

THE INDEPENDENT

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A NEWSPAPER
WITH A PERSONALITY
AND A FOLLOWING

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A NEWSPAPER
FOR HUMAN BEINGS
WITH HEADS

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Seeks Franchise For Bridge and Ferry Between Pasquotank and Tyrrell Counties

George Dodge, Representing Himself and Outside Capital, Says He is Prepared to Exercise Franchise For Fast Ferry Service to Link Elizabeth City With Columbia

The Board of Commissioners of Pasquotank and Tyrrell counties will be asked for a franchise for a ferry and bridge between the two counties, at their meetings on Monday, Dec. 5. The franchise is sought by George G. Dodge, representing himself and outside capital, the source of which is yet to be made public. Ehringhaus & Hall are attorneys for Mr. Dodge, and L. E. Skinner, Jr. is named as trustee in the application for the franchise.

Mr. Dodge has been playing the "fast ferry" game between Pasquotank and Tyrrell ever since he got into the promotion and construction of the Wright Memorial Bridge across Currituck Sound. He is now planning to build a bridge over Albemarle Sound, and to use the same capital and the same money to enable him to build a fast ferry service between Elizabeth City and Columbia at an early date. He says the ferries to be used are similar to the ferries used between Yorktown and Cape Fear, Va.; steel ferries which carry 24 to 30 automobiles each at a speed of 15 miles an hour.

Mr. Dodge states that while he seeks a franchise for both a bridge and a ferry, he has no idea of building a bridge; but the franchise for a bridge is necessary to obtain the ferry interests.

The Pasquotank terminal of the proposed ferry would be at a point near Deep River in lower Pasquotank and a channel would have to be dredged to make this point available. The Tyrrell County terminal would be a few miles north of Columbia between the Scuppernon and Albemarle Rivers.

The proposed ferry would make the crossing of Albemarle Sound in less than an hour, making possible the movement of round trips daily. It would revolutionize the social life and commerce of four counties, Elizabeth City, the county seat of Pasquotank and Columbia, the county seat of Tyrrell would be only a few miles from each other as Elizabeth City and Edenton are. Such a ferry would restore to Elizabeth City much of its lost trade with Tyrrell, Hyde and Washington counties and give to those counties new market outlets.

One thing is certain, no local capital has been sought for the proposed ferry service. "I am working with outside capital," says Dodge, and no stock in our company will be offered locally, in either Pasquotank or Tyrrell; we are asking only for a franchise and the franchise will be immediately benefited.

A committee appointed by Governor Gardner has begun a campaign for \$3,000,000, the amount that it is expected will be needed to place in the Century of Progress World Fair at Chicago next year an exhibit representing the State of North Carolina.

Only once by N. A. Hood of Newcomer was awarded first prize for a pig in the grain judging at the International Livestock show in Chicago. Third prize was awarded to George H. E. Bonds of Concord.

A PROPHECY

In its issue of Nov. 12, 1926 The Independent made this statement in its editorial column:

"The building of bridges here in Eastern North Carolina has only begun. The State Highway bridge over Chowan River between Emery and Eden House is only a beginning. The State will eventually bridge Albemarle Sound itself and one may ride on a hard surface road all the way from Elizabeth City to Columbia and from Columbia straight on to Fairfield in Hyde County."

That prophecy hasn't been fulfilled yet, but since it was written the Emery and Currituck bridges have been bridged, completed and Chartered to build a bridge over Croatan Sound from Roanoke Island to Manns Harbor, and now a franchise is being sought for a toll bridge and ferry between Pasquotank and Tyrrell. Eventually the Albemarle Sound between Pasquotank and Tyrrell will be bridged.

EDENTON UP IN ARMS AGAINST BRIDGE TOLLS

"We have reached the point where we cannot afford to pay the toll to cross the Chowan River Bridge and yet we still have to cross the bridge," says State Senator-elect Lloyd E. Griffin, Edenton attorney, in explaining the action taken by the Chowan County Chamber of Commerce last Friday night when that body made plans for a determined fight to make the Chowan bridge toll-free.

The Chowan trade body has two plans, by one or the other of which it hopes to accomplish its objective of abolition of the toll on the three-mile bridge spanning the Chowan river and connecting Bertie and Chowan counties, according to Mr. Griffin and Mayor J. L. Wiggins of Edenton, two of the leaders in the toll removal fight. One plan is to have the State and Federal governments take over the bridge. To accomplish this plan, they first must have the Federal aid highway act so changed as to permit the use of Federal aid funds for purchasing bridge bonds. The law at present makes no provision for such funds to be used in this manner, but Congressman Lindsay C. Warren, at the request of the Chowan County Chamber of Commerce and other trade bodies and individuals in his district, will introduce an act embodying such a provision at the short session of Congress in December. In the meanwhile, the interest and support of the Representative and State Senators-elect through the State will be enlisted and an attempt will be made to have the 1933 General Assembly vote to take over the bridge with the assistance of the Federal aid funds. The total amount of the bond issue authorized for the construction on the bridge was \$640,000, of which more than \$200,000 has been returned to date. Tyrrell County C. of C. hopes to have \$200,000 of the remainder supplied by the Federal government and a like amount by the State, the indebtedness paid off and the toll removed. If no Federal aid can be secured, however, and there is reason to believe that the incoming Democratic administration will seek retrenchment and one of the first appropriations to fall under the hatchet will be the enormous highway appropriations, the State will be asked to assume the entire burden of taking over the bridge and making it toll-free. This latter plan, too, will meet with strong opposition, for about 65 cents of each tax dollar in the State is now being spent for roads and schools and it is around these items that the fight for reduction and curtailment of expenditures will center in the next session of the General Assembly.

Regardless of the disheartening prospects, tho, the Chowan County Chamber of Commerce is going ahead with its plans for a long and hard fight to have the toll removed from the Chowan River bridge. It is indeed an ambitious task they are undertaking, but it is a task in which Edenton, Chowan County and all the Albemarle section is heartily interested and willing to cooperate.

The importance of making the Chowan Bridge toll-free cannot be underestimated. Here is a three-mile bridge on the principal highway route from Northeastern North Carolina to the Southern and Central parts of the State and on the Atlantic Coastal Highway, U. S. highway route extending from Maine to Florida. This bridge, together with a toll ferry across Albemarle Sound between Edenton and Macksays, serves more or less as a barrier between this section and the rest of the State and makes the counties of Dare, Currituck, Camden, Chowan, Pasquotank and Perquimans geographically more a part of Virginia than of North Carolina. This bridge takes money out of the pockets of Northeastern North Carolinians every time they have to make a trip to the State Capital or some other point in the State; it exacts toll from one Edenton concern of \$3,000 a year; it is costly to Edenton and Elizabeth City wholesale houses which send their representatives to Martin, Tyrrell, Washington and Hyde counties; it is a veritable trade barrier; it restricts business and social relations between neighboring counties. One reason why Edenton is so anxious for removal of the toll is because of the great amount of peanuts raised on the other side of the Chowan River. Edenton is located in the heart of a peanut-growing section.

(Continued on Page Two)

A Bishop's Pawn

Great was the disappointment of Elizabeth City First Methodists when big Bishop Mouzon who rules the Methodist roost in the North Carolina removed Rev. Geo. W. Perry from the pastorate of the Elizabeth City Church and gave him to Rocky Mount. Great too was the disappointment of Mr. Perry. Elizabeth City had grown fond of friendly, sympathetic, warm-hearted George Perry during his three years' pastorate in this city and Mr. Perry had become attached to Elizabeth City folk. But such is the life of a Methodist minister. A pawn upon the checkerboard of a conference to be played at the whim of a dour bishop. To first Methodist Church comes Rev. H. I. Glass, cold, stiff straight-laced, exclusive, almost frightfully serious. George Perry walked and talked much with common men; the Rev. Mr. Glass impresses one as walking only with Jehovah. However it is said the heating system of First Methodist Church is in good order.

Subsiding Waters Expected to Reveal Only Minor Damage to Kitty Hawk-Roanoke Isle Road

But The Northeaster That Blew From The Northeast Inundated Most of Dare Coast and May Have Filled Up The New Inlet Cut by March Southeaster

Daily newspaper reports of damage to the paved road on the Dare coast between Kitty Hawk and the Roanoke Island causeway have been highly colored and when the water piled upon the beach by Sunday's storm subsides, only minor damage to the roadbed will be revealed in the opinion of D. B. Fearing, prominent Roanoke Island business man.

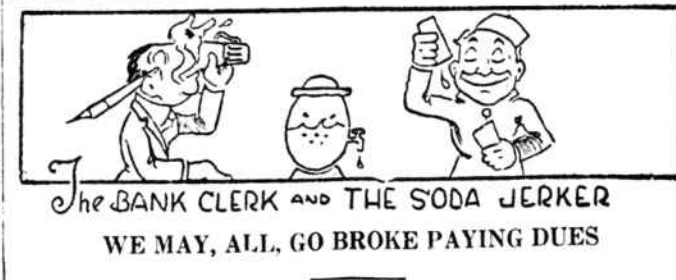
This newspaper got in telephone communication with Mr. Fearing Wednesday afternoon in an effort to get exact facts. "Saturday and Sunday's Northeaster seems to have inundated the beach from Kitty Hawk to Hatteras," said Mr. Fearing, "the water in many places being higher than old residents have known in 25 or 40 years. The State highway between Kitty Hawk and Roanoke Island was two feet under water in places. At the curve at Chuck Collins' Carolina Beach pavilion the wind piled sand several feet deep on the road, making it impassable.

"But trucks are running over the road today and truck drivers report that the road bed is sound, although there is evidence of crumbling on the sides of the road in some places. The water is rapidly receding and normal traffic should be underway the latter part of the week.

Mr. Fearing's statement may be accepted as authoritative and dependable.

But it was a nasty storm. It began about noon last Friday and there was no let up until Sunday night. Northwest storm signals were displayed at Elizabeth City and at Norfolk, but it was a Northeaster that swept the Dare coast. The wind reached a velocity of 46 miles an hour, which is not a high wind, but it brought higher water than many of the old timers have seen, even piling water on the high beach at Caffey's Inlet. The water coming up to the floors of many cottages along the beach is believed to have wrought a lot of minor damage. Mail service was interrupted and ferry service between Manns Harbor and Roanoke Island temporarily abandoned.

But it is an ill wind that blows to good and the effect of this Northeaster may have offset the effects of the Southeaster that opened a new inlet between Pea Island and Chicamacomico last March. The March storm cut a new inlet that isolated the people of Rodanthe, Salvo, Avon, Buxton and Hatteras. For nine



WE MAY, ALL, GO BROKE PAYING DUES

"What is this National Economy League that so many members of The American Legion are raising the devil about?" asked the Soda Jerker.

"The National Economy League is an organization to secure the elimination of wasteful or unjustifiable governmental expenditures, Federal, State and local," replied the Bank Clerk.

"Well, what's wrong with that?" asked the Soda Jerker. "From the Veterans' viewpoint, it means the elimination of 450 million dollars the government is paying annually for benefits to veterans of the Spanish and World Wars who suffered no disability in fact thru war service. It must be remembered that the government is now spending this amount in addition to and entirely apart from 'bonus' payments. In other words, as things are now any chap who was in the army in war time, regardless of whether he ever saw a day of service in the field, can by a little pull make the government support him for the rest of his life. It is a form of graft, pure and simple, costing the tax payers of this country nearly a half billion dollars a year and it operates under the cloak of the American Legion."

"The American Legion is rapidly becoming the most powerful political organization in the United States because it is thoroly organized and its membership includes many of the finest, most vigorous, most intelligent, most patriotic and most highly respected men in every community in which it operates. The very hett and respectability of

THE AIR WILL SMELL BETTER IN THIS COURT

Six years of unethical judicial practices and miscarriage of justice in the Pasquotank Recorder's Court came to an end today Friday, Dec. 2, when P. G. (965-10) Sawyer Trial Justice since 1926, sits in the Recorder's seat for the last time. W. Clarence Morse, Jr., Trial Justice-elect, takes office on Monday, December 5th, ending the Sawyer orgy of injustice and crookedness.

Phillip Grady Sawyer (he did not acquire the numerical cognomen until 1930), a progeny of a former political boss, was elected Trial Justice of the Pasquotank Recorder's Court in 1926. The subsequent six years have seen more peculiar practices, maladministration of justice and evidences of general corruption and dishonesty in the Pasquotank Recorder's Court than has been seen in any public office in the county in decades. That the practices of this man Sawyer have been tolerated for six years is but another indication of the general apathy of the County Commissioners and the voters of Pasquotank County. Among the practices he has followed during his six years in office are the following:

(1) Collecting fines, pocketing them and forgetting all about them until checked up by this newspaper. Over a period of two or three years he pocketed fourteen fines amounting to \$965.10. Arraigned by the Board of County Commissioners on charges of misfeasance, nonfeasance and malfeasance in office at the insistence of this newspaper, he was given a "whitewashing" after practically every attorney in the city had pleaded in his behalf. The Independent then labelled him 965-10 Sawyer, in order that the people of Elizabeth City and Pasquotank County might not easily forget his sins and that the stigma of his wrongdoing might remain upon him.

(2) Imposing just sentences in open court and later, in private, suspending the sentences or changing prison sentences to fines and large fines to small fines.

(3) Discrimination in sentencing defendants; for example, the imprisonment of one man and the acquittal of another when the evidence against each is practically identical.

(4) Failure to follow the letter of the law in such matters as suspension of driver's license upon conviction on a charge of driving while intoxicated.

(5) Changing warrants in order that he might try cases supposed to be tried in Superior Court.

(6) Holding court only three days a week instead of six as prescribed by the law, during the last eighteen months he has been in office. It also is notorious that a large per cent of the persons carried before Sawyer charged with crimes before Sawyer charged with crimes have been represented by an attorney with whom Sawyer is very friendly and that these persons invariably escape with much lighter penalties than do other persons charged with the same crimes.

But all this will be past history after Friday morning. The reign of corruption and injustice comes to an end when P. G. (965-10) Sawyer steps down from behind the Recorder's bench Friday morning. A regime of scrupulous honesty, conscientious performance of duty and proper administration of justice is expected to begin on Monday morning when Clarence Morse occupies the Recorder's seat for the first time. Young Morse may have some pertinent and interesting remarks to make Monday morning and a large crowd of court spectators will be on hand to hear him.

There also will be a new and younger man officiating as Prosecuting Attorney in Recorder's Court Monday morning, for Friday likewise is the end of Larry Ennis Skinner, Jr.'s six years in the office of Prosecuting Attorney for Pasquotank County, and Monday will see Walter W. Cohoon acting as prosecutor in the County Recorder's Court. Mr. Skinner sought the office of Trial Justice this year but lost out to Morse in the Democratic primary. Young Cohoon defeated John B. McMullan and Jack W. Jennette in a nip and tuck race for the Democratic nomination to the office of Prosecuting Attorney.

Can Beer and Light Wines Be Brought Back Without Bringing The Saloons Back With Them?

Congress Faces a Knotty Problem When It Attempts to Live Up to What Turns Out To Be Two Highly Conflicting Campaign Promises

Congress will find itself up against a knotty problem when it tackles the job of modifying the Volstead Act to satisfy the national mandate for light wines and beer and still hold to platform promises of no return of the open saloon. There seems to be no way to bring back beer and light wines under the Eighteenth Amendment without bringing the saloon and the wine parlor back with them.

You May Dance Without Permit From City Mgr.

It no longer is unlawful to wash a horse or mule on the streets of Elizabeth City, to let one's dog run at large at night, to stage a dance without a permit from the City Manager or to drive a horse more than 10 miles an hour, for C. E. Bailey, local attorney, has just completed a revision of the Elizabeth City ordinances in which all obsolete ordinances have been deleted and many new ones inserted.

About a year and a half ago the City Council decided it was about time to have the City ordinances brought up to date, since the last compilation was published in 1923. Aware were the Councilmen of the fact that in the 1923 ordinance book there were many old and obsolete ordinances and also that many new ordinances have been enacted since 1923. It was voted to have some local attorney revise the ordinances, deleting the obsolete and superseded ones and putting in the new ones. The job was given to St. Clair Bailey.

In the old ordinance book there were 308 ordinances. Some few of these were like the ones cited above—utterly obsolete. There were local speed limit laws which now are unnecessary because of the State laws on the subject. There were ordinances pertaining to cows kept in the city limits, and these ordinances are out-dated because it no longer is lawful to keep cows within the city limits. There were ordinances concerning milk in the old book, but these have been superseded by the Standard Milk Ordinance adopted by the Council a few years ago. Standard ordinances affecting plumbing and sewerage also have been adopted here since 1923, rendering the old ordinances on these subjects obsolete. A few old ordinances relating to the location of blacksmith shops and filling stations have been superseded by the City Zoning ordinance. And so forth and so on. The result of Mr. Bailey's work is the deletion of dozens of ordinances and the addition of scores. There were 308 ordinances in the old book and there are 505 in the compilation completed by Mr. Bailey last week.

Copies of the new compilation of local ordinances are now being read by C. W. Overman, C. V. Ballard and C. M. Griggs, the Ordinance committee of the City Council, and these men will make what changes they see fit to make and then submit the whole to the Council for adoption. After adoption, the new ordinance book will be printed and distributed.

There are fifteen chapter headings in the book. There are 38 ordinances affecting Municipal Services, 69 concerning Health and Sanitation, 64 about Streets and Sidewalks, 37 Miscellaneous, 97 regarding Public Safety, 24 dealing with Public Morals and Conduct, 23 relating to Public Conveniences, 25 about Public Welfare, 60 on the Building Code, 12 about Licenses and License Taxes, 32 regarding City Planning, 15 affecting Public Amusement, 7 about Wharves, Docks, Bridges and Harbor and 2 relating to Franchises.

Whatever the alcoholic content Congress may permit, the Supreme Court must view it with a respect and favorable presumption almost controlling. The court could annul the legislative judgment only by so far differing with it as to find it arbitrary, without reason and without appropriate relation to the purposes of the amendment. But, in its many decisions upon the Volstead act and kindred legislation, the court has without exception regarded the judgment of Congress as conclusive and has given its concurrence to facts and considerations resorted to by Congress to justify its

past six years.

85 per cent of all people have defective vision. Are you one of these? Have your eyes examined today. DR. J. D. HATHAWAY, Carolina Building, adv.