

Hatteras Light Is
Symbol Of Banks



CAPE HATTERAS Lighthouse, built in 1870, is the tallest brick lighthouse in the world. But this particular Hatteras Light which for many years acted as a guardian of Diamond Shoals, the "graveyard of the Atlantic" is no longer in commission. A skeleton steel structure on higher ground about one mile from this tower is now Cape Hatteras Light.

The famous old tower which has become a symbol of the Outer Banks and the new National Seashore Park, is included in a State Park. Eventually it will be included, perhaps, in the National Seashore.

Almost within the shadows of this historic old structure on next Monday some 2,000 Outer Bankers will gather to hear their State's Governor J. M. Broughton bring a message—which they hope will be the promise and the assurance that a road will be constructed down the Banks to replace the non-State maintained sand trails that now provide a means for autos and trucks to travel up and down the island of Hatteras.

Also present at the big reception honoring Governor Broughton will be many citizens of Ocracoke who will ask him and his Highway Commission to build a road on down to their village on the nearby island—with a ferry thrown in for good measure.

(Editors Note: Over Hatteras Light in the above picture is the plane of Chief Pilot Dave Driskill of the Ocracoke Transportation Company's Aviation Division. Driskill's plane has also become a symbol one of fast transportation by air over the Outer Banks.) — (Photo by Ben Dixon McNeill.)

How To Get To Hatteras

Hatteras is a thriving fishing village three miles from Hatteras Inlet. It has one hotel, the management of which entertains annually a host of fishermen who return each season to fish for the big game varieties such as Blue Marlin, Amberjack and Dolphin in deep water off shore in the Gulf Stream or others who come for the closer to shore trolling for blues, Spanish Mackerel and Cero.

In addition to the hotel there are a number of homes in which guests will find comfort supplemented by good meals. The rates are about \$3 per day or \$20 per week.

There are a variety of ways to reach Hatteras. Via Manteo, the autoist leaves Highway 34 at Whale Bone Filling Station. Here if the motorist is attempting to make the drive down the beach in their own cars, the tires should be deflated. At the filling station the driver must choose what is termed as the "inside road" or drive down the beach to Oregon Inlet. Unless tides are favorable and they can tell you this at Whale Bone Station it is best not to attempt the route along the beach or surf which is by far smoother but can be driven only at low tides.

At Oregon Inlet there is a ferry operated on a very convenient schedule—toll for car and driver 50 cents. From the south side of Oregon Inlet the autoist proceeds either on the inside road or adjacent to the beach to their destination. This route is not recommended to persons who have had no experience in driving along the beach or in quicksand. Experienced drivers often drive from Oregon Inlet to Hatteras in two hours or visa versa, according to Tom Eaton of the latter community. But they are EXPERIENCED.

The surest way to reach Hatteras from the mainland is by boat from Engelhard which makes a round trip to and fro each day from May until October. This boat operated by the Hatteras Development Company leaves Hatteras in the morning and Engelhard on the mainland about 2:00 o'clock in the afternoon. The See HATTERAS Page 8

Cape Hatteras National Seashore Edition

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Outer Banks-Carolina's Perennial Frontier

Governor Broughton To Make Party Call At Hatteras Next Monday



PICTURED ABOVE are residents of Hatteras Island who visited Governor J. M. Broughton in Raleigh last Winter. Next Monday Governor Broughton and members of his State Highway and Public Works Commission will make a party call to these people and the other residents of Hatteras Island. In the picture, if you know your Outer Bankers, you will see the Odens, the Midgettes, the Meekins, and others. Sixth from left in background (next to Governor Broughton) Maurice (Dick) Burrus, one-time Boston Braves outstanding first baseman, now Texaco Oil dealer on Hatteras Island. Nearby, too, is Sheriff D. Victor Meekins, who may not admit it, but who is responsible for the islanders' visit to Raleigh, as well as the Governor's proposed visit to Hatteras. High spot of next Monday on Hatteras Island will be the big picnic and speaking by the Governor at Buxton, the postoffice address of Cape Hatteras. (Photo and cut courtesy News and Observer).

BUXTON IS THE POSTOFFICE AT CAPE HATTERAS

Governor Broughton
To Speak There
Next Monday

Buxton is the postoffice address of Cape Hatteras which is known around the world to mariners sailing the seven seas as the "graveyard of the Atlantic." That is because from Cape Hatteras extends dangerous Diamond Shoals, to a distance of 12 to 15 miles off shore where many ships, especially during the days of sail foundered and were quickly swallowed up by the treacherous quicksands.

At Buxton was located the National Park Service's CCC Camp which recently has been transferred to Fort Bragg. The CCC boys while stationed on Hatteras Island built miles of sand fences, planted grasses and solved the problem of beach erosion. The now deserted CCC camp will become a concentration point for conscientious objectors in the present national emergency according to recent news dispatches. In addition to the National Seashore which will take in much of Hatteras Island eventually, the famous old lighthouse there, tallest on the American Coast, and surrounding grounds have been made into a State Park.

Located less than a mile from the village of Buxton is the old Cape Hatteras Lighthouse, built in 1870 and the tallest on the Atlantic Coast. From the top of the lighthouse may be seen giant ocean liners and ocean-going freighters. Also may be seen miles of the beach, and on clear days the Diamond Lightship. The ship is anchored off Diamond Shoals to warn ships of the ever present dangers which lurk there.

Good Fishing

Cape Hatteras Light is just east of Buxton. The cape is a favored place among the many surfcasters who have taken thousands of channel bass from the beach which extends from Hatteras Inlet to this point.

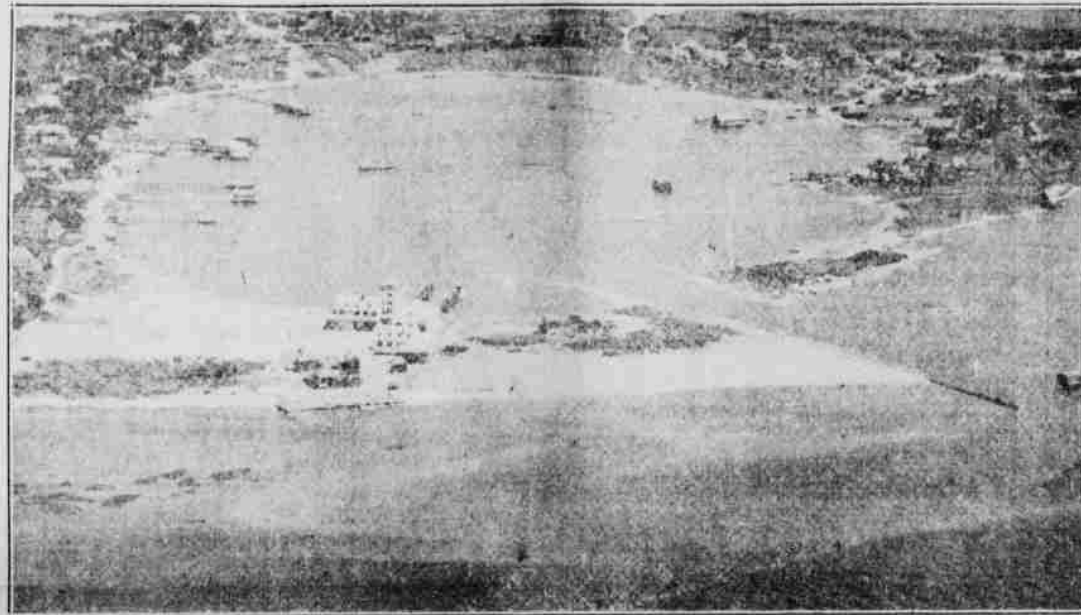
There is no hotel at Buxton, but visitors will find several homes where accommodations are excellent. Those who contemplate a visit to Buxton are advised to address inquiries to Mrs. Maude M. White; Mrs. Carrie Midgett and Capt. Bernice Ballance.

Rates by the day or week are very moderate, not exceeding \$2.50 per day.

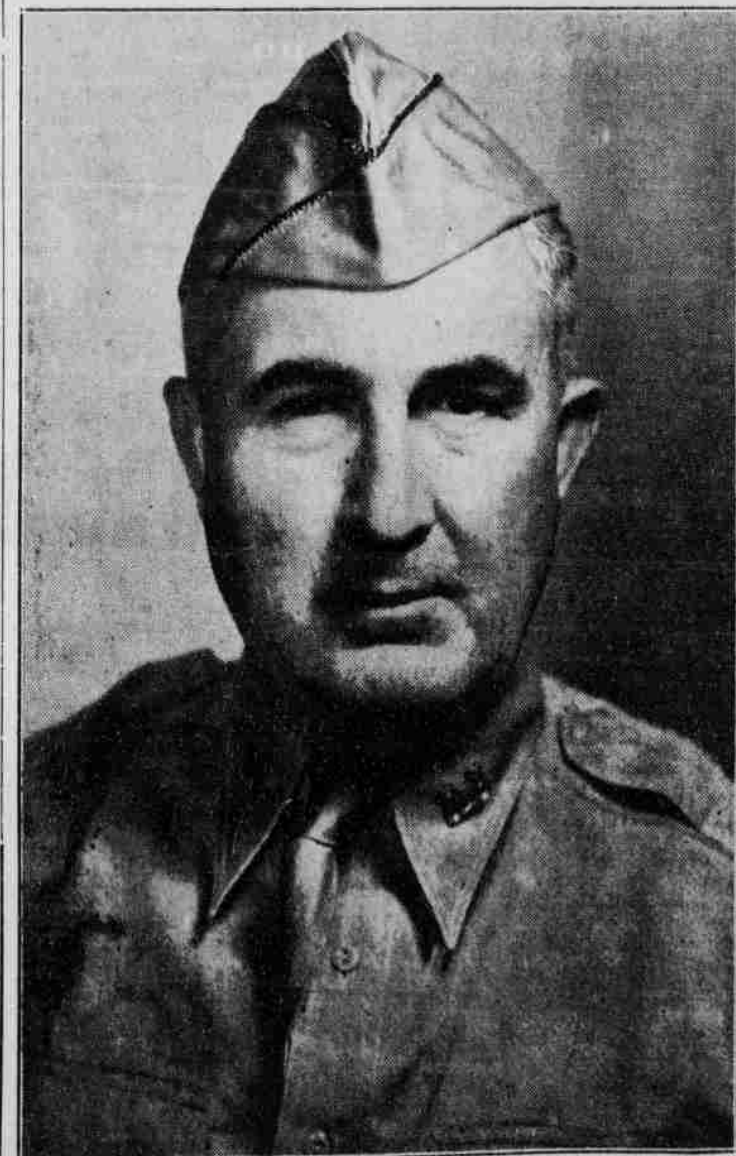
Many are interested in cabin accommodations within the State Park, which surrounds the Old Hatteras Lighthouse. While five splendid cottages have been erected here, they are not furnished. This is due to the contemplation by the State Park Board that this area is to become a National Park. There are, however, a limited number of furnished apartments in the former quarters of the lighthouse keeper. These are under the supervision of Mr. Horace Doe, Kitty Hawk, N. C.

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Silver Lake Harbor At Ocracoke Is An Essential Defense Project Which Will Soon Be Dredged To Depth Of 12 Feet



Colonel Gillette Is Man Who Made It Possible



OCRACOE HARBOR

This aerial view made last week from aboard Dick Reynolds' 3-motored Stinson by Aycock Brown, editor of The Beaufort News, shows Silver Lake Harbor at Ocracoke, which will be dredged to a depth of 12 feet with a channel of the same depth connecting it with deep water in Pamlico Sound. Bids for dredging Silver Lake Harbor were let on August 1, and according to Congressman Herbert Bonner of the First District, work will proceed according to the provisions of the Act of Congress which made it a defense project. Do not be surprised if shortly after dredging the U. S. Navy does not establish an Inner Inshore Patrol base at Ocracoke Island. Largely responsible for making it possible to obtain a greater depth in Silver Lake Harbor is Colonel George W. Gillette, pictured at left, a North Carolinian with the U. S. Army Engineering Corps who developed State Coast waterways to a greater extent when he was District Engineer, than any other of his predecessors. If it had not been for Gillette and Bonner Silver Lake project and also the proposed Oregon Inlet improvements would have been shelved when the National Emergency began instead of being included in the Defense program.—(Beaufort News Photos).

Many Men Along Outer Banks Choose Coast Guarding And Dredge Boating As A Career

They Would Prefer
Staying At Home
With Families

MANY ADVANCE TO HIGHER POSITIONS

Many men along the Outer Banks choose Coast Guarding and dredge boating as a career. It is not because they want to leave their is-

land homes, but because they have to go away to make a living. There was a time when the price of seafood was good and fish were plentiful. In those days the islanders remained at home with their families and made a fair living. But in late years it has become necessary for all the young men to seek work elsewhere. Those

See MANY MEN Page 8

English Speaking Civilization In America Founded On N. C. Banks

FISHING AT HATTERAS AND OCRACOE ISL.

Hatteras and Ocracoke waters offer the sports fishermen unrivaled sport. Varieties are many, ranging from the mighty blue marlin to the lowly croaker.

Marlin: The western edge of the Gulf Stream is only 14 and a half miles from Hatteras Inlet which divides Ocracoke and Hatteras Island. Here in 1939 was taken the blue marlin which holds the Atlantic Coast record—593 1-2 pounds. It was landed by Dana Marshall of Ohio. Previously Hugo Rutherford had landed the first blue marlin with rod and reel. It weighed between 450 and 500 pounds and was taken while he fished from aboard the Mako II with Guide Stowe of Hatteras.

Sailfish and White Marlin: Both of these finny warriors swim in the waters of the Gulf Stream off Cape Hatteras and Ocracoke Island. They are waiting for the angler who goes properly rigged after them. Already to the southward at Cape Lookout large numbers of sails have been taken with rod and reel.

Dolphin: This gorgeous multi-colored beauty, a fighting marauder which is a thrill once it hits your lure is plentiful off the coast at Hatteras and Ocracoke. He is a fighter to the last and has more thrills per second than any other fish that sails.

Marlin, Sailfish and Dolphin are taken in the Gulf Stream from mid-June until October.

Amberjack: Schooled around the numerous wrecks on Diamond Shoals in the "graveyard of the Atlantic" are the strong hard fighting amberjack. They are a terror to small tackle and a delight See FISHING Page 5

OCRACOKERS REQUIRED TO PAY GAS TAX

Car Owners Call It
Taxation Without
Representation

NO LICENSE PLATES REQUIRED ON AUTOS

Just as long as the truck or auto they own remains on the island, citizens of Ocracoke Island do not have to purchase State license tags. It is probably the only section of the United States today where no auto licenses are required. But with gasoline taxes, the same as we pay on the mainland which presumably goes for the upkeep of roads—it is a different story. The six cents per gallon (if that is the right figure) which we pay elsewhere in North Carolina is added to the price of gasoline on Ocracoke.

Richard Daily, veteran observer at the U. S. Weather Station in Hatteras, talking to a Beaufort News reporter recently who was visiting there, spoke of the gasoline taxes and said: "Its taxation without representation." Up in Boston years ago they started a war about a similar situation. They had another party like the Boston affair over in Edenton along about the same time.

There will be no war about the taxation of six cents per gallon on gasoline which auto and truck owners are required to pay at Ocracoke and Hatteras. The natives down there are ready and have been ready and as a matter of fact have been fighting for better roads for a long time. Their attitude is that: "After all we are in North Carolina, and after all they have been jarging us road tax on gasoline since the first Model T started struggling through the sands of our community—

See GAS TAX Page 5

Noted Writer Tells Of Its History And People

By BEN DIXON McNEILL

In The News & Observer
Either extreme will do, but you must have one or the other if you get anywhere with lifting the enchantment that broods above this first and this last frontier of America, this slender reach of yellow sand to which men came with dream-born seeds of a new earth a very long time ago—and to which they return, even now, with the dreaming, and their seed-planting.

This land where yesterday is tomorrow, and tomorrow is yesterday, and today is compounded of them both, this land where Time stands placidly still and is not vexed by anything that can ever happen because it has already happened, and though it may, as it has, turn the rest of the world into new and strange ways it cannot matter here because this is a land that is enchanted, the first and unchanging and the last frontier of America.

As paragraphs that is probably an entirely too fanciful a paragraph, but there is actually nothing fanciful about it, unless you have no faith at all in enchantments, and that cannot be if you know anything about—well, maybe it would be as well not to go into that for the present, but get back to the measurable and necessary extremes that you would find very helpful indeed, granted any belief at all in enchantments.

Extremes of weather, that will be, since weather is the mother of this enchanted land yellow sand, and weather here, where the Northern Ocean and the Southern Ocean meet and interminably argue an immemorial matter, is rather more than likely to be extreme one way or another, for as much as two hundred miles northward and southward, and that will take in the outer lines of this land of enchantment.

But put it this way. For convenience let's say that you would like See OUTER BANKS Page 4

How To Get To Ocracoke

If you are an aviator the best way to reach Ocracoke Island is to fly your own plane. Regardless of which air route you take, from the northward via Manteo or from the southward via Beaufort and Core Banks, you are always within gliding distance of the best natural landing fields (for emergency landing) in America. Perhaps you do not own a plane and still want to fly to the island. Dave Driskill, chief pilot of the Ocracoke Transportation Company's Aviation Division can take care of you, if that is the case. He bases in Manteo and his rates in a brand new Stinson 3-passenger cabin plane are 30 cents per mile, which if he has a load is only 10 cents per person. That is lower than land taxi rates—and faster by far.

The best established regular schedule for going to Ocracoke is via the U. S. Mailboat "Aleta" operated daily between the island and Atlantic by Capt. Wilbur Nelson and his first mate Elmo Fulcher. This boat can carry up to 40 passengers (and often does just that) safely to Ocracoke Island which is 28 miles by water from Atlantic. The mailboat leaves for Ocracoke daily at 1 o'clock (Eastern Standard Time) and leaves the island at 7 o'clock (Eastern Standard Time). The running time between Ocracoke and Atlantic is about three and a half hours for the Aleta—a slow but sure way of reaching the island. Both Capt. Nelson and his First Mate are See OCRACOE Page 8