

David Stick

THE COASTLAND TIMES

WITH WHICH IS COMBINED THE PILOT AND HERALD OF BELHAVEN AND SWAN QUARTER
PUBLISHED WEEKLY IN THE INTEREST OF THE WALTER RALEIGH COASTLAND OF NORTH CAROLINA

MAIL SHOULD BE
ADDRESSED TO BOX 423
MANTEO, N. C.
NOT TO INDIVIDUALS

SEND RENEWAL
OF SUBSCRIPTION
BEFORE EXPIRATION
DATE ON ADDRESS

VOL. XXVI — NO. 8

MANTEO, N. C., FRIDAY, AUGUST 19, 1960

Single Copy 7¢

A PROJECT INTO WHICH WENT 14 YEARS OF EFFORT

Oregon Inlet, 111 Years Old, Is Now Ready to Promise Much to Our Coastland

By STEVE WALL
The extensive waterway development project, which was recently completed and which will be recognized by official acclamation at Wanchese on Labor Day, had its beginning in March 1946 when a public hearing on the proposal was held here in Manteo, after the late A. H. Ward and Victor Meekins had waged the initial campaign in behalf of the project.

While the public hearing was the first official act in this area to get the ball rolling, the need for deeper water in our channels, basins and especially the Oregon Inlet bar channel goes back scores of years.

The vital necessity for improved channels, from both an economic as well as a military point of view, was well expressed by the late Ben Dixon MacNeill at the hearing.

Mr. MacNeill, whose ashes were loosed some months ago to the surging waters of his beloved Buxton-on-Hatteras, caught all ears when he said, "The inlet is getting so shallow that the fishermen feel the fish to see if they rubbed the skin off'n their bellies coming through the inlet."

Then Ben Dixon took his listeners through a factual account of the losses fishermen suffered because of the lack of water depth, boats stranded on the bar off-shore waiting for high water while their catch spoiled in the holds. He also pointed out the advantages to be gained by opening up the only entrance to Pamlico Sound between Hatteras Inlet and Norfolk, how boats could reach shelter during storms and how military craft could stand by for emergency runs to Diamond Shoals. His audience well knew the import of what he was saying because everyone there had been a witness in one way or another to the dozens of ships sent to the bottom of the ocean by enemy submarines with resulting loss of life and other lives maimed for the rest of their days.

Four years later in 1950, the Congress approved what our seafaring people had been asking for for so long.

The Act is officially recorded as House Document Number 310, 81st Congress, first session, approved by the Rivers and Harbors Act of May 17, 1950. It authorized a channel 14 feet deep and 400 feet wide from the Atlantic Ocean over the bar and through Oregon Inlet, thence 12 feet deep and 100 feet wide via Old House channel to that depth in Pamlico Sound; a channel 12 feet deep and 100 feet wide from Oregon Inlet to and including a turning basin 12 feet deep and 200 feet wide and 600 feet long at Manteo; and a side channel 12 feet deep and 100 feet wide from the Manteo-Oregon Inlet channel in Roanoke Sound to wharves in Mill Creek near Wanchese, including a turning basin there 200 feet square.

The development of the system of waterways represents a dredging output of 4,273,000 cubic yards of material at a cost of \$1,300,000. Here are the successive steps by which the project progressed: The Old House channel was completed in July 1957 at a cost of \$510,000; the channels to Manteo and Wanchese and respective basins were completed in March 1960 at a cost of \$542,000, and the relocated channel at Oregon Inlet August 20, 1960 at a cost of \$168,000.

The Norfolk Dredging Company dredged the Old House channel, Atkinson Dredging Company the Manteo and Mill Creek channels, and basins, and the LaPorte Dredging Company the relocated channel at the inlet.

The ocean bar channel, considered the most perplexing task and perhaps the phase of greatest importance, was completed this month in two stages by the Corps of Engineers hopper dredge Hyde at a cost of \$89,000.

It is interesting to point out here that nature appears to have extended a helping hand in the bar channel phase of the project. When the Hyde was approximately half finished with the channel, she was called away for emergency work farther north. Upon returning to the area a few weeks later, it was found that the channel was in even better shape than it was on her departure. The depth had increased, the survey crew found, and the current appeared to be carrying away sand rather than dumping it in the newly dredged channel. As encouraging as this condition appears, See PROJECT, Page Four

STATE, FEDERAL AND COUNTY OFFICIALS CONFER ON HATTERAS HIGHWAY



THIS GROUP, meeting at the Carolinian Hotel Monday evening discussed the great value of the Hatteras Highway, and the importance of bridging Oregon Inlet. See story elsewhere for details and names of persons in the group.—Aycock Brown photo.

HIGHWAY OFFICIALS' WIVES LIKE THIS REGION



WIVES of highway officials visiting Dare County this week, found themselves most favorably impressed with the region's hospitality, and enjoyed the Lost Colony drama on Sunday night. They visited Hatteras and Ocracoke Islands Monday. Left to right they are Mrs. W. F. Babcock of Raleigh, Mrs. Rex Anderson of Atlanta, and Mrs. W. N. Spruill of Ahsokie.—Aycock Brown photo.

VOTING ON SEPT. 10 ON SANITARY DISTRICT AT KILL DEVIL HILLS

An election will be held at the Kill Devil Hills town hall on Saturday, September 10th, whereby it is proposed that all of the territory in Atlantic Township, which lies in the Dare Beaches Sanitary District, north of the south boundary of the town of Kill Devil Hills, be removed from the District, and no longer be a part of it, or to pay taxes for its purpose. See VOTING, Page Four

BIG CROWD; MANY NOTED PEOPLE EXPECTED SEPT. 5 AT WANCHESE FISH FRY

"It is beginning to look like the Oregon Inlet channel celebration at Wanchese on Labor Day, Sept. 5th is going to be a mighty big one," Melvin R. Daniels, who with J. W. Davis, Mack Etheridge and others are leading the committee, said yesterday. "Senator Everett Jordan, Congressman Bonner, and just about all the members of the Legislature will be here." See CROWD, Page Four

MISS NORTH CAROLINA AT LOST COLONY THURSDAY



MISS ANN HERRING who will represent this State as MISS NORTH CAROLINA in the Miss America Beauty Pageant next month was guest star in The Lost Colony on Thursday night, August 18, commemorating the 373rd anniversary celebration of the birth of Virginia Dare—the first child of English parentage born in the New World. Other celebrities at the special performance were Commodore I. F. M. Newham of the British Royal Navy and Lieut.-Governor Luther Barnhardt of Concord.

RUSSIAN TRAWLER OFF DARE COUNTY AROUSES INTEREST

Dan Lewark and Willie Etheridge Notice Odd Fishing Craft; Navy Is Alerted

For the second time in five months, Atlantic Fleet planes are riding herd on a radar-laden Russian trawler off the Virginia-North Carolina coast.

Like the trawler Vega of last March, the Murmansk is plying waters 30 to 40 miles off the coast, carrying little-used deep sea fishing gear and an unusual amount of electronics equipment.

The Russian trawler was first reported by Capt. Dan Lewark, skipper of the fishing boat Duchess out of Oregon Inlet. He and his fishing party spotted her Monday morning about 40 miles east of the inlet.

Atlantic Fleet headquarters admitted Tuesday it was "aware of the trawler, which is in international waters." No special surveillance has been ordered by Adm. Robert L. Dennison, U. S. and NATO Atlantic commander.

"It is normal to keep track of any Russian vessels which are in waters near the continental United States," was all Dennison's staff would say about the situation.

Recounting his experience Monday, Lewark said:

"The trawler came out of the northeast. I was fishing and she came right up to me and stopped. There was a marlin around there we were messing with.

"The crew on the trawler were watching me try to hook it. They were jabbering away at me in what was Russian, I guess. There were about 35 or 40 men aboard, all very young, and one woman.

"I finally went up to the trawler (about six feet away) and stopped and looked her over, in close. This one guy came out with a vodka bottle in his hand, waving his arms. I thought it meant he was inviting us aboard but I wasn't about to go."

Lewark said the trawler had the word "Balaclava" on her hull along with name "Mypmanck" Russian for "Murmansk." Balaclava is a small Soviet Crimean village on the Black Sea. It became famous in the Crimean war of 1854 when Russian forces attacked the combined force of Great Britain, France and Turkey which were besieging Sevastopol.

The Navy, while admitting its planes are tracking the trawler, would not say how long it has been under surveillance or where else it had operated.

Antisubmarine Task Group Alfa, headed by the carrier Randolph, is operating off the Virginia Capes, but is not particularly concerned with the trawler, a source said.

Lewrak said the trawler was between 125 and 150 feet long and was riding low, as though heavy laden.

He said the nets and other fishing gear looked "like they hadn't been used in six months." The nets were dry and trawling gear rusty, he said.

Another fishing boat, the Chee-Chee, also out of Oregon Inlet, saw the Russian visitor about the same time. Skipper Willie Etheridge, Jr. gave much the same account. See TRAWLER, Page Four

OES PICNIC AUGUST 25

Members of the Roanoke Island Chapter Order of Eastern Star are reminded of the family picnic to be held at six o'clock Thursday afternoon, August 25, on the lawn of Mrs. Jack Wilson's home.

CONSERVATION BD. DUE HERE MONDAY; ANNUAL SESSION

Two Days of Hearings and Business Scheduled August 22-23 at Carolinian Hotel

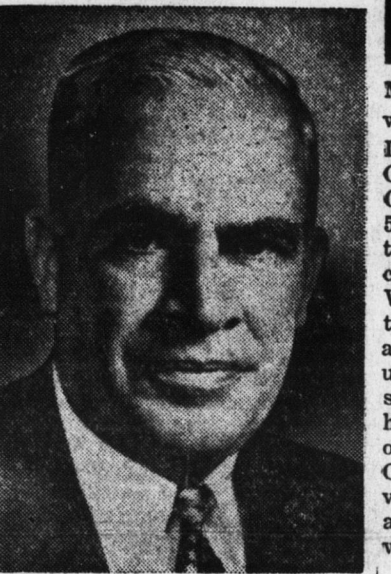
The two-day annual meeting of the N. C. Board of Conservation and Development is scheduled to open at the Carolinian Hotel, Nags Head, Monday, August 22 at 9 a.m. Governor Luther Hodges is scheduled to preside. William P. Saunders is director of the Department. This will be the first business session of the Board.

The invocation will be given by the Rev. Joseph Burroughs, pastor, St. Andrews by the Sea, Nags Head.

Victor Meekins, chairman of the Dare County Board of Commissioners, will officially welcome the Governor and board members to Daare county. The response will be given by Board member H. C. Kennett of Durham. Gov. Hodges, board chairman, will then recognize guests present for the meeting.

Director William P. Saunders of the Department of Conservation and Development, and Assistant. See BOARD, Page Four

HODGES TO ATTEND LOST COLONY SATURDAY



GOVERNOR LUTHER HODGES will attend the showing of the Lost Colony Saturday night, August 20th. The Governor will be in Dare County for the week end and will preside at the meetings of the Board of Conservation and Development at Nags Head Monday and Tuesday.

FISH FRY SATURDAY

Another in their series of fish fries will be held by members of Manteo Masonic Lodge this Saturday, August 20, at the new lodge hall building site. Proceeds benefit the building fund, and the public is cordially invited. Serving begins at 5 p.m.

MASTER AND CHIEF ENGINEER OF DREDGE "HYDE"



DEEPENING THE CHANNEL off Oregon Inlet bar is a fascinating process indeed, to both young and old. Visitors Sunday numbered some young people. Shown in the picture are Capt. Clyde Testone, master of the dredge; E. Trueblood, Chief Engineer, and the young people from left to right are Suzanne Brewer of Plant City, Fla., daughter of Wm. A. Brewer, drag tender for the dredge; Colleen Testone, daughter of the Captain, and Warren Meekins, five-year-old son of Mr. and Mrs. Francis W. Meekins.

"OREGON INLET" IS DEFINITELY SCHEDULED FOR BUILDING; ASSURANCE GIVEN BY BABCOCK

Programmed For Early Letting Among State Projects, While Surveys and Studies Are Made and Plans Are Being Mapped; Federal Highway Officials This Week Consider Status of Road for Adoption into Federal System.

ROANOKE ISLAND LOSES ITS OLDEST WOMAN, 92



MRS. DORA GALLOP DAVIS, 92, widow of the late Daniel Edward Davis, daughter of the late Peter Gregory and Caroline Daniels Gallop died Tuesday morning at 5:45 at the home of her daughter, Mrs. George Baum of Wanchese. Mrs. Gallop was born at Wanchese May 9, 1869, and was the oldest living member of Bethany Methodist Church. She was universally beloved, was going strong until a day or two before her death, and was taken sick only on Tuesday morning. At 5:30 Dr. C. F. Harris was called and advised she be taken to a hospital, and preparations were being made when she expired.

Two other daughters survive her: Mrs. Harold Howard of Norfolk and Mrs. Esther Reifers of San Diego, Calif.; a son, Edward M. Davis; four sisters, Mrs. Eleazar Tillett, Mrs. Martha Etheridge, Mrs. Lillie Daniels, and Mrs. E. C. Green; one brother, Ezekiel R. Gallop all of Wanchese; also 12 grandchildren, ten great grandchildren and seven great-great grandchildren.

Two years ago, she made a trip to visit her daughter on the west coast, by airplane. She kept house at Wanchese, but occasionally visited her children for short periods. She was a member of the local WSCS and of the Pocahontas Chapter No. 28 of Wanchese. See MRS. DAVIS, Page Four

The Oregon Inlet Bridge is definitely scheduled for construction and there is nothing in sight to keep it from becoming a reality, according to W. F. Babcock, Director of Highways, who stated emphatically Tuesday that rumors started by doubting Thomases and other spreaders of discouragement and gloom can be laid at rest.

Mr. Babcock was in Dare County early in the week, in company with Federal Highway officials, to make a survey of the Hatteras Island road with the object of exhibiting the evidence that this road now merits including in the Federal Roadways system, whereby the bridge project would be entitled to its share of Federal funds.

Two meetings set up for this occasion brought out strong support from the Dare County Board of Commissioners, the U. S. Coast Guard, the National Park Service, the U. S. Weather Bureau, the U. S. Engineer Corp and others. At noon Monday, a meeting at Scottie's Restaurant in Hatteras was attended by County Commissioner George Fuller, Ben Williams of the Hatteras Weather Bureau, and interested citizens.

Highway officials attending the meeting were Mr. Babcock, Rex S. Anderson, Regional Engineer of the Bureau of Public Roads, Atlanta; Lowell S. Coy, Division Engineer for the State Highway Commission, Ahsokie; L. C. McDuffie, Chief, Engineering Division, U. S. Engineer Corps, Wilmington, and several citizens of Hatteras Island.

Accompanying their husbands on the trip to the Dare Coast were Mrs. Anderson, Mrs. Babcock, and Mrs. Spruill. The party arrived at Nags Head Sunday evening and attended the Lost Colony.

Monday evening the group met in the Carolinian at Nags Head and this meeting was attended also by Mr. McDuffie, Capt. Fred J. Schieber, representing the office of the Commander of the 5th Coast Guard District of Norfolk; Floyd Taylor, acting Supt. of the Cape Hatteras National Seashore; Ross Sweeney and Edward Nash, engineers from the National Park Service; Col. H. C. Wolfe of the N. C. Department of Water Resources; W. F. Fowler also of this department; D. V. Meekins and David Stick of the Board of Commissioners; M. K. Fearing Jr., of Manteo.

Mr. Babcock pointed out several interesting facts concerning progress in bridge building. Usually these projects are set up five years ahead. Normally two and a half years are required, to complete construction after contract is let. There were a number of positive reasons why it would have been impractical to build the Oregon Inlet bridge before the Alligator River. First of all, the Inlet could not be bridged until the U. S. Engineers had completed their studies and definitely located the channel for accommodation of vessels, which the Federal Government expects to maintain. The kind of bridge built will depend on the final approval from the engineers when the size of clearance in the channel has been determined.

Some delay has been caused due to the long effort to get approval of the route from Whalebone to Hatteras Inlet, which up to now has never been considered eligible for participation in Federal grants in aid for secondary roads. This makes a big item, when one considers Federal aid may be half the cost of a four million dollar bridge.

But most important for Alligator River was, that having none of these hurdles to overcome, and having the benefit of surveys and estimates that had been made in 1955, there was no need to hold back on the project, just because Oregon Inlet could not go ahead, and for this reason, the Commission was able to get moving on Alligator River bridge some four or five months after it had been approved by the Highway Commission.

The Commission is equally anxious along with the citizens to get Oregon Inlet bridged. It is desired to save the tremendous expense of operating ferries which grow rapidly less adequate under the force of the huge increase in traffic stimulated by the National Park. See BRIDGE, Page Four