

New Railroad By Camps Is Headed This Direction

Franklin & Carolina Is Name of Proposed Road Which Will Be Built Out of Franklin, Va., to North Carolina Line, Thence to Murfreesboro via Ahoskie to Williamston, At a Later Date. Will Be Passenger And Freight Line In Addition To Serving Camp Manufacturing Company

Last Friday's issue of the Norfolk Ledger-Dispatch told of the incorporation of the Franklin & Carolina Railroad Company, a corporation that will construct a railroad from Franklin, Va., to the North Carolina line and thence through a portion of Hertford County to Williamston in Martin County. Owners and incorporators of the firm are the Camps and the Camp Manufacturing Company.

According to announced plans a rail line will be built at once to Weyanoke in Nansemond County, developing a rich and fertile territory between the Blackwater and Chowan rivers. Later the line will be extended to Murfreesboro and thence to Williamston. The first section of road to be built will be about eight miles in length, and will be along the east side of the Blackwater and Chowan rivers.

This announcement gives credence to the recent rumor that the Camp Manufacturing Company would build a road into Ahoskie, thence through their timber lands in Bertie county to Williamston, across the Roanoke river. This company already owns extensive timber lands throughout the territory proposed to be developed by the new rail line, which is not only expected to serve the mills of the Camp Manufacturing Company but also will become a public service corporation and institute passenger service between the points touched by the road.

Mr. J. A. Williams, formerly of Ahoskie, is named as general superintendent of the new railroad company. Mr. Williams has been with the Camp Manufacturing Company for many years, and has looked after that company's timber interests during that time.

The Camp Manufacturing Company has large holdings of timbered lands in Bertie County, and, when their rail line is extended, it will pass over these lands. A few weeks ago representatives of the Camp Manufacturing Company were in this vicinity taking stock of their large holdings, and at that time, it was reported, were negotiating with the Branning Manufacturing Company for the purchase of their mill here and also their timber lands in Bertie county and some sections of Hertford.

No announcement has been made of any deal, and it is presumed that the Camp Manufacturing Company will build its railroad line through Hertford and Bertie counties regardless of the result of their negotiations with the Branning Company.

Construction of a public service rail line from Franklin to Williamston would develop one of the best trade areas in northeastern North Carolina, and would give to Hertford and Bertie counties an outlet to the Seaboard Air Line Railroad. The proposed line would cross a section of country that is lacking in proper railroad facilities and would develop a large amount of passenger and freight business.

Murfreesboro would benefit to a large extent from the construction of the proposed line. Its people have for many years nurtured the hope of a rail line through that town, more than once having made efforts to secure a railroad. It would not only link up Murfreesboro with the Seaboard and Atlantic Coast Line railroads at Franklin, but would also give it rail transportation to Ahoskie and other sections of Hertford and Bertie counties.

ONE COMMISSIONER CALLS FOR CHANGE

Mr. E. W. Whitley Believes Road Administration Headed Wrong Direction

HAS DONE LITTLE WORK

Murfreesboro, June 19.—The most pressing need of the county at present is a satisfactory re-adjustment of the County road situation, according to Mr. E. W. Whitley, commissioner of Murfreesboro township, who desires to be just and generous in his judgment of the conditions. "The road work," he stated, "is getting nowhere but everywhere there is an evidence of the work's lagging. Yet, the county funds are being exhausted."

To successfully build roads, in the opinion of this authority, requires training and years of experience; and without the proper engineering, reason could not expect satisfactory results.

"I know nothing about road building," he said; "I know I don't know, and I frankly admit I don't know, but," said he, "I believe I can discern when the work is being done. Time and money in experimenting can only involve the county in heavy expense with no assurance of much ultimate gain."

"Last year," according to the commissioner, "Superintendent Hines under the most adverse weather conditions in many years, did make several miles of good roads. This year," he continued, "working under the most favorable weather conditions, the county has accomplished only a few miles of good road work; and in Murfreesboro township, not a mile of good road has been built."

It seems urgent, he cited, that the county arrive speedily to some definite plan for the promotion of better co-operation and better progress in the work which now demands proper engineering. And when the county officials realize and admit their inability to effectually engineer road-building, they will have made a good move towards a sane beginning, is the opinion of the commissioner.

* BORROWED MONEY FOR DIPPING VATS *

The Greensboro financial company mentioned in the HERALD as savors of the county's treasury two weeks ago played the fiddle at Winton Monday to the tune of agreeing to loan the county ten thousand dollars, for which to pay the cost of erecting dipping vats. While in no wise did the county commissioners sanction the expensive business of dipping vats, the board did not lose any time in getting them ready for operation by the state and federal departments of agriculture, animal husbandry division.

The vats were turned over for operation Monday, the commissioners made arrangements to borrow the money for their erection, and from henceforth dipping cattle in this county will not be a further drain upon the treasury.

Swedish Match Company owns 50,000 acres of forests from which matchwood is obtained.

ton, it would provide a direct outlet to the Norfolk-Wilmington division of the Atlantic Coast Line, Ahoskie being the junction for transfer. From a local standpoint it would mean probably rapid development of wholesale interests and other industries. Ahoskie would be the stepping off place for a large number of passengers and the transfer point for freight and express consigned to towns through which the new road would pass.

From the other end, at Williams-

GREATER ACTIVITY NOW IN BUILDING PROGRAM

Two Contracts Of Importance Awarded To Contractor Within Past Week

The HERALD'S announced building boom for Ahoskie is beginning to take on proportions sufficient to designate it a real "boom." Contracts were awarded last week to D. L. Thomas for the erection of the addition to the A. C. L. freight station and an \$8,000 brick bungalow residence for Dan P. Boyette, located on N. West Street.

Fifty feet of enclosed warehouse will be added to the north end of the present freight station here, and the entire distance extending to the warehouse of C. S. Godwin & Son will be covered with a platform of the same width as the warehouse. This platform will be covered. Mr. Thomas' bid was accepted from among several submitted to the railroad company two weeks ago. Work will begin on the warehouse at once. Construction of the brick home for Mr. Boyette will also begin just as soon as materials can be placed on the grounds.

Contract for another handsome residence on Church street will probably be let within the next few weeks. This is in addition to the program of building in prospect by the Hertford County Building & Loan Association. The first loan for a home built by the association's funds will be made this week, and it will be the signal for further home building. The association is functioning with clock-like regularity now and the officers and directors expect loans to be made regularly hereafter.

John White Wins A Baseball Game

It has been left to young John White, son of Mr. and Mrs. N. E. White, to allay the suspicions of Ahoskie baseballites who for time immemorial have believed this town could not produce one ball player of the pure and genuine type. That he is a pitcher causes us to give him still more prominence in the niche of baseball fame—the whole world loves a first-class baseball hurler, and that's what this high school fellow has proven himself to be.

He has also helped to obliterate the existent feeling of "no quarters given" which has been somewhat of a custom between Ahoskie and Aulander. Of recent years, this spirit of high tension has abated somewhat, until little of it was left even before our Wr. White pitched the Aulander team to victory against the railroad shop team of Rocky Mount. John White, hurling a distinctly un-Ahoskie brand of baseball, and carloads of local rooters whooping it up for him and the team with which he was playing buried the remains of that dying corpse of baseball animosity.

With White in the box and eight good Aulander men as supports, the Rocky Mount team was easily beaten by a score of 6 to 0. They made the round trip to Aulander just one more time than they circled those bases for a round trip as baseball knows it. Five hits was the best they could do against White; and during the fracas eight of them struck at three fast ones without getting a smell.

Aulander has strengthened her team, and, with the exception of White, did it with home talent, of which it has a supply inexhaustible. "Ace" Hollowell is back at the business of running the game from behind the platter, Ray Burden has taken his old position at third base, and all of the veterans are back in the lineup save Bide Minton, who, despite his recent illness, was out on the bench clad in uniform last Tuesday.

Weldon, Roanoke Rapids, and Rocky Mount have all been met by the Aulander team within the past week.

TAKE MOTOR TRIP

Mr. and Mrs. J. N. Vann and family, Mr. and Mrs. Roberts Jernigan and family, Misses Iola Wooten and Myrtle Powell, and Messrs. Claude Vann and Claude Greene enjoyed a motor boat trip from Winton to Cole- rain last Sunday. The trip was made on the gasoline launch owned by several Ahoskie parties.

AHOSKIE WITHOUT MOVIES AS RESULT OF FIRE DAMAGES

Fox News Reel Catches Fire And Results In Nine Reels Being Destroyed; Also Two Machines

BARKER'S GROCERIES GET WATERY RECEPTION

Theater Attendants And Hotel Roomers Make Haste To Reach Safe Point

As a result of a fire that destroyed both moving picture machines and the operator's booth of the Richard Theater last Friday night there will be no more picture shows in Ahoskie during the summer months. The fire also consumed nine reels of pictures entailing a loss to the producers of approximately \$900. The estimated damage to the booth and machines is \$1,000, with insurance amounting to \$900.

The fire started from the ignition of a film which was being run through the machine, and came after the main picture, "Driven", had been shown. There were but few persons in the house at the time, and little disorder resulted when the announcement was made from the gallery that there was a fire. Only those who had come in late remained for the Fox News, a reel of which first caught on fire. The fire had been in progress some time before the crowd was aware of any trouble, the operators thinking it could be extinguished without any alarm. When it was discovered that the machines and all nine reels which were lying about the booth were in for total destruction; the alarm was given and but for one or two instances, the attendants filed out quietly.

Jas. I. Crawford, safety first banker, played a similar role in escaping from the building. In his retreat from the theater, "Jas. I." made use of the fire exit at the front of the house. A mere screen door had no terrors for him, either; in fact, he did not take time to bother with the little hook that fastened the door. His sturdy right foot removed the barrier and escape was made, his little boy and a few other juveniles following closely in his wake. George Newbern said he has no trouble at all in his retreat down the aisle. For once in all his experiences, he said, the crowd was not there to jostle him—like the "boy on the burning deck" he looked about him to find all but him had fled.

On account of the quick combustion resulting from the ignition of the films, flames licking out of the windows to the booth on the sidewalk caused outsiders to hustle for relief from the fire department. It was quickly on the scene and by liberal use of water confined the flames to the reels and machines. The windows were broken and window frames slightly scarred.

Below the booth the groceries belonging to Rev. J. J. Barker, who conducts a delicatessen shop there, were undergoing an unwelcome bath from the waters that were shot into the booth. Much of his stock was destroyed. He had insurance ample to cover the loss.

Upstairs above the theater, where the proprietors of the Colonial Hotel bed their roomers and over night guests, a commotion that could well be likened unto the panic that seizes tenement house occupants when there's a destructive fire raging was happening. Fire and water, a disturbing combination when man lies down to inhale the gasses of Morphine, caused the occupants of the rooms, especially the fellow who occupied the room just above, forget everything but safety for themselves and their baggage.

Frank Meadows, chamber of commerce secretary, is regarded as high authority on the truthfulness of the

(Continued on page 2)

BRIGHT OUTLOOK AHEAD FOR THE TOBACCO MART

Auction and Co-Operative Systems Will Have Warehouses In Ahoskie

For the second consecutive season Ahoskie will have a tobacco market that offers warehouse space to auction floor sellers and to members of the Tobacco Growers Co-Operative Association. The prize house formerly run in connection with the brick warehouse, has been rented by the Co-Operative Association, and will be run by the organized growers.

Two of the warehouses have also been rented for auction sales this season, being the Farmers Iron Warehouse and the old Basnight warehouse. C. H. Phaup, veteran tobacco man, will continue sales in the iron house and Emerson Bros., who were here last year, will run the Basnight warehouse. Negotiations are still under way to rent the large brick warehouse to tobacco warehousemen for the 1923 season. Several prospective lessees have been in Ahoskie lately, and others have been negotiating through correspondence. No deal has yet been made.

Warehouse space already rented will give tobacco growers in this territory ample facilities and will offer to them a market not afforded by any other market in this section. All of the buyers who were on the market last year will return for the 1923 season, and efforts are being made to secure others, if possible.

No date has been set for the opening day, although an extensive program of advertising is being planned by the chamber of commerce. Already pennants that display the sign "Sell Your Tobacco in Ahoskie" have been ordered for distribution to automobile owners. Other methods of advertising are also being mapped out by a special committee appointed for that purpose.

In the meantime a special tobacco advertising campaign fund will be sought from the business interests of Ahoskie. A committee has been appointed by the chamber of commerce to ask for contributions, and it will be at work one day this week.

Unless the tobacco crop suffers a serious setback from this date, the yield should be one of the best in years. The young tobacco is "looking fine," says Mr. C. H. Phaup. Others who have traveled through the country say the crop is in fine shape.

ALL CARS TO STOP AT RAIL CROSSINGS

New State Law Becomes Effective July 1. Signs Will Be Erected

North Carolina's new law requiring all motor vehicles to come to a full stop before railroad crossings in the county as a precaution to avoid accidents, will go into effect July 1.

After this date automobile drivers must stop their cars before the grades, ascertain if a train is approaching and if the track is safe, then proceed. Railroads must have prominent signs, erected 100 feet from the crossing on the right hand side of the highway, stating in red letters: "N. C. Law. Stop!"

The law follows:

"Section 1. That no person operating any motor vehicle on the public highway shall cross, or attempt to cross, any railroad or interurban track intersecting the road at which there is a gate or watchman (except on electric railway in city or town or village) without first bringing said motor vehicle to a full stop at a distance not exceeding 50 feet from the nearest rail. That no failures so to stop however, shall be considered contributory negligence per se in any action against the railroad or interurban company, for injuries to the person or property; but the facts relating to such failure to stop may be considered with the other facts in the case determining whether the plaintiff was guilty of contributory negligence.

Section 2. That every railroad, or interurban company, operating or leasing any track intersecting a public road at grade shall place a sign board to insure warnings of the proximity of the crossing and notice to stop said vehicle with the following lettering: "N. C. Law. Stop!"

Clean drinking water is essential for all livestock. Foul water is a good place to pick up disease.

(Continued on page 2)

DIP FIRST CATTLE IN COUNTY MONDAY; OPPOSITION WANES

Vats Turned Over To State and Federal Authorities For Carrying Out Provisions of Law

AHOSKIE STOCK IS DIPPED NEAR TOWN

Federal Department Issues Bulletin on How To Rid Cattle Effectively

While county commissioners sat at Winton Monday to borrow money to pay for erecting dipping vats in Hertford County, state and federal authorities working under the division of animal husbandry were using those vats for the first time, to dip Hertford County owned stock. The first dippings were done Monday at four vats in different sections of the county.

Owners of stock in and around Ahoskie carried them to the vat located on J. R. Garret's land, alongside the W. & P. Railroad, where the old brick factory once stood. W. P. Brewer, local inspector, initiated the bovine into the briny hold prepared for them. Few cattle were there to be dipped but all comers were accorded the same treatment, and every one of them went away apparently unscathed and unharmed. The little pesky tick was about the only animal present that suffered any disastrous effects.

Besides the stock owners present at the dipping, several other interested persons paid their first call to a dipping frolic, a feat which none within the confines of the nineteen counties of the Northeast has not had his say. It is a popular pastime these days to gather on the farm, along the roadside, in the fields, and especially on the town streets upon a Saturday afternoon and swap ideas on the dipping vat question.

Some of those who had cattle dipped Monday expressed entire satisfaction with the results and admitted they were inclined to believe it to be a pretty good idea. Opposition to dipping vats has suffered a slight setback since the actual work has begun. There is plenty of rancorous talk against the law which has been "wished upon" those who are paying for the job, but that is not saying some of it will not be dissipated as the dipping progresses.

In this connection, the HERALD is publishing a news article sent it by the U. S. Department of Agriculture which shows how the eradication of ticks by dipping is handled in other places. The article follows:

Ranch Cleaned of Cattle Ticks in One Year

"That there is a short, quick method of eradicating cattle ticks has been demonstrated by J. J. Welder of Victoria, Texas. Mr. Welder owned nearly half a million acres of ticky range. His ranch was scattered over 6 counties in southeastern Texas. He ran nearly 60,000 head of cattle on his ranch; some of them wild as deer. When he decided to clean up his ticks, prominent cattlemen all over southeastern Texas shook their heads and said that it couldn't be done. They pointed to the failures of other men who had tried the same thing. They admitted that he could get most of the ticks the first year; but they told him it would take years to get the last ticks.

Well Begun Is Half Done

"But Mr. Welder didn't start dipping in a half-hearted way. He perfected such a smooth-working organization that he had the ticks more than half whipped before he had dipped the first steer. He had started laying his plans in the fall of 1921. He rebuilt all his outside fence to prevent reinfestation from outside cattle after he had cleaned up his own. He built many miles of cross fence, fencing out all brushy places where cattle could not be readily found when the dipping began. All outlaw cattle, numbering into the hundreds, were slaughtered.

"Enough horses were bought to equip four dipping outfits. The work of each outfit was supervised by a county inspector who spent all of his time with that outfit without regard to county lines, the expenses being apportioned to each county. Some of the best equipped dipping vats ever built were constructed. Several of

(Continued on page 2)