

Barbara Fritchie Revered

Sixty-six years after her death Barbara Fritchie has again actively resumed office as the most famous citizen of Frederick, Md. Last year more than 25,000 persons visited her restored home during the first eight months after its opening. In the open season on plus-tours and roadside lunches, tourists swarm through this house at the rate of more than 100 a day. Once again, too, as was inevitable, the controversy as to whether the poem of her name was fashioned out of the literal truth or out of the whole cloth has begun to sputter and flame.

A more curious controversy is probably not on record. For more than half a century the question, did, or did not, Barbara Fritchie wave her flag in the manner described by Whittier, has been the subject of earnest and, at times, acrimonious debate, writes William L. Gaver in the Baltimore Sun magazine. And today, as sixty years ago, whether one believes that Barbara Fritchie waved her flag or did not wave her flag, is entirely a matter of personal choice, depending largely upon whether one's sentiments reside north or south of the Mason-Dixon line.

The most curious fact about it all is that, of all the investigators who have undertaken to discover and reveal just what did happen, not one has attributed any serious importance—if, indeed, any importance at all—to the testimony of the one person who was undoubtedly best qualified to speak with exact and positive knowledge of the occurrence. That person was Barbara Fritchie herself.

Barbara's Own Story
Barbara said that it was all a mistake. This she confided to her niece, Miss Estline Ebert, a few weeks after the incident that was to inspire Whittier's poem. She didn't know they were Confederates coming when she heard the rhythmic tramp of approaching troops on that bright September morning in 1862. She thought they were her beloved Union soldiers, and taking her Bible and her front door to greet them, with all the speed her 65 years would permit. Not until she saw the gray uniforms did she discover her error.

"Give me your flag, Granny," said an officer, riding up immediately.
"No, you can't have it," Mrs. Fritchie replied.
"Give it to me, then, Granny, and I'll stick it on my horse's head," requested another officer, approaching.

"Shoot her damn head off!" shouted some unaccountable "peevish" Wherrington of the officer's party, who whirled about and threatened: "If you harm a hair of her head I'll shoot you down like a dog."
Then, turning back to Mrs. Fritchie, he said: "Go ahead, Granny, and wave your flag as much as you please."

Such was the report that Barbara made to Miss Ebert, and that has been preserved by members of the family. It is to be found in a biographical sketch of the old woman written by her great grand niece, Miss Eleanor D. Abbott, who lives in Frederick today. But even here it is not presented in an authoritative version, and Miss Abbott proceeds to quote hearsay testimony on which mainly to build her case. Yet of all the "true accounts" of the episode none is more plausible than Barbara's own story and none so well fits into the picture with what other facts are known about Barbara herself.

Of German Parentage
Barbara had come to Frederick at the age of 2 with her parents, Nicholas and Catherine Hauser, both Germans, from Lancaster, Pa. In 1806 she had married John Casper Fritchie, a glovemaking, fourteen years younger than her self when she was 49 years of age.
"It would not have been singular if Barbara had never married," comments one biographer on this event, "for although she was an active, capable woman and mistress of many generous enthusiasms, she had, as all confess, a sharp tongue. And the next we hear of Mr. Fritchie concerns his death in 1849."

The Civil war found Barbara in her nineties, vigorously opinionated, fanatically Unionist in sympathy and entirely free in the use of her always active tongue by the impetuosity conferred upon her by great age. The alleged encounter with the Confederates that furnished the inspiration for Whittier's poem, whether it occurred or not, with nothing exceptional from Barbara's point of view, she never knew, or remotely suspected, that her name was destined to be flung against the stars because of this episode. It was not the first time she had clashed with the Confederates. Indeed, she had developed such a flair for baiting southerners that she is said to have kept members of her family constantly ill at ease.

"Begone, you dirty pack!" she admonished a group of Confederate soldiers loitering in her doorway, as she and a relative started to leave her house one day to make a call. The relative afterwards declared that she had walked "in fear and trembling" lest a bullet be sent after them. But no bullet was sent.

Once Mrs. Fritchie overheard some Confederates go so far as to mention the Union with disrespect. "In a moment she arose," we are told, "and, passing to the front door, she had them clear themselves and applied the cane with the most vigorous manner, clearing the porch in a few moments of every man upon it."

Deeply Patriotic
Through war-time patriotism, Mrs. Fritchie's nature had at last found an opportunity for expression. Peace had offered this nature only a sort of stifling imprisonment. But this was war! And Barbara grasped her chance!
"I shall never forget her appearance as she came into my store during the earlier part of the war," wrote Henry M. Nixdorf, a neighbor of Mrs. Fritchie and one of her biographers, "leaning on her staff and saying with great earnestness, 'Do not despair, stand firm!'"
"Often she would ask, 'How do matters look for the Union?'" Sometimes I had just heard good news of a cheering character and when I would communicate it to her her joy was manifest in the most fervent manner. Her whole frame would quiver with emotion and her bright eyes sparkle with delight."
"Her loyalty to the country of her birth was of the most pronounced sort," we are told of Barbara. "She never suffered that country to be spoken of in her presence in a disparaging way without at once and in the most direct manner resting it. Those bright eyes would flash with excitement and indignation and her usual calmness change to that of resolute and strong determination, until the offensive remark was recalled, which was invariably done, for all knew that she meant what she said in her innermost soul."

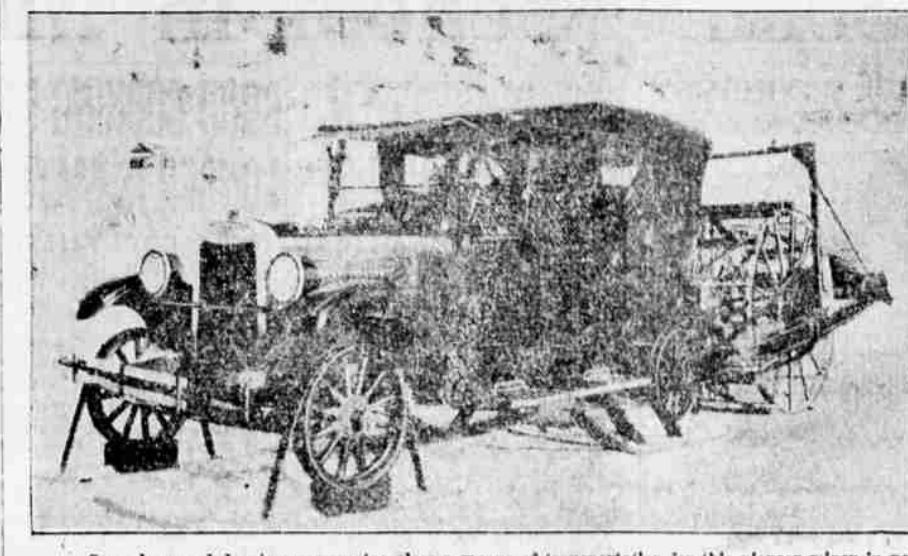
A Lover of Flags
It was only natural, of course, that Mrs. Fritchie should have gone in strongly for flags on her own account. And, of course, she did. She kept a large flag displayed constantly at her parlor window and supplemented this with a smaller silk flag, which she kept folded in her Bible and which she found more convenient for waving purposes. There are references to still others, but these are the principal two. It was the small silk flag with, if we are to believe her story, she waved her way, by mistake, to fame.
"If it detracts from the heroism of the deed, it nevertheless adds to the credibility of this story," to recall that her age, her sex and her frailty were more adequate protections with which to defy an army singlehanded than would have been a sizable number of armored tanks and machine guns. A man in the prime of life and health would have been intruded, indeed, to have tried to emulate Mrs. Fritchie, even in the matter of caning and scolding loitering rebels; and that his chances of survival would not have been inflated seems needless to say.

However, to venture any flat assertion concerning the flag-waving incident is to kick, not one sleeping dog but a whole kennel. It seems wiser merely to let the probabilities speak for themselves. Here is Mrs. Fritchie and here is her account of the episode. Did it happen that the passing Confederate soldiers, seeing the Barbara with her Bible and her front door to greet them, with all the speed her 65 years would permit. Not until she saw the gray uniforms did she discover her error.

NOTED COMMANDER HAS DURANT-STAR
"It's a good boat; I like it fine," says J. Thurber, commander of the U. S. S. Bear, famous Coast Guard vessel, when he speaks of the new Durant Star Four coupe he purchased a month ago.
Thurber is proud of his new car and is a great booster for the product. Thurber's Durant coupe is usually to be found at the dock ready for the commander's use. He uses it on all his land voyages, which are now quite numerous.
"The Durant answers the wheel in a fashion that would do credit to the best of ships and it is capable of many knots an hour with ease," states the veteran seaman.
The U. S. S. Bear, hero of more than two score years of arduous northern service, lies alongside a dock at Government Island in the Oakland estuary. A small crew under the supervision of Commander Thurber is overhauling and repainting the historic vessel.
He maintains the Bear is as staunch and strong today as it was 55 years ago when it was launched from a shipyard in Scotland. An inspection shows huge beams apparently as firm and stout as ever; a shining steam engine, the original; snug crew and officer quarters—a tight vessel, which, after making its last trip offener than Sarah Bernhardt (farewell, has finally come to rest in the quiet waters alongside Government Island.
Many new inventions have been added to the comfort of the sailor since the Bear entered the Coast Guard service 50 years ago. Thurber, who has sailed with the Bear a score of years, saw the first dynamo and electric lights installed. Men another dynamo was installed and radio became a part of the ship's equipment. The dynamos are placed forward alongside the boilers—study in contrast and progress.
Commander Thurber is accustomed to a ship that will stand the hardest of service. The Bear has stood the test of crunching ice floes and howling northern winds for years. Thurber says he selected the Durant Star Four coupe because of its trimness, staunchness and performing ability.
As the Bear's commander posed on the dock with his sturdy Durant Star coupe, he remarked, "Here's a real contrast, a vessel that's been around all, 55 years old, and a modern motor car, the world's latest and finest method of land transportation—both trim, staunch and dependable."

Vacation Booklet Given by Dealer
Vacation time displays in Oakland-Pontiac salesrooms throughout the country for two weeks, beginning last week and continuing thru June 15, will offer local car

"Chevrolet 'Snow Boat' Braves Alaska Drifts"



Snowshoes and dog teams were too slow a means of transportation for this pioneer miner in negotiating the 400 miles between Chitina, Alaska, and Fairbanks, near the Arctic Circle. By mounting the wheels of his Chevrolet on skis and linking the paddle-wheel propeller onto the rear wheels of his car, he quickly covers snow of any depth. Less of the might easily result on the 400 mile trip were his rugged engine to fall flat.

owners many suggestions as to camping, hunting and fishing equipment.
A Vacation Log booklet—a diary for 22 days—which has space for a daily itemized report on car expenses—will be presented motorists who are planning vacation tours.
Oakland-Pontiac owners also are to be given Tourist Courtesy cards which may be presented at any Oakland-Pontiac service station with the assurance they will be given preferred service by 4700 dealers everywhere.
Oakland-Pontiac dealers will also cooperate with local motorists in furnishing road, hotel, tourist camps and other information thru automobile clubs, hotels and other sources.

Packard Lacquers Process Described
Nitro-cellulose, or lacquer, has given the widest latitude in the choice of colors for automobiles and has made possible finishes that last far longer than the best of those of a few years ago obtained with varnish. Popular opinion, however, that the work of painting a car has been made easier is erroneous," says W. G. Peow, of the Highway Motor company, Packard dealers.

Thirty-seven operations are necessary to obtain the finish that goes on a Packard car. Packard engineers, telling of the present methods of applying lacquer, perfected after more than two years of study and experimental work, explain that while the work is actually harder, the finish of a car is given greatly increased life and a car can be painted in much less time. Savings are effected by reason of the fact that cars are not tied up as long and less factory space is required.
Painting of Packard bodies starts with the food frames which receive a coat of black as a preservative before the metal panels are put in place. Sand blasting the surfaces of the body removes all traces of foreign material and gives a uniform surface with just enough roughness for the first priming coats to set themselves permanently.
The first five coats are dried four and a half hours at a temperature of 140 degrees. Rubbing with sandpaper and water of sandpaper and oil and coat after coat of lacquer follow with drying operations preceding each rubbing operation.
A final polish is given just after the body is strung. After the body is attached to the chassis and the road testing of the finished car has been completed the final operation, number 37, is given. It consists of a final wax polish which adds to the luster and further preserves the finish.
Paint for the body plant at the factory is mixed in a separate fireproof building and pumped into

than 1300 feet to the points where the paint is applied. Each color of the great number used has its own individual pipe line system. Pumping is done with electrical motors located outside the building as a super-precaution against fire.
Great latitude is given in the choice of colors for the Packard Six and Packard Standard Eight and any combination of colors that can possibly be selected is obtainable for the Packard Custom Eight.

New Inventions
Making a fire is often a difficult task when camping, and to simplify the process, a small cube of easily ignited material has been introduced for use with the match. It has a hole in it, the match is stuck thru, lighted, and the cube catches fire, forming a small blaze that will more readily ignite sticks or other materials.
Eliminating the use of hot towels, lights and other apparatus, a portable steamer to give the face a vapor bath has been introduced for home or beauty-parlor use. It gives the skin and scalp a thorough steaming, the temperature being controlled by a regulating switch; is simple to operate, and saves time. The subject is exposed to no discomfort as a supply of fresh air is obtained thru a tube.
Automobile touring can now be enjoyed in greater luxury through the introduction of a refrigeration unit on the trailer. The compressor

is run by means of a gear and belt drive from the trailer axle. When a sufficiently low temperature is reached, the gas is thrown into neutral. The unit will hold its cold for twenty-four to forty-eight hours, insuring refrigeration for two days while camping. When a longer stop is made, the machine is driven by attaching an extension shaft with power pulley to one rear wheel of the automobile and using a belt to the trailer.—Popular Mechanics Magazine.
Elmer Outman and several members of his family will leave early Sunday for Newport, where they plan to spend a week's vacation.

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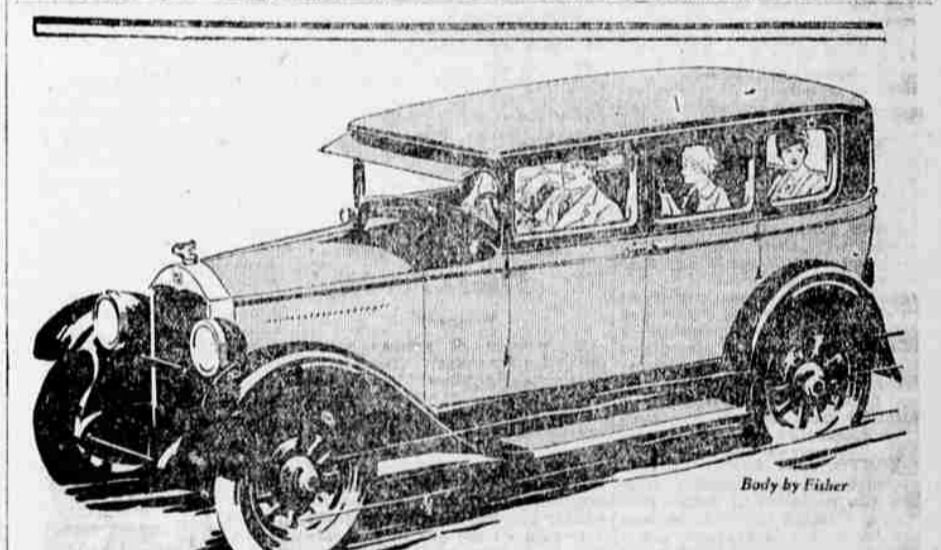
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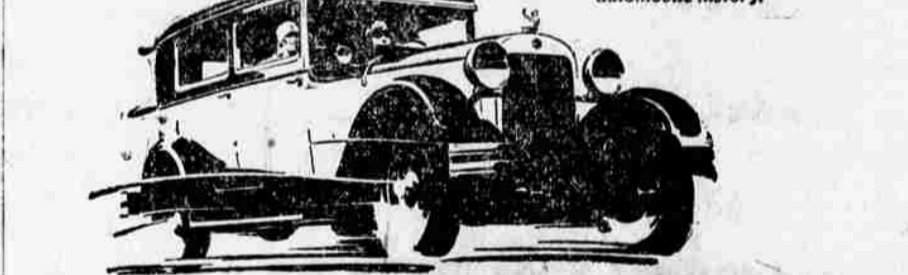
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