

# CARTERET COUNTY NEWS-TIMES

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A Merger of THE BEAUFORT NEWS (Established 1912) and THE TWIN CITY TIMES (Established 1936)

38th YEAR—NO. 7.

BEAUFORT AND MOREHEAD CITY, NORTH CAROLINA FRIDAY, JUNE 11, 1948

PUBLISHED TUESDAYS AND FRIDAYS

## Barbara Edwards Will Be First N. C. Native to Play 'Lost Colony' Lead

Manteo, N. C. — Beautiful Barbara Edwards, native of Troy, N. C., will play Eleanor Dare in Paul Green's exciting symphonic drama, "The Lost Colony," when it opens for its eighth season here on Roanoke Island in the Waterside theatre, July 1. It is the first time she has appeared in the show and also the first time a native of North Carolina has taken this stellar role as the female lead.

Miss Edwards' acting and singing career started in Spartanburg, S. C., at Converse college where she appeared in Dark of the Moon, Family Album, Cavallera Rusticana, The Marriage of Figaro and many Gilbert and Sullivan operas.

She has a bachelor of music degree from Converse, and has been taking special courses in drama at the University of North Carolina this year. She appeared with the Carolina Playmakers in An Enemy of the People, The Mikado, and sang the soprano role in Hayden's Season's Oratorio. Miss Edwards is preparing herself for a career in grand opera.

During the religious programs to be featured in the Waterside theatre each Sunday morning during the show's run will continue until Labor Day. Miss Edwards will frequently be guest soloist. There will be singing also by the famed Westminster choir and the presentation of noted theologians who will conduct religious worship.

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BARBARA EDWARDS.

### SOUTH RIVER

Chief Harry Hardy, Mrs. Hardy and his mother, Mrs. George Hardy spent last Wednesday in New Bern with Mrs. George Hardy's sister, Mrs. Clarence Lupton. She is sick. Hope she will soon be well again.

Mr. and Mrs. Johnnie Cannon were business visitors at the home of George Tosto Saturday afternoon.

Mr. and Mrs. Reuben Wallace spent Sunday with Mr. and Mrs. Rone Wallace.

Mr. and Mrs. Leo Simpson, of Morehead City, spent Saturday evening here. They went fishing and had good luck.

Janice Norman and Kathleen Hardy spent Sunday afternoon with Gertrude Mason.

Mrs. Rone Wallace, Mrs. John Wallace visited Mrs. Mamie Norman Sunday afternoon.

Mrs. Levi Pittman carried her baby, Barbara Joyce to Dr. Salter last Thursday for treatment. She had head trouble. Hope she will soon be better.

The health nurse, Mrs. Leota Hammer was here Friday afternoon giving the children shots and the older ones also.

Mr. Cleve Courtney, Mr. Edward Courtney and Mr. George Tosto were in Beaufort Saturday morning on business.

Mr. and Mrs. George Tosto visited Mrs. Nannie J. Pittman and mother, Mrs. Lizzie Tosto. Mrs. Tosto is sick and hope she will soon be better.

Miss Francis Blake and sister, Ella Carroll, of North River, spent the weekend with their grandmother, Mrs. Ruth Eubanks.

Mrs. Ruth Eubanks spent Saturday afternoon with her mother, Mrs. Mary E. Hardy.

Mr. and Mrs. John Wallace visited Mr. and Mrs. Willie Pittman Sunday afternoon.

Mr. and Mrs. Dewey Guthrie and son, Jimmie, of Beaufort, spent Saturday night with her mother, Mrs. Ruth Eubanks.

Mrs. Marvin Fulcher and sister,

## SAVE THE SOIL

By Roy R. Beck  
Soil Conservationist

Early spring pastures have helped numerous farmers in the Newport area save money on their feed bills for spring farrowed pigs. These pastures represent good land use because they prevent erosion on sloping land, do better than most row crops on poorly drained land, and prevent leaching and build up fertility wherever they are seeded.

Walter Bland Fulcher says "I am raising sixteen pigs which I feed five quarts of hog feed and five quarts of corn a day. They are making good gains on this small amount of feed because of the feed furnished by my pasture."

E. C. Quinn has a litter of nine pigs on a small plot of grape and lespedeza. Mr. Quinn says "This pasture has saved quite a bit on my feed bill and is on a small area of wetland which has to be cut out of my tobacco field."

Artis Garner seeded a spring pasture of oats, rape and lespedeza on an area of wetland which he has to cut out of his tobacco field. The seeding was made in late March and dry weather hurt the stand but the oats and lespedeza are growing nicely now.

Mr. Garner says his hogs have made rapid gains since he turned them on it two weeks ago. This field will be seeded to ladino clover and orchard grass as part of a soil conservation farm plan worked out in cooperation with the Lower Neuse Soil Conservation District.

Sam Edwards has an excellent stand of sorrel lespedeza started on sloping sandy-clay soil on his farm east of Newport. Mr. Edwards seeded the sorrel to choke out joint grass which it will do in three or four years while providing hay and seed crops and controlling all erosion.

Casper Garner is rightly proud of his litter of eleven pigs. The sow and pigs have grazed a rye grass-crimson clover pasture since early March and Mr. Garner feels sure the seven-week-old pigs will weigh 30 pounds each. Normally, crimson clover does not reseed itself but this pasture is covered with a new stand of clover. It will be interesting to watch what happens to this clover which should be grown during the winter. Mr. Garner did not seed the recently developed reseeding type of crimson clover.

Janice Norman spent last Thursday in Beaufort shopping.

Mr. Preston Mason, of Wilmington, spent the weekend with his parents, Mr. and Mrs. John Mason.

Elder J. C. Griffin, Mrs. Griffin and Elder William Anderson, of Morehead City, came over Saturday night and Elder Griffin showed moving pictures of the orphanage at Middlesex. The Bible college at Nashville, Tennessee and the Crumpton building near Black Mountains. They were just grand.

## C. J. Shannon, Charlotte, Sketches History of Country's Mail Service

C. J. Shannon, post office inspector from Charlotte, gave a historical sketch of mail service in the United States at the opening postmasters' convention held recently at the beach.

Mr. Shannon's address, in its entirety, appears below: During the century presiding the Revolutionary War the mail service in America was of a very primitive and unsatisfactory nature and in 1839 the general Court of Massachusetts ordered that "Richard Fairbanks, his house in Boston, is the place appointed for all letters which are brought from beyond the seas, or are to be sent thither, to be left with him, \* \* \* and he is to be allowed for every letter, a penny."

While sometimes referred to as the first American post office, it was in reality merely a place where letters were to be left until called for, or sent by some ship sailing from Boston. The first step toward an international post was taken in 1672, when Governor Lovelace of New York started a monthly post for exchange of letters with the Governor of Massachusetts.

The postman in this undertaking was charged with the duty of making his own trail through the woods, blazing the trees so that other travelers could follow him on his route, but this post was soon abandoned.

While intercolonial posts were maintained after a fashion, the service continued deplorably primitive for another hundred years, although during that period a Scotchman by the name of Andrew Hamilton was made deputy postmaster general for the colonies by a patent granted by William & Mary to a court favorite, Thomas Neale. Hamilton set up a straggling line of posts extending from Maine to the Carolinas and introduced the various colonies to pass fairly harmonious postal acts. There is, we believe, the story of the first post office inspector: In 1773, a Britisher by the name of Hugh Finley, representing the British Postmaster General, started from Montreal for an inspection of the colonial posts.

General conditions were bad, even in the more thickly settled colonies, and even worse in the south. At Richmond, Virginia, there was no post office at all. At Georgetown, S. C., when Finley arrived in January, he found no one to handle the mail. The postmaster had died in the previous October and no successor had been appointed. There was no post line from Charleston to Savannah although one was in operation between Savannah and Saint Augustine, Fla. Before this benighted inspector could complete his task of inspection, the outbreak of the revolution terminated his activities and to this day no one other than a U. S. Postal Inspector has inspected post offices in this country.

The first American postal service was authorized by the continental Congress in 1775, with Benjamin Franklin as postmaster General at the magnificent salary of \$1,000 per annum. A line of posts was established extending from Falmouth, Maine to Savannah, Georgia, but the service rendered during the war was very

uncertain and primitive. When Samuel Osgood became postmaster general in 1789, there were only about 75 post offices and about 2400 miles of post routes. The gross receipts of the entire service were between \$25,000 and \$35,000 a year. For an office, the postmaster general had one room connected with the post office at New York. Three years later he asked the Secretary of the Treasury, of whose department the post office was then a bureau to approve a charge of \$300 for two rooms in his residence, as a general post office, including the attendance of a domestic servant.

At that time the post office at Boston and Philadelphia were each conducted in a single room in a private dwelling. The two clerks at Philadelphia were paid \$500 each and the two at New York received only \$400 each. The salaries of the postmasters aggregated a little over \$8,000, and each of the larger offices was allowed \$50 a year for candles and fuel.

The postage rates at that time were very high and complicated. For instance, the rate on a single letter going not over 30 miles was 6 cents; rates for greater distances increased rapidly and if a single letter traveled as far as from Jacksonville to Long Key, the rate was 25 cents. A single letter did not mean a single communication as it would now, but a single sheet of paper weighing not over one ounce. Additional pieces of paper, no matter how small, made the letter a double or triple letter, requiring a proportionate increase in postage. Every parcel weighing an ounce or more required four times the single letter rate for each ounce, so that the postage on a one-pound parcel traveling not over thirty miles was \$3.84, and if going as far as from Jacksonville to Long Key the postage would be \$16.00.

The conditions in the mail service in 1806 are indicated by a communication addressed to the House by Postmaster General G-

deon Granger, regarding the mail route operating between Athens, Georgia and New Orleans, which is quoted as follows:

"This part of the route ought to be surveyed and marked out and cleared of underbrush and trees four feet wide. It would be rather an injury than an advantage to clear wider than is necessary for a single horse as it has been found to encourage a thick growth of brush. (Just figure that one out if you can) Dog River is 40 feet wide and is too deep to ride across whenever there is a considerable rain. Two logs may be laid across it so as to enable the rider to cross with the mails on his back and swim his horse along side. Pascagula River is 250 yards wide. A family lives here and keeps a canoe in which the river should be crossed, the horse swimming alongside."

In 1835 when the railroads began to displace the pony rider and stage coach, the number of post offices increased from 75 to more than 10,000, the revenues to nearly \$3,000,000 and the length of post routes from 2,000 to over 113,000 miles but the rates of postage continued high and the mails were slow and infrequent. Probably not over 20 post offices in the country had a daily mail.

The railroads in that day did not make much, if any, better time than the stage coaches. The president of the railroad from Charleston to Hamburg, S. C. positively refused to run his trains later than 4:30 p.m., claiming it would jeopardize the lives of his passengers to run after dark. Even as late as 1850 the great bulk of the mail was being handled by horses or horse drawn vehicles, traveling over the almost impassable trails. As many as 12 four horse coaches frequently left Wheeling, W. Va. on a single morning with west bound mail.

Boxes in post offices for the delivery of mail are purely an American institution, unknown to pos-

tal systems of other countries. Thomas Brown, formerly Governor of Florida, claimed that he had originated them while a clerk in the Richmond post office but there is a difference of opinion in that regard. The early boxes were all call boxes supplied by the postmaster and he retained the rentals. The Department objected to their use on the ground of discrimination between patrons but many postmasters persisted in their use and collection of the rentals. Most postmasters cheerfully carry out the rules and regulations of the Department but the matter of boxes is not the only occasion upon which a postmaster here or there has displayed a spirit of independence, as in a letter from a G. P. M., follow:

"Dear Sir: I have received all of your previous letters regarding some reports you desire from this office and I would have you

understand, sir, that they have annoyed me very much, and further I will say that you need send no further communications whatever to me concerning these reports, as I don't intend to waste any time on anything of the kind or send any dam reports to Washington until I get through with cutting my hay." I wonder if an inspector was dispatched to the insurgent P.M. The two decades from 1845 to 1865 witnessed a great development in our postal service; perhaps the greatest progress ever made in a similar period of time. Improvements adopted included postage stamps and stamped envelopes, 1 See SHANNON Page 3

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