


**CARO-GRAPHICS** by **MURRAY JONES JR**

**DO YOU KNOW YOUR STATE?**



**FOOTBALL**

FOOTBALL AS PLAYED AT THE UNIV. OF N.C. IN THE 1880'S HAD A HUNDRED MEN ON EACH SIDE

**FUNERALS**

IS IT A FUNERAL OR JUST A REVOLUTION?

PRIVATE FUNERALS WERE AGAINST THE LAW IN N.C. BEFORE 1715

**DID YOU KNOW THAT JOHN LAW, REGISTER OF DEEDS IN ORANGE CO. FOR 65 YRS DID NOT DRINK WATER DURING THE LAST 40 YRS OF HIS LIFE, AND NEVER ATE A TOMATO?**

**DID YOU KNOW THAT A NEGRO OF MARTIN CO. IS NAMED "FRANK HARRISON PRESIDENT OF THIS UNITED STATES EATS HIS 'LASSES CANDY AND SWINGS ON EVERY GATE WILLIAMS"?**

THIS YEAR THE OWNERS OF THE SUMMER RESORTS IN WEST. N.C. MADE \$50,000,000

THE EDITORS OF CARO-GRAPHICS INVITE YOU TO SEND IN INTERESTING FACTS ABOUT YOUR COMMUNITY

**NEW EQUIPMENT FOR LIGHTHOUSES**

**Through It They Will Notify Mariners How Close They Are Approaching**

Washington, Nov. 18—"Self announcing" lighthouses and lightships that tell the mariner just how close he is approaching them, even when a pea-soup fog shuts them from view, make up the latest equipment of the United States Lighthouse Service in its fight for greater safety at sea.

"The vital element of this recent contribution to safer navigation, now coming into wide use, is a combination of signals which tells the navigator his distance from dangerous reefs or shoals," says a bulletin from the Washington, D. C., headquarters of the National Geographic Society.

**Tests on Atlantic Coast.**

"Twenty-nine stations sending such signals, scattered along the Atlantic and Gulf Coasts from West Quoddy Head, near Eastport, Maine, to the Southwest Pass of the Mississippi River, recently participated in the most elaborate demonstration of their use ever arranged. They operated continuously during daylight hours to give all passing ships the opportunity to test out the new method, and judge of its accuracy.

"In the stress of making harbor in a fog, shipmasters are too concerned to rely on an unfamiliar method. The tests by distance-finding obser-

vations were made in good weather and in daylight because it was realized that, when the accuracy of the new method was immediately revealed by bearings taken from visible landmarks, mariners would gain enough confidence in the signals to rely on them later when fog would obscure the station sending them.

"When approaching land in fog, it is often possible to hear sound fog signals from a lighthouse or lightship; yet, because of the vagaries of sound traveling through fog, the hearer may be unable to determine with any accuracy his distance from the sending station. This difficulty, which has caused many sea disasters, is greatly reduced by the new 'distance-finding' signals, which really are 'distance telling' signals.

"Two signals are sent simultaneously—a radio beacon signal and another by sound. The mariner notes the time that elapses between arrival of the radio signal, which comes in first, and reception of the sound signal. By calculations based on this lapse of time, he can determine how many miles he is from the sending station. The signals can be picked up by all ships fitted with radio direction finders or even simple radio broadcast receivers, if they can be tuned to the proper wave length. Sound signals are sent, of course, by the usual fog horn or siren.

**First Use of the Signals.**

"This method of distance-telling was first tried out by the United States Lighthouse Service in 1929, at Cape Henry Lighthouse, Virginia, and Pope Reef Lighthouse in the up-

per end of Lake Huron.

"The following year seven additional stations were placed in operation on the Great Lakes, where mariners already were making frequent use of radiobeacon signals for calculating their positions. The use of distance-telling facilities was but another step. In 1931 ten more stations were given the new equipment, including two on the Pacific Coast: the Blunts Reef Lightship, California, and Grays Harbor Lighthouse, Washington.

"Blunts Reef Lightship lies a short way off Cape Mendocino, a promontory which must be rounded by all ships bound up or down the coast. Because of reefs extending seaward from the Cape, ships must keep well offshore. Calculation of distance was formerly difficult when fog obscured everything. With the new signals, mariners can compute accurately their distance from the lightship and reefs, and avoid steering too close to shore.

"At Grays Harbor Lighthouse, Washington, vessels entering the bay from the open Pacific must pass thru a narrow entrance formed by two jetties. When fog conceals the shore ships seeking the entrance are in danger of running aground. The new signals, sent from the light-house close to the jetties, will enable ships to approach them with great safety.

"In 1935, nineteen lighthouses and lightships were given the new distance-telling equipment in addition to those already in operation. By the

**New Orleans Turtle Sales Become Brisk**

New Orleans, Nov. 18—Probably one of the most curious sights in this picturesque city is the turtle shop in the Old French Market.

Every night, approximately 1,000 pounds of snapping turtles are thrown upon the chopping block to be cut and sold for making stew or soup. This scene has been going on since the market was established, nearly 100 years ago.

The turtles, of two distinct varieties, the Cowan and the Loggerhead, are caught in fresh water marshes of Baton Rouge.

Fishermen patiently wade through marshes wherever they see bubbles comink to the surface, they probe with long rods until they hook the struggling turtle. Some of them weigh as much as 300 pounds. Then begins the job of pulling them out of their holes or the mud where they have burrowed.

Once they are caught most of the turtles are penned, frequently on shallow barges filled with water and mud. In this way they are kept alive until they can be delivered to the market in the winter, when prices are nearly double what they are in summer.

It is just a short journey for the turtle from life in the swamps to the stew pots of New Orleans.

**NOTICE**

Notice is hereby given that on the 17th day of November, 1936, I did lease to C. W. Fodrie of Beaufort, N. C., the following described oyster bottom.

**Lease No. 204**

Located in Newport River, Carteret County. Beginning at a stake about 50 feet east of Clifford Rock in the Newport River and runs S. end of 1936 at least 27 other stations will be so equipped, bringing the total to 73."

**Dr. Clifford W. Lewis**  
Office Tel. 442-1 Res. 347-1  
Office Hours:  
9 a. m. to 12 M. & 2 to 5 p. m.  
**NIGHT BY APPOINTMENT**  
BEAUFORT, N. C.

**O. H. Johnson, M. D.**  
**SPECIALIST**  
**Eye, Ear, Nose and Throat**  
**GLASSES FITTED**  
Office Hours:  
Morehead City — 9 to 12 A. M.  
Beaufort — 2 to 5 P. M.

52-50 E. 795 feet to a stake; thence S. 27 degrees W. 183 feet to a stake; thence N. 53-15 W. 805 feet to a stake; thence N. 30 degrees E. 188 feet to the beginning, containing 4.37 acres.

This the 17th day of November, 1936.

**JOHN A. NELSON,**  
Fisheries Commissioner.  
4t12-17-36

**NOTICE.**

Notice is hereby given that on the 17th day of November, 1936, I did lease to Phillip K. Ball of Morehead City, N. C., the following described clam bottom.

**Lease No. 205**

Located in the White Oak River, Carteret County. Beginning at the southeast corner of lot No. 28 of J. S. Jones sub-division and runs S. 30-30 W. 100 feet out into the White

Oak River; thence along the northern edge of the Inland Waterway N. 80-15 W. 740 feet; thence N. 28-15 E. 100 feet to a stake on the shore line; thence with the shore line 741 feet to the beginning, containing 1.76 acres.

This the 17th day of November, 1936.

**JOHN A. NELSON,**  
Fisheries Commissioner.  
4t1217-36

Bertie County framers have planted one of the largest acreages of winter legumes ever before seeded in the county, advises C. W. Overman, assistant farm agent.

One hundred Clay County farmers last week reported soil improving practices done since the compliance supervisor visited their farms.

*You don't have to be rich to enjoy rich whiskey!*



**NOW 18 months old**

You get a barrel of quality in every bottle—for Old Quaker is now 50% mellow, yet costs you no more!

*This whiskey is 18 months old*



Copyright 1936. The Old Quaker Company, Lawrenceburg, Ind.

**SCHENLEY'S OLD QUAKER**  
STRAIGHT WHISKEY... AS YOU PREFER IN BOURBON OR RYE BRAND

**HOW TO GET EXTRA VALUE IN A STRAIGHT WHISKEY**

A STANDARD measure of value in a straight whiskey is proof . . . the strength of the whiskey. Just as "100% wool," "100% pure silk" is the measure of good fabrics, so 100 proof is "tops" in straight whiskey value. Some folks think that a 100 proof straight whiskey just can't be as smooth, as mellow, as they like a whiskey to be. We believe . . . and its phenomenal sale certainly proves . . . that Old Mr. Boston Straight Whiskey is an exception . . . a 100 proof straight whiskey that is as smooth as any whiskey you ever tasted. That is why so many people now buy Old Mr. Boston 100 proof Straight Whiskey—not once but again and again.



Buy a bottle of Old Mr. Boston 100 Proof Straight Whiskey tonight. Taste a full, ripe flavor that lingers pleasantly without a trace of "bite" or harshness. Then recall how little you paid for this treat because of the extra value of full 100 proof.

**OLD MR. BOSTON BRAND STRAIGHT WHISKEY**  
Rye or Bourbon 100 Proof  
BEN BURK, INC., BOSTON, MASS.

**100 PROOF . . . 100 PER CENT SMOOTH**