

NOTED NATIVE MINISTER OF HYDE COUNTY DIES

A man who had made his mark in the ministry, following his upbringing in Sladesville, Hyde County, passed away Fri-

day evening last in the Ransomville community. Rev. Lewis Edward Sawyer, 81, retired minister of the Methodist Church, retired seven years ago was the son of Samuel and Annie Peele Sawyer. Following his schooling in Hyde County he later entered Trinity College, now Duke University, to study for the ministry. He served many churches in Eastern North Carolina, including Trinity Methodist Church of Louisville and Bethany Methodist Church at Winsteadville.

Surviving are his wife, Mrs. Lizzie Roper Sawyer and two daughters by a former marriage, Miss Lucy Sawyer of Washington, D. C. and Mrs. Mary Morton of Baltimore, Md.; two grandsons, John and Douglas Clarkson; two sisters, Mrs. Ella Bell of Belhaven and Mrs. A. S. Cooper of Raleigh. Mr. Sawyer was a former member of the Belhaven Pantego Lions Club and a member of the Belhaven Masonic lodge, No. 509 and a member of the York and Scottish Rites bodies, and of the Shrine.

Some scientists believe that brick was manufactured as early as 12,000 years ago.

LIGHTHOUSES AT HATTERAS

A History of Famous Dare County Guardians of Shipping at Sea

The history of the lighthouses of the world that stand guard on stormy and isolated seacoasts to flash out warning signals, to those who go down to the sea in ships, of the perils that lurk in hidden reefs and treacherous shoals is a long and interesting one. In the annals of the U. S. Lighthouse service there is perhaps no more fascinating a record than the story of the Lighthouse towers at Cape Hatteras, whose warning beacons of light have saved countless vessels from doom and destruction on the dreaded Diamond Shoals, the "Graveyard of Ships."

Cape Hatteras, easternmost landpoint in North Carolina, and long noted for its frequent and dangerous storms, was the scene of some of the world's most frightful and disastrous shipwrecks in the days before the first lighthouse was built there in 1798. Here the warm Gulf Stream, in its serpentine course up the Atlantic Seaboard now within 15 miles off shore luring coastwise vessels toward the coast at this point where menacing fingers of sand reach out over 10 miles into the sea. Seamen of all nationalities have been driven ashore in leaking ships during winds of gale force and their vessels splintered on the sandy shoals.

George Washington, early in his presidency, was among the first to see the need of adequately lighting the most dangerous points along the coast of the infant republic to protect shipping. Cape Hatteras, and the scarcely less received special attention as both were on direct routes of commerce. Storms and reefs made them equally dangerous to navigation, while at Cape Hatteras extreme differences in temperature and atmospheric conditions between the hot airs of the Gulf Stream and the breezes from shore created freakish weather conditions. Consequently no point on the entire Atlantic seaboard was more dreaded by mariners than the North Carolina coast at this point because frequent storms exacted a heavy toll of life and ships.

Early Beacons The first lighthouses were perhaps bonfires of driftwood built on the beach. There was a lighthouse on Little Brewster Island at the entrance of Boston harbor, erected by the British Government as early as 1716. At the time the United States declared their independence from England there were only 10 lighthouses owned and operated by the colonists. All of these had been built between 1716 and 1789 but five more went under construction and Virginia had gathered materials for her lighthouse at Cape Henry. The first lighthouse built after the formation of the American republic was at Cape Henry, Va., at the entrance to Chesapeake Bay. Fish oil, whale oil, lard, kerosene, gas and lastly electricity served as a fuel in the lanterns of lighthouses. Sixteen of the original lighthouses are still in operation today including the light on Little Brewster Island which was rebuilt in 1793.

First at Hatteras It was not until 1797 that the new congress appropriated funds for the erection of a lighthouse at Hatteras. The following year a sandstone tower, an amazing feat of engineering in those days was built on the sands of the Cape and lighted for the first time. While its light was poor and hardly visible more than a few miles at sea, it nevertheless helped reduce the growing toll of the sea off the stormy point.

In 1854 a decided improvement was made with the installation of fresnel lens and new revolving reflectors which greatly increased the candlepower of Hatteras light. During the War between the States, however, both the lens and lantern were destroyed by union forces during the Battle of Hatteras Inlet. In 1863 new illuminating apparatus was installed but the moderate height of the tower greatly restricted its usefulness as a light for nautical purposes.

the idea was abandoned. Today, a first class lightship rides at anchor off the extremity of radio-beam as well as the radio compass ashore at Buxton, N. C., supplemented by the Hatteras light and the efficient Coast Guard patrol have reduced to a minimum the toll of life and property taken at sea in former years.

Each in turn has served the shipping of the nations of the world with warning flashes against the dangers of the North Carolina coast. Similar towers, though smaller than the brick tower at Hatteras, guard the coast at Cape Lookout, 63 miles southwest of the Cape Hatteras light, at Currituck Beach, at the mouth of Cape Fear River. The Hatteras Tower is the highest brick structure of its kind in the world. But like the Hatteras tower they are destined to become obsolete as an advancement of modern times has been the abandonment of the old cone-shaped towers of masonry and the substitution, whenever possible, of skeleton-steel structures, which cost less to maintain, withstand wind pressures better, and are in less danger of damage from constant exposure to heavy storms.

There is something romantic and fascinating about a lighthouse that conjures up wild and stormy nights at sea when the waves, rising to fury and mountainous heights before strong gales dash against barren coasts. Likely as not, some frail vessel, caught in the path of the storm, may be driven in on Diamond Shoals and dashed to splinters on the treacherous reefs. Then the native sons of Hatteras rise to the occasion. Coast Guardsmen at Hatteras Inlet, Chicamacomico, Nags Head and other life saving stations on the beach, who have been decorated by foreign knigs for acts of heroism in saving lives of foreign seamen from sinking ships off the North Carolina coast, take up where the warning signals of lighthouse and lightship are no longer a match for the elements.

Days are Numbered When it was thought this tower was slowly being undermined by the steady encroachment of the sea and the erosion of the beach before it, they built a tall skeleton-steel structure some distance to the west housing an electrically-lighted beam of the bull-eye type which, though smaller, throws warning signals out over the ocean farther than the rays of the old oilburning lantern. The earth, having a curved surface makes the height of any lighthouse have a considerable difference in the distance from which it can be seen. A lighthouse of from 150 to 200 feet high can usually be seen on a fairly clear night at a distance of from 18 to 20 miles at sea. By the same token a 1,000 foot structure would throw a beam visible approximately 40 miles out at sea.

Years after the construction of the first lighthouse tower at Cape Hatteras, the lighthouse board, in the late 80's, tried to build a tower on Diamond Shoals. But after spending something like \$250,000 and having several vessels swept away in storms and the lives of two workmen lost in the broiling current,

the idea was abandoned. Today, a first class lightship rides at anchor off the extremity of radio-beam as well as the radio compass ashore at Buxton, N. C., supplemented by the Hatteras light and the efficient Coast Guard patrol have reduced to a minimum the toll of life and property taken at sea in former years.

Each in turn has served the shipping of the nations of the world with warning flashes against the dangers of the North Carolina coast. Similar towers, though smaller than the brick tower at Hatteras, guard the coast at Cape Lookout, 63 miles southwest of the Cape Hatteras light, at Currituck Beach, at the mouth of Cape Fear River. The Hatteras Tower is the highest brick structure of its kind in the world. But like the Hatteras tower they are destined to become obsolete as an advancement of modern times has been the abandonment of the old cone-shaped towers of masonry and the substitution, whenever possible, of skeleton-steel structures, which cost less to maintain, withstand wind pressures better, and are in less danger of damage from constant exposure to heavy storms.

There is something romantic and fascinating about a lighthouse that conjures up wild and stormy nights at sea when the waves, rising to fury and mountainous heights before strong gales dash against barren coasts. Likely as not, some frail vessel, caught in the path of the storm, may be driven in on Diamond Shoals and dashed to splinters on the treacherous reefs. Then the native sons of Hatteras rise to the occasion. Coast Guardsmen at Hatteras Inlet, Chicamacomico, Nags Head and other life saving stations on the beach, who have been decorated by foreign knigs for acts of heroism in saving lives of foreign seamen from sinking ships off the North Carolina coast, take up where the warning signals of lighthouse and lightship are no longer a match for the elements.

Days are Numbered When it was thought this tower was slowly being undermined by the steady encroachment of the sea and the erosion of the beach before it, they built a tall skeleton-steel structure some distance to the west housing an electrically-lighted beam of the bull-eye type which, though smaller, throws warning signals out over the ocean farther than the rays of the old oilburning lantern. The earth, having a curved surface makes the height of any lighthouse have a considerable difference in the distance from which it can be seen. A lighthouse of from 150 to 200 feet high can usually be seen on a fairly clear night at a distance of from 18 to 20 miles at sea. By the same token a 1,000 foot structure would throw a beam visible approximately 40 miles out at sea.

Years after the construction of the first lighthouse tower at Cape Hatteras, the lighthouse board, in the late 80's, tried to build a tower on Diamond Shoals. But after spending something like \$250,000 and having several vessels swept away in storms and the lives of two workmen lost in the broiling current,

the idea was abandoned. Today, a first class lightship rides at anchor off the extremity of radio-beam as well as the radio compass ashore at Buxton, N. C., supplemented by the Hatteras light and the efficient Coast Guard patrol have reduced to a minimum the toll of life and property taken at sea in former years.

Each in turn has served the shipping of the nations of the world with warning flashes against the dangers of the North Carolina coast. Similar towers, though smaller than the brick tower at Hatteras, guard the coast at Cape Lookout, 63 miles southwest of the Cape Hatteras light, at Currituck Beach, at the mouth of Cape Fear River. The Hatteras Tower is the highest brick structure of its kind in the world. But like the Hatteras tower they are destined to become obsolete as an advancement of modern times has been the abandonment of the old cone-shaped towers of masonry and the substitution, whenever possible, of skeleton-steel structures, which cost less to maintain, withstand wind pressures better, and are in less danger of damage from constant exposure to heavy storms.

There is something romantic and fascinating about a lighthouse that conjures up wild and stormy nights at sea when the waves, rising to fury and mountainous heights before strong gales dash against barren coasts. Likely as not, some frail vessel, caught in the path of the storm, may be driven in on Diamond Shoals and dashed to splinters on the treacherous reefs. Then the native sons of Hatteras rise to the occasion. Coast Guardsmen at Hatteras Inlet, Chicamacomico, Nags Head and other life saving stations on the beach, who have been decorated by foreign knigs for acts of heroism in saving lives of foreign seamen from sinking ships off the North Carolina coast, take up where the warning signals of lighthouse and lightship are no longer a match for the elements.

Days are Numbered When it was thought this tower was slowly being undermined by the steady encroachment of the sea and the erosion of the beach before it, they built a tall skeleton-steel structure some distance to the west housing an electrically-lighted beam of the bull-eye type which, though smaller, throws warning signals out over the ocean farther than the rays of the old oilburning lantern. The earth, having a curved surface makes the height of any lighthouse have a considerable difference in the distance from which it can be seen. A lighthouse of from 150 to 200 feet high can usually be seen on a fairly clear night at a distance of from 18 to 20 miles at sea. By the same token a 1,000 foot structure would throw a beam visible approximately 40 miles out at sea.

Years after the construction of the first lighthouse tower at Cape Hatteras, the lighthouse board, in the late 80's, tried to build a tower on Diamond Shoals. But after spending something like \$250,000 and having several vessels swept away in storms and the lives of two workmen lost in the broiling current,

RANSOMVILLE NEWS

The Free Will Baptist Youth for Christ held their regular meeting at their hut in Ransomville on Tuesday night, with Ann Paul, president presiding. The devotional leader, Edward Paul, read the eighteenth psalm. The scripture identification contest for the evening was won by David Burbage.

teras rise to the occasion. Coast Guardsmen at Hatteras Inlet, Chicamacomico, Nags Head and other life saving stations on the beach, who have been decorated by foreign knigs for acts of heroism in saving lives of foreign seamen from sinking ships off the North Carolina coast, take up where the warning signals of lighthouse and lightship are no longer a match for the elements.

PIONEER THEATRE

MANTEO, N. C. SATURDAY, NOV. 21 "THE VANQUISHED" with JOHN PAYNE SUNDAY: MONDAY "THE DESERT RATS" with RICHARD BURTON TUESDAY: WEDNESDAY "CRUISIN' DOWN THE RIVER" with DICK HAYMES THURSDAY: FRIDAY "JAMAICA RUN" with RAY MILLAND

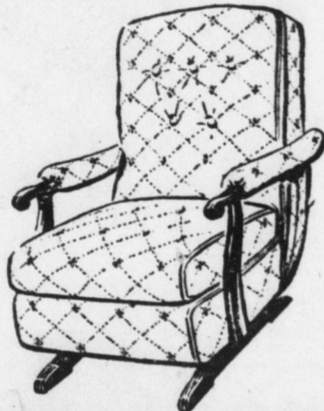
What Could Be Better to Make the Home Complete?

THAN A

Platform Rocker

PLASTIC OR TAPESTRY

ALL COLORS



QUINN FURNITURE CO.

"Your Furniture Friends" PHONE 10 LODGE ST. MANTEO, N.C.

Good looks! Good buys!

that's

Van Heusen! FOR CHRISTMAS



Proof # 1 - The Van Heusen Century Shirt... with the soft collar that won't wrinkle... ever! A new Van Heusen Century free if yours ever shrinks out of size! Whites, colors. Regular and spread collars \$3.95

Proof # 2 - Van Heusen pajamas—with the exclusive "Flexibelt" waist—that won't let them slip or slide. \$3.95 UP



Proof # 3 - Van Heusen ties—of extra fine fabrics, rich colors, smart patterns. All center-stitched, with nylon thread for neater knotting. \$1.00 UP



Proof # 4 - Van Heusen handkerchiefs. Of soft, smooth, long-wearing cotton. \$1.00 UP



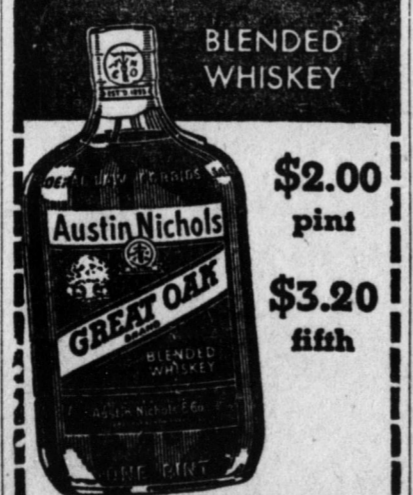
Prove how good-looking you can be! Have a look at Van Heusen soon!

USE OUR LAY-AWAY PLAN - A Small Deposit Will Hold Your Selection 'til Christmas

DAVIS

WANTS TO SEE YOU Phone 238 Manteo BE SURE TO SEE TOYLAND

GREAT OAK BLENDED WHISKEY



66 proof, 70% Grain Neutral Spirits Austin Nichols & Co., Inc.

Here are two points to remember when you buy a car!... CHEVROLET VALUE is the HIGHEST CHEVROLET PRICES are the LOWEST of any line in its field!



Chevrolet's thrilling "Two-Ten" 4-door sedan. With 3 great new series, Chevrolet offers the widest choice of models in its field.

See it, drive it, and you'll know that it alone brings you all those features of highest-priced cars at the lowest prices and with such outstanding gasoline economy!

Yes, you get more car for less money in Chevrolet! More beauty, inside and out, with the widest choice of body-types and colors in its field. More driving thrills, with either of Chevrolet's two great high-compression Valve-in-Head engines! More riding smoothness, more road-stability and more safety protection with this stronger, heavier, longer lasting car!

More value throughout, when you buy, while you drive, when you trade! Come in; confirm these facts; and you'll choose Chevrolet... America's finest buy, America's most popular car! Combination of Powerglide automatic transmission and 115-h.p. "Blue-Flame" engine available on "Two-Ten" and Bel Air models... Power Steering and E-Z-Eye Plate Glass available on all models... at extra cost.



MORE PEOPLE BUY CHEVROLETS THAN ANY OTHER CAR!

Hassell & Creel Motor Co., Inc.

PHONE 87

MANTEO, N. C.