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Irvin S. Cobb, who hunted at Camp Bryan east of New Bern during his career as a famed writer of short stories, once said something that we've never forgotten.

"Most people," observed the hilarious sage of Paducah in one of his serious moments, "save the wrong things, and throw away priceless stuff as rubbish."

Specifically, he was referring to hundreds of old letters of historical value, with rare stamps attached, that were discovered in the Cobb attic years before the house was destroyed.

Perhaps in the after glow the creator of Judge Priest was placing too much value on their worth, but he was convinced that he and the rest of the family had unwittingly discarded a small fortune while clinging to other items that were completely worthless.

That's the way it was with New Bern's trolley cars. For a time after they were outmoded, they weathered the elements, but eventually were junked. Today one of the picturesque cars, restored and displayed here, would be a first rate tourist attraction.

In their heyday the trolleys, owned and operated by colorful Callie McCarthy, pretty well covered a city that had very few automobiles. Their junction was at the corner of Pollock and Metcalf streets, where the convenient low wall in front of the Pinnix (now Paul Cox) home was an ideal waiting place for prospective customers.

One trolley ran to what was then the far end of Ghent, a second to Riverside, and a third to the Union Station by way of lower Pollock, Middle, South Front, Craven and Queen streets. The fare was a nickel, and you could transfer without additional charge from one trolley to another.

New Bern's introduction to this form of electric transportation came shortly after the turn of the century. The invention of the dynamo had solved the problem of generating fairly cheap current, and as far back as 1881 the first electric railway went into operation in Germany.

It was destined to replace the cable car in all major American cities except San Francisco, where steep hills still made the cables practical. Before the cable cars, pulled by steam power, arrived on the scene, the first streetcars in the United States and abroad were pulled by horses, and were appropriately dubbed horsecars.

An enterprising gentleman by the name of Frank J. Sprague opened the first paying electric street railway in America at Richmond, Va. Like New Bern's ill fated trolleys, his cars got their electric power from an overhead copper line by means of a long trolley pole.

The current originated in a central powerhouse (ours was at the local water works) and passed along the overhead line. The trolley pole above the streetcar had a trolley wheel or "shoe" that rolled along the line, conducting the electricity to the trolley pole. From there the current passed to the

(Continued on page 8)



NATION'S BEST—Sherry Robertson, chosen "Miss Cheerleader U.S.A. of 1967" at Cypress Gardens, Florida, is the charming added attraction in store for New Bern fans when they attend games at Greenville's East Carolina University this season. Sherry isn't the first girl from our section of the State to win fame at

Cypress Gardens. New Bern's Donna White is the prima ballerina in the resort's world renowned water-ski show, and other Cypress Garden Aqua-Maids who hailed from New Bern include Betty Bland, Beth Lansche, Janice Shapou and Sylvia Piner.