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WILLIAMSTON, N. C., FRIDAY, NOVEMBER 16, 1906

WHOLE NO. 353

In Case of Fire

you want to be protected. In case of death you want to leave your family something to live on. In case of accident you want something to live on besides borrowing.

Let Us Come to Your Rescue

We can insure you against loss from

Fire, Death and Accident.

We can insure your Boiler, Plate Glass, Burglary. We also can bond you for any office requiring bond.

None But Best Companies Represented

K. B. CRAWFORD

INSURANCE AGENT,
Godard Building

A STRAW

"Straws show which way the wind blows."

We cater to the good will of our patrons in the Insurance Business. As a result of this the volume of our Insurance is increasing. Besides our home patronage we are receiving business in Life, and Fire Insurance from the following towns and vicinities, Gatesville, Bare, Cofield, Powellsville, Jamesville and Everetts.

We do not seek business by devious means, but sell only.

Insurance that Insures

Let us figure with you on any form of Insurance you are looking for.

B. T. COWPER
Phone No. 7

The Triadic Shaving Parlor

OVER J. W. WATTS & CO.
Sharp Razors, clean Towels and Good Work Guaranteed.

Cleanliness Our MOTTO

Thanking one and all for your past patronage and hoping for a continuance of the same, I remain,

Yours to serve,

J. H. HYMAN, Prop.

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THE ORIGINAL LAXATIVE COUGH SYRUP

For Cough, Croup, Whooping Cough, Etc.

BEE'S LAXATIVE

For Cough, Croup, Whooping Cough, Etc.

HONEY-TAR

SOLD BY S. R. BIGGS

DRAINAGE OF EARTH ROADS

By JOSEPH HYDE PRATT, State Geologist

One of the most important factors in the construction of roads is the method of drainage. Too frequently in driving over a country road it is seen that most of the water is permitted to run down the middle of the road, or where a pretense of ditching has been made, the water is allowed to cross and recross the road. The supervisors of the road do not apparently realize that water is the most destructive agent to a road and an earth road especially is very susceptible to the action of water. Thus, too much attention cannot be given in the construction of the road to the method of drainage. It will usually be found that the roads are too flat on top or in the center to turn the water and make it drain to the sides of the road. As stated above, often in the construction of the road the extreme is reached by making the road concave so that the water drains from the sides to the center and in cases where the roads are nearly level, the water collects in the middle and has a chance to soften the earth until finally travel makes it a mud hole. Holes and ruts are the result and these rapidly increase in number. It will be found that very often by drainage alone a bad earth road can be converted into a good one. In the first construction of an earth road, it is somewhat more expensive to build it so that it has the proper drainage. It means making the road somewhat wider in order to permit of drainage on the sides, and here too much emphasis cannot be laid on the ditching of our country roads. In many instances the supervisors in the construction or repair of our public roads dig out the ditches, throw the loose material back upon the side of the road, often digging out holes in the ditches which gives the water an opportunity to begin to cut and often the final result is a deep gully on the side of the road which, as has been observed, in some instances is from three to six feet deep, this being especially true on roads over hills. Where the road is narrow, this is a menace to the safety of the traveller, which could readily be avoided in all cases by turning the water from one side under the road to the other side where generally it can be turned off from the road. The trouble has been in the first construction of the side ditches which were allowed too much fall at the start and have been made to narrow. Their bottoms should be wide enough to carry the largest amount of water that is likely to flow through them at any one time with a fall of at least half a foot in every hundred feet. The sides sloping toward the roadway should be broad and flaring which would prevent accidents as well as any caving in of their banks. On the steep grades the washing into gutters or dips into deep gulleys can be prevented by paving the bottoms or sides of the gutters with old bricks or field stones and then open frequent outlets into the adjacent fields or streams from either one side of the road or the other.

As stated by Mr. M. O. Eldridge of the Office of Public Roads, United States Department of Agriculture: "The importance of drainage has been emphasized in the statement that the three prime essentials to good roads are, first drainage, second, better drainage, and third, the best drainage possible. On open or pervious soils surface drainage in connection with heavy rolling is usually quite satisfactory, provided the slope is good and the traffic is not too heavy; but for the close, impervious, alluvial and clayey soils subdrainage is sometimes necessary. With heavy traffic, narrow tires and long, continued rains, freezes and thaws, the surface of any dirt road is liable to be completely destroyed, and in this case the only remedy is a consolidated mass or crust of gravel or broken stone forming a roof to keep out and carry off the water." This latter method will of course represent the best drainage possible. Not only is an expert road engi-

A Methodist Minister Recommends Chamberlain's Cough Remedy.

We have used Chamberlain's Cough Remedy in our home for seven years, and it has always proved to be a reliable remedy. We have found that it would do more than the manufacturers claim for it. It is especially good for croup and whooping cough. Rev. James A. Lewis, Pastor Milaca, Minn., M. E. Church.

Chamberlain's Cough Remedy is sold by S. R. Biggs.

Pretty Christmas Number.

Style and American Dressmaker has a real "Merry Christmas" Girl on the cover of the December number. The contents of the magazine are fully up to the usual high standard, and many pretty little suggestions for wearing apparel useful for Christmas gifts are found on its pages. The efforts of this magazine are devoted toward lightening the labor, and making pleasant the task of the woman who sews and all her needs and questions receive careful attention. Its readers find it indispensable.

This Magazine has more and better original designs than any other magazine published. The designs are simple, practical and easy to follow, and patterns may be obtained for all designs shown. Sample copies of this Magazine 10 cents. Subscriptions \$1.00. Address, Style and American Dressmaker, 24-26 East 21st St., New York City.

A Reliable Remedy for Croup.

Mrs. S. Rosenthal of Turner, Michigan, says: "We have used Chamberlain's Cough Remedy for ourselves and children for several years and like it very much. I think it is the only remedy for croup and can highly recommend it."

For sale by S. R. Biggs.

Simon Justus Everett

A Rising Young Lawyer and One of Martin's Most Progressive Citizens

Simon Justus Everett, son of Justus and Margaret Elizabeth Everett was born in Hamilton N. C. March 1877, inauguration day of President Hayes. His father is known throughout the county for thirty-five years a prosperous business man, farmer and a leading citizen. He now owns and cultivates the largest individual farm in the county. His mother is the daughter of Reuben Purvis who was killed in the Civil War and whose widow afterwards married the late Elisha Everett. The Everett family being of direct Scotch descent. Mr. Everett's first name, Simon, comes to him through five consecutive generations. His childhood was spent in Hamilton where he got his early school training. His father then moved to his present farm two miles from Palmyra, and young Justus completed his preparation for college in the Scotland Neck Male Academy. In the fall of 1898 he entered the University of North Carolina graduating with the Bachelor of Arts degree in four years. At college he won a number of honors, leading his classes in



several instances, won the debator's medal in his junior year, and two other medals for the Phi Society during his course, was editor of the University Magazine, Yackety Yack, the college annual.

After graduating he taught and read law for two years, being admitted to the bar at the fall term of the supreme court, 1904 and began the practice of law in Williamston immediately thereafter, being associated with Lieutenant Governor Winston. Since locating in Williamston he has happily had the loyal support of his friends throughout the county. He has made himself always active in looking out for and giving his service to any matters of public interest. He edited the Enterprise for a year, advocating good roads and general business progress as a result of which we have the good roads movement, having now about five miles of hard clay road. He advocated, and raised a thousand dollars for the extension of Main Street to the road leading to Everetts and Robersonville, by which extension the distance from that section to town was shortened one mile. He began the advocacy of the extra passenger train while editing this paper and has carried it far enough to get the corporation commission to come to Williamston this week to have a hearing of this matter, the result of which will be announced later. The report of which will be found in another column. He was the originator and manager of the only Confederate Veteran's re-union held in this county for 18 years, which re-union was held about a year ago and was a perfect success.

He is a stockholder in the Enterprise, and both the Banks at this place, and is Vice President of the Martin County Real Estate Co., was the promoter and is now one of the members of the Board of Government, of the Lotus Club. He has not begun anything for public interest or in a business way he has not succeeded in since being in our midst.

He was a candidate for the Democratic nomination in the re-

(Continued on Page 2)

CORPORATION COMMISSION

IN WILLIAMSTON WEDNESDAY

The People of Martin and Halifax Counties Aably Represented By Hon. Claude Kitchin and S. Justus Everett.

The Corporation Commission held its meeting here Wednesday in the Lotus Club reception rooms. The whole Commission was present as composed of Mr. McNeill chairman, Messrs Rogers and Beddingfield with Mr. H. C. Brown, Clerk and Miss Reddick, Stenographer.

The purpose of the meeting was to hear the people of this section and the A. C. L. Railroad in regard to the extra passenger train service that our people have been asking for so long. Williamston in all her history has never before entertained such a distinguished gathering. The railroad was represented by Messrs. Newell, of Wilmington, and Council, of Norfolk, Manager and Superintendent and Senator Stubbs. While the petitioners were represented by Congressman Claude Kitchin, Messrs. Wheeler Martin and S. J. Everett with a few remarks by interested citizens such as Col. Lamb Mr. W. T. Meadows and others.

The meeting was opened by the reading of the correspondence in regard to the petitions, to the railroad and to the commission. Statistics were read showing the income of the railroad from the freight and passengers on the line petitioning. The statistics showed that Williamston leads in the number of passengers while Scotland Neck and Plymouth lead in freight. Williamston had one thousand more passengers than Scotland Neck for the same length of time but this was partially explained by the bad connection of the latter with Norfolk trains.

Mr. Everett speaking for the petitioners opened the discussion, he made a very clear and full statement of the present condition telling of the schedules, connections and the lack of sufficient accommodation and service. He told how impossible for people residing above Williamston to transact any business in our town and have any certainty of return home during the day, of how people in our own county had to take two nights and one day to pay their tax and attend to their legal business at the county seat, how it took the greater part of three days for people living within thirty miles of here to transact any business here during business hours from such places as Washington, Tarboro, Greenville, Kinston and Scotland Neck, how by giving the service petitioned for the time of three days now required to make a business trip to Norfolk, Richmond and Raleigh would be reduced to one and one half days and how that people could leave Raleigh, early have three hours in any town in this section and return the same day. The tendency of the present schedules and trains was to make it easy to reach the cities and larger towns and more difficult to get away, not considering that the going and returning were of the same trip.

Mr. Everett then discussed the trains and schedules petitioners were asking for and showed the discrimination against this section. Between Spring Hope and Rocky Mount the A. C. L. ran double daily passenger service, running to the center of Nash County and touching only two towns of not exceeding one thousand inhabitants each. How between Washington and Parme a similar service was given, for these two counties and three towns two trains were used yet four counties, fourteen towns and seventy-five thousand people were refused the use of one of these trains when the now favored sections would not be affected only to

(Continued on Page 3)

Professional Cards

HUGH B. YORK,
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Office: Justice Drug Store,
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I will be in Plymouth the first week in every other month.

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ATTORNEYS-AT-LAW
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BURROUS A. CRITCHER,
ATTORNEY AT LAW
Office: Wheeler Martin's office.
Phone, 23.

WILLIAMSTON, N. C.

S. ATWOOD NEWELL
LAWYER
Office formerly occupied by J. D. Biggs.
Phone No. 77.
WILLIAMSTON, N. C.

Practice wherever services are desired special attention given to examining and making title for purchasers of timber and timber lands. Special attention will be given to real estate exchanges. If you wish to buy or sell land I can help you. PHONE 47

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A Rare Medicine for Busy People.
Brings Golden Health and Renewed Vigor.
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OUR MOTTO
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