



STAFF PHOTO BY BOB HORNE

THE DIRT for new highways must be packed and repacked before it is ready to accept pavement. This photo was taken at N.C. 130 West, where a traffic signal will be installed, looking south down the new Shallotte by-pass.

U.S. 17 Four-Laning Still 3 Years Away

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have traffic on it Sept. 1, 1991 and it looks like we'll be pretty close to hitting that date," Pope said.
*Four-laning U.S. 17 from Supply to the Shallotte by-pass, 5.18 miles. The project is scheduled to be let in April 1991, with construction beginning after that date and a scheduled completion date probably two to three years after the project is let, according to Joe Blair, DOT division construction engineer. Rights of way are still being purchased, he said.

*Shallotte by-pass, approximately five miles in length. Pope says the contractor, Propst Construction of Concord, has finished the grading and has completed approximately 40 percent of the paving.
*Four-laning of U.S. 17 from the Shallotte by-pass to just south of N.C. 904, 5.42 miles. The project is scheduled to be let in June 1991, with the purchase of rights of way scheduled to be completed before that date. Blair said a scheduled completion date probably would be in the neighborhood of two years

from June 1991.
*Four-laning of U.S. 17 from just south of N.C. 904 to the South Carolina line, 6.14 miles. This project also should be let in June 1991, with a scheduled completion date that probably will coincide with the one above, Blair said.
Gordon Bordeaux, DOT division right-of-way agent, said right-of-way acquisition "is progressing on schedule and should be finished before the bids are scheduled to be let" on the three projects that have not yet been let.

Hurricane Bertha Causes Minor Beach Erosion

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Hurricane Bertha passed off North Carolina Sunday 325 miles east of Cape Hatteras with maximum sustained winds of 75 mph, said Chuck Holtzinger of the National Weather Service in Wilmington.

The hurricane was moving northeast at 15 mph when it passed off North Carolina. It was downgraded to a tropical storm and located 450 miles southwest of Nova Scotia as of Tuesday morning, Holtzinger said.

Logan said he began tracking the storm Thursday, when it was only a tropical depression and said the National Hurricane Center in Miami told him Friday the storm probably would not make landfall because of a low-pressure system with winds from the north that would blow it out to sea.

By 6:30 p.m. Saturday, Logan said, he was "real sure" Bertha wouldn't make landfall in Brunswick County.

Although it didn't come close to shore, Bertha did cause larger than normal waves over the weekend. There was some minor beach erosion.

Waves washed over some low-lying dunes at the southwest tip of Bald Head Island at high tide

"It gives you an uneasy feeling in your stomach when they start talking about latitude and longitude and wind speed."

—Wallace Martin
Bald Head Island town manager

Sunday afternoon but didn't cause erosion, said Town Manager Wallace Martin.

"It was one of those real gentle things," Martin said. "The water came over the dunes but it didn't wash anything away."

Bald Head Island officials were keeping a close watch on Bertha. "We were watching it, because we had been warned that we could expect higher than normal waves," Martin said. "We keep a constant check on that sort of thing."

Holden Beach Building Inspector Dwight Carroll said there was some minor beach erosion but none of the dunes eroded.

The town's hurricane evacuation teams were put on alert Saturday night, Carroll said, but the alert was dropped when the hurricane passed.

Ocean Isle Beach Building Inspector Druiced Roberson said no beach erosion had been reported.

The town usually doesn't run its wastewater treatment plant over the weekend, but Roberson said it was run all weekend to keep wastewater levels as low as possible in case the hurricane made landfall.

"That was the only preparation the town made," he said.

There was no erosion reported at Oak Island. Bill Montgomery, interim public works director at Long Beach, said, "We lucked out real good. As a matter of fact, we gained a lot of sand."

Martin, who said Bald Head Island has just about recovered from the damage done by Hurricane Hugo last September, said he was glad when Bertha passed by the North Carolina coast well offshore.

"It gives you an uneasy feeling in your stomach when they start talking about latitude and longitude and wind speed," he said.

Adopt-A-Highway Program Has Levelled Off In County

BY BOB HORNE
The growth of the Adopt-A-Highway program in Brunswick County has leveled off somewhat this year, according to the state Department of Transportation coordinator of the program, Steve Zandy.

"Brunswick County was a little slow to get started with the program," Zandy said. "Then when signs began going up in the beach areas, the program began to grow steadily. Now, it's sort of leveled off."

Zandy said that as of June 1, the most-current report available, there were 102 groups in Brunswick County that had adopted 225 miles of highway. That number is up about 12 since the first of the year, he said.

Of those 102, there are 45 businesses, 17 church groups, 18 civic clubs, four school groups, two professional groups, five families, six community associations and five government groups, Zandy said.

Since February, participating groups have collected 1,600 bags of trash in Brunswick County, according to Zandy.

But, Zandy says, he would like to see more involvement in the pro-

gram from Brunswick County. The county has 757 miles of highway, he said, although he adds that not all of those miles are adoptable.

"We usually don't go into subdivisions," he said, "because someone might get upset at us for putting a sign in their subdivision. Some of the secondary roads (which represent 508 of the total miles) would be in subdivisions."

The best coverage in the county is in the Southport-Oak Island area, Zandy said. "And U.S. 17 is well covered from Bolivia down," he said. "We've also had good response in the Shallotte and Leland areas. And most of 211 from Supply to Southport is covered."

The most-glaring uncovered area in the county is U.S. 17 north of Bolivia, because it is a large uncovered area of a primary highway, he said.

However, Zandy also has a major concern for the lesser-traveled areas of the county.

"Once you get off the primary highway system and heavier-travelled secondary roads, participation drops off," he said. "That's where your church groups, community organizations and families come in."



STAFF PHOTO BY BOB HORNE

THIS SIGN on Boones Neck Road marks a stretch of highway that has been adopted.

Zandy said he would like to see more participation from those groups in the county, as well as from business and industry.

Participating groups agree to pick up roadside trash at least four times a year (once a quarter) on both sides of the road for a distance that usually is about 2 miles in length. DOT will provide trash bags and brightly colored vests that participants can wear while picking up trash. DOT also will pick up the filled bags and haul them off from the roadside and will install signs identifying adopted areas of road and the organizations that adopted them.

Anyone interested in obtaining more information about the Adopt-A-Highway program can call Zandy at 1-919-343-0440 in Wilmington and he will forward a packet of information.

State Prepared To Issue Permit For New Marina

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built in a section of the lower Lockwood Folly River that traditionally has yielded some of the best shellfish harvests in Brunswick County.

Fishermen said construction of the marina would result in more pollution in the river, which has been closed to shellfish harvesting frequently over the past two years due to unsafe levels of bacteria.

Needing more information on sewage treatment plans, Channel Side's permit application was put on "administrative hold" in September 1988 and remained in limbo until April when new plans were turned in.

There are no plans for wastewater treatment facilities at the Genoa Point Boat Basin, according to a form submitted with the permit application. There would be no toilets, showers or "pump-out" facilities for docked boats.

The form also says the depth of the marina channel would increase from the boat ramp to the channel entrance and there would be no construction at the channel's mouth. These two factors, it says, are expected to promote flushing of the basin and reduce negative effects on water quality.

To create the upland basin, the form says approximately 2,500 cubic yards of material would have to be excavated, but no wetlands

would be destroyed. Water runoff, which state officials have identified as one of the most likely sources of pollution in Lockwood Folly River, would be directed through vegetative filters prior to entering any surface waters.

Natural vegetative buffers, seeding, mulching and silt fencing would be used to control erosion. No fuel facilities are planned at the boat basin, according to the form.

Based on plans for the marina, there will be no automatic closure of shellfish waters if and when it is built, said George Gilbert, assistant director of the N.C. Shellfish Sanitation program.

With 26 boat slips, a maximum boat length of 21 feet and no marine heads, Gilbert said the state would have to sample waters and find high levels of bacteria before the area could be closed to shellfishing.

Gilbert said there's no way to predict whether construction and operation of the marina would create pollution and force the state to close nearby shellfish waters.

If area residents are interested in restoring the river, however, he said there need to be limits on all kinds of activity along the shoreline.

"The Lockwood Folly itself has been such a fragile system for so long that anything at all, no matter what it is, is not going to help the situation down there," Gilbert said.



HARPER SWOOP

Subjects Wanted By Lawmen

The Brunswick County Sheriff's Department and Shallotte Police Department are among law enforcement agencies in at least three states that have warrants out on two people who may be residing in the area.

Authorities from North and South Carolina and Virginia are in search of a man and woman wanted for questioning for fraud, obtaining property by false pretense and forgery and uttering, said Shallotte Police Chief Rodney Gause.

Subjects are Gertrude Elizabeth Swoope, also known as Elizabeth Harper or Elizabeth Alcorn, and Michael Willis Harper, also known as Mike Harper.

Both subjects are white and approximately 45 years old. The woman has blonde hair and a fair complexion, and the man has brown hair, Gause said.

The two people are known to defraud banks by depositing checks to open accounts and drawing money out of the account before the banks find out the deposited checks are worthless. They also are known to defraud real estate companies, Gause said.

The subjects were last seen leaving Shallotte July 2 in a silver 1985 Chevrolet that was later reported stolen.

Anyone with information on the two subjects can call the Shallotte Police Department at 754-6008 or Brunswick County Sheriff's Department at 253-4321.

Veterinarian Neal Loses License

The South Carolina Board of Veterinary Medical Examiners has revoked Dr. Kenneth Neal's license for one year.

The 7-1 vote came at the board's June 29 meeting, said Sam Swinehart, administrator. The decision was based on Neal's March 19 conviction in Brunswick County District Court on four misdemeanor counts of cruelty to animals.

Following his conviction, Neal had relocated his practice from Calabash to Horry County, S.C.

The N.C. Veterinary Medical Board revoked Neal's license for three years in June. He initially obtained a stay of that order, allowing him to practice in the state until his appeal of that decision could be heard. However, approximately three weeks ago, the state board entered an order, with Neal's consent, that bars him from practicing in North Carolina until his appeal goes to court.

Neal has received an extension for filing his appeal in Wake County Superior Court, according to Geor-

ge Hearn, attorney for the N.C. veterinary board.

Since his conviction, Neal has filed for personal bankruptcy. This month the building that formerly housed the Calabash Animal Hospital, its equipment and Neal's residence were up for sale at auction.

Neal has also filed notice of appeal of the decision by the South Carolina board.

In one year's time he may apply to regain his South Carolina license. However, Swinehart said Neal would have to prove to the board why he should get the license back. "The board would determine what he would have to do to show he should be relicensed," she said. "If he were to be relicensed, then he would be on five years of probation from the date the license was issued."

In the order announcing its decision, the South Carolina board wrote: "The board considers the convictions on four separate charges of cruelty to animals to be an extremely serious matter. In fact, a

conviction for a single charge of cruelty to animals is extremely disturbing in the context of a veterinarian's ethical and professional relationship to the animals he treats.

"It is difficult, in fact, to imagine a more serious charge against a veterinarian than that of cruelty, which, in concept, is the antithesis of the conduct one should expect of a veterinarian."

Neal has an unlisted phone number. Neither he nor his attorney, Howard Kramer, could be reached for comment.

Leland Teen Killed In Wreck

A Leland teen-ager was killed when he lost control of his car and struck a tree and utility pole in Columbus County Sunday night, according to a state Highway Patrol report.

Scott Edward Clifton Clark, 17, was driving east on Secondary Road 1820 about 13 miles east of Bolton about 11:15 p.m. when he lost control of the car, running off the right side and hitting the tree and pole, according to the report.

Travis Daniel Pitman, 16, also of Leland, was treated and released at New Hanover Memorial Hospital, according to a hospital spokesperson.

THE BRUNSWICK BEACON

Established Nov. 1, 1962
Telephone 754-6890
Published Every Thursday
At 4709 Main Street
Shallotte, N.C. 28459

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