

Hurricanes Not New

(Continued From Page 1, Section 1)

was the sickness that followed it, and the "intolerable stench" from decaying vegetable matter, stagnant water, and drowned stock. Norfolk reported that the brig Esther, of Norfolk, 32 days out from Jamaica, was wrecked and lost 25 miles north of Ocracoke, and that two hands were lost with her. On September 3, the Gazette printed a final report from Halifax, to the effect that there had been violent winds in Granville County.

In the next quarter of a century, communications improved so much that within two weeks reports were in from points as far away as Boston. On September 10, 1821, the Edenton Gazette gave the following account of a hurricane which struck on September 3. The storm began with rain and a northeast breeze before daylight. By 8 A. M., the wind had risen to gale force and continued so for more than an hour. Then it swung to the northwest and blew even harder for two hours. When it died down before 1 P. M., a number of trees had been uprooted and two small P. M. Then the rain stopped

and the wind died to a southwest breeze. The storm was over by 4 P. M., and Norfolk was a wreck. The eastern drawbridge had been demolished by a drifting ship, which was also demolished. 100 feet of the southern bridge were gone, as well as the bridges on Colley and Catherine Streets. The water rose a foot higher than it had ever been known to before. Three brigs, seven schooners, four sloops, four steamboats, and other vessels were lost. Windows were blown in, roofs, gables, and chimneys blown down, and fences and even frame houses flattened. Two persons were killed. Part of the west gable of Christ Church fell in and "crushed to atoms" the organ valued at \$3000.

On September 17, the Gazette reprinted reports from Philadelphia and New York, the latter including comment from Baltimore, Albany, and Boston. Philadelphia had showers the evening before the storm as well as the next morning. Hard rain began about 1 P. M., and high wind generally from the north and northeast. With almost four inches of rain it was considered remarkable that there had been no thunder or lightning. Many trees were down and it was feared that the crops were badly damaged, but there had been no damage to river craft.

New York reported that there was no damage at Baltimore, Albany, or Boston. But New York and northern New Jersey had had a bad time. Rain had lasted all day, with winds generally south to southeast. Between 4 and 5 P. M., the wind shifted to the northeast and blew violently until 7 P. M., when it shifted to the west-north-west. At low tide the wharves were 12 to 20 inches under water, and were badly damaged. Part of the Battery embankment was washed away. Houses were blown down, roofs blown off, chimneys toppled, gutters ripped off, and fences and trees down. The Sandy Hook lighthouse had lost its platform and stairs, its east beacon and most of its west beacon, and the lens of its main light. In New York harbor 71 ships were wrecked, sunk, or aground, and many small vessels damaged. Ashore inside the

Hook was the schooner John Stanly, of Edenton, under the command of Capt. Britt, with a cargo of wheat; it was believed not to be injured. But on Rockaway Beach three schooners and one sloop were lost, with only one man saved out of total crews of eighteen.

It would be interesting to know how weather experts today would plot the course and size and speed of these storms. Maybe Mr. Holoman and Mr. George could do it for us.

Lunch Room Menu

Menus at the Chowan High School lunch room for the week October 10-14 will be as follows:

Monday—Milk, franks, pimento cheese sandwich, beef and vegetable soup, crackers, bread, butter, cherry cobbler.

Tuesday—Milk, roast beef and gravy, steamed rice, turnip greens, pickle relish, rolls, butter, block cake with chocolate topping.

Wednesday—Milk, baked ham, potato salad, string beans, apple rolls, butter, mixed fruit cup.

Thursday—Milk, barbecue, cole slaw, potato sticks, green beans, hush puppies, butter, bread, apple cobbler.

Friday—Milk, spiced ham, black eyed peas, onion rings, mashed potatoes, sliced tomatoes, rolls, butter, lemon pudding.

An individual is as superb as a nation when he has the qualities which make a superb nation. —Walt Whitman.

RESOLUTIONS OF RESPECT

Whereas, on October 1, 1960, Hubert B. Williford was relieved of his earthly burden and his immortal soul was called to its eternal reward by our Heavenly Father; and,

Whereas, Hubert B. Williford served as Coroner of Chowan County for a period of ten years in an admirable and most efficient manner, and thereby contributed materially to the best interest of our County; and,

Whereas, the Board of County Commissioners officially and individually desire to express their regret at his passing, and to extend to his family their sympathy;

Therefore, be it resolved that this Board at its regular meeting held on Monday, October 3, 1960, does hereby express its regret at the death of Hubert B. Williford, and does hereby extend to the wife and other members of the family of Hubert B. Williford their sympathy in their loss and bereavement.

Be It Further Resolved, that a copy of this Resolution be spread upon the official minutes of this Board, that a copy be forwarded to the widow of Hubert B. Williford and a copy furnished to The Chowan Herald for publication.

W. E. BOND, Chairman.

Attest: BERTHA B. BUNCH, Clerk.

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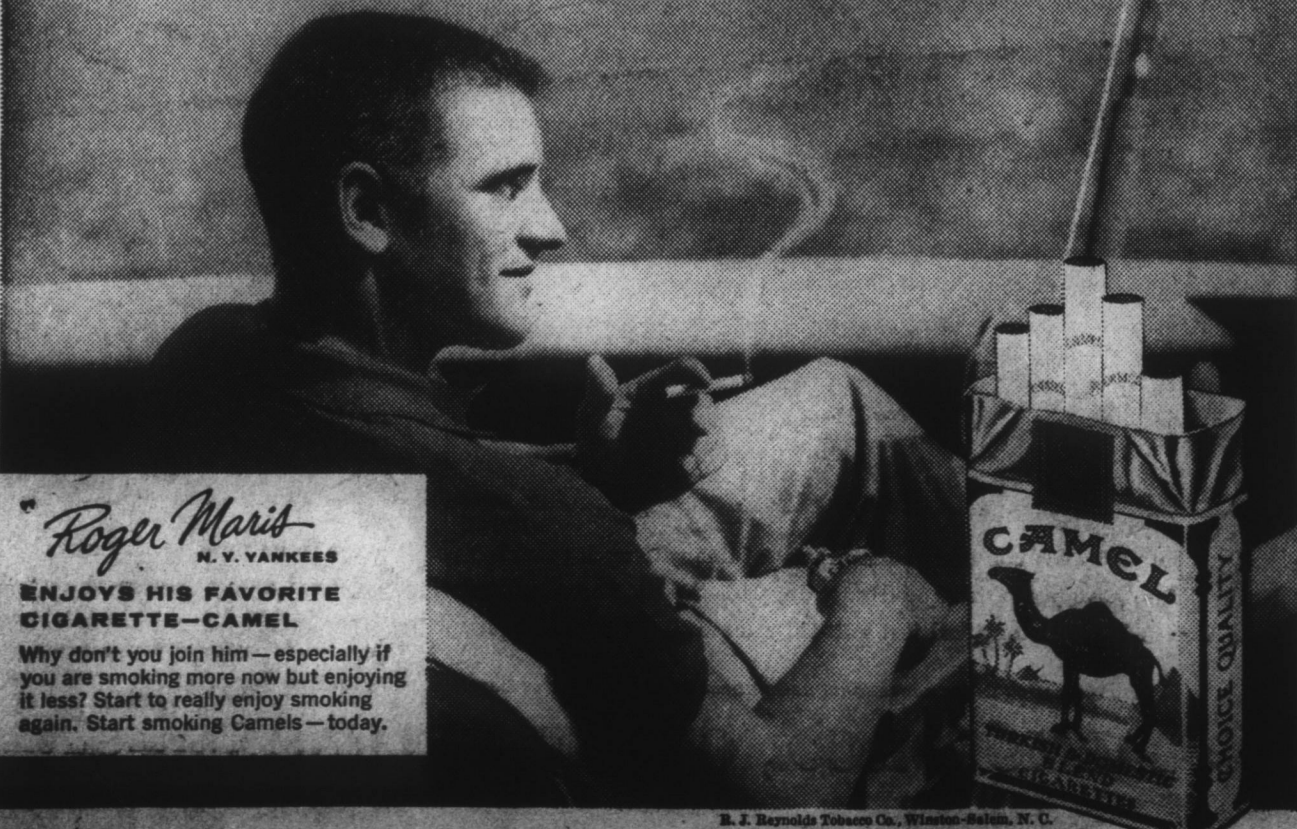
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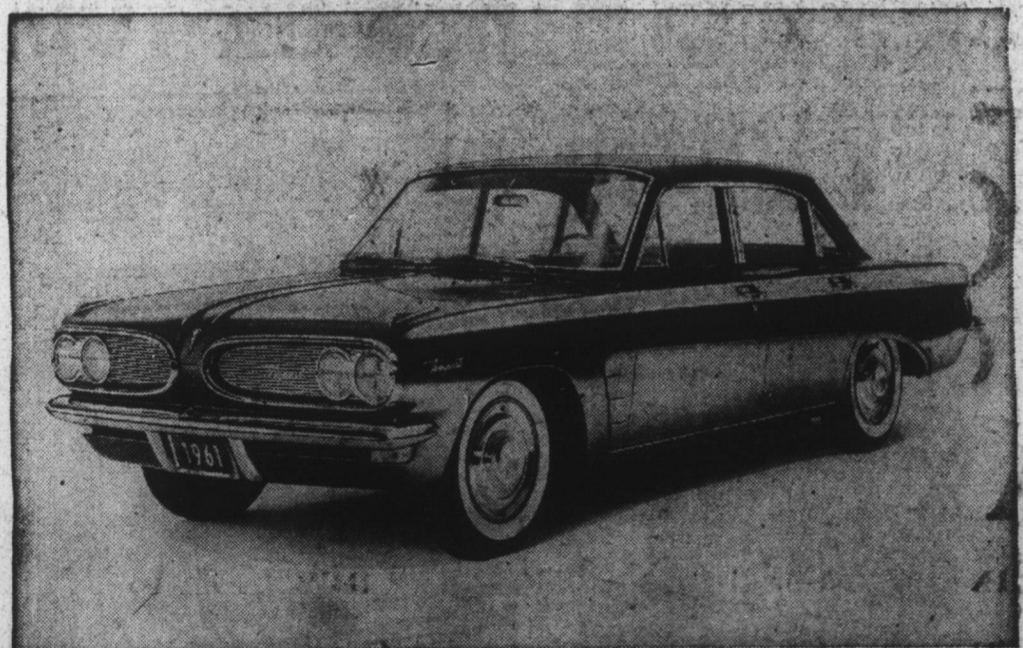


Big car comfort and styling are combined with the economy of the small car in Buick's new Lightweight Special four-door sedan, powered by the first American aluminum V-8 engine in the automobile industry. The Special is mounted on a 112-inch wheelbase, is 188 inches long and weighs only 2,700 pounds, some 1,600 pounds lighter than conventional-size Buicks. Its high compression V-8 engine develops 155 horsepower, giving it outstanding performance comparable to the bigger models in the Buick line. The Special comes in two body styles, a four-door sedan and a four-door wagon, with a deluxe version offered in each. A new dual-path turbine drive transmission is offered as optional equipment, along with power steering, and air-conditioning.

1961 Oldsmobile F-85 Deluxe Sedan



Embodying traditional Oldsmobile standards of high quality and performance, the all-new, smaller Oldsmobile F-85 brings the Division into the low-price field for the first time this fall. Built on a 112-inch wheelbase, the smartly styled F-85 is 188.2 inches long, overall. Six people are comfortably accommodated and the sedan offers a generous 12.1 cubic feet of usable luggage space. Both the F-85 and F-85 Deluxe model (which is shown above) are available as four-door sedans or four-door station wagons. The new aluminum, water-cooled Rockette V-8 engine powers all F-85's. This engine has a displacement of 215 cubic inches and compression ratio of 8.75 to 1. The basic engine weighs approximately 350 pounds, and with maximum-brake-horsepower of 156 @ 4,600 rpm, it has one of the highest power-to-weight ratios in the industry.



BUILT on a 112-inch wheelbase the Tempest sedan features a 4-cylinder, front-mounted engine, a rear transmission and unit body construction, with an overall length of 189.3 inches. Carrying out Pontiac's famous wide track design, this family-sized car has a roomy interior, a flat floor and a spacious rear luggage compartment. Fifteen exterior colors in durable acrylic lacquer and luxurious interiors in 14 different trim combinations are available.

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