire department.

Jet Crashes; Pilot Bails Out

A jet fighter plane, bound for Roosevelt Roads, Puerto Rico, crashed at Mill Creek and burned some of the surrounding woods at 10:30 a.m. Wednesday. The pilot, Capt. Donald A. Griffing, USAF, Wichita, Kan., ejected and landed safely.

Soon after take-off from Cherry Point, Captain Griffing got a warning signal that things were not well. He radioed that he was returning to Cherry Point. But as he was preparing to do so, smoke filled his cockpit, so he got out.

He was picked up by Marine helicopter and was treated for scratches and bruises at the Cherry Point hospital.

The captain was an exchange pilot, serving with the Second Marine Air Wing at Cherry Point (VMA-583) since October 1962. The aircraft was an A4B Skyhawk.

Mill Creek is a community in this county, a short distance east of the Marine Corps air station.

W. C. Pugh Freed This Week Of Charges of Embezzling

W. C. Pugh, Ramseur, arrested in February on a charge of embezzling \$2,000 from a county real estate developer, was freed in Carteret superior court Tuesday.

Judge Howard H. Hubbard accepted a motion to dismiss the case, but not until a jury had been empanelled and the state's witness, W. B. McLean, Emerald Isle, had been examined and cross-examined. The order for non-suit followed a conference between the judge and lawyers, and the jury was dismissed.

The charge against Pugh, which dates back to Dec. 20, 1962, was filed by McLean, his former employer. The warrant charged the 41-year-old Pugh with embezzling \$2,000 and an adding machine.

Sheriff Robert (Bobby) Bell returned the accused from Hattiesburg, Miss., on Feb. 20, 1963. Pugh was bound over to superior court, and a Grand Jury indicted him April 1.

McLean testified Tuesday that Pugh had taken somewhere in the amount of \$1,657.62 from him while working as manager of the Bogue Inlet gas station and store, a property belonging to McLean.

He said that Pugh had been promised a "fair percentage" of the profits of the store as payment for managing it, and that he and Pugh had agreed that Pugh would be paid "enough to live on" while

the business was in a trial stage. There was no written agreement, however.

The store closed a few days before Christmas of the winter, and Pugh disappeared, he said.

Although the case was dismissed before the defendant testified, it was brought out in cross-examination that Pugh had a substantial amount of money into the business himself. The defense also pointed out that Pugh had received no salary or wage during the entire operation of the store from midsummer to December, "except what he made in sales at the store."

Tide Table

Tides at Beaufort Bay

HIGH	Friday, June 14	LOW
12:55 a.m.	7:39 a.m.	8:14 p.m.
1:49 p.m.	8:14 p.m.	
	Saturday, June 15	
1:52 a.m.	8:44 a.m.	9:24 p.m.
2:47 p.m.	9:24 p.m.	
	Sunday, June 16	
2:57 a.m.	9:41 a.m.	10:24 p.m.
3:48 p.m.	10:24 p.m.	
	Monday, June 17	
4:06 a.m.	10:36 a.m.	11:20 p.m.
4:49 p.m.	11:20 p.m.	
	Tuesday, June 18	
5:11 a.m.	11:28 a.m.	
5:46 p.m.		

County Residents Object to Fixed 25-Foot Span to Harkers Island

Home to be Open for Tour



This is the home of Mr. and Mrs. Joe House, Moore and Front streets, Beaufort, which will be open to the public during the Old Homes Tour Friday and Saturday, June 28 and 29. Six other homes will be open on those two days, from 10 a.m. to 4 p.m. There will also be an outdoor antique show on Turner street, between the Masonic and Odd Fellows lodge halls the same weekend.

W. C. Carlton to Make Survey On Electrification in Costa Rica

W. C. Carlton, manager of the Carteret-Craven Electric Membership Corp., is scheduled to leave Morehead City Monday for six weeks of work with the Agency for International Development in Costa Rica.

Costa Rica, sometimes called the Switzerland of Central America, is bounded on the north by Nicaragua and on the south by Panama. Its eastern boundary is the Caribbean

and its western boundary the Pacific.

While in the Central American country, Mr. Carlton will make a survey to determine where a pilot rural electrification cooperative could best be located. He explains that Costa Rica, a republic, has both private power concerns and government power, but there's a "problem of getting this power to the people."

The private industries are hesitant to expand, fearful that they may eventually be taken over by the government, yet the country wants to take full advantage of its new efforts to generate power by building dams and using water.

The principal aim, Mr. Carlton says, is to get power to the consumer at the lowest cost.

Mrs. Carlton will accompany her husband to Costa Rica, but at her own expense. Mr. Carlton will leave Morehead City Monday for Washington, where he will undergo three days of orientation.

On Thursday he will fly to Miami, Fla., where Mrs. Carlton will join him and they'll leave by air Friday for Costa Rica. Mr. Carlton will receive the same salary in Costa Rica that he receives as manager of the cooperative here.

While in the Central American country, the Carltons will live in San Jose, the capital, which is in the central highlands, 40 miles from the Pacific and 50 miles from the Caribbean. San Jose's population is 102,000.

Fourteen months ago, Mr. Carlton said that he filled in a form volunteering to go to a foreign country to do work in the rural electrification field. He said he had no idea that he would be chosen, but when the offer came to go to Costa Rica, he was pleased as well as surprised.

The National Rural Electrification Cooperative association has a contract with the Agency for International Development. The objective of the cooperative agreement is to promote rural electrification, rural industry and community facilities in cooperation with countries of the free world.

Mr. Carlton is a national director, from North Carolina, with the NRECA and a past president of the Tar Heel Rural Electrification administration.

He has been given a 60-day leave of absence by the Carteret-Craven board and in his absence his duties will be assumed by E. F. Morton, office manager.

State to Widen Ferry Channel, Bogue Sound

W. B. McLean, Emerald Isle, reported yesterday that the State Highway commission has reauthorized for bids on widening the channel for the Emerald Isle-Cedar Point ferry and the work will be done in the very near future.

On the first letting, no bids were received.

Over a recent weekend, the one ferry in operation carried 1,900 cars, according to the captain. Mr. McLean predicts that when two ferries are in operation, as many as 1,500 cars a day will be handled.

The ferries are operated by the state and provide access to the western part of Bogue Banks.



W. C. Carlton
Costa Rica-bound

Capt. C. H. Piner Dies; Funeral at 3 P.M. Today

Capt. Charlie Piner, who would have been 71 years old yesterday, died early Wednesday morning at Duke hospital, Durham, after a short illness. He was christened Charles Herty Piner, but for many years was known only as Captain Charlie.

The funeral service will be conducted at 3 o'clock this afternoon in the funeral chapel of George W. Dill and Sons by the Rev. Corbin Cooper, pastor of First Baptist church. Burial will be in Gethsemane cemetery.

Capt. Charlie, whose education extended only through the seventh grade at Morehead City school, became captain of a freighter, head pilot in the Morehead City harbor, and head of two successful businesses, Piner Dredging Co. and Carteret Towing Co.

The captain went to sea in 1906 aboard sailing vessels, primarily fishing boats. He became a harbor pilot in 1917.

During World War II he was skipper of a freighter, Southport, which shipped out of Miami, Fla., into the Caribbean. He often recalled as one of his most harrowing experiences the time when a German submarine followed his freighter for more than an hour before dropping off. The incident happened off the coast of Cuba during the war.

Capt. Charlie retired as a skipper in 1946. He first visited Florida in 1905, but returned almost every year thereafter to spend the winter.

He participated in the early development of Miami and Miami Beach and carried the first barge load of building material that went into developing that now-famous strand. Prior to that first building, the only structures on Miami Beach were fishing shacks miles apart.

Captain Piner returned home soon after Morehead City ocean terminal was established and became the first pilot to bring ships into the harbor. He acquired a fleet

(See CAPTAIN, Pg. 2)

Army Engineers Conduct Hearing Here Yesterday

Harkers Island citizens and representatives of a marine railway and the menhaden fishing industry voiced objection yesterday morning to the State Highway commission's plan to construct a fixed bridge from Harkers Island to the mainland. The objections were made at a public hearing conducted by Army Engineers who propose a bridge with clearance of 25 feet above mean high water. The hearing was held at Harkers Island school.

Col. Joseph Grygiel, district Army engineer, conducted the hearing. He said the Army Engineers are concerned only with the bridge being proposed by the state and how it affects navigation.

The existing federal project involved, he said, is a through waterway connecting Pamlico Sound and Beaufort harbor. The channel is 7 feet deep at low water, 75 feet wide and goes from Pamlico Sound to Beaufort via Wainwright Slough, Core Sound and the Straits. An alternate route, he said, is through Back Sound and channels at the east and west ends of Harkers Island.

A log of openings by the Harkers Island bridge shows that 1,769 openings were made in 1958, 1,752 in 1959, 1,511 in 1960, 1,390 in 1961 and 1,517 in 1962.

He asked that in presenting their views, interested persons also submit evidence to substantiate them. Evidence will be accepted until June 27.

Buddy Norris of the state highway commission explained that the proposed bridge will be located parallel with and just west of the existing bridge. The draw span and 1,800 feet of approaches would be removed upon completion of the new project, he said, with 1,500 feet on the north end being retained temporarily.

The navigation span would have 42 feet of horizontal clearance between fenders and 25 feet vertical clearance on high water. The bridge would have a 24 foot roadway.

H. G. Phillips, resident highway commissioner, remarked that prior to the week of Feb. 13 the commission was asked to come to this area for a hearing.

A hearing was scheduled, the commission came and told of its plans. The existing bridge is in poor condition, he said, and the draw definitely must be removed or replaced. The commission got

(See HEARING, Pg. 2)

Bouncy Wake Flips Motor Off Outboard

Fort Macon Coast Guard Aids Craft

Seven Assists Made In Past Week

Patrick Prince, Durham, lost the 12-horsepower motor off his outboard in the vicinity of the Atlantic Beach bridge Sunday and had to be towed to the Coral Bay marina, west of Morehead City, by the Coast Guard.

According to Fort Macon Coast Guardsmen, Prince, in his 14-foot outboard, hit the wake of a passing vessel and it flipped his engine off. He said he almost lost his wife, too.

Fort Macon Coast Guardsmen made four assists prior to Sunday.

They towed to Morehead City Wednesday, June 5, a 36-foot cabin cruiser which had engine failure south of Core Creek bridge. On the following day, the 32-foot Kathy Barr, which went aground at Core Creek light No. 24, was towed to Morehead City. The 40-footer from Fort Macon was used in both cases.

The tugboat Evelyn, owned by James T. Gaskill, New Jersey, was refloated Saturday after it had gone aground at Bogue Sound light No. 14. The tug had a barge in tow.

In the vicinity of the Biltmore hotel Saturday, a 40-foot cabin cruiser knocked a hole in its bottom and was taking on water. The 30-footer from Fort Macon went to its aid, put pumps aboard and towed it to Morehead City.

The 40-footer relieved the Coast Guard cutter Jonquil of the tow, Dolphin II, five miles offshore Monday. The Dolphin II, Alvin J. Lewis, Morehead City, master, had engine failure. Nine persons were aboard the partyboat. It was towed to its home berth at Morehead City.

A 26-foot cabin cruiser had engine failure Monday, also about 200 yards from Bogue Sound light No. 24. The craft was an experimental coastal engineering laboratory, owned by the University of Florida. It was towed to Morehead City.

The Coast Guard escorted Explorer Scouts, on rafts, from Wainwright channel to Atlantic Beach Saturday.

Men from Fort Macon involved in the above assists were Rouse, BMI; James F. Crawford, SN; S. B. Shepherd, SN; P. T. Yeomans, BMI; Powell, BMI; Henry W. Nichols, SN; Snyder, SN; Hedgecock, SN (Reservist on active duty); M. W. Jackson, SA; and Crowley, SA.

Highway Commission Seeks Approach Bids

The State Highway commission has requested bids on one-and-a-half miles of approaches to the new highway bridge across Newport river at Morehead City.

The bids will be opened at Raleigh Tuesday, June 25, and reviewed by the highway commission at its meeting Thursday, June 27.

The job calls for hydraulic embankment, base course, bituminous concrete binder and surface. The bridge itself is already under construction.

Woman's Club Invites Artists to Show Work

The Beaufort Woman's club has extended an invitation to artists to exhibit in an art show during the Old Homes Tour Friday and Saturday, June 28 and 29. The exhibit will be in the Eure building of Ann Street Methodist church, Beaufort.

The exhibit will be hung Thursday, June 27, and dismantled Saturday, June 29. The show will be divided into two sections, a grouping of pictures by amateurs and another by professional artists. In the amateur section artists will be limited to two pictures, while professionals will be limited to four

of their paintings.

The pictures must be matted or framed and brought to the Eure building Thursday, June 27, between 3 and 5 p.m. or 7 and 9 p.m. They may be picked up between 4 and 6 p.m. Saturday, June 29. The Woman's club art committee will take every precaution for pictures left in its care, but will not be responsible for pictures left at the building before 3 p.m. Thursday and after 6 p.m. Saturday.

Persons desiring further information are invited to contact Mrs. Ernest J. Davis, PA8-4271, Beaufort.