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Hitching Post Thing Of Past In Hertford

One, However, Carefully Preserved at T. S. White Home

JUST PAINTED

Reflects Pleasant Memories of Thirty-odd Years Ago

The hitching post, which to the generation immediately preceding this was such a necessity, so much a part of every-day life, appears to have disappeared from off the face of the earth, except, of course, for the horse-back rider.

It went with buggies, dusters, long skirts, pompadours, dust ruffles, corset covers, high collars and a lot of other things that women shed when they climbed into the driver's seat of the automobile, stepped on the starter and waved an airy farewell to old Dobbin hitched to the buggy and tied to the hitching post where he had so often champed at the bit and pawed the turf as he waited, and waited.

Hitching posts in Hertford, where few ride horseback, are a thing of the past, generally speaking. But there is at least one left. It is probable that even those who have passed the spot daily for years fail to notice the neat post between sidewalk and street in front of the home of Mr. and Mrs. T. S. White on Market street. It has so long been a part of the picture among the flowering shrubs and evergreens which grow in front of the fine old house, one of the oldest and best preserved in this old town.

The White family were among the first in Hertford to own an automobile and were of various opinions as to the best class have come and gone, but the hitching post, though long in disuse, has survived the march of time, and thereby hangs a tale.

It is a tale of sentiment, of attachment for an inanimate thing which represents life, something lost which can never be regained, though memories linger.

It all goes back to the time when Mrs. White as a bride, thirty-odd years ago, was presented by her husband with a driving-horse, "Mattie Horse", named in honor of her owner, and a brand-new hitching post was placed in front of the house.

There followed many years when "Mattie Horse", to whom her owner became more and more attached as the years came and went, took an important part in the life of the household.

On many a fine morning the mare was hitched to the buggy and tied to the hitching post to await such time as her owner should sweep out the front door clad in, perhaps, the newest thing in white tailored shirtwaist with high stiff collar and cuffs, and a black skirt which measured four yards at the bottom and which had been made with "stiffening" between the material and lining and finished with rows on rows of braid, never forgetting the "brush braid" to protect the edge. From her belt which dipped low in front as the "straight front" came into vogue, there dangled a chatelaine bag. Her narrow brimmed sailor hat probably sported a loosely hung veil, and in summer, always, she carried in one hand her small parasol, as she daintily lifted her skirt with the other, showing the Hamburg embroidery and lace ruffles of her three white petticoats.

Many an afternoon "Mattie Horse" waited tied to the hitching post while her owner dressed for an afternoon call. On such occasions Mrs. White really was dressed up, probably wearing her best black silk, made with a deep yoke of "all-over" embroidery over white satin and a large black hat of shirred chiffon, over the side of which drooped several long, curly ostrich plumes, with a pink velvet rose tucked under the brim. Incidentally it took at least four long hat pins, with gold or silver heads to hold the large hat in place above the charming pompadour which was so fashionable.

All that was a long time ago. "Mattie Horse" long since went the way of all the earth. Years have come and gone since the hitching post was used at all. But, somehow, though many improvements have been made in the premises at various times throughout the years, Mrs. White could never bear to have that old hitching post removed.

"It ought to be painted," said Tom, Jr., to his mother the other day. "It is so much a part of the old place." They were having some painting done

U. N. C. ALUMNI DAY HELD AT MANTEO SATURDAY, AUG. 7

Charles Whedbee, J. S. McNider and Silas Whedbee Compose Committee From Perquimans

Alumni of America's first state university will gather August 7 on Roanoke Island—site of America's first English Colony—for an alumni reunion sponsored by the Dare County Alumni-Alumnae Club of the University of North Carolina. The day has been officially designated as University of North Carolina Day by D. B. Fearing, director of the celebration being held this summer commemorating the 350th anniversary of English civilization in America.

Dr. Frank P. Graham, President of the University, is scheduled as the principal speaker at a "dutch" luncheon-reunion at the Nags Head Beach Club as a feature of the day's program. Paul Green's "The Lost Colony" will be presented in the huge amphitheatre near Manteo at 8:15 o'clock in the evening, the performance being dedicated to the University. Professor Green and Frederick H. Koch, head of the Carolina Playmakers, have been largely responsible for the historic pageant that is the core of the summer's celebration.

Designation of August 7 as University of North Carolina Day is in recognition of the part played by the University in the celebration being held here. In addition to the aid furnished by Professors Green and Koch, the Playmakers have given freely of their resources toward the success of the pageant. President Graham is a vice-president of the Roanoke Island Historical Association and a national local alumni of the University were prominent in engineering plans.

Martin Kellogg, Jr., of Manteo, is general chairman of local arrangements for the University Day. Isaac P. Davis, a University Trustee, of Manteo, is president of the sponsoring alumni-alumnae group. Cooperating with them is J. Marjory Saunders, University Alumni Secretary. Alumni groups in 18 northeastern counties have been invited to send representatives to the rally. In these counties there are 1,375 former students of Chapel Hill alone.

Counties in which alumni groups have been extended special invitations to the University Day on August 7 include Beaufort, Bertie, Camden, Chowan, Currituck, Dare, Edgecombe (including Rocky Mount), Gates, Halifax, Hertford, Hyde, Martin, Northampton, Pasquotank, Perquimans, Pitt, Tyrrell and Washington.

A special committee of Perquimans County alumni of the University has been named to cooperate in arrangements for the rally. Members of the committee include Charles Whedbee, J. S. McNider and Silas Whedbee, all of Hertford.

T. S. White, Jr., Takes Position In Georgia

T. S. White, Jr., left Monday for Tipton, Georgia, where he begins work in the new position he recently matter to him and he swore out the Tobacco Co.

Mr. White has for several months been engaged in the insurance business in Hertford, with offices in the Johnson Building, on Market Street. The announcement that he was leaving Hertford came as a surprise to the young man's many friends who regret his departure.

A message from the youngest Hertford Rotarian read by President F. T. Johnson, at the Rotary meeting on Tuesday night expressed regret at leaving his home town and particularly the Rotary Club, of which he had only recently become a member. Mr. Johnson expressed regret at the loss of the most recent addition to the club, but remarked that no one could expect Mr. White not to take advantage of the fine position offered him.

The insurance business has been purchased by Johnson, White & Co.

about the place, so Tom's suggestion was acted upon. The young man was leaving home within the next day or two, taking a job far away from home. Perhaps he felt a more than usual attachment for the old house where he was born, where his mother and his grandmother first saw the light of day. Anyhow, he went down town and bought a new wagon for the old hitching post, which standing aloof, appears to have taken on a rather stately appearance.

Science Battles Infantile Paralysis



NEW YORK, N. Y.—As humanitarians of two continents cheer one of the most dramatic fights medical science ever has waged to preserve a life—the case of Frederick B. Snite, Jr., infantile-paralysis victim who faces seven years in an iron lung—hopes that the long battle for control of the disease may be nearing success is expressed by those engaged in research.

Aided by funds from the President's Birthday Ball Commission for Infantile Paralysis Research, Dr. Sidney David Kramer, of the Long Island College of Medicine, reports hopeful tests for prevention of the disease with nose sprays conducted on monkeys.

Members of the commission are Colonel Henry L. Doherty, chairman; Jeremiah Milbank, vice-chairman; Paul de Kruif, secretary; Edward S. Harkness, treasurer; Mrs. Nicholas Brady, John S. Burke, Edsel B. Ford, Lessing Rosenwald, and Felix M. Warburg.

During the past four years the National Birthday Ball for the President have raised more than \$4,000,000 for the fight against infantile paralysis. Colonel Doherty has been national chairman of the movement since its inception.

Photo shows Frederick B. Snite, Jr., infantile paralysis iron lung dweller. Inset—Colonel Henry L. Doherty.

MONEY STORY IN HERTFORD FOLKS PAPER REVEALS HIGH IN PRAISE LOCAL COLLECTOR MANTEO PAGEANT

G. R. Tucker Possessor Of Many Interesting Specimens

SCRIP PRIZED

Many Paper Bills Are In Amounts From Five Cents to \$10

Recent stories in the Perquimans Weekly, having to do with the collection of paper money in the possession of Dr. Julian Blanchard, have brought to light the fact that there are other collections which, while nothing like so complete as the Blanchard collection, are very interesting.

G. R. Tucker, assistant cashier of the Hertford Banking Company, who acquired from his deceased father an assortment of paper money which is very interesting, prizes most a bit of scrip issued by Perquimans County, presumably in 1862, the date being written in this wise: "Jan. 2-62." The bill is for 25 cents and reads as follows: "North Carolina, Perquimans County, No. 1773, issued Jan. 2-62. The County Treasury of Perquimans County will pay to the bearer 25 cents in current funds when three dollars in amount of this scrip is presented." It is signed by J. C. Skinner, C. C. C., and Josiah Perry, Chairman.

Mr. Tucker also has a bill from Pasquotank and another from Camden County, together with many state bills, some in the amount of 5 cents, some for 25 and 50 cents, and a number of five and ten-dollar bills. There is a lot of Confederate money.

Incidentally, one of the treasures which was handed down to Mr. Tucker through his father's family is a piece of stone in the shape of a tomahawk head, with the groove for fitting the leather thong which fastened it to the handle.

Hertford Boys Hurt In Auto Accident

William Landing, Jr., of Hertford, suffered a broken shoulder, a broken collar bone and lacerations about the face in an automobile accident which occurred on the highway between Hertford and Edenton on Tuesday afternoon.

The boy was riding in a milk truck operated by Fenton Butler when the accident occurred. George Butler was also a passenger. Neither of the Butler boys were seriously hurt when the truck turned over, but young Landing, who was riding in the rear seat, was more seriously hurt.

Taken to the office of Dr. J. A. Powell in Edenton, the injured boy was given treatment. He was brought to his home later in an ambulance.

Dan Cupid On A June Snooze In Perquimans

24 HOURS ACROSS CONTINENT IN 1960 PREDICTS EXPERT

Norman Bel Geddes Says Automobiles Will Travel Between 100 And 150 Miles Per Hour

New York. — Twenty-four hours driving time from New York to San Francisco in 1960, is the prediction made by Norman Bel Geddes, famous planner of the future. Automobiles will be driven at constant speeds of between 100 and 150 miles per hour—but not, however, until death hazards from high speed driving have been removed by an intelligently planned highway system, he said.

"The country is still only in the transition from the days of horse-drawn buggies to an era of automobile transport. Thirty years ago we all would have been horrified at the thought of driving our cars 50 miles an hour. Today we think nothing of it. And the only reason we don't go faster is because of the safety factor," he said.

"This problem arises from the present system of streets and roads planned before the automobile came along. The country is just becoming aware of the importance of providing for intelligent handling of traffic in our cities, towns and open country. But we must go farther than that. We must plan now for a network of arterial, high-speed roads from the Atlantic to the Pacific, from Canada to the Gulf."

Mr. Geddes, under sponsorship of the Shell Oil Companies, recently has planned and built a model of a "city of the future" which has a system of high-speed express traffic boulevards, enabling concentrated, mid-town traffic to move safely at 50 miles an hour right through the heart of town.

There are no stops on these boulevards. Where the express routes meet, one passes over the other, eliminating intersections which have been termed the major cause of today's traffic congestion. Sidewalks have been elevated, so that there is no mixing of pedestrian and vehicular traffic.

The boulevards are connected by turn-offs so that cars may get from one to another without having to cross the traffic stream. These express routes are superimposed like a giant grid over the streets for local traffic. There is an express boulevard every ten blocks and local traffic feeds up to them by means of ramps. This system was designed to eliminate today's stop-and-go driving conditions which are the acknowledged causes of congestion and accidents.

"This model," said Mr. Geddes, "is the first step in a traffic plan that must be applied nationally if we are to gain the ultimate goal of the automobile—safe, high-speed travel."

"What we must do is extend the network of high-speed roadways illustrated by the model of the city of tomorrow, across the entire country. There should be lanes for streamlined cars traveling safely at speeds of 100 and perhaps 150 miles an hour, making it possible to cross the continent in 24 hours."

"There should be at least three super-highways across the continent, with six or more from the Canadian border to our southern boundary. They would be built more along the principle of our railroads, with sharp curves and steep grades eliminated. They would not run through populous centers. One of the transcontinental routes, for instance, might pass half-way between St. Louis and Chicago, with feeder highways making it quickly accessible from both cities, but with through traffic kept away from congested areas."

"We are always going to have a type of land vehicle that can be operated by individuals. It will be the automobile, but not in the form that we have today. It will be air-conditioned and perfectly streamlined."

These major attainments in safety, speed and comfort in land travel, however, can not possibly be reached until the nation plans a traffic system with considerable vision as well as practicability, Mr. Geddes concluded.

Former Residents Visit Here

Mrs. Louis Cutler, formerly Miss Katherine Lassiter, and Miss Mary Lassiter, who were residents of Hertford many years ago, who now live at Marion, spent last week-end in Hertford as guests of Mrs. C. C. Winslow.

Fewer Marriages Than In Any Month Thus Far This Year

MAY LEADING

December Most Popular Month to Marry, Figures Show

Despite the fact that the month of June is generally regarded as the most popular month in the year for weddings, fewer marriage licenses were issued during that month in Perquimans than in any other month of the year thus far, with May, which used to be regarded as an unlucky month in which to marry, taking the lead until now.

As a matter of fact, all that has been said and written about the numerous June brides to the contrary notwithstanding, December, that cold and dreary month, appears to be the month in which most of our folks down here in Perquimans marry. This is according to figures, and figures, as everybody knows, do not lie.

In the month of January there were five licenses issued in the local registry office, with the same number in February, though it is the shortest month in the year. In March business picked up a little, with seven marriage licenses being recorded. The same number were issued in April. There were ten in May, four in June, and on the 28th of July there had been issued five licenses during the month. There have been altogether forty-three marriage licenses issued by J. W. Ward, Register of Deeds, this year, representing a gain of three over the same period in 1936.

In the years 1935 and 1936 there was a difference of only one in the number of marriage licenses granted in Perquimans, 88 for 1935 and 87 for 1936.

In December of 1936 there were issued 14 licenses and in the same month in 1936, 15.

All of which may or may not go to prove that expediency may have something to do with the choice of the time for marriage in Perquimans. We are farmer folk. Most of our marriages occur when the year's work is finished, when crops are all in, when it is time to begin to think about plans for another year, moving time.

The chances are that the plans took shape back in June, with romance as it is reflected by the moonlight, and with roses and all that in the picture. But, generally speaking, it is more expedient for the farmer and his bride to have their wedding around Christmas time, and so December proves the most popular month in all the year in which to be married.

Grooming Subject At Club Meeting

The Helen Gaither Home Demonstration Club met on Friday at the home of Mrs. Warner Madre, with Mrs. W. O. Hunter, president, presiding. In the absence of Miss Gladys Hamrick, home demonstration agent, who was sick, her assistant, Miss Fannie Mae Coffield, conducted a program on the subject of grooming and Miss Sarah Carlisle, beautician at Blanchard's Beauty Parlor, gave a practical demonstration. Dainty refreshments were served by the hostess.

Those present included Mesdames Ben Berry, E. Y. Berry, C. L. Dail, W. A. Russell, T. E. Madre, W. F. Madre, Jr., Bristow Perry, Fulton Driggs, W. O. Hunter, A. L. Madre, Claude Perry and Misses Addie Reed, Sarah Carlisle, Fannie Mae Coffield and Annie Bell Privott.

Baptist Church Now Is Without Pastor

Rev. D. S. Dempsey, who some weeks ago resigned as pastor of the Hertford Baptist Church, left Hertford this week, accompanied by his family. Mr. Dempsey has taken over the pastorate of the Memorial Baptist Church in Portsmouth, Va.

The local church is at present without a pastor. While no definite announcement is as yet forthcoming as to who will preach at this church next Sunday, it has been definitely announced that services will be held as usual.