

Reminiscences

Some Interesting Historical Facts Which Concern the Growth and Development of This Section.

(Contributed by W. I. Brooks.)

If memory serves me right, the first big project that came to this section of North Carolina was the building of the old Western Railroad from Fayetteville to the coal fields, now Cunnock. The work of building this road was begun in 1858. I was told that the grading was done mostly by Irishmen with wheel-barrows. The building of culverts was constructed by Jackson A. Kivette, and were built of brownstone cut as builders blocks.

There were five towns or depots between Fayetteville and the coal fields: Manchester, named from Manchester Mills, England, from the fact that the Murchison's and Mr. McDermid operated a cotton mill there near the depot; Spout Springs, named from a spout of water from the side of the railroad out near the depot; Rock Branch, named from a stream that contained lots of rock; Swanns Station, named from the Swanns family that lived near the place; Jonesboro, named for Colonel L. C. Jones. The first depot agent at Jonesboro was N. R. Bryan, and son, R. Bryan. Mr. Bryan and son and C. H. Russell, the present depot agent, are the only rail road agents that have ever served here. Bryan and son for the Western Railroad and C. H. Russell, with a experience of 43 years for the C. F. & Y. V., and A. C. L. Captain N. J. Russell, father of C. H. Russell, was road master for the Western Railroad. Prior to his railroad, Captain Russell was captain of a boat between Fayetteville and Wilmington. In the year 1883 a new company was formed which took over the old road and called the new names "Cape Fear & Yadkin Valley. Major Tom Jones, with convicts going east to Bennettville, S. C., and Wilmington, N. C.; Alcott, with a crew west of Greensboro and Mount Airy. In 1898 the C. F. & Y. V. Railroad was sold at public auction at the depot in Fayetteville and was bid off by the A. C. L. Railroad Company. Soon afterwards the Southern took control from the western and from Sanford, and I was told that the final settlement between the A. C. L. and the Southern showed a difference of fifty cents in favor of the A. C. L. in the division. David Jones was the first engineer that pulled a train over the western road and James M. Marsh, the first conductor.

The first mercantile firms started in Jonesboro were N. R. Bryan & Son and George S. Cole. Thomas & Rollins was the first postmaster in Jonesboro. Other old mercantile firms were McIver & Dairymple, Campbell, Berryman & Co., Watson & Godfrey. Merchants back in the sixties that bought goods from Richmond and Baltimore had them shipped by boat to Wilmington, then up the Cape Fear river to Fayetteville; then over the Western Railroad to Jonesboro, and merchants at Carthage and other places hauled them on wagons to their destination. In connection with the firm of N. R. Bryan & Son, they operated a carriage and harness factory for a good long while.

Fayetteville, named for General LaFayette, who caused the U. S. to have to pay her debt to France in the World War, was the center of trade for a vast territory prior to the Western railroad construction and many years after. Farmers from many counties carried their produce to Fayetteville by wagon. The tobacco was rolled in hogheads by horse-power. In about 1700 Fayetteville's first name was Campbell Town; three or four families of Campbells came over from Scotland and settled near the river. About 1730 there was a small settlement of immigrants located at what is known as Cross Creek, about two miles out from the river. In 1736 John Brooks and wife, Susan, with six sons, came over from England and settled at Cross Creek, and the town was called Cross Creek. This was the first of the Brooks family to settle in North Carolina of which we have any record. One of the voting precincts of Cumberland county is called Cross Creek township today; there is also Cross Creek cemetery. Cross Creek got its name by two creeks crossing each other like public highways; it may be that these are the only two creeks in the world that cross each other in this manner. The present name of Fayetteville was not adopted until after the Revolutionary war, and named for General LaFayette.

In 1788 the Legislature of North Carolina met in Fayetteville and in the same year, in Fayetteville, North Carolina, became a member of the Union by ratifying the Federal Constitution. Before the Civil War the United States built an arsenal for the manufacture and repairing of guns for the United States. The Confederates took it over, and when Sherman and his army visited Fayetteville, the superintendent and one of his employees were last to leave the building, and the superintendent led the employees to the back door and put the keys in his pocket. But Sherman destroyed it by fire. According to the Greensboro Daily News the City of Greensboro is in possession of the key, and a few years back the old man who locked it was still living in Guilford county. The first water works that Fayetteville had were piped by bored logs from a spring on Hay Mount down to the business section. Hydrants were of the same bored logs set upright at the corners

of the street around the old market house and holes were bored in the side of the log with a peg in it.

Before the Western Railroad was built we had the stage road leading from Raleigh by Holly Springs, Avent's Ferry, Jonesboro, Gardner's Cross Roads, to Crathage. The old road is still used in many places today. After the Western Railroad was built at Jonesboro the stage made connection with the train at Jonesboro. One of the drivers was Jim Hoover, who drove one set of black horses and one set of white horses; he carried a bugle along and would blow it on its arrival and departure.

Prior to the war with the states one of the Gardners opened up a business at what was later known as Bryan's Cross Roads. During the war and a little later, Bryan operated a turpentine still in connection with the store. Henry Dennis owned this farm and operated the store. Some time after the war a man by the name of Bunn, from New Jersey, lived there. Mr. and Mrs. Bunn died and their graves are near the cross roads. William (Billie) Underwood bought the farm about 1867 or '8, and raised a large family, Rev. G. R. Underwood being one of his sons. He bought it from Sheriff K. H. Worthy, who owned it at that time. The old house that was built before the war was burned a few years ago. During Jessie I Bryant's stay at the Cross roads he built a race track between the store and his father's, Winship Bryan, now Miss Elva Bryan's place. Jesse L. Bryant organized a company of soldiers that were drilled by his brother, Capt. D. O. Bryan.

In 1872 the Seaboard Air Line completed its track from Raleigh to Sanford. There was one resident of the city, Mrs. Martha Wicker; the first depot agent was Mr. W. T. Tucker; the first school teacher in Sanford was Mrs. Tucker, the depot agent's wife. The first minister was Rev. W. H. H. Lawhon; the first doctor was Dr. Newby; the first lawyer was Alexander McIver; the first mercantile firm was Wesley Dye, the oldest firm there today is W. T. Buchanan; the first postmaster was Thomas Rollins; the first brick building was erected by Maor John W. Scott near the Sanford Hotel; the second brick building was McPherson & Weatherpoon; the third was the Underwood building, and the fourth was the Page Trust Company building. It will take about a week to finish talking about Sanford, so I will stop.

NORTH CAROLINA THE TWELFTH STATE

North Carolina now ranks 12th in population among all States in the Union climbing over Wisconsin and Georgia in the ten year period during which the State also made more gain along many other lines than in any other period in its history.

A gain of 606,023 was made in population during the past decade, giving the state a 23.9 per cent increase, the fifth largest reported by any state. Texas, California, Michigan and Florida, topped the Tar Heel per centage gain. The 1930 census figures show a total population of 3,165,146 for North Carolina as compared with 2,559,123 in 1920.

Since 1920 \$156,000,000 in round figures has been spent of the State-wide highway system created in 1921 and the value of public school property has increased from \$24,057,838 to \$107,856,892. For operation and outlay the sum of \$12,214,000 was spent ten years ago, as compared with \$35,655,000 during the session of 1927 and 1928 the last school year for which a detailed total is available. Moreover, the State's increase in population was accompanied by a substantial gain in State's bank resources, which grew in ten years from \$271,775,748 to \$341,750,696. The value of the state's manufactured products is now a approximately a billion and a quarter annually, as compared with \$665,118,000 in 1921. Millions of dollars have been spent in the enlargement of the State's institutions for higher learning and for the expansion of its charitable and eleemosynary institutions.

With the good roads have come more consolidated schools due to the elimination of distance between points heretofore separated by inadequate highways or no highways at all. During the past school year more than 150,000 children daily were transported to and from rural schools.

SPECIAL LOW FARES

Table with 2 columns: Location and Fare. Locations include Old Point, Va., Portsmouth, Va., Va. Beach, Va., and Richmond, Va. Fares range from \$6.50 to \$7.00.

FRIDAY, AUGUST 8, 1930. Limited August 13th. Additional Selling date SEPTEMBER 12th. Seaboard

Favorite Recipes of a Famous Chef

As Told to Anne Baker by FREDERIC FRANCOIS GUILLOT, Chef, Hotel Astor, New York City

Mr. Guillot here presents two recipes for dishes which he considers especially delicious and appropriate for the family table.

Cucumber Aspic Salad - Peel one large cucumber and chop fine. Season with salt and pepper and let stand for one-half hour in four tablepoons warm vinegar. Add two tablepoons lemon juice and one-third cup

sugar to one-fourth cup boiling water. Mix with liquid drained from cucumbers. Add two tablepoons gelatine that have been soaked for five minutes in one-half cup cold water. Add few drops green vegetable coloring. Cool and strain through cheesecloth over cucumber. Place in well-chilled mold. Keep in refrigerator until firm. Garnish with small balls of cream cheese. Serve on lettuce with French dressing.

Baked Tomatoes - Peel and cut in thick slices six firm, ripe tomatoes. Line bottom of casserole with layer of tomatoes. Sprinkle with salt and pepper. Rub together four tablepoons butter, one teaspoon sugar, one cup bread crumbs. Spread the mixture thickly over tomatoes. Add second layer of tomatoes. Dot with butter, sprinkle with salt, pepper and dry bread crumbs, and bake for twenty minutes.

DOCTORS SAID I HAD HIGH BLOOD PRESSURE AND STOMACH TROUBLE

Speagolax Medicine Co., Durham, N. C.

Dear Sirs: - Since getting two bottles of SPEAGOLAX medicine I have taken one and a half. It has helped me so much. Doctor says that I have high blood pressure, stomach trouble and rheumatism. Your medicine has helped me so much. W. E. BOWLES, R. F. D. No. 1, Hixson, N. C. Sold by Acme Drug Company.



if you want a cigarette that is milder and of better taste..

Smoke Chesterfield

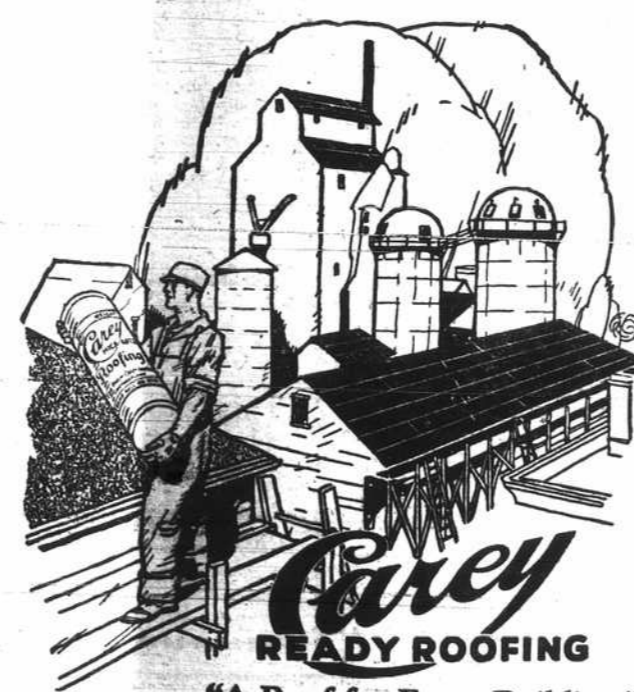
MILDER, YES—BUT SOMETHING MORE. Chesterfield offers richness, aroma, satisfying flavor.

BETTER TASTE—that's the answer; and that's what smokers get in Chesterfield in full measure—the flavor and aroma of mellow tobaccos, exactly blended and cross-blended. Better taste, and milder too!



They Satisfy

© 1930, LIGGETT & MYERS TOBACCO CO.



Carey READY ROOFING "A Roof for Every Building"

Notice the roofs the buildings are using

NOTICE the kind of roofing used on the buildings going up in your community. You'll be surprised how many are being covered with Carey Roofing—the important buildings and the inexpensive, temporary buildings alike. There is a Carey Roofing for every type of building—for your building—and it is most economical as well as most serviceable.

There is a reason for the popularity of Carey Roofing. The reason is superiority—from every viewpoint.

Lee Hardware Co., "THE WINCHESTER STORE."

SANFORD, N. C. TO SAVE YOUR COTTON—Poison the Boll Weevil NOW!

Advertisement for Black Flag Fly Spray. Includes text: 'BLACK FLAG KILLS Flies - Mosquitoes, Roaches - Bedbugs, Ants, Moths, Fleas. KILLS QUICKER ALWAYS COSTS LESS' and an image of the product can.

Advertisement for King Manufacturing Company. Text: 'Special Prices on Asphalt Strip Shingles. KING MANUFACTURING COMPANY, ROOFING AND SHEET METAL CONTRACTORS, SANFORD, N. C.'

Advertisement for Williams-Belk Co. Clearance Sale. Text: 'Clearance Sale Closes Saturday, August 2nd. REAL VALUES in every Department. Williams-Belk Co., STEELE STREET, SANFORD, N. C.'