



★ Buick 1903

First car—Model "B" was 1903 two-cylinder, 17 produced by 50 employees. Famous slogan: "When better automobiles are built Buick will build them." Introduced in 1903. Buick nucleus of General Motors Corp. formed in September, 1908. First six-cylinder, 1915. First straight eight, 1921. All models since have been eight. First V-8, 1925.



★ Ford 1903

First car, 1903 Model "A", 1704 produced, list price runabout with tonneau, \$550. Model "B" and "C", 1904. Model "F", 1905. Models "K", "L", "M", "N" and "O", 1907. First Model "T", 1908. Target of Selden patent infringement suit, 1903; ruled against, 1909. Ford canceled, won in 1911. Model "A", 1927; V-8 and Model "B", 1928-cylinder, 1932.



★ Chevrolet 1912

Louis Chevrolet began work on a six-cylinder engine in 1909 in his shop on Grand River Ave., Detroit; produced experimental cars in 1911. First car, 1912 Classic Six touring, 2,999, sold to dealers; list price, \$2,150. Became a division of GM on May 2, 1918. Also commenced manufacture of trucks in the same year. Produced its first V-8, 1917.



★ Pontiac 1926

Pontiac Buggy Co., formed 1885, entered auto field with subsidiary Oakland Motor Co. as affiliate. GM acquired Oakland in 1909. First Pontiac was 1926 six-cylinder, listed at \$825-\$895, as companion car to Oakland; production, 77,134. Dropped Oakland, brought out Pontiac V-8, 1932; changed to straight eight, 1933; Silver Streak introduced, 1934.



Selling Era Started Early:

# Pioneer Hertford Auto Merchants

AHOSKIE — Roanoke-Chowan merchants beat the "good roads" movement in 1915 to the punch. Several of them were in the vanguard, selling automobiles in the days when there was a fine for frightening horses on the streets. One of the earliest was young

Charlie Jenkins of Aulander, who spun into town in a "motor" the same year that the Hertford County HERALD started its career. Early issues of The Herald carry stories about the young Jenkins, demonstrating the latest of the General Motors line of cars.

By November, 1914, The Herald carried a weekly ad from E. O. Hines, local agent for the Hupp Motor Company of Detroit. The Hupmobile was featured as one of the first of the large cars, complete with self-starter. They were priced at a staggering \$1,200 (i.o.b. Detroit) in 1915.

Compared to this was the self-assured favorite, the Ford automobile sold by George J. Nembren of Ahoskie. The Ford was within "everyone's reach," according to a message from Henry himself. The Ford, about cost \$440, and for \$50 more you could have a Ford touring car. With a self-starter, the Ford's total cost was \$510.

Ahoskie's automobile salesmen quickly expanded in the decade from 1910 to 1920. By 1918, The HERALD carried ads for Overland, sold by C. Greene; the Patterson 6-46, sold by Hobbs Motor Company; and Dodge Brothers business cars, sold by H. M. Burden and Co. of Aulander.

In 1922, according to the "Automobile News," there were 67,697 new cars registered in the United States. The automobile buyer had a wide choice in that postwar era. He could choose from 60 makes of cars—remember them?

The list included: Apperson, Auburn, Buick, Cadillac, Case, Chalmers, Chandler, Chevrolet, Cleveland, Cole, Columbia, Dodge, Dort, Durant, Earl, Elgin, Essex, Ford, Franklin, Gardner, Grant, Haynes, Hudson, Hupmobile, Jewett, Jordan, King, Kissel, LaFayette, Lexington, Liberty, Lincoln, Marmon, Maxwell, Mercer, Mitchell, Moon, Nash, National, Oakland, Oldsmobile, Overland, Packard, Paige, Peerless, Pierce-Arrow, Reo, Rickenbacker, Saxon, Stearns-Knight, Stephens, Studebaker, Stutz, Vaux, Westcott, West Sainte Claire, Willis-Knight, Winton, electric and gas.

Sales of new automobiles since 1922 makes a good record of the prosperity of the times. From 1922 to 1931, a steady flow of about one and a half million cars were sold yearly. This rose to a peak of three and a half million by 1941. War production cut sales of non-service automobiles and trucks



UP TO DATE—Both the building and the cars were the latest thing in Aulander, back in the late 1920's. Charles H. Jenkins and Company was already one of the oldest automobile dealers in the area, featuring Buicks, as the sign says. This building later burned and was replaced with the present structure.

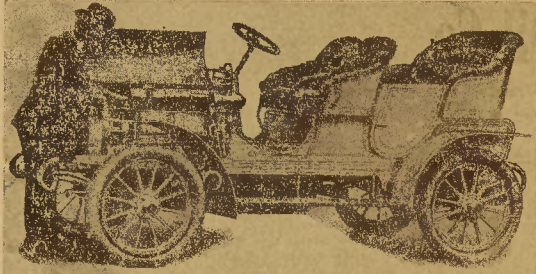


AHOSKIE'S FIRST AUTO DEALER—This big automobile agency was the home of the George Newbern Ford agency in Ahoskie. The first auto dealer in the booming town of Ahoskie, Newbern began selling the popular Tin Lizzie autos in 1914. Hundreds of Newbern-sold Fords traveled Roanoke-Chowan roads in the days when mud and dust were the rule, and in the latter days when hardtop roads opened a new era in transportation. The Newbern agency stood in the corner of Main and Rhue streets. The building is still occupied by several businesses. Newbern retired from the business of auto-selling in 1937, after 23 years as a pioneer in the business.

down to an unbelievable 139 in 1943, and 610 in 1944. By postwar 1946, however, the figure jumped back to one and a half million. Peak sales in this decade were in 1955, when seven and a half million new cars were sold. This simmered down to five and a half million with the "recession" of 1956.

The output of 1956, also, was limited to 18 makes of cars, as contrasted to 1922's 60 makes. The '56 buyer chose from Hudson, Nash, Chrysler, DeSoto, Dodge, Plymouth, Imperial, Ford, Lincoln, Mercury, Continental, Buick, Cadillac, Chevrolet, Oldsmobile, Pontiac, Packard, or Studebaker.

The automobile looks like it's here to stay, unless replaced by space transportation. In 1956, the latest year for which figures have been compiled at this time, there were 52 million cars in the United States. Even British Somaliland had 100 automobiles!



Model C	16-20 Horse-power	\$1800
Model B	24-30 Horse-power	\$2500
Model B, Limousine	24-30 Horse-power	\$4800
Model A	40-50 Horse-power	\$3500
Model A, Limousine	40-50 Horse-power	\$4500

## The Accessible WINTON of 1905

### Winton Meet Pushed for Good Roads

(Continued from Page 1)

layers of different-sized rock, they were aptly suited to the piedmont and western sections of North Carolina. In 1899, the "Good Roads Association of Asheville and Buncombe County" was formed, and raised money to build macadam roads from Asheville to Biltmore.

With the turn of the 20th century, a new era dawned in North Carolina road building. The North Carolina Good Roads Association was formed in Raleigh in 1902. At the same time, the Federal Department of Agriculture established the Office of Public Road Inquiries, the forerunner of the Federal Bureau of Roads. Its primary purpose was to assist the extension of mail service, since the Rural Free Delivery system had been set up in 1896.

Gov. Locke Craig, who shoveled part of the road from Asheville to Biltmore himself, was called the "good roads governor."

He set up what might be termed the third highway commission in 1915, with Col. Joseph Hyde Pratt as chairman. A previous commission, appointed in 1901, included the commissioner of agriculture, the state geologist, and a third person to be named by them. This group served for two years as advisers to counties who wanted advice on road building, but had no part in a statewide system of roads.

It took the federal government to give this state, and others, the impetus needed to go into the road-building business. President Woodrow Wilson signed the first federal aid bill providing road money in July, 1916, setting up the U. S. Bureau of Roads as administrative body. From that bill, North Carolina was to receive up to \$6 million, on a matching-funds basis.

#### Big Battle

The big battle over how to spend money on roads came in North Carolina in 1921. Head of one faction was Miss Hattie M. Berry of Chapel Hill, secretary of the N. C. Good Roads Association, who advocated a five-cent ad valorem tax and issuance of \$5 million in bonds yearly by the state to finance construction. On the other side were Frank Page, chairman of the State Highway Commission from Aberdeen, and Gov. Cameron Morrison.

After heated debate, the General Assembly followed the Governor's lead by authorizing a state bond issue of \$50 million. In addition, they placed a one-cent tax on each gallon of gasoline, and raised motor license prices sharply. Out of the 55,000 miles of roads in North Carolina, the state assumed responsibility for building 5,500 miles of primary roads with the 1921 funds.

#### Locals Against

Among those hard in opposition to the "good roads bill" were Sen. Samuel Winborne and Rep. David Collins Barnes of Hertford County, and Sen. W. H. S. Burgwyn of Northampton County.

Like many others, they felt that it was foolhardy for a state which had been conservative in its borrowing to take the plunge into debt, just for better roads.

On the other hand, there were those who cited the statement of A. T. Byrne: "If the community is stagnant, the condition of the roads will indicate the fact; if

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CARS DON'T GIVE MILK—Back in hard times of 1933, automobile dealers took anything they could get in trade for new cars. On the preferred list were this handsome milk-producer, held at bay by Cecil McCoy, and the diamond ring which Wayland Jenkins is sporting. In return for the cow and ring, Charles H. Jenkins and Company traded the car shown.

## Styles May Change ...but not friends

Styles in Footwear change every year but good old friends are always right in style. We value our friendship with the good people in the Roanoke - Chowan area and we appreciate their patronage over the years.

Visit Our Stores in

- SUFFOLK
- ELIZABETH CITY
- FRANKLIN
- NORFOLK
- VIRGINIA BEACH
- RICHMOND

You Are Always WELCOME at

# Russell & Holmes

WHERE SHOPPING IS A PLEASURE

"Suffolk's Leading Shoe Store"

Nationally Advertised Brands for Men, Women and Children

We Salute the Citizens of Hertford County On Your 200th Anniversary

1952
1959

## Your Safety Is Our Chief Concern...

We take a great deal of interest in the condition of your Tires . . . We hope you share our interest . . . Sometime your very life may depend on the condition of your tires. Our Brand New Treads will give your car a firm grip on the road in all kinds of driving conditions.

Thank You...

For Your Confidence and Patronage During the Past 7 Years. We Appreciate the Business and We Enjoy the Friendship.

# AHOSKIE TIRE SERVICE

Roanoke-Chowan's Largest Tire Market