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NORTH CAROLINA MOTOR CARRIERS ASSN.

STATE HEADQUARTERS, TRUCKING BUILDING, RALEIGH

BRUCE—"Hail and Farewell" after 10 years

Dear Advertisers and Readers,

This is my last issue of 40 successive efforts for this periodical. After 10 years, I leave the Ports Authority to seek more fertile fields and more tranquil seas.

You have been great—your patronage, comments and criticisms have been most helpful. I do not mean to sound as if I am retiring from the human race. I step aside only for J. Edgar Kirk to take the helm and I hope you will stay with him.

He makes some observations of his own on the next page. His picture has appeared here many times. He has been chairman of the REEC and president of N.C.W.T.A., both organizations in which we have been closely associated.

If you should wish to correspond with me, my home address is

L. C. Bruce
1522 Canterbury Road
Raleigh, N. C. 27608

The Tar Heel of The Week

Charles R. McNeill: State Port Manager



By Roy Hardee
Staff Writer

Charles R. McNeill, operations manager of the Morehead City state ports terminal, almost entered the medical field, but a desire to "go to sea" won out and marked a turning point in his life.

A Whiteville native whose grandfather and father had been in the drug store business in Columbus county, McNeill naturally considered a medical career.

But a stronger desire to travel the world by sea was finally realized with the start of World War II. McNeill entered the Merchant Marine Academy at Kings Point, N.Y.

His first voyage on a combat cargo ship logged 15,800 miles. His ship came under attack by submarines while off the Carolina coast. The ship was not hit but one attacking sub was sunk in view of the convoy.

His ship was the first cargo vessel to enter Hamburg after

the war. "It was totally wrecked," McNeill said.

McNeill says he still likes the sea but adds that "it's a life for a single man."

When his father became ill, McNeill left the Merchant Marine at a time when he lacked only three months before he could get his master's license. He entered a partnership with his father and his brother John, the firm trading as J. A. McNeill & Sons.

While he was in the Merchant Marine, McNeill developed his interest in painting and recorded scenes around the world. That interest, encouraged by his mother, who is also an artist, led to his job with the North Carolina Ports Authority.

North Carolina port officials first heard of McNeill when the South Carolina Ports Authority purchased some of his coastal paintings to promote the Port of Charleston. McNeill was asked to do similar work for the North Carolina ports which were undergoing many changes. His paintings began to appear on the cover of the official North Carolina ports

publication and he was hired as assistant manager at Morehead City when the port opened in 1953. He was promoted to operations manager in 1961.

McNeill has continued his interest in art and has just published a portfolio of eight paintings, "A Watercolor Tour Along the Carteret Coast." A number of his paintings will be used in a special pre-Christmas edition of Southern Living magazine.

"I still find plenty to paint," McNeill said, "but time is the big factor. I usually paint at night or on weekends."

The rapid growth of the Morehead City port has kept McNeill on the go.

Six general cargo ships and one tanker can now be handled at one time. About 100 persons are employed directly by the port. Longshoremen number up to 500 when traffic is heavy and there are also the harbor pilots, tug boat crews, customs employes and others.

"It's a changing picture with increased handling of lumber and phosphate," McNeill said. Larger lumber shipments will come in months to come, primarily from South America and West Africa. Phosphate shipments already are at the

100,000-ton-a-year goal set when the rich Beaufort County phosphate fields were first tapped.

At times it has been good to have a Scotsman like McNeill at the helm to butt heads with the many problems which develop:

"They keep popping up but we keep knocking them down. There are many new important things in the making for Morehead and the state in general.

"Morehead's port is just being discovered. More lines and endless new products are being shipped to and from the port. This port hasn't even scratched the surface yet. . . .

"Sometimes I think we are more of a weekend port but we work when there is work to be done. Since we enjoy service from both South Atlantic and North Atlantic lines, many U.S. and foreign vessels use Morehead for a liberty port."

McNeill believes growth of the Morehead area will be helped by development of deep water transportation and a marine sciences laboratory.

He said he became interested in marine science because of love of the sea and "in self-

defense." His son was interested in the subject and many of his friends are with either the Duke Marine Lab or the U.S. Bureau of Commercial Fisheries. "I was forced to learn in order to communicate," McNeill said.

McNeill is active in community and area affairs. A sailboat enthusiast, he is vice commodore of the Morehead City Yacht Club. His pride and joy is "True Core Sound Sharpie," a 21-foot sailing craft of considerable age.

McNeill has served as president of the Morehead City Rotary and Carteret County Chamber of Commerce. He is a member of the First Methodist Church, Neuse River Development Association, the county industrial council, Carteret County Marine Resources Committee and the national defense executive staff.

McNeill met his wife, the former Frances Sansbury, in Whiteville where she was employed as a medical secretary. Their daughter, Jan, is a rising senior at Merdith and 17-year-old Chuck is a senior at West Carteret High. Seven-year-old Angus completes the family.

KIRK COMMENTS ABOUT BRUCE

It's fashionable, in this the second month of the new decade, to reflect on the "happenings" of the past ten years.

L. C. Bruce, editor of the North Carolina State Ports, is relinquishing that role with this issue.

He burst on the ports scene about ten years ago, billed as the "Savant of Siler City". The ports at that time were 15 years old and suffering from the usual problems of adolescence. . . not the least of which is identity within the family, and recognition from outsiders.

L. C., with teenage children of his own, recognized the symptoms and set out to help his adopted charges at Wilmington and Morehead City achieve the recognition they deserved. He created the North Carolina State Ports Magazine as we know it today.

An examination of these early efforts is a study in contrasts. On the one hand L. C. recognized he had two sturdy siblings. At the same time, he was perplexed on how to glamorize a pair of teenage

terminals that were growing so rapidly that it was impossible to keep them properly clothed to make them presentable for their public.

Months went by, as they inevitably will, and so furious was L. C.'s efforts to sell the merits of the ports to the public, as well as customers, he was tagged by many as the "Peripatetic One." His efforts began to pay dividends and as the ports matured, so did this publication.

Today, with a circulation in excess of 10,000, The North Carolina State Ports Magazine is considered one of the best of its kind. . . a crestomathy if you will. . . something for everyone. Thanks to L. C.'s efforts, his wards are clothed in respectability and welcomed in the public as well as private sectors.

To L. C. our thanks for making the transition a smooth one, and our best wishes for "The ubiquitous One", as he returns to private enterprise.

J. Edgar Kirk
NORTH CAROLINA STATE PORTS

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OFFICIAL PUBLICATION



North Carolina STATE PORTS

WINTER ISSUE, 1970 SPA MAGAZINE

VOL. 15, NO. 4

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IN THIS ISSUE:

In this issue we present for the tenth time a continuing feature called "Roaming the Seven Seas with Betty Casey." The feature is being written for us by Mrs. Casey of Greenville, North Carolina. Mrs. Casey has spent many years traveling particularly in the orient and the south seas. The tenth feature is about Lisbon, Portugal. (see pages 8 and 9).

Photo credits should be given to: N. C. Dept of Archives and History, Hugh Morton, Century Studios, L. C. Bruce.

For information about: THE NORTH CAROLINA STATE PORTS write or call Edgar Kirk, *Editor & Publisher*—State Ports Magazine, P.O. Box 119, Raleigh—Published Quarterly. Telephone: (919) 829-3855.

COVER STORY:

The painting is an original watercolor for SPA magazine by Charles McNeill (see opposite). The sailboat is the last of the clubfooted Core Sound Sharpies. It is an ancient rig, and formerly used in large numbers by fisherman near Morehead City. McNeill owns the rig and has named her "Idie," a nickname for his mother, Whiteville resident who used to sail from Swansboro to Morehead in a Sharpie.



PORTS AUTHORITY / 25th Anniversary

During the week of March 21, the Ports Authority will celebrate its 25th Anniversary.

There will be an open house at Wilmington and

Morehead City plus **big doings** in Raleigh according to J. Edgar Kirk, P. R. Director of the SPA.

Keep tuned to your favorite news media for further details.



Left to right: Sam Boatright, Roberto Cevada, Edmunson, James H. Felts, and Cipriano Gouzalez.

FROM MEXICO—

TOBACCO PEOPLE

On September 16, 1969, representatives for Tabacos Mexicanos,* S.A. de C.V. from the state of Nayarit and the town of Tepic, Mexico visited Jim Edmunson at Morehead City.

*Tobacos Mexicanos is an affiliate of the Austin Company.



A new and interesting photo of the phosphate shipping facilities at Morehead City—Top right shows new property of SPA, acquired from Bunge Corporation and announced in September.

N. C. MOTOR CARRIERS—

USE OF STATE PORTS QUADRUPLES IN NINE YEARS

RALEIGH, N. C.—Truck trailer use has quadrupled at the Wilmington's N. C. State Port Terminal and tripled at Morehead City's N. C. State Port Terminal since 1961 according to a state trucking official.

J. T. Outlaw, executive vice president of the North Carolina Motor Carriers Association, released the Wilmington and Morehead City truck trailer figures today.

The State Port Terminal at Wilmington increase was 27, 634 truck-trailers in 1969 against 6,327 truck-trailers in 1961.

The Morehead City State Port Terminal used 9,327 truck-trailers in 1969 against 3,091 in 1961.

Last year's truck-trailer total of 36,961 for both State Ports Terminals almost quadrupled the 1961 total of 9,418.

"An outlook for the 1970 State Port Terminals' truck service seems optimistic and encouraging,"

NORTH CAROLINA STATE PORTS

Outlaw predicted. Although the overall truck tonnage index is down more than 7% for the last three months, it is possible to anticipate some increase in tonnage volume in SENCland because of the expanded N. C. Port services and new industries.

These totals for truck trailer use do not include the thousands of trucks used at the Sunny Point Military Ocean Terminal of the U. S. Army Headquarters located in Brunswick County, north of Southport. Tonnage for the calendar year of 1969 was over one million measured tons, of which a considerable portion was hauled by truck-trailer. Sunny Point is under the command of Col. Robert D. Reid.

Companies in the Wilmington area used thousands of truck-trailers through their individual company docks, in addition to the Wilmington State Ports terminal. These include: Almont Shipping Company, Swift & Co., International Paper, Ideal Cement, W. R. Grace & Co., Carolina Nitrogen, Diamond Alkali, American Molasses Co., and Texas Gulf Sulphur Co.; the major petroleum companies of: American, Citco, Gulf, Humble, Phillips, Pure, Shell, Sinclair, Socony, Tenneco, Texaco Travelers and Hess.

Some 160 major products were handled by truck-trailer through the ports. They include: from imports, cement, petroleum, fertilizer ma-

(continued on page 17)

INTERCONFERENCE MEETING OF NORFOLK MARINE TERMINAL ASSOCIATION AND SOUTH ATLANTIC MARINE TERMINAL CONFERENCE



Mr. Harry C. Jackson, Traffic Director of the North Carolina State Ports Authority (Left), newly elected Vice-Chairman of the Joint Conference and Mr. Sam D. Adsit, Jr., (Right), Chairman of the Norfolk Marine Terminal Association, newly elected Chairman of the Conference.

For the first time in history, representatives of the South Atlantic Marine Terminal Conference and the Norfolk Marine Terminal Association met at the Golden Triangle Motor Hotel, Norfolk, Va. on December 16, 1969 to discuss mutual problems

that confront marine terminal operators in the fast-changing maritime industry. The effects of containerization on the movement of break bulk cargo was the principal topic of discussion, along with the common day-to-day problems of operations that affect the Marine Terminal operators.

The precedent set by this meeting by way of authorization of the Federal Maritime Commission permits the members of South Atlantic Marine Terminal Conference and Norfolk Marine Terminal Association, Acting by and through their associations, to "confer, discuss and make recommendations on rates, charges, practices and other tariff matters and on matters of concern to the Marine Terminal Industry". For many years the mutual problems were beyond discussion by the various operators until an agreement was authorized recently by the F.M.C.

Those attending the meeting were terminal operators from ports in the states of Virginia, North Carolina, South Carolina, Georgia, and Florida with the N.M.T.A. serving as host. Pictured above are Messrs. Harry C. Jackson (left) of S.A.M.T.C. and S. D. Adsit, Jr. (right) of N.M.T.A., newly elected vice-chairman and chairman respectively. Mr. Ludwell H. Huxter of N.M.T.A. was elected secretary.

Regular interconference meetings are planned for the future so that all members can be kept informed of developments in the industry.

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Contact: Stephen E. Kelly
Mgr. Industrial Dept.
Raleigh, Chamber of Commerce.

(see page 8 & 9)

NORTH CAROLINA STATE PORTS

Go with Grace

WHAT TO WEAR: The type of casuals and sports clothes you would wear at a golf club or beach hotel suits shipboard life perfectly. You'll need summer clothing, but you'll probably want a sweater or two because nights at sea tend to be on the cool side. Bear in mind that nylon, dacron, and orlon blends are particularly good travelers.

WARDROBE ETIQUETTE: There's no must about dressing for dinner, yet you may feel more festive, especially for the Captain's galas, if you don dinner attire. It is never customary to "dress" on the first or last night out, on Sunday evenings, or at the end of a full day in port. Women do not appear in the Dining Room in short shorts, and during the day they wear sweaters or jackets over halter tops. Men wear jackets in the Dining Room, and do not appear after cocktail hours sans ties. For sight-seeing: women do

not appear on the street in shorts, slacks, or low-neck dresses; nor do men go about in shorts or without jackets.

WHAT TO PACK: Soaps, detergents and laundry gadgets for articles you may wish to rinse out yourself; camera equipment; sun glasses; prescribed medicine and vitamin pills; binoculars; travel clock; manicure set; sewing kit; cigarette lighter; notebook for what you see and buy on shore, and for addresses of friends you'll make en route; suntan lotion.

Don't worry about a few personal items you may forget to bring along as the Tradewinds Gift Shop aboard ship stocks a wide range of personal things as well as a fine selection of gifts, many of which may be purchased at duty-free prices.

PURCHASE ALLOWANCE: Each member of a family, resident in the U.S., may bring into the U.S., duty free, \$100 worth of purchases made en route, including 100 cigars. One quart of alcoholic beverages may be included in the duty free allowance for each person over 21 years of age. Purchases of many items may be made at a total cost considerably below prices in the U.S. even when you combine the purchase price in Caribbean ports with

the applicable U.S. Customs duty. Consult Purser for duty on purchases over and above your duty free allowance, and for information on restricted items such as fruits, plants and pets.

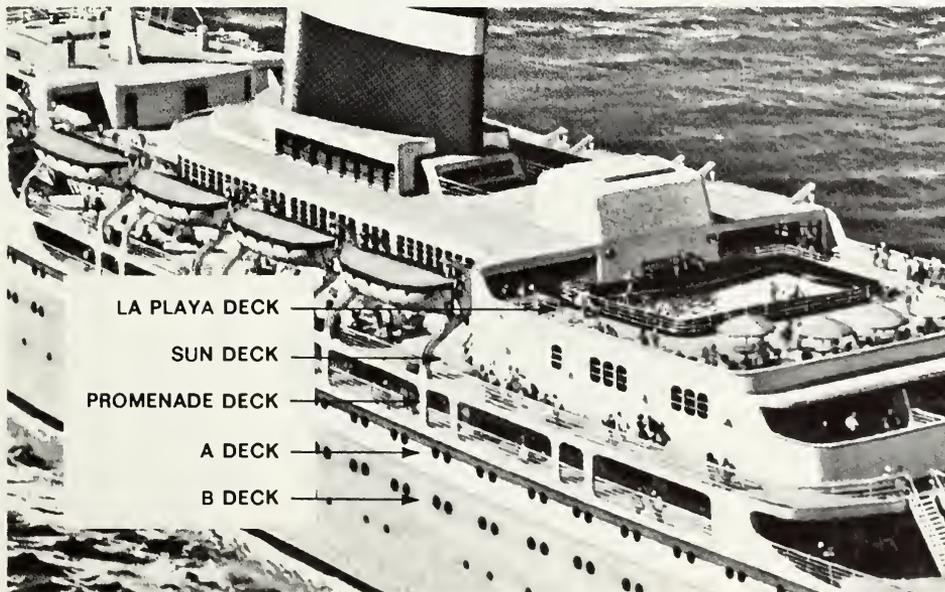
BAGGAGE: Each piece should be plainly marked with the tags supplied with your ticket. In checking luggage through to New York and pier, make a note of check numbers and routing—helpful if check is lost. Baggage will be accepted on the pier any day during the week of sailing. Cameras and articles of foreign make to be taken on board should be registered with the Customs Office on the pier before sailing, in order to avoid complications with Customs upon return to the U.S. Should you plan to use air transportation to the port of embarkation it is recommended that you investigate the advantages of the newly liberalized domestic airline policy on baggage.

INSURANCE: It is recommended that travelers take out a floater policy on baggage through their agent or a Grace Line representative. For complete coverage the policy should extend from date of departure from home to two or three days after return, for protection in case of unforeseen delay.

S. S. SANTA PAULA—TO SAIL FROM MOREHEAD

Originally scheduled to sail from Morehead City on April 4th at the request of the North Carolina Academy of General Practice. We expect that there will be about 50 doctors and their wives from this organization and sister organizations in South Carolina and Virginia sailing on this cruise.

GRACE LINE INC.
Paul H. Best
Regional Manager





Portuguese Sailfreighters

Pictures courtesy of the Lisbon and Portuguese Propaganda and tourism department.

modern docks along the five mile long waterfront and to find anchorage in Lisbon Bay. The port boasts the largest suspension bridge in Europe.

The small country of Portugal, with almost nine million inhabitants, is a Corporative Republic and has an area of more than thirty-five-and-a-half thousand square miles including the Azores and Madeira. It lies along the western section of the Iberian Peninsula which it shares with Spain. A 500 mile long sunny, sandy coastline along the Atlantic Ocean is marked with occasional lagoons and rocky bays interspersed with popular beach resorts and white washed fishing villages.

Most of the inland and eastern part is rugged mountainous terrain of scenic beauty crossed by gushing rivers in deep gorges. The Tagus river divides the country into north and south parts. The arid south is noted for its earthquakes. All in all, however, the climate is mild and pleasant and winters are not severe.

Wooded slopes of the interior furnish Portugal's leading export, cork, for which it is the world's largest producer. The United States receives 75% of this production. Other leading exports are timber, chestnuts, fine wines—port, madeira, sparkling, muscatel, and claret—as well as brandy. Exports and imports rose during 1968 following new financial measures introduced by the Minister of Finance.

About 60% of the hardy and vigorous Portuguese people are engaged in agriculture which registered an increase in output in 1968 after government loans were used to purchase modern agricultural machinery and equipment. Some of the crops are olives, cereals and fruits. Fisheries and canneries for sardines and tuna provide an important produce for foreign trade.

Portugal is rich in all kinds of minerals, although only tungsten, pyrites and cassiterite are mined to

LISBOA: City of Contrasts

“Roaming the Seven Seas
with Betty Casey”

Long before the present surge of popularity for folk-singing now sweeping the United States began, the nostalgic strains of ballads, called “fado”, sung to the accompaniment of a special Portuguese guitar were popular entertainment in Lisbon (called Lisboa in Portuguese.) “Fado” singers and brightly costumed folk-dancers still entertain hometowners and the many tourists who make their way to this scenic city of pastel colored buildings built on seven terraced hills.

Lisbon, with its million inhabitants, is Europe's western-most Capital and an important commercial and tourist center. World famous modern resorts beckon from nearby sunny Estoril, Cascais, Costa da Caparaca, Sintra and Portinho da Arrábida.

The city's seaport, spread along the right bank of the Tagus river estuary where the wide Lisbon Bay narrows to a channel leading to the Atlantic Ocean, is one of the Continent's best natural, sheltered harbors. Large liners and cargo vessels from the world over bypass a sand bar in the mouth of the Tagus to tie up at



Nineteenth Century Portuguese Galion



Overlooking the Old City and the Tagus from "Miradouro de Santo Luzia"

any extent. Other industries and exports include the manufacture of woolen textiles, silken goods, cotton fabrics, chinaware, ceramics and precious stones.

While the first permanent settlement on the Tagus dates from Phoenician times and Caesar established it as a municipality, Lisbon's true importance dates from 1147 when Alfonso I recaptured it from the Moors with the help of the Crusaders. Prosperity came with the establishment of the Portuguese Empire in Agrica and India in the 16th Century. During that historic time Portuguese ships and sailors discovered and explored two-thirds of the earth. Their revolutionary "caravels", light, swift, sailing ships with a high poop, were designed and built there under the supervision of Prince Henry, the navigator. From Belém, a few miles downstream from the city center, Bartolomeu Dias, Vasco da Gama, Pedro Alvares Cabral and other heroes of the fifteenth and sixteenth centuries set out on their great voyages of discovery and returned triumphant to the same shores.

Portuguese colonies, since 1951 called "Overseas Provinces" include Portuguese India (under Indian military occupation since 1961); Macao and part of Timor in Asia; Cape Verde Islands in the Atlantic; Portuguese Guinea, São Tomé and Príncipe Islands; Angola in Portuguese West Africa and Mozambique in Portuguese East Africa.

Although Romans stamped the

country with a language of Latin origin, the original Portuguese stock has received transfusions of blood from many races: Romans, Goths, Abrabs and Berbers, settlers from Northern Europe, Jews and Negroes. Portuguese is mother tongue of 100 million people, the sixth most used language in the world and is spoken in Brazil as well as Portugal and its overseas provinces.

In 1968, Premier Caetano succeeded Salazar who had served in that office for 36 years. Some political unrest followed but economic development showed some improvement.

A great variety of picturesque costumes are worn by the peasantry, especially during pilgrimages or on holidays, but in the cities most people wear western clothes. Dancing and singing play an important part in the lives of the people. Bands made up of "gaitas", or bagpipes, fiddles, drums, accordions and Portuguese guitars furnish gay music for festivals and parades. Many of these are held in connection with religious celebrations for the predominately Catholic populace. Soccer and bull-fighting, in which the bull is not killed, are the most popular sports.

From its setting upon seven hills, Lisbon has colorfully contrasted buildings of modern hotels, office buildings, and stores along broad avenues lined with trees, as compared to ancient, quaint houses painted pastel colors with red tile tops clustered over narrow winding

alleys—each house in itself a veranda overlooking the wide estuary of the Tagus. In one part of the old city a lane between buildings is so narrow that a popular poet, Frederico de Brito has written:

Your house is so close to mine
in the starry night's bliss
To exchange a tender kiss
Our lips easily meet
High across the narrow street.

Portugal was an ally of the United States in World War I and remained neutral in World War II, although it leased Azores air bases to the U.S. and England. She presently is an ally of the United States in NATO and a member of the United Nations, the European Free Trade Association and other international bodies. Portugal has always stood for peace and progress in the international community.

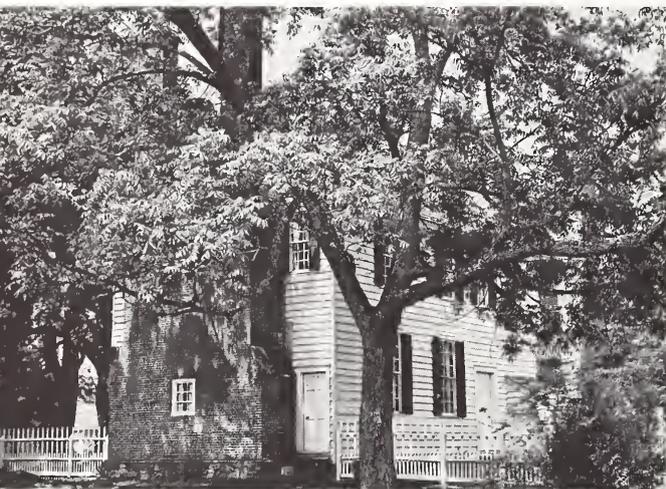
By sea, Portugal's Companhia Colonial de Navegacao links Lisbon with Port Everglades in Florida and the Greek Line, the Italian Line, American Export Line and occasionally Zim Lines and Chandris Lines connect Lisbon with New York. Carregadores Acoreanos, a steamship company which operates freighters, can carry 12 passengers twice a month from New York to Lisbon.

Portugal, with its sunshine and blue sky; mountains and sea-shore; stirring history and modern day developments; mixture of ancient and today's architecture, customs and culture, extends a warm welcome to visitors to its friendly shores.

Historic Bath: North Carolina's Oldest Incorporated Town



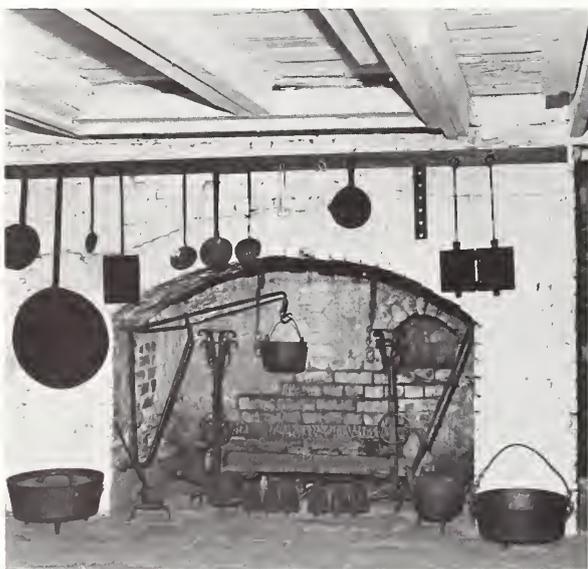
By
Elizabeth W. Wilborn
Field Services Researcher
Division of Historic Sites and Museums
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Palmer-Marsh House, Historic Bath State Historic Site



Double chimney of the Palmer Marsh House



The Kitchen in the Palmer-Marsh House

Bath Town pre-dates English colonization, for at one time Indian villages and town sites dotted the banks of the Pamlico River; today the Texas Gulf Sulphur mining operation is the most prominent feature of the area. By an act of the assembly on March 8, 1705, Bath became the first incorporated town of the colony, later the State of North Carolina. Three governors, during the Proprietary period, made Bath the seat of government—Robert Daniel, Thomas Cary, and Charles Eden. The Assembly met in Bath from 1744 to 1752 and the Lower House of the Assembly, in 1746, made Bath the first permanent capital of North Carolina—though this bill was never ratified.

Bath served as a center of refuge for the settlers

NORTH CAROLINA STATE PORTS



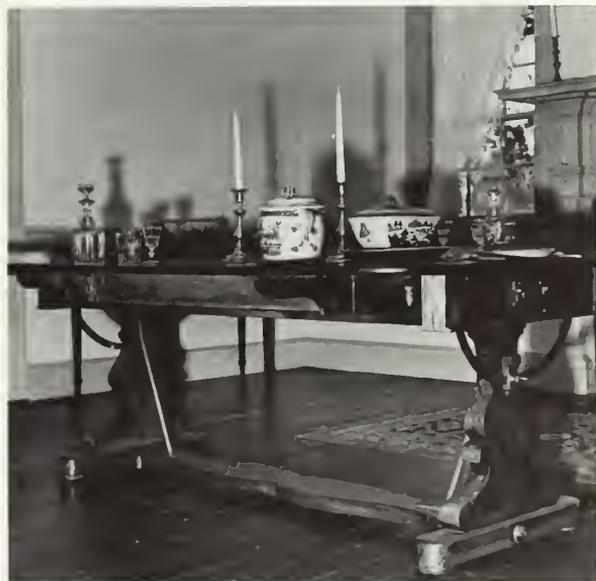
A view of the Bonner House from the Memorial garden

during the Tuscarora Indian War (1711-1713). It was later a haven for the notorious pirate "Blackbeard," or Edward Teach. For approximately a year the pirate made Bath his home—and some of its most prominent citizens, his accomplices. Stories of treasure buried by the buccaneer have persisted to the present time, with many disappointed treasure-seekers, for no one has ever reported finding his booty.

St. Thomas Parish, established by the Vestry Act of 1701, was selected by Dr. Thomas Bray, founder of the Society for the Propagation of the Gospel in Foreign Parts, to receive a library. Bray was instrumental also, through the Society, in sending missionaries to the parish—three of whom made their homes in Bath. The building of St. Thomas Church was begun about 1734; today it is the oldest church in the state in continuous use. The George II candelabra and the Queen Anne Bell are among the more interesting items connected with St. Thomas Church. The bell, purchased many years after Queen Anne's death, was bought with monies from a foundation, established by the Queen, which is still funding charitable causes. The church has been restored and is open to the public.

The State Department of Archives and History operates Historic Bath—including two historic houses. The Palmer-Marsh House, built about 1760, is noted for its double chimney. Believed to have been built by Michael Coutanch, it was acquired by Colonel Robert Palmer in 1764. When Claude Joseph Sauthier, mapmaker for the British crown, drew his map of Bath in 1769, the most outstanding dwelling was that of "Col. Palmer." The house remained in the Palmer family until the turn of the century; in 1802 the Marsh brothers, Daniel and Jonathan, bought the property. The house has been restored and furnished and opened to the public. Here, as is true elsewhere

NORTH CAROLINA STATE PORTS



Dining room of the Bonner House with mid to late 19th century ship's dining table—Atop is a rare pair of Canton cider jugs.

in Bath, one sees the work of the Historic Bath Commission, which has been instrumental in preserving Bath.

The Bonner House, with a memorial garden and dependencies, is also open to visitors. The Oscar F. Smith Memorial Foundation played a large role in acquiring and restoring this property. The property was owned by the Bonner family from 1830 until it became a part of Historic Bath.

Bath, once a port town, sits quietly amid the surrounding water—Bath Creek and Adam's Creek emptying into the Pamlico are on two sides of the town. There is little today to remind one of the bloody Tuscarora, but there is much to see, enjoy, and meditate upon.

NOVEMBER NORTH CAROLINA WORLD TRADE ASSOCIATION MEETS IN CHARLOTTE ELECTS NEW BOARD AND OFFICERS

NOVEMBER, 1969

SIXTH ANNUAL NCWTA MEETING A SUCCESS!

On November 6th and 7th, NCWTA members and guests met in Charlotte for a most successful and informative meeting. Representatives from eleven foreign consulates and embassies gave reports on trade prospects abroad, and banquet speaker, Mr. R. McLellan, Deputy Asst. Secretary of Commerce, explained the U. S. position in world trade. A report on the recent N. C. Far East Trade Mission was presented by several Mission members. Also in attendance were the North Carolina and South Carolina Regional Export Expansion Council members.

New NCWTA officers and directors for 1970 were elected as follows:

NEW BOARD MEETS IN WINSTON-SALEM



Left to right: Hans Mittemeijer, Leonard Bauer, Joel New, Ernest Plumb, and John Votta.

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John Votta, President
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Second Vice-President

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Directors for 1970: Richard E. Barker, Dr. Jack N. Behrman, Anthony B. Brannock, L. C. Bruce, Larry Carter, Carl Dawson, James H. Fryar, C. R. Harris, Eugene E. Humphries, Sr., Paul Linney, Hans Mittemeijer, O. S. Moore, H. Banks Newman, Anthony Winkler-Prins, Bruce Smith, Arthur Brown, Thatcher Townsend, Clem Schrader, Adrian Shufford, Frank Fishburn, John Palmer, Robert Sickels, James Loftus, Morris Speizman, Robert Barker, Doug Ponischil, Jurgen Meyer-Cuno, Leonard Bauer.

Assistant Directors: Joel New, Edgar Kirk

Committees for International Conference in Raleigh Oct. 1, 2 include chairman of Public Relations L. C. Bruce, Raleigh, with Leonard Bauer of Pisgah, Robert Baker of Charlotte, Hans Mittemeijer of Winston-Salem and Richard Barker of Wilmington.

PIQUET IN RALEIGH SAYS ONE YEAR AGO—work on the ailment not the symptom

Howard S. Piquet, a native of New York, is Senior Specialist in International Economics, Legislative Reference service with the Library of Congress. In this position, which he has held since 1956, he serves as advisor to Congressional Committees and to members of both houses of Congress.

Dr. Piquet is a graduate of New York University and holds an M.A. degree from the University of California and a Ph.D. from Princeton University. He has taught at Princeton and New York Universities and at the Universities of Oregon and Washington.

He has served with the U.S. Tariff Commission, the U.N. Interim Commission on Food and Agriculture and with the Office of War Mobilization and Reconversion. He has also authored numerous articles in the field of international trade.



HOWARD S. PIQUET

It is typical of our disposition, with respect to economic problems, to concentrate on the symptoms of ailments, rather than on the ailments themselves, that one of the most important aspects of all of balance-of-payments disequilibrium has attracted little attention, namely, **foreign trade policy.**

This is not to say that the narrowing excess of exports over imports has not attracted attention, for it has. But that attention has been confined to deploring the fact that the "favorable" trade balance has been narrowing and to insisting that exports should be increased relative to import. Indeed, this narrowing is providing a convenient vehicle with which to propagandize for intensified trade restrictions. Already we are being told that a comprehensive system of import quotas is necessary to help eliminate the balance-of-payments deficit.

NORTH CAROLINA STATE PORTS

U.S. TRADE AND BALANCE-OF-PAYMENTS PROBLEMS: IMPLICATIONS FOR THE DOMESTIC ECONOMY

by Howard S. Piquet*

The truth lies in exactly the opposite direction. Liberal international trade policies are not merely not inconsistent with solution of the balance-of-payments problem; they are essential to it.

What are really inconsistent with a solution of the balance-of-payments problem are the efforts to bring about equilibrium in the international accounts by such direct means as our halting the outflow of private capital and restricting foreign travel by Americans.

These efforts are not only mis-directed but, if implemented with vigor, can only aggravate international disequilibrium. The excess of the outflow of funds over their inflow from abroad is a symptom of economic disorder and should not be confused with the disorder itself. Application of such direct measures to eliminate the balance-of-payments deficit is comparable to trying to cool a room by holding a piece of ice under the thermostat. The room will only get hotter the balance-of-payments deficit will widen. We need to concentrate on the malady itself and not on its symptoms.

The malady is not the statistical "deficit" in the international accounts, but the absence of a self-equilibrating mechanism to stabilize outflows and inflows of funds among the economically-developed countries. Governmental restriction of the outflow of private capital and of foreign travel have the same kind of contractive effect on the international accounts as across-the-board restriction of merchandise imports.

The persistent deficits in the international accounts of the United States have been caused by: (1) the fact that other countries have chosen to use dollars as an important part of their monetary reserves, (2) failure of the U.S. Government to maintain the purchasing power of the dollar, and (3) unwillingness on the part of the United States and other industrialized countries to allow their economies to adapt to each other through private commercial transactions.

The use of dollars as monetary reserves will continue as long as other countries are willing to hold them in preference to using them to purchase American merchandise or to converting them into gold. At what point it will no longer be feasible for them to use dollars as monetary reserves is largely a psychological question.

The substitution of something else for dollars as international monetary reserves can best be brought about by international agreement. Such agreement does not depend upon prior elimination by the United States of its balance-of-payments deficit, notwithstanding assertions to that effect by certain foreign politicians and bankers.

Governments are prone to blame monopoly—both industrial and labor—for inflationary price

rises, while hiding the fact that they themselves are the real culprits. The prime cause of inflation is the over-issuance of credit by governments and central banks. The balance-of-payments deficit of the United States will persist as long as the Federal Reserve maintains interest rates at levels lower than are necessary to equate the demand for investment capital with the supply of savings by the public. However, even if inflation were held in check and a new international monetary unit were agreed upon, there would still be deficits in the international accounts as long as there is unwillingness to allow national economies to adjust to each other through the free international movement of merchandise and capital.

There is danger in allowing the balance-of-payments deficit to become a statistical strait-jacket, causing us to adopt policies that are antithetical to the best interest of the United States. Most of the autonomous items in the balance of payments are inter-connected, and it is futile to try to bring about self-sustaining equilibrium by applying restrictionist devices designed to increase the inflow, or decrease the outflow, of funds by direct means.

For this reason, programs designed to restrict U.S. private direct investment abroad and to limit foreign travel by Americans are self-defeating. Direct U.S. private investments abroad have already reached \$55 billion and the annual dividend return on them is much greater than the annual outflow of new capital. (In 1967 Americans sent \$ 3.0 billion of new direct investment capital abroad and received dividends, royalties, etc. of \$7.9 billion in return on existing investments, only partially offset by the payment to foreigners of \$ 2.3 billion on their investments in the United States). To restrict the outflow of private investment capital is to cripple the goose that lays the golden eggs.

Similarly, curtailment of foreign travel by Americans will be largely offset by a falling off in the foreign demand for American aircraft equipment and by retaliation on the part of foreign enterprises that derive much of their income from American tourists.

For 22 years, prior to his leaving the Government Service on January 1, 1969 Dr. Piquet was the Senior Specialist in International Economics of the Legislative Reference Service of the Library of Congress. Prior to that he was Executive Secretary of the Interim Commission on Food and Agriculture (FAO) of the United Nations and Chief of the Economics Division of the U.S. Tariff Commission.



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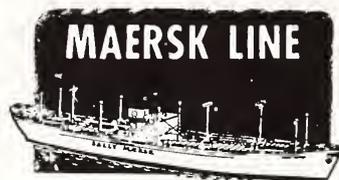
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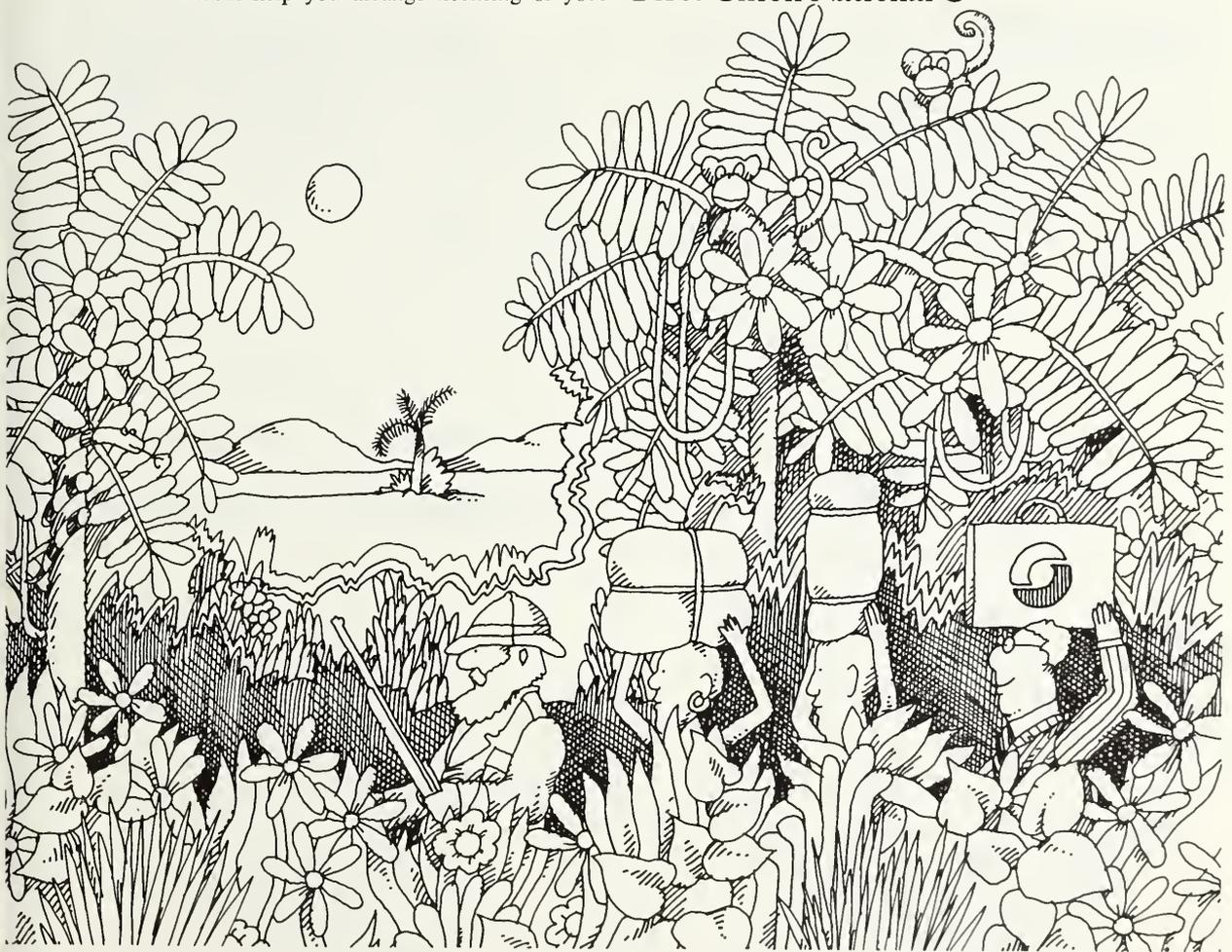
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AT PRESS TIME

News Release—SEACOR

SEACOR, INC., port developers, terminal operators and transportation specialists of Wilmington, N.C., in a recent corporate reorganization, acquired two company subsidiaries, ALMONT SHIPPING COMPANY, INC., and EAST COAST TERMINALS, INC. W. S. R. Beane, Board Chairman, announced the move as part of a long range development program to place SEACOR and the Wilmington port in the forefront of dry and liquid bulk shipping on the Eastern Seaboard. Ernest Ball, President, explained further that SEACOR is gearing up for the growth expected in the Southeast in the last quarter of this century. ALMONT SHIPPING COMPANY, INC., is a stevedoring,

terminaling and transportation operation providing one of the largest bulk terminaling facilities on the Atlantic Coast, with piers on the North Cape Fear River in Wilmington. EAST COAST TERMINALS, INC., is a bulk cargo storage and transfer facility which was recently selected as the site for the largest imported fishmeal storage and pasteurization processing plant on the East Coast. EAST COAST TERMINALS, INC., is also located on the Northeast Cape Fear River, north of Wilmington. In addition to improving the capability of its existing port operations, SEACOR plans to develop additional deep-water land tracts for use by port related industries.

N. C. Motor Carriers (cont. from page 5)

terials, caustic soda, tobacco, liquors, lumber, steel, asphalt, processed meat, jute, burlap, bagging, fiber, iron and plywood—For exports, lumber, blankets, hose, underwear, auto batteries, furniture, fertilizer, textile machinery, leaf tobacco, poultry, manufactured tobacco, fabricated steel products, minerals, wood pulp, dairy products, boilers and parts, lineboard, dry milk, nitrate paperboard, scrap metal, asphalt, petroleum and glycol.

It would be well to remember in rounding out

the truck-trailer usage, that the totals above do not include the thousands of truck-trailers used to supply jet fuel to Camp Lejeune, Cherry Point, and Seymour Johnson Field from terminals at Radio Island, Beaufort, N. C. Nor do they include the barge petroleum traffic handled on the Cape Fear River through the River Terminal at Fayetteville, where thousands of truck-trailers are used annually in the area.

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Italy—Logs of Douglas fir, hemlock, other types of timber.

FOOTWEAR EXCEPT RUBBER

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FARM MACHINERY

Australia—Horticultural and agricultural equipment.

METALWORKING MACHINERY

Portugal—Chain saws; chains and cutting blades.

MACHINERY

Portugal—Hydraulic hoists for use with truck bodies.

ELECTRIC LIGHTING, WIRING EQUIPMENT

Australia—Pole line hardware; specifically tapered aluminum lighting columns for street lights.

BROAD WOVEN FABRIC MILLS, COTTON

Switzerland—Cotton plain dyed, printed, finished fabrics, apparel, toweling, bedsheet, pillowcase fabrics, jacquard woven cotton fabrics, plain, printed, colored.

YARN, THREAD MILLS, PRODUCTS

Lebanon—Textured, crimped, or bulked filament yarns.

PAPERBOARD MILLS, PRODUCTS

Hong Kong—Paperboard for making boxes.

SYNTHETIC MATERIALS

Italy—Plastic materials, synthetic resins, nonvulcanizable elastomers; synthetic rubber; synthetic organic fibers.

"COMMERCE NOTES"

Greensboro Field Office

EXPORT DOCUMENTATION STREAMLINED

1. Effective October 1, exporters are no longer required to file shipper's export declarations for general license shipments to Free World countries when the shipments are valued at less than \$250.
2. Effective November 1, high volume exporters

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Sweden—Connectors, all kinds.

FIELD CROP FARMS

Netherlands—Peas, beans, similar agricultural commodities.

DAIRY PRODUCTS

Cyprus—Concentrated milk, shipped in bulk (barrels, drums, and tanks).

BROAD WOVEN FABRIC MILLS, COTTON

Canada—100% cotton corduroy and/or corduroy of cotton/polyester blend with permanent press finish, for purchase in quantities of 10,000 yd. lots or higher.

TEXTILE GOODS

Germany—New cotton remnants for manufacture of polishing discs.

RADIO, TELEVISION RECEIVING SETS

Netherlands—Complete range of radio receivers, including portable, automobile, home, etc.

AGRICULTURAL CHEMICALS

France—Fertilizers of good quality, primarily products suitable for fruit-trees grown in orchards in southwest France.

FARM MACHINERY

France—Farm machinery equipment: sprayers (power and speed), other categories of light—and medium-duty machines, attachments designed for preparing vegetable and fruit crops for shipment to wholesale markets.

meeting requirements of the Office of Export Control and Bureau of the Census have the option of filing monthly export declarations rather than separate export declarations for each shipment to Free World countries.

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TANKER BERTH: T-head type with mooring dolphins, supported by tank farm and available undeveloped area.

TRANSIT SHEDS: Four fully-sprinklered, modern, concrete, steel, and masonry buildings total 506,000 square feet.

OPEN BERTH: 800 continuous feet, as well as other open areas between sheds and at ends of wharf, backed up by 15 acres of paved open storage accessible by rail or truck.

WAREHOUSES: 522,962 square feet, fully sprinklered. **BONDED WAREHOUSE** space available by arrangement with management.

CARGO STORAGE SHELTER: 273,000 square feet, open ends, concrete and steel, paved building, equipped with overhead bridge cranes and served by truck and rail access to all parts.

U. S. CUSTOMS SERVICES: All services for the Port of Wilmington, including Classification and Value Section, located on terminal property.

SCALES: Two truck scales and one railroad car scale conveniently located on terminal. Certified weighmasters on 24-hour duty.

TRACKAGE: Double marginal tracks with crossovers along full length of wharf apron. Depressed tracks serving rear of transit sheds and warehouses. Storage yard capacity—370 rail cars. (Four diesel switching engines operated by the terminal.)

HEAVY EQUIPMENT: Two 45-ton capacity gantry cranes equipped for 80-inch magnet and two or six yard bucket operations. A 75-ton gantry crane (at 70 ft. radius) can be used in tandem with either of the 45-ton cranes for lifts up to 120 tons. The larger crane is speedily convertible for fast single line lifts, magnet or bucket, as well as container cargo operations.

CARGO HANDLING EQUIPMENT: Forklifts of various capacities with accessories—cotton and paper clamps, etc., tractors, cargo trailers, 5-ton mobile crane, stevedore-type cargo pallets.

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BARGE TERMINAL: Four 300-foot berths completed 1968.

TRANSIT SHEDS: Three total 220,000 square feet. Two of steel, concrete and masonry, one of metal. All sprinklered with deluge systems.

WAREHOUSES: Seven storage warehouses, totaling 588,000 square feet, sprinklered with deluge systems. Total 30 fire segregation sections. Bonded warehouse space available.

OPEN STORAGE: 13 acres of paved open storage.

SCALES: Certified public truck scales available on terminal.

TRACKAGE: Double marginal tracks with crossover, full length of wharf. Single depressed track full length rear of transit sheds and warehouses. Southern Railway freight car storage yard adjacent to port property.

CARGO HANDLING EQUIPMENT: Fork lifts with detachable accessories such as paper and bale clamps, etc. Facilities for full palletization cargoes. Tractors and trailers.

HEAVY EQUIPMENT: Berths 6 and 7 have two 75-ton gantry cranes with full crane services including buckets, electromagnet, etc. Cranes may be used in tandem with 150 ton capacity.

U. S. CUSTOMS: A designated customs port of entry with permanent personnel assigned.

BULK FACILITY: 3,000,000-ton annual capacity bulk facility for receipt, conveyance, storage and shipment of bulk cargoes. Loading capacity of 3,000 tons per hour. Storage capacity 106,000 tons.

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MYERS AND TEXAS GULF SULFUR

Greensboro, N. C.—The world was the marketplace for his career as a salesman, but A. Nelson Myers has come home to North Carolina to enjoy retirement.

As senior vice president of marketing for Texas Gulf Sulphur Company, Myers has been based in New York City since 1946, but his responsibilities for sales of TGS products, including fertilizer materials, have taken him around the globe. He retired January 1 to Greensboro, his boyhood hometown.

Myers' success in the world of big business failed to temper his southern manner. A co-worker said, "Nelson will be missed. He has never lost that fine, easy southern temperament. He has always been accessible to everyone."

Another close associate said, "He's a wonderful balance wheel, always has been. He has that great trait of giving authority and responsibility to people who work for him and letting them work out the problems."



A. Nelson Myers, left, senior vice president for marketing of Texas Gulf Sulphur Company, discusses shipping of fertilizer materials from North Carolina to world wide markets with Dr. Guy T. McBride, Jr., vice president and general manager of the TGS phosphate division at Aurora, N. C. Myers' retirement after 24 years with the firm is effective January 1, 1970. He will reside in Greensboro.

Born in Williamson, West Virginia, Myers was six when his family moved to Greensboro. He spent his boyhood there and was graduated in 1929 from Davidson College, some 90-miles away. He is the eldest son of Rev. Charles F. Myers, a prominent Presbyterian minister.

Many of his early working years were also spent in North Carolina, in Wilmington and Greensboro, in addition to Richmond, Va., Nashville, Tenn. and Columbia, S. C.

Myers has been a Texas Gulf vice president since 1959, first heading sales and then running overall marketing beginning in 1964. He had been a New Yorker for six years and was a vice president for another large chemical sales corporation when he joined Texas Gulf Sulphur.

Throughout the years, Myers has visited "back home" in North Carolina as often as a busy schedule would permit. His brother, Charles F. Myers, Jr., Chairman of the Board of Burlington Industries, is a Greensboro resident. His daughter, Mary Myers, is a nurse for the Guilford County Public Health Service and also lives in Greensboro. A second daughter, Mrs. Kenan Van Vranken, resides in Princeton, New Jersey, and a sister, Mrs. L. B. Schenck, is a Davidson, N. C. citizen.

"North Carolina has a wonderful reputation throughout the United States and abroad," said Myers. "It's rare when countries where we sell our products don't know something about North Carolina and look upon it as a progressive state."

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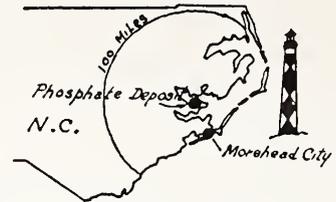


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