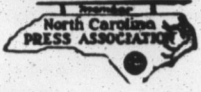


The Chowan Herald

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THURSDAY, JANUARY 21, 1954.

A LIFT FOR TODAY

Teach us to number our days, that we may apply our hearts unto wisdom.—Psalms 90:12.

Make use of time if thou lovest eternity; yesterday cannot be recalled; tomorrow cannot be assured; only today is thine; what is lost, is lost forever.

O God, if there be any good that we can do or any kindness that we can show, let us do it quickly, for we shall not pass this way again.

Born of Necessity

The average citizen of today often wonders what the background and history of various organizations and individuals who are in the public eye, and are curious to learn more of their place in our society.

Next Week, the Veterans of Foreign Wars throughout the nation will observe National VFW Week, affording the citizenry a better opportunity to know more of this splendid organization, and to reveal some of its programs for the future. We believe there is a place in the hearts of all patriotic citizens for this organization, men who have shared unusual hardships to protect our way of life.

From the history of this fraternal group of soldiers, sailors, marines, and airmen who have gone to strange lands in the various wars or expeditions for the past half century to defend the rest of us from a foreign aggressor, we find that they have always stood forthright for such things as to keep their land strong and free. It is apparent that they have a deep reverence for their number who are disabled, and for the dependents of their Comrades who paid the supreme sacrifice.

To have such an attitude, and to have demonstrated through the fifty-five years of the organization's existence in the nation, that they love their flag, their country, their families, their God and peace-loving people everywhere, is highly commendable. They too, deserve the admiration from our people in general, who owe so much to the men who have borne the brunt of battle. Next week is an opportune time to give them that recognition they so richly deserve.

As one reads into the early history of the VFW and the purposes for which it was organized, can readily see that it was born of necessity, as far as they were concerned. When they returned home from their volunteer and gallant service with Teddy Roosevelt's Rough Riders, Admiral Dewey's fleet at Manila, they found that the American people were not too concerned over their Comrades who were ill with tropical fevers, and the usual disabilities of war, not to mention this lack of consideration for families of those who paid the supreme sacrifice.

It appears to have been the natural thing to do, in banding together in order that their voices could be heard by the people, and the members of the state and the national legislatures. Because at that time, there were no veteran hospitals, veteran pensions or compensation, or training program, which have greatly alleviated the problems of returning war veterans in recent years. Therefore, it is apparent that this small beginning by a handful of men, has now grown to be an influential group for the good of the 10,000 communities throughout America where they have Posts.

In recent years, with the fine leaders it has had on all levels, the VFW has greatly expanded its programs and activities, until its voice is heard in many and varied endeavors which seek to make America a better and safer place to live and rear our families. We wish for the Veterans of Foreign Wars and its units everywhere, godspeed in all of its worthy activities. We trust that through its efforts, combined with all other groups and responsible citizens there will be no further wars and that the sacrifices made by all veterans may not have been in vain.

HEARD & SEEN

BY "BUFF"

A brief letter was received this week from Miss Elizabeth Larrick, a former school teacher in the Edenton schools. With her renewal for The Herald, Miss Larrick had this to say:

"Dear Mr. Bufflap—Enclosed find check for the renewal of The Herald. It has been twenty years since I left Edenton, but I've never lost interest in what you good folks are doing. I hope sometime, before too long, to get back for a visit. Best wishes for your continued success of The Herald, and hoping, too, that the Editor will have no difficulty with the law during 1954."

And while speaking about the law, Chief of Police George I. Dail was good enough to check my speedometer with the Edenton police car, which has been calibrated, but he gave me the dickens in connection with my recent ridiculous arrest and conviction for "speeding." Said the Chief: "Why in the dickens don't you 'trade' at home instead of going to Bertie to pay out your money for fine and cost of court?" Well, I wanted to, but the cop had other ideas.

Anyway, the next time I drive in the vicinity of Windsor I might run off the highway, but it will not be due to driving fast, but rather because I am not cross-eyed. I'm going to keep one eye constantly on the speedometer—that's no doubt what's expected when testifying in Court.

In a story last week in The Bertie Ledger Advance the patrolman who arrested me told the reporter that "he's pretty certain that Mr. Bufflap didn't know how fast he was going." The patrolman also, according to the Windsor newspaper, said: "In the cars of this day, if you cover up the speedometer a driver couldn't even tell now fast he is going."

Well, in the first place Mr. Bufflap KNOWS he was not driving 70 miles per hour as charged by the patrolman. In the second place, the patrolman must have been trying out the covered speedometer idea at the time he arrested me, for when I denied the charge his answer was, "Well, you have a car here which can get away," and a little later said, "You might have gone 80 if there were not so much traffic on the highway." The patrolman claims "he pulled in and followed me a ways and I didn't even slow up." I had no reason to slow up while driving as fast as I was. Furthermore, in the area I was charged with speeding I came to a group of pigs in the road and almost came to a standstill (had I been driving 70 miles an hour, there would have been some barbecue on the highway) but the patrolman says "You just about missed them."

At any rate, I maintain I am the victim of either a big mistake or a trumped up charge—for which I paid to Bertie County 29 bucks and on Wednesday of this week received the following letter from Col. James R. Smith, commanding officer of the State Highway Patrol:

"Dear Sir:

"It has come to our attention that you have been convicted of speeding in excess of fifty-five miles per hour."

"Possibly you are unaware of the fact that should there be added to your record within one year from the date of the above offense: (1) another charge of speeding in excess of fifty-five miles per hour, or (2) a charge of reckless driving, this Department would be required to suspend your driver's license for a period of not less than six months or more than one year."

"We realize that the loss of driving privileges can be a serious disadvantage in these days of extensive motor travel. It is with a sincere and friendly interest that we venture to send you the above statement of fact."

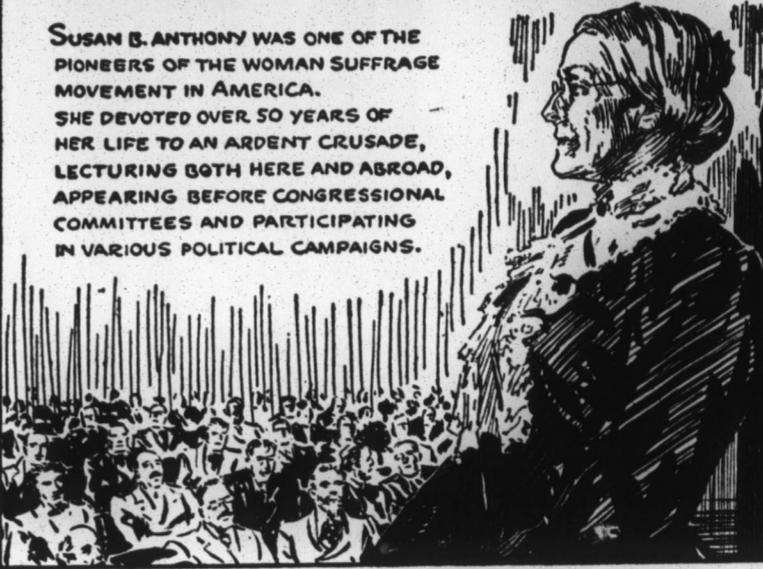
Bill Perry this week informed me that the VFW is interested in purchasing a second hand wheel chair for a man who needs one and has no way of buying it. Anybody who knows of such a chair for sale, please contact Bill Perry.

Mayor Leroy Haskett today winds up 25 years with the Metropolitan Life Insurance Company. He started with the company in 1929 in Wilson, then went to Rocky Mount and later asked to be transferred to Edenton. He's had his ups and downs not only with the insurance business but with his connection with the town as well. Congratulations, Mr. Mayor.

OUR DEMOCRACY—by Mat

"VOTES FOR WOMEN"

SUSAN B. ANTHONY WAS ONE OF THE PIONEERS OF THE WOMAN SUFFRAGE MOVEMENT IN AMERICA. SHE DEVOTED OVER 50 YEARS OF HER LIFE TO AN ARDENT CRUSADE, LECTURING BOTH HERE AND ABROAD, APPEARING BEFORE CONGRESSIONAL COMMITTEES AND PARTICIPATING IN VARIOUS POLITICAL CAMPAIGNS.



PERHAPS HER MOST DRAMATIC ACT OCCURRED IN 1872, WHEN, TO TEST HER CONSTITUTIONAL RIGHTS, SHE WAS ARRESTED AND FINED FOR ILLEGAL VOTING. YET, IN 1920, 14 YEARS AFTER HER DEATH, THE CRUSADE SUSAN B. ANTHONY STIRRED UP GAVE AMERICAN WOMEN A VOICE IN NATIONAL AFFAIRS—THE BALLOT.



MAN REGARDED AS NO. 1 ROAD HAZARD ACCORDING TO 17,000 MILE VERDICT

Which is the worse highway menace—man or woman driver?

"Man," say two researchers who since last summer have driven over 17,000 miles to find out. And they have a bushel of statistics.

The men, these show, commit most frequently the 20 most common driving offenses drawn up by traffic experts.

The researchers who are making the national highway safety survey—y'cussed it, huh?—are women. Miss Claire Emory, former newspaperwoman and conductor of her own radio show in Connecticut, and Miss Dorothy Mignault, attorney and management consultant of Kennebunkport, Me.

However, to guard against any possible accusations of prejudice in favor of their own sex, they are accompanied on various stretches of their survey by state highway or safety commission officials who make the scoring with them.

Now engaged in a check of the eastern seaboard states, the scorekeeping drivers recently crossed the two Carolinas, and they report the ratio between men and women offenders isn't much different from that noted elsewhere.

However, their record-keeping in the Carolinas indicated somewhat less than the proportion of speed law violations that have been encountered in other regions.

"Driving exactly at posted speeds, no more and no less," observes Miss Mignault, "we pass other cars rather seldom. It's pretty safe to say that 90 per cent of the motorists on the highway regularly break the speed laws every day."

For scoring, the researchers use a handy check-list of the most common traffic offenses, compiled by experts for the Hudson Motor Car Company. The check-list is currently being used in certain high schools where driver training is taught, and is made available to individuals by Hudson dealers and often through civic clubs.

The opening phase of the two women's national highway safety survey was a transcontinental drive from New York to San Francisco and back.

Obeys speed laws to the letter and taking turns at the wheel of their 1st the women crossed the continent in three days and eight hours.

The girls followed the identical route of a 1916 run to dramatize the great improvements in highway conditions during the last 40 years. And at today's legal speeds they got to San Francisco far more quickly than did the racing drivers in 1916.

On the return trip from San Francisco to New York, longest continuous run to date, the girls marked down 2,061 safety violations of which 1,821 were by men drivers and 240 by women.

In the north-south crossing of North Carolina over U. S. 1, Miss Mignault and Miss Emory counted a total of 56 offenses—50 by men and 6 by women. In a more indirect crossing of South Carolina, they counted 85 offenses—75 by men and 10 by women.

"Even considering the national ratio of seven men drivers for every three women," Miss Mignault says, "our findings positively challenge

male driving superiority."

Some comparisons are interesting. On the San Francisco-New York run, speeding accounted for virtually half of the total violations. Here are the transcontinental statistics on principal violations:

Speeding—934 men and 92 women; not signalling properly—405 men and 110 women; entering or leaving car from wrong side—255 men and 42 women; passing on hills or curves—26 men and one woman; following too closely—30 men and one woman.

Oddly enough, in the brief North Carolina check, the No. 1 offense turned up as improper signalling, with 18 men and three woman offenders. Seventeen men and one woman were tabbed as speeders. Only two men were guilty of passing on hills and curves, and seven men and one woman were observed entering or leaving their car from the wrong side. Two men drivers were marked for not maintaining sufficient speed.

U. S. Savings Bonds Sales in Chowan \$12,870 in December

Chairman Harless Says Sales Above December Year Ago

Combined sales of Series E and H United States Savings Bonds in Chowan County for the month of December totaled \$12,870.75. This sales announcement is made by County Savings Bonds Chairman A. B. Harless, according to the monthly sales report issued by Allison James, State Director of the U. S. Savings Bonds Division in Greensboro.

The combined sales of Series E and H Bonds for North Carolina's 100 counties for the month of December totaled \$4,047,714.75.

In commenting on the above county and state sales figures, Chairman Harless stated that December 1953 sales of E and H Savings Bonds in North Carolina were 24 per cent higher than during December a year ago. The nation as a whole achieved a 14 per cent increase for the same periods.

Sales of Series E and H Savings Bonds in North Carolina for the twelve months ending December 1953 totaled \$45,759,930.50. This total set a five-year record for the state, and amounts to a 24 per cent increase over 1952 sales. For the corresponding periods, the nation achieved a 22 per cent increase in sales with \$4,368,000,000, the largest amount sold since 1946.

Chairman Harless expressed the Treasury Department's appreciation to all individuals and agencies whose cooperation and support helped make possible the above achievements.

Letter To Editor

Editor of The Chowan Herald
The last paragraph in my item "Chair of Unity Octave in Edenton Catholic Church" became unintelligible in your January 14 issue, due to a member of your staff transposing stereotyped lines. The correct paragraph of copy I requested publication reads:

"Father McCourt urges everybody during Octave to daily pray: (Jn. 17-21) 'That they all may be One, as Thou, Father, in Me and I in Thee; that they also may be one in Us; that the world may believe that Thou hast sent Me.' V. 'I say unto thee thou art Peter.' R. 'And upon this Rock I will build My Church.' O Lord Jesus Christ grant to Thy Church that peace and unity which are agreeable to Thy Will; Who livest and reignest God forever and ever. Amen."
Father F. J. McCourt, Pastor.

Old Episcopal Church Restored As Memorial

One of America's oldest churches, built before 1690, is to be reconstructed as a memorial to the late Walter P. Chrysler, automobile magnate, and his wife.

Old Trinity Episcopal Church at Church Creek, Md., on the eastern shore of the Chesapeake Bay, will be restored by Col. and Mrs. Edgar Garbisch as a memorial to her parents. When the restoration is completed the church will have a full-time rector for the first time in 150 years.

True glory consists in doing what deserves to be written; in writing what deserves to be read; and in so living as to make the world happier and better for our living in it.—Pliny.

Real glory springs from the silent conquest of ourselves.—Thompson.

Too Late To Classify

LOST—LADIES' OCTAGON SHAPE Swiss wrist watch. Finder please return to Ralph Outlaw. Phone 2-W. 1tp

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