

THE COASTLAND TIMES

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"My rule, in which I have always found satisfaction, is never to turn aside in public affairs through views of private interest, but to go straight forward in doing what appears to me right at the time, leaving the consequences with Providence."

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VOL. XXVII MANTEO, N. C., FRIDAY, MAY 11, 1962 NO. 45

IF JOHN WHITE SHOULD RETURN

If John White could return to the island he last saw in 1590, he would find plenty to marvel over.

First of all, he would see the bridges crossing both Roanoke and Croatan Sounds. His guide, if he had one, would tell him that the queer, big bugs crawling across them were automobiles.

Once on shore, the doughty Elizabethan would find the twentieth century marvels. Electric lights instead of tallow candles. A host of other electric powered gadgets everywhere. Paved highways where there were Indian trails. Juke box music and couples doing the twist instead of the native dances of his day. Strange birds overhead, bigger and speedier than any he remembered. Everybody, just about, in a hurry.

John White's biggest surprise, if he timed his visit for July or August, would be at the Fort Raleigh he knew. There he would find, big as life, the Lost Colony he sought in vain when last he was here. Surprisingly, after 400 years it would still be on the brink of adventure into the unknown.

And what if the people of this day were to tell him about atom bombs and journeys into space? Chances are he would scurry back to Valhalla, glad to find a haven in the infinite from the perils and commotions of a century far from his own.

WARREN

(Continued from Page One)

things—there would be no toll roads or toll bridges anywhere in North Carolina if we could prevent it. We had lived under the burdensome influence of toll bridges, and we were not going to yield to people who had never weighed the question or realized what the effect would be. So, we quickly repealed all laws on the books that would authorize tolls anywhere in the State.

In appearing before the State Highway Commission, of which that outstanding young man, J. Melville Boughton, Jr., was Chairman, we agreed there would be no delegations, and that there would be no personal lobbying of the members of the Commission by any of us. In our four appearances we based our arguments on facts, on geography and necessity. It was such an unusual course only one time did it get in the papers. We were not engaged on any political mission. We were crusading for a vast section of the State and to make it a part of the Commonwealth. A week after the General Assembly of 1959 adjourned the Commission acted and decided to build the two great toll free bridges. We shall never forget them.

After the whole eastern section had been freed of tolls, after Governor Ehringhaus had said that only a free bridge would be built over Albemarle Sound; after Governor Umstead in announcing the construction of Croatan Sound Bridge had said, "No one will ever say that Bill Umstead built any toll bridge or toll road in North Carolina"; after these bridges authorized under the Hodges administration were announced as toll free, it has amazed us to read that two members of the present highway commission favored tolls on the Oregon Inlet bridge.

Such could only come through an utter lack of knowledge of the situation not only here but in the State.

If such a thing would happen it would mean blowing up the Cape Hatteras Seashore where over a million people a year will visit after that bridge is completed. But I am not worried about that. It will never happen for our great State never yet has gone back on its pledged word.

I would be less than candid not to say in this presence of our surprise and keen disappointment when a few weeks back our fine and able Governor endorsed an East-West toll road, or stylishly called a turnpike.

It will stir up the greatest bitterness in almost every section for the large percentage of the tolls would be on the backs of the people of the State. It would violate a traditional policy of North Carolina—that our people could travel within its confines without the payment of additional burdensome taxes.

As a friend and supporter of the Governor, I hope that upon reflection he will not find feasible any such project and that his investigation will end the matter. Tolls are archaic

and have no place in the North Carolina of today.

This bridge was not built so that the good people of Tyrrell could take a quick dip in the ocean and return home in time for the next meal. It was not built so that our friends from Dare could come over and pay a social call on their Tyrrell neighbors. It was constructed for all of North Carolina. It marks the completion of a transcontinental highway beginning at the Atlantic Ocean under one number, U. S. 64, and having its western terminal at the Pacific Ocean. This mighty highway is dedicated to the business and happiness and pleasure of the American people. It is a third entrance to the beaches and historic shrines of our northeastern coastland, and is another vital link over which will travel millions of tourists in the years to come.

As one who has lived with this coastal section for 45 years let me tell you as a fact that but for Fort Raleigh, the Lost Colony, the Wright Memorial and the Cape Hatteras National Seashore and the great National Park Service under the administration of Conrad L. Wirth, one of the Nation's foremost administrators, this bridge and the one across Oregon Inlet would only have been in the making for many, many years to come. Nowhere else in North Carolina should a people be more grateful to the Federal and State governments for all both have done for us. We should love our great State with a passionate devotion. We are all one great people—the East—the Piedmont—and the West. We should become a part of its leadership and forward march. Every section has its problems but they should not breed sectionalism. We are still a rural state but there should be a happy balance between rural and what we know as urban. We should despise demagoguery and we should remember that unselfish public service in education, in agriculture, in industry and in civic upbuilding is after all the greatest satisfaction that can come to anyone.

As I have said repeatedly my small part in the development of the far east was regarded by me as a challenge. It began 45 years ago. The key was free transportation over land and water. With the cooperation of a fine people, the challenge has now been met.

GARDEN

(Continued from Page One)

Mrs. Mabel Evans Jones, member of the Roanoke Island Historical Assn.; Mrs. Leo Midgett, manager of the Elizabethan Garden, and Louis Midgett, superintendent of the gardens.

Mrs. Howard said she found the garden in excellent shape and beautifully kept, with spring flowers blooming in profusion. She said the Garden Club of North Carolina planned a number of special events for the summer including a tea in the garden Aug. 18, the 375th anniversary of the birth of Virginia Dare.

CHIEF ENGINEER FOR TUNNEL JOB HEARD BY ROTARY

Leon Johnson, Chief Engineer for the Chesapeake Bay Bridge and Tunnel Commission's 22-mile-avenue across Chesapeake Bay, was principal speaker and guest of honor at the Manteo Rotary Club meeting Monday.

More than 40 Rotarians were on hand for the interesting discussion by Johnson, who presented an awe-inspiring display of color film to the audience, as he explained the massive engineering project which is expected to open in 1963.

The N. C. State graduate was introduced by Dick Jordan, who stated that the Virginia Beach native had progressed to "digging tunnels after learning to dig ditches in Dare County."

Jordan stated that Johnson was "an old friend" of local Rotarians and noted that the local club was honored in having so distinguished a speaker.

The chief engineer described every phase of the bridge, tunnel, causeway and access road complex which he stated will cost \$2 million dollars before its completion in the fall of 1963.

Johnson indicated that the Chesapeake Bay Bridge and Tunnel Commission is operating the project under the authority of the General Assembly of Virginia. The commission at present operates the Little Creek-Kiptoke Ferry system which it acquired in 1956 from the Virginia Ferry Company.

Johnson stated that the bridge-tunnel became necessary "after the ferry fleet had reached its practical limits and still couldn't meet traffic demands."

Johnson indicated that the engineering feat will be one of man's greatest accomplishments. "Fifty-five thousand tons of steel and 550,000 cubic yards of concrete will be fashioned into 17.5 miles of the bridge tunnel structure," he said.

The film strips which were presented to the Rotarians showed every phase of construction on the mammoth undertaking, from the casting of piles to the tile placement inside the tunnels.

Johnson noted that the tunnel sections were over 300 feet in length and weighed more than a Navy cruiser.

The filmed shots of two man-made islands, which will serve as breaks in the extensive bridge-tunnel system, served to emphasize the gargantuan proportions of the undertaking.

The Rotary meeting followed the regular supper for members which was attended by Miss Lynn Midgett and Nancy Coles Basnight, who were honored guests of the club.

Miss Midgett and Miss Basnight were presented to the Rotarians as the "Outstanding Seniors for 1962" by the Rev. Harold Leatherman.

The meeting was under the direction of James Rea, president of the Manteo Rotary Club.

The issue was thrown up into the air and across the Outer Banks on April 19 on a petition with over 300 signatures was amassed from residents of Buxton, Salvo, Avon, Rodanthe and Waves who favored leaving the inlet open. O. G. Gray, who circulated the April 19 petition, indicated that copies had been sent to the same parties who received the petition circulated by William Gray. The petition favoring an open inlet stressed the value of a permanent inlet as a fishing attraction and harbor of refuge.

COURTESY INSPECTION OFFERED BOAT OWNERS

Rep. M. K. Fearing, Jr. has announced that a courtesy inspection program has been established for boat owners in Dare County under supervision of the Wildlife Resources Commission.

Fearing stated that the inspection was acquired after a number of citizens indicated desire to become more adequately informed about the types of equipment necessary for compliance with safety laws for boats.

The program will be under the direct supervision of C. J. Overton, Jr., Wildlife Supervisor and Foster Forbes, local Wildlife Protector. Members of the commission will be at the following localities at the dates, places and hours indicated:

Monday, May 14: Manteo (Boat ramp) 1 p.m.-3 p.m. Colington (fish house) 4 p.m.-6 p.m. Manns Harbor (Old State Dock) 1 p.m.-3 p.m. Stumpy Point (Fisherman's Exchange, Alton Best fish house) 4 p.m.-6 p.m. Tuesday, May 15: Wanchese (Mill Landing) 1 p.m.-3 p.m. Wanchese (Richard Grey) 4 p.m.-6 p.m. Avon (harbor) 1 p.m.-3 p.m. Hatteras (harbor) 3:30 p.m.-5:30 p.m.

BRIDGE

(Continued from Page One)

duced the special guest to the throng of spectators who filled the lawn area of the school.

Some of the more notable dignitaries present included: Senator Warren, Governor Sanford, Merrill Evans, State Highway Commissioner; Congressman Herbert C. Bonner; R. W. Parks, Vice-President of Dickerson, Inc.; Rex S. Anderson, Regional Engineer of Public Roads and Highway Commissioners Graham Elliott and Gilliam Wood.

The Southern Albemarle Association celebration was made possible by contributions from citizens in the coastal area of North Carolina who contributed of their time and money for a day of celebration in recognition of the benefits which the Lindsay C. Warren Bridge has bestowed upon the Southern Albemarle area.

The utility of the structure, apart from its value as a tourist attraction, was underscored dramatically during the recent Ash Wednesday Storm when its presence made rapid relief to the devastated Outer Banks a reality.

The Southern Albemarle Association was a primary force in acquiring the new bridge for the region.

CODE

(Continued from Page One)

Devil Hills, Manteo, Nags Head and other unincorporated areas of Dare.

Swain, chairman of the Dare County Planning Commission, and a member of the Manteo Town Board, has stated that he intends to seek the approval of the Manteo Board for the employment of a building inspector in the near future, for the entire county. Mayor J. L. Murphy of Kill Devil Hills have already expressed an interest in the employment of a county building inspector.

The board also authorized a budget of \$133,772.87 for the Dare County School after a conference with Education Board Chairman R. O. Ballance; Mrs. Mary L. Evans, Supt. of Schools; and Helen Briggs, W. P. Dillon and Floyd Hooper, members of the Dare Education Board.

The 1962-1963 school budget calls for \$118,512.82 in operating expenses \$15,260.05 for capital outlay. The budget was unanimously adopted by the commissioners.

The board also endorsed an outlay of \$24,910 for the operation of the Dare County Health Department for the fiscal year 1962-1963; \$11,750 will be supplemented by state funds to finance the department's operation. The budget was adopted after a conference by the commissioners with Mrs. Mary L. Evans, Chairman of the Dare County Board of Health; G. T. Westcott, member of the Dare County Board of Health; L. P. Bridgeman, Sanitarian, and Dr. W. W. Johnston, health officer.

bor of refuge. The inlet problem was relieved temporarily on April 20 when the temporary wooden bridge over the sea gash was opened to motorists, who had previously been required to board a half-day ferry for transportation south of Hatteras.

While Outer Bankers wring their hands in desperation, waiting for action, the Atlantic continues to chop away at the banks of the inlet and the gash is reported to have widened by 20% since its birth on March 7.

R. S. Wahab of Ocracoke is also concerned, along with others, about the stability of the temporary wooden bridge which spans the slice of ocean. Wahab predicted on Thursday that "unless material changes are made in the bridge before the next heavy northeaster, ferries will be running from Buxton to Avon again."

FIFTH OFFENDER GETS 12 MONTHS OR \$1,000 FINE

A Nags Head resident received a judgment of 12 months in jail for his fifth offense of driving under the influence in Recorder's Court on Tuesday, in a session which was marked by several cases of alcoholic motoring. The judgment was suspended upon the condition that a payment of \$1,000 is submitted by Latham Rudolph Mann, the defendant. Mann has appealed the decision and was placed under a \$1200 bond.

Mann pleaded not guilty to the charges of operating under the influence and driving after his license had been revoked, and heard Judge Baum convict him of the offense, despite protestations by the defense attorney that the only evidence before the court of any consequence was that of "a drunken man," the defendant. Mann received a fine of \$500 each for the two violations, and two 12 months sentences which will run concurrently, if the defendant does not pay.

The evidence used to convict the defendant hinged, primarily, upon Mann's own conservation on April 26 with Cpl. L. S. Meggs, the arresting officer who discovered Mann near a vehicle which had been driven into the sand near an intersection of Soundside Road with 158 By-Pass.

Meggs stated on the stand that the alcohol "materially affected his physical and mental faculties." Meggs continued by saying that Mann "said he knew he had had too much to drink, but asked if I'd get him for careless or reckless driving" rather than the offense with which he was charged.

The attorney for the defendant asked the court to consider the accused as though it were his first offense and urged the judge to note that "all you have is the word of a drunken man."

"Mr. Meggs didn't see the car get stuck or propelled at any time," he said. The defense also noted that Officer Pridden, who later saw the defendant "under the influence," had failed to observe the defendant driving the vehicle. The counsel for the defense insisted that "nobody knows when the car was stuck, when the defendant started drinking or whether the vehicle was there an hour or a day."

Two cases of driving under the influence were heard by the court, both involving defendants under 21 years of age. George Blair Cahoon of Portsmouth, Virginia pleaded guilty to driving under the influence, but denied the charge of driving without lights after dark on the evening of April 27. Cahoon took the stand to state that "I turned off my lights and pulled into the station when I saw the officer turn around."

Cahoon was referring to his conduct on the night in question when he merely turned off his lights to wait for the arresting officer. Officer H. W. Pridden told the court that the youth had driven some 50-75 yards with his lights off, after being followed by the highway patrol car. Pridden stated that he arrested the defendant after he skidded into the sand at a service station on 158 By-Pass.

Judge Baum found the youth guilty of both offenses and ordered a judgment of \$100 and costs.

Robert Stanley Wahab III, 20 year old resident of Virginia, also faced a charge of driving under the influence. Wahab was found guilty after testimony by Officers Pridden, Fields and Donnie Twyne who all stated that the defendant was "intoxicated" on the night of April 28.

Twyne, the arresting officer stated that Wahab's vehicle was observed to have skidded off the road near the Nags Head Casino when first observed. Twyne stated that the defendant admitted having had "6 beers." Cpl. Fields stated on the stand that the young Wahab was courteous, "but obviously intoxicated" when he observed him after the arrest.

Wahab was represented by his father at the trial; the state's evidence was not contested. The defendant was fined \$100 and costs.

Dorothy Mann, a Nags Head resident, was found guilty of appearing on the highway while in a drunken condition. Mrs. Mann's attorney had contended that the defendant had not been drinking enough to justify the charge. The arrest of the defendant occurred in conjunction with the events leading to the arrest of her husband, Latham Mann. She received a judgment of \$25 and costs.

Victor Eugene Garner was found guilty of operating a vehicle upon the highways of the state without liability insurance or proper license plates. The Elizabeth City resident explained to the court that he had been using a beachbuggy to carry scuba on an expedition and only crossed the highway in an attempt to reach sand on the other side of 158 By-Pass on April 14. The defendant received a fine of \$10 and costs and was warned by the court that "it is illegal to drive a car or

TYRRELL SELECTIONS FOR GIRLS STATE



MISS DALE DAVIS, left, and MISS SHIRLEY ANN COHOON, right, will represent Tyrrell County at the 22nd Annual Girl's State at W.C.U.N.C. Greensboro in June. Miss Davis is the daughter of Mr. and Mrs. H. Edward Davis and Miss Cohoon is the daughter of Mr. and Mrs. S. Dalton Cohoon both of Route 2, Columbia.

These girls are sponsored by the American Legion Auxiliary of Scuppernon Post 182.

ASBPA

(Continued from Page One)

Richardson Foundation; C. P. Lindner, Chief, Engineering Division, South Atlantic Division, U. S. Army Corps of Engineers; Hugh Morton, Chairman of the U. S. S. North Carolina Battle-ship Commission; Rear Admiral Leo O. Colbert, Chairman of ASBPA Board of Directors, and many others, outlined the problems of beach erosion and storm damage which is of vital concern to the Beach Preservation Association.

David Stick, Chairman of the Dare County Board of Commissioners, was one of the first speakers to address the assembly on Monday. Stick welcomed the delegates on behalf of the county and delivered a well-received speech which traced the history of storms on the coast, with emphasis on their destructive capacity. He explained to the visitors that "within hours after the Ash Wednesday Storm struck our coast, the work of one quarter of a century was done away with."

The Dare County Commissioner indicated that millions of dollars had been spent on the Outer Banks during the past 250 years, but noted that "our shores are still no less subject to erosion." Stick declared that direction was needed to preserve the Outer Banks and called upon the ASBPA to accept the challenge which lay before them.

Stick's address was followed by an orientation talk delivered by Col. R. P. Davidson, District Engineer from Wilmington. Col. Davidson explained the area which under his supervision and emphasized the role which the federal government had taken in an effort to insure the preservation of land adjoining the Atlantic.

Col. Davidson's discussion preceded an address by C. P. Lindner, who presented an array of beach buggy on the beaches" of Dare County, unless legally authorized.

C. S. Meekins, Clerk of Court, listed submissions as follows: Forest Lee Gibbs, Richmond, Va.; appearing in a public place while in a drunken condition, \$25 and costs.

David Alan Hurluck, Duin, improper muffler, \$10 and costs. Earl Taft Miller, Avon; public drunkenness \$25 and costs. James Ignatius Gray, Jr.; public drunkenness, \$25 and costs. Hope Wade Burleigh, Knotts Island; speeding 45 in a 35 mile zone, \$10 and costs.

George Haywood Goad, Frisco; improper registration, \$10 and costs. Norman R. White, Buxton; drunk in a public place; \$25 and costs.

Willie O'Neal, Wanchese; taking oysters after season without license, \$10 and costs. William L. Sneed, Durham, operating motor boat without a bell, identifying number or a sufficient quantity of fire extinguishers, \$10 and costs.

John H. Reber III, Wanchese; speeding 65 in a 55 zone and operating motor vehicle without valid operator's license, \$38 and costs.

Charlie Cecil Parker, Gatesville, careless and reckless driving, \$25 and costs. Barney Midgett, Kitty Hawk; having in his possession and offering for sale undersized crabs, \$10 and costs.

Carroll Shelton Baggett, Nags Head; failure to observe a stop sign, \$10 and costs. Linvelt Amarie Meekins, Avon; operating a motor vehicle under the influence, \$100 and costs.

George Severn Britt, Jr.; operating under influence and operating vehicle in a careless and reckless manner, \$125 and costs. Haywood Clinton Wise, Manteo; operating a vehicle to the left of center lane, not in passing, \$10 and costs.

James Earl Curling, Kitty Hawk; failure to stop at stop sign, \$10 and costs. Mrs. R. S. Carr, Edenton; passing a stopped school bus, \$25 and costs.

BLOOD

(Continued from Page One)

stances where persons suffer from diseases arising from blood deficiencies. The Red Cross Bloodmobile Unit is coming to the Outer Banks soon. The doctors in Dare County are in full support of the 1962 Blood Donor Program and have urged everyone to roll up their sleeves for this life-giving project.

The Dare County Bloodmobile will be at the Buxton School on May 17 between the hours of 12-5 p.m. to accept blood donations where persons suffer from diseases arising from blood deficiencies.

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MANTEO WOMAN'S CLUB HAS LUNCHEON MEETING

Mrs. R. L. Jerome, accredited teacher of family relations, was guest speaker at the luncheon meeting of the Manteo Woman's Club which was held at the Manteo Motel Tuesday.

A group of over 25 ladies heard Mrs. Jerome deliver an educational talk on "Family Life" with special emphasis upon the four key words which she said were the cornerstones to effective domestic relations: direct, respect, expect and reflect.

The relations expert's address was one of a series of talks on "The American Home" which are being heard by the Woman's Club as a part of their May program. Mrs. L. L. Gibbs, program chairman, stated that the group was "delighted to have so distinguished an authority as Mrs. Jerome address our club."

Mrs. M.-K. Fearing, Jr., club president, has asked the scholarship committee to meet in the near future to select a recipient of the annual scholarship which is awarded annually to a deserving senior in the Manteo High School.

The Woman's Club luncheon was highlighted by attractive table decorations of May poles, and flower baskets which were scattered over the banquet tables at the motel.

Photographic slides depicting erosion and accretion along the Atlantic seaboard. Julian Oneto, mayor of Nags Head, welcomed the distinguished visitors on behalf of the host city and introduced mayors J. L. Murphy of Kill Devil Hills, O. O. Allbrook of Wilmington, and W. H. Potter of Beaufort to the delegates.

The nation-wide assembly of visitors then heard a stirring address by Joe Hunt, Jr., Speaker of the N. C. House. Hunt explained that the Outer Banks was but one of a multitude of scenic attractions to be found in the state and encouraged the ASBPA members to "return to the state as tourists, and discover that you are always welcome." Hunt stated that North Carolina has every intention of maintaining the Outer Banks.

"The mainland of North Carolina will become the shore line, unless these sandy stretches are protected," he said. The Speaker continued by saying that "we are anxiously awaiting the recommendations of the federal study of the Ocracoke Inlet-Cape Lookout area, where a method of erosion control is of paramount importance." Hunt noted that the efforts of Dare citizens to recover from the March 7 Storm "demonstrated the caliber of Dare people far better than words ever could." The speaker also called attention to the work being done by the Dare County Waterways Improvement Committee, under the direction of Dr. W. W. Harvey, Jr., as another indication that the citizens of Dare are "doing their part."

The Monday agenda for the delegates included an address by H. Reese Smith, Superintendent of the Cape Hatteras National Seashore Recreational Area, which was given at the 2 p.m. general meeting of the ASBPA. Smith explained the National Park Service program for restoration and preservation of beaches and noted activities toward the reduction of beach erosion which are being undertaken at the Cape Hatteras National Seashore Recreation Area.

The "Status of Beach Erosion and Hurricane Projects in North Carolina" was the subject of another interesting talk at the general meeting. The group also heard an address by R. P. Savage, Hydraulic Engineer of N. C. Beach Erosion Board.

On Monday evening, the Hon. Capus Waynick delivered a principal address to the group at a banquet at 8 p. m. The address climaxed the eventful day-long session.

The annual meeting of the ASBPA concluded on Tuesday with a general meeting, annual business meeting, and a social hour given in honor of the delegates by Superior Stone Co. of Raleigh, N. C. Before their departure, a number of ASBPA officials observed the Dare coastline, in an aerial inspection on Wednesday.

The American Shore and Beach Preservation was formed in recognition of the fact that our coasts, and shores of our lakes and rivers constitute important assets for promoting the health and physical well-being of the people of this nation; and that their continuity to our centers of population affords an opportunity for wholesome and necessary rest and recreation not equally available in any other form.

quarters to a pound and a half per fish. Some two and one-half pounders were reported to have been reeled in from Seaport Pier in lower Nags Head. At Cape Hatteras Pier, between Buxton and Hatteras, five channel bass have already been snared and reports there indicated that sea mullet, blues and trout were also plentiful.

The greatest catches of the week in Organ Inlet were those of bluefish taken by fishermen aboard Wanchese and Manteo based cruisers. All boats out on Tuesday caught from 300 to 450 blues per party, and for several days prior, the catches had ranged from 100 to 250 per boat. All of these Organ Inlet blues scaled in the one to one and one-half pound class and were taken with nylon lures trolled in the wake of charter or private boats.

Giving, does not impoverish us in the service of our Maker, neither does withholding enrich us. —Mary Baker Eddy

FISHING (Continued from Page One)

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