

# Tenth Of Earth's Surface Still Lies Under Glaciers

Glaciers that covered much of the earth during the Ice Age left lasting effects in climate and geography.

Four times the great ice sheets ground down from the polar regions. First Canada and Scandinavia, then parts of Europe and the United States were submerged in the inexorable flows, miles thick in places. The ice extended over 28 percent of the

earth's land area, scouring the face of the earth and driving animal life before it.

The relentless force carved out the face of North America. Glaciers formed the Great Lakes and gouged deep valleys. They picked up vast quantities of soil and rock and turned the debris into hills and ridges. The country's greatest rivers were born from melting waters at the edges of the great ice fields.

The last major ice sheet may have retreated only 10,000 years ago.



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**Formed From Snow**

Today a tenth of the earth's surface still lies under ponderous ice. Antarctica and Greenland account for most of it, but small, mountain glaciers glisten in many parts of the world. Any local climatic changes, such as greater snowfall and lower temperatures, affect these small ice fields.

Glaciers are still being formed by snow accumulating on gentle slopes. Weight presses the lower layers into clear, granular ice. Like frozen rivers they flow down mountain sides.

Glaciers that meet the sea calve treacherous icebergs. The giant blocks break off and follow wandering currents deep into shipping lanes.

Weather conditions over the last century suggest a warming

# Tree Is Called Factory

When Adam was gardening in Eden, a tiny seed fell in a California forest. Today, that tree is the mightiest living thing in the world.

For 4,000 years, the General Sherman Bigtree, or Giant Sequoia has grown in Sequoia National Park near Bakersfield. Today it's 272 feet tall. Its base is 32 feet across. It weighs more than 800 tons. There's enough lumber in it to build 57 houses with 1,000 square feet each.

The General Sherman Bigtree is the king of the plant world, its highest form of life.

Once there was an expert who tried to catalog all the ways people use wood. He gave up after finding 4,500 uses.

The raw materials for the growing tree are the soil's water and minerals, the air's carbon dioxide and oxygen. Its power flows down from the sun, which changes carbon dioxide and water into sugars and oxygen through photosynthesis. Its products are wood and bark fiber, its byproducts starch, fats, resins, tannins and other sugars.

To Tar Heels and other southerners, the loblolly pine is the most important timber tree. And in its way it is a giant.

Each year, a well-stocked acre of loblolly—if it isn't cut—will grow three tons of usable wood and bark. Or it may be ground into chips and put through a pulp mill.

In a year, 35 acres of loblolly grow enough lumber to build a six-room home with 1,000 square feet of floor space, plus 262,000 grocery bags, or 137,250 two-quart cartons, or 24,500 newspapers, or 16,000 rayon dresses.

North Carolina has 19 million acres of woodland. From 50,000 to 60,000 acres of open land are planted to pines each year.

Such a green factory can make an almost unlimited contribution to the physical needs and prosperity of North Carolina's people.

Some years later the widower remarried, this time Lucy Bradley, of Wilmington. There is no record of issue forthcoming from either marriage.

# The Farming Guide

By A. S. KNOWLES

trend. The icecaps on Antarctica and Greenland appear to be shrinking.

However, some scientists believe that the earth may be approaching the peak of a warm interglacial period. Recent studies show that some isolated glaciers are actually advancing, while others are growing thicker.

The Commander Glacier in British Columbia has traveled 800 feet in six years. The two largest glaciers in Norway are again on the march, though both had shrunk considerably before 1950.

Naturalists at Glacier National Park in Montana are pleased with chillier weather there. Some of their attractions were melting away, but are now making a comeback.

**Planting A Glacier**

Enterprising inhabitants of an arid region of northern Pakistan are trying to solve a water-shortage problem in the village of Bunji by planting a new glacier. They began by selecting a favorable spot above 16,000 feet and digging a deep pit.

Then relay teams of villagers carried a large slice of ice from a near-by glacier and buried it in the hole with special chemicals and herbs. The method of the preparations, which deter melting, has become a secret tradition, known only in this area where glaciers have been planted in the past.

If the glacier takes root during the winter and begins to grow, it will reward the local Pakistanis with an ever-increasing supply of water for their crops.

Farmers using gasoline for non-highway purposes in 1961 may claim the state tax refund after January 1. They will have until April 15, 1962, to make their applications for the refund. All farmers getting a refund in 1960 will be mailed an application by the N. C. Department of Revenue. In case a farmer hasn't made application before he may get an application blank from the County Agricultural Agent's Office in Supply after January 1.

The next application will be made soon after July 1, 1962. That report period will be January 1, 1962 through June 30, 1962. After that the report period will be on a fiscal year basis. It is important that good records be kept on gasoline used in non-highway work.

Farmers will have to report their income and self-employment taxes soon after January 1. As a matter of fact, farmers can choose to report by January 15 or February 15, 1962. They can make an estimate of their taxes and pay it by January 15 and then make a final report by April 15. If the farmer doesn't make an estimate by January 15, then he will have to file his returns by February 15.

# Brunswick Between Bookends

By Eugene Fallon



## AN EXERT FROM CAPE FEAR CHRONICLES. James Sprunt, Wilmington.

James Sprunt's remarkable "Chronicles" is a unique work which, in its scope defies a "one-sitting" review, therefore, we have plucked at random from an orchard the like of which could only have been nurtured by Cape Fear soil. The following then relates of brothers who between them did much to forward education in this locality during the pre-Civil War period.

A Mr. Stephen Jewett, cabinet-maker by trade, came to Smithville sometime around 1839. Soon he was serving as postmaster of the village, according to author Sprunt. Where he came from originally is not revealed, nor his age upon arrival. At Smithville he married Mary Gracie, who was a relative of Dr. John Hill, president of the Bank of Cape Fear (presumably located at Wilmington). The Jewetts opened a school at Smithville, which they ran with lukewarm success. On a trip to Moore County, undertaken with her husband, Mary Jewett died suddenly.

Some years later the widower remarried, this time Lucy Bradley, of Wilmington. There is no record of issue forthcoming from either marriage.

Jewett, whose academy seems to have declined, removed to Wilmington, perhaps upon the insistence of his second wife. The change seemed to disagree with the pedant, for Sprunt writes: "He soon died in Wilmington."

But this was not to be the last of the Jewetts. According to Sprunt, George W. Jewett, a brother of Stephen, came to Wilmington from Kent Hill, Maine, to open the Wilmington Male and Female Seminary. Sprunt describes the private school as "a small, frame cottage on the west side of Third Street, near Ann."

Apparently the venture was a success, for the academy was later removed to larger quarters in the Port City.

Jewett must have been a stern taskmaster, for Sprunt, who attended his school, speaks of "flagellation" (whipping) as part of the regular curriculum at the Jewett Academy.

At this point allow us to digress a moment: Note that, in those dear, dead days, a man had few limitations. Stephen Jewett, you will remember, came to Smithville as a "cabinetmaker" and yet, a short time later was running a preparatory school—a metamorphosis not unlike that of cocoon into butterfly! What Brother George did up in Maine be-

fore coming South to direct efforts in higher education is anybody's guess. He might have been in the wallpapering business, indeed. Ah! land of opportunity!

To return to ived halls again: we find George to have been a man of parts. In spite of laying on the rod, thick and heavily, George was a bit of a poet, as witness the following lyrical lines dedicated to Smithville:

"Farewell dear Smithville! from thy pleasant halls I haste reluctant whither duty calls. But for a moment, let me linger here To trace a grateful word and drop a tear. Great, in the outspread beauty of thy bay, Great, in the tiny fleets that on it play, Great, in thy sandy streets, and spreading shades, Great, in fandangoes, frolics and charades, Great, in thy pig-fish, oysters, trout and clams. . ."

Now the reader might ask, what was George Jewett, of Wilmington, doing writing odes to Smithville—which, after all was his late brother's old stamping grounds and none of his own? James Sprunt himself answers that, by pointing out that "due to its fine, well behaved people, its salty dishes; and because of

its easy access by steamer, Smithville was the favorite resort place for citizens of Wilmington anxious to escape the dusts and the fevers . . ."

For such sentiments, our heart-felt thanks to a fine writer, James Sprunt, Esquire.

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# Cushions Of Air May Be Mode For Future Travel

Future ships may skim across the Atlantic in half a day while trains race between cities at 500 miles an hour.

Both types of craft would employ a cushion of air trapped beneath them to reduce resistance to motion. Previously impossible speeds may thus be obtained in surface vehicles.

Britain, Finland, Switzerland, Sweden, and the United States have now developed such vehicles, generally called "hovercraft" or "ground effect machines."

**How Idea Came**

British inventor C. S. Cockerell, an electronics engineer, got the idea shortly after he went into boat-building. He recalls, "I discovered that there are two main resistances which a boat encounters—wave resistance and skin resistance. I thought that if I could make the skin of my craft a skin of air—that is, introduce a film of air between the hull and the water—the skin friction would become negligible and I would then be free to design entirely around the problem of wave resistance."

The hovercraft idea can be grasped by pointing the whirring blades of an electric fan downward and moving it just above the surface of the floor. The air buoys up the fan, freeing it from the friction it would encounter if turned off and simply pushed along.

In a typical hovercraft, a curtain of air shot from nozzles contains the cushion of air between the bottom of the vehicle and the surface of the ground or water. The cushion may be one inch to 20 feet thick.

A propeller or jet gives the hovercraft its forward motion. Despite the soundness of his idea, Cockerell ran into trouble when he sought commercial support. He said, "Aircraft firms felt it looked interesting—but since it was not an aircraft it was not for them. Shipping experts thought it might work—but it did not look like a boat."

By late 1956 Cockerell realized that to convince people of the hovercraft's practicability he needed a working model. A friend built one for him. Assured of its value, the British Government made it a state secret. Clearance for the project came only after reports that a Swiss engineer was experimenting on a similar vehicle. By this time British manufacturers were interested.

**Crafts Operates**

In 1959 hovercraft began moving across the English Channel. The United States military services were soon experimenting with many different models.

Hovercraft offer an answer to difficult transportation problems, notably those of underdeveloped nations.

"These nations could use ground effect machines for traffic over the natural highways of rivers, dry river beds, deserts, marches,

or any relatively flat surface," says Peter G. Fielding of Boog, Allen Applied Research, Inc., Bethesda, Maryland. He points out that a hovercraft road could be made by merely bulldozing a wide path through jungle and covering it with an airtight petroleum compound to kill vegetation.

The Soviet Union is reported interested in hovercraft as a means of operating on icebound harbors. Hovercraft can move as easily over ice as over water. Steamship lines may use hovercraft for rapid ocean crossings. An atomic-powered hovercraft might shoot across the Atlantic in 12 hours, according to hovercraft developers.

Meanwhile, the Ford Motor company hopes that its futuristic Levacar, using a principle similar to the hovercraft, will transport visitors, at high speeds from Manhattan to the World's Fair on Long Island in 1964. Similar vehicles might provide rapid transit between cities.

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