

BRIDGE OPENING THURSDAY IS BIG EVENT FOR TWO STATES

LIVESTOCK AT FAIR WILL GET SPECIAL ATTENTION

The Roanoke Fair Association is making preparation for giving special care to fall live stock exhibit at the Fair October 2-6 this year. New watering cups for poultry are being ordered and all buildings are being put in order. New paint is evidence and a general cleaning up is now going on. Every man and woman in Martin and adjoining counties are especially invited to assist us in the Agricultural Boost that The Roanoke Fair Association is attempting to put on. Thanks for the hearty cooperation we are receiving. Yours for an extremely successful fair.

J. L. HOLLIDAY.

RESTRAINING ORDER HITS STRIKERS HARD

Chicago, Sept. 2.—(By I. N. S.)—The injunction asked for by Attorney General Daugherty seeks to enjoin railroad men all over the country from: Arguing with anyone who announces that he intends to go to work for a railroad. Parading. Holding public mass meetings to show how strong the striking organizations are. Writing to a friend, advising him to leave railroad employment. Throwing stones at freight or passenger cars or locomotives. Calling railroad employees names, such as "scab," etc. Walking down a railroad track or right of way. Interfering with, hindering or obstructing in any manner the agents, servants or employes of the railroads in the performance of their duties. Interfering, obstructing or hindering the inspection, repair, operation or use of trains, locomotives, cars and other railroad equipment. Preventing or attempting to prevent persons from entering railroad employment or from continuing in railroad employment. Loitering in the vicinity of any railroad station, roundhouse, switchtower, water tank, railroad yards or railroad office. Agreeing with the union members to hinder workers from going to work. Telling a worker that it is unsafe for him to remain in railroad employment.

LARGEST BRIDGE PROJECT IN NORTH CAROLINA WILL BE INSPECTED AND FORMALLY THROWN OPEN TO THE PUBLIC BY HIGHWAY OFFICIALS

GOVERNOR WILL BE HERE

MIGHTY BRIDGE RESULT OF YEARS OF PLANNING

For many years the region beyond the Roanoke River has been a sort of dreamland. But instinct taught us that if a river had one bank it must have two and we wondered what lay beyond the other side of the old Roanoke. We knew of that far away land called Bertie and that it was peopled with folk like our own and that longing to know, and that longing to see led some of us to think and look across the swift stream and wonder how it could be crossed. It has been in the minds of our citizens for years and generations as it was in the mind of Columbus before his wonderful discovery. He said there must be land, people and things beyond and there is a way to reach them and so has it been in the minds of our own townsmen that there was a way to the river and the lowlands on both sides of our next door neighbor, Bertie. Little circles of men would talk and dream about a bridge but the talk looked great so for a long time nothing was done except talk, but the thought would not be drowned and with the advent of the automobile the need grew and it was evident that a bridge spanned the Roanoke here and it would mean a living stream of traffic flowing over it from all parts of Central and Eastern Carolina and Eastern Virginia.

This vision not only appeared to the people of Martin and Bertie counties but also to the great continental and transcontinental road builders. The Bankhead Highway Commission was studying the geography of the country. It was their plan to build a great road from the Atlantic to the Pacific Ocean by the Southern-Central United States route making Norfolk the eastern terminal and Los Angeles the western terminal with a prong extending down along the Atlantic seaboard to the Gulf of Mexico.

Colonel Benham Cameron, one of the most distinguished men of our state, minutely studied the geographical situation and after consulting maps and charts found that Williamston was the key point to the whole project in this territory and that the highway should fork at this point, one branch via Washington to the Gulf, the other via Tarboro, Raleigh to the Pacific. Colonel Cameron began making a distribution of the needs of the territory coupled with the advantages offered by bringing the highway through this district. He became fully convinced that this was the logical point for the crossing and wrote to several of the leading citizens of this County, outlining a method which would insure a bridge. Colonel Cameron did this in his own handwriting and with that preciseness which only those past middle age have time to do, in this rushing world of fast things. The plan suggested brought in the strong hands of the Federal Government and that of the State in combination with local assistance.

This was an impetus for new life and our people began to see with a clearer vision than ever before the possibilities of a bridge. The Martin county people called a mass meeting and invited Col. Cameron down to tell it to all the folks. When he finished the great multitude stood in a body approving the plan and pledging their support. A meeting was also held in Bertie county and a boost was put in the project.

Committees were sent to a large number of towns and counties to the South and South West and a great meeting was held in the town of Washington in August 1918 at which time Senator Simons was the principal speaker. All these meetings revealed the universal approval of the people everywhere. The Legislature of 1919 passed a bill, introduced by Mr. J. H. Matthews, authorizing the counties of Martin and Bertie to appropriate money for the erection of the bridge. Soon thereafter a joint meeting of the commissioners of Martin and Bertie



JOSEPHUS DANIELS Secretary of the Navy in Woodrow Wilson's Cabinet, who will be here to attend the opening of the Roanoke Bridge Thursday.

was held at Williamston and they approved the plan, the county of Martin furnishing \$150,000 and the county of Bertie \$50,000. The Bankhead Highway Commission represented by Colonel Cameron a President and Mr. Rountree of Alabama as Secretary made personal inspection as did the State Highway Commission and they each approved the project and the work was given over to the State Highway Department under the direction of Mr. W. S. Falls, Engineer. The way was surveyed and laid out and complete plans were made by the bridge engineers which were approved by the Federal Government and the War Department.

Real work began March 1919. About sixty convicts were sent here from the Caledonia farm under the management of Capt. Rhem and they began cutting away the dense forest and getting out all the rubbish and in a few months a right of way was cut through the swamp.

The Roanoke is a typical river, a real mountain stream. It is deep, narrow and swift, in most places 200 to 400 feet wide and in many places at least fifty feet deep. The river valley or swamp is almost straight for many miles and its useful width is about four miles. This entire width overflows almost every year, generally in the spring when the rains melt the mountain snows, sometimes the overflow reaching the depth of eight feet. It is usually flooded about one-twelfth of the year, a southeast rain storm running as much as thirty six hours nearly always brings a freshet caused by the clouds packing up the mountain gorges and pouring their waters out in the entire valley.

One peculiar thing about the river is that it wallows from side to side of the valley, leaving the high banks on one side of the swamp and running across digging out the high land on the other side, crossing about every six miles from one side to the other. These waters have been very treacherous during the construction of the bridge, and much inconvenience has been caused by them.

PERPETUAL MONUMENT TO ENGINEERING SKILL

The contract to do the concrete and steel structural work was let to Boyle-Roberson Construction Company of Washington, D. C. The contract price was \$332,308.83. These gentlemen have done their work well under the management of Mr. A. W. Brown. The 220 foot steel draw and the 2773 feet concrete bridge known as the Roanoke bridge with the 1700 feet bridge known as the Conine bridge and the three miles of dirt dam which is fifty feet wide at the base, thirty feet wide at the top and fourteen feet high and which required a million cubic feet to build is the State's most imposing structure.

"Chief" A. K. Haxstun as resident engineer has been on the job both day and night, rain or shine made it a difference with him. He has completed the biggest job the State Highway Commission has ever undertaken.

Mr. A. W. Brown, for the construction company has stood by the job and smiled when they would work on the cofferdam to empty it and it would fill up in a few hours in spite of all efforts to hinder it from doing so.

Only one man was hurt seriously during the construction of the entire project. This man was George Bunch who fell to the bottom of the cofferdam and had his hip and leg broken.

The people of this whole section have so uniformly stood behind the work that we would say that the honors are equal and while officials, attorneys and engineers have stood in the front they have only done their duty and the widow's mite is equal in the House of Justice, therefore we will not be able to mention the names of the multitudes who have really helped to build the bridge, however, if we were called upon to suggest a name for the bridge we should say "Cameron."

The opening of the Bridge on the seventh, Thursday, will be the greatest celebration ever held in this section of the State and people are coming from everywhere. The Governor and the officials of the State Highway Commission will be present, also Hon. Josephus Daniels, not only the State's most distinguished son but the greatest Secretary of the Navy America has ever seen, but with a plain private whom every mother would be proud to see her son follow. There will be other leading men from many places among them noted newspaper men from North Carolina and Virginia.

MARRIAGE LICENSES ISSUED IN AUGUST

WHITE
Samuel Ayers 22—Sallie Stalls 85.

COLORED
Wm. Lloyd 28—Rosanna Ballard 25.
Gus Knight 21—Amelia Gibson 20;
Wm. H. Crowell 34—Addie L. Griffin 20; Roy Higgs 21—Addie Green 21.
Miss Mildred White of Merry Hill is visiting her sister, Mrs. H. B. Holloman and Mr. Holloman.
Mr. E. E. Honey visited friends in Roper for the weekend.
Misses Mary Gladys Watts, Mary Hardy, Mary King Ellison and Messrs. Bill and C. D. Carstarphen motored to Bellhaven Saturday afternoon to spend the weekend.
Miss Mary Clyde Leggett and Mrs. J. A. Leggett motored to Winslow yesterday morning.
Mr. William Clyde Harrell left yesterday for Norfolk where he will meet his ship and sail for New York.

FORMER RESIDENT SERIOUSLY HURT IN YARDS

Mr. Emmet Edwards, a former resident of this place and the father of Miss Janie Edwards of this town, was seriously injured in a railroad yard in High Point last Thursday. He with another man was standing between two cars when a shifter came along and bumped one of the cars causing it to run in contact with the other one, catching Mr. Edwards and the other man between the two and seriously injuring both. Mr. Edwards had one leg broken and so badly smashed that it was necessary to amputate it above the knee. His hand and arm were badly mangled and it is highly probable that it can be saved but it has not yet been removed. Miss Janie Edwards left on the afternoon train for High Point to be with her father and the latest news received by relatives in town is that Mr. Edwards received some other dangerous injuries and is at the point of death.

PERSONALS

Mr. T. Jones Taylor of Robersonville is in town today.
Mr. J. M. Moseley of Spring Green is in town today transacting business. Misses Martha and Louise Harrison and Messrs. S. C. Peel and W. Henry Gurkin accompanied Miss Elizabeth Etheridge to Whitakers Sunday where Miss Etheridge will visit relatives for a few days.
Mr. Arthur White spent the weekend in Washington with relatives.
Mrs. Bowden and children of Port Norfolk left this morning after spending several days visiting her brother Mr. B. S. Courtney and Mrs. Courtney.
Mr. and Mrs. Jack Hardesty and children, Mary, Mildred and Jack Jr. left Monday afternoon for Washington D. C. via automobile. Mr. and Mrs. Hardesty and children have been here for the past year. Mr. Hardesty was employed by Boyle-Roberson Construction Company. While here they have made many friends who regret to have them leave.
Mr. Joe Taylor had the misfortune to be thrown from his buggy Saturday morning while fox hunting and to get his arm broken in two places, the bone projecting outside the flesh. He is in town today and is getting along nicely.
Mr. Jno. L. Tyndal of Snow Hill is in town.
Mr. Robt. Harrell and family will move to the home formerly occupied by Mr. Jack Hardesty Friday.
Editor Osborne of the Washington Daily News is to visit our city next Thursday.

SAYS PROSPERITY COMING IN NATION

Washington, Sept. 4.—Secretary Davis, in a Labor Day message to the American people made public last night, declared that "we can look forward with pride and gratitude upon the achievements of the last twelve months" and that during this period "America has been brought to the threshold of an era of unexampled prosperity."

"But for the industrial strife which has been evident for several months throughout the country, the Secretary added, the outlook of the nation would not have been darkened. 'We must find a common ground during the year. of finances and co-operation for employees where they can adjust their employers and employees where they can adjust their differences without recourse to an appeal to force,' he said. 'There can be no justification for bloodshed and destruction in America today.'

The Labor Secretary declared that "two great things have been accomplished in American industrial life. 'We have eliminated the menace of unemployment which threatens us,' he said, and we have prevented a wage panic. The strikes of labor. We have put between four and five million men back to work and we have put them back to work at wages which leave the general wage level of the nation very little below the high point reached following the war."

Despite the pressure of unemployment, Mr. Davis said, "we forestalled these short-sighted employers who saw in the situation only an opportunity to beat down the price of labor," adding that "through these lines we have brought America to the threshold of an era of unexampled prosperity."

ECLIPSE OF SUN SEPTEMBER THE 11th

The total eclipse of the sun September 11th is visible in eastern Africa and in the southern Pacific Ocean. The next total eclipse of the sun will be seen in the United States September 10, 1923, and will only be total in the southwestern corner of our country. After that, there will not be a total eclipse of the sun visible in the United States for more than 95 years. The exact date being August 21, 2017. This is some 119 years, the exact date being August 21, 2017. This is some fine calculating, to tell the fraction of a minute when the sun will be eclipsed a hundred years hence, yet it is true and only goes to furnish us proof of just how perfect God's machinery works. Our great trains, steamers and sometimes automobiles often come behind schedule, but the sun, moon and stars are always on time.

MONEY SAVED SHIPOWNERS BY RADIO WEATHER SERVICE

More than 2,000 hours of operating time, worth at a conservative estimate \$150,000 has been saved to navigating interests by means of the radio in a single season by means of the radio advice sent out from one of the smaller Weather Bureau stations on the lakes. There is no way of ascertaining definitely how large is the total saving effected by the Great Lakes radio weather service, which is one of the many activities of the United States Department of Agriculture. Vessels are not only warned off the lakes because of approaching storms, but they are also advised when safe to proceed and what route to take to avoid heavy seas and adverse currents. When boats are idle the overhead expense averages \$75 an hour, and may be much higher. A large fleet of 40 boats anchored near Mackinaw, Mich., for example, would not have left before 8 p. m. had not radio advice assured the leader that it would be safe to proceed at 2 p. m. This difference in time meant a saving of at least \$18,000 to the shipowners. At another time 50 boats sheltered at Detour, Mich., were advised that conditions would permit them to start immediately instead of 10 to 16 hours later. The saving here was estimated at \$37,500.

HAIL WAS 32 INCHES DEEP

Staunton, Va., Sept. 4.—Hail piled up to depths as great as thirty inches in hollow places and along fences during a severe hail storm that skirted Staunton. From a distance certain fields in the county looked as if there had been a heavy snow.

CHILD DIES FROM DRINKING RUM, ANOTHER VERY ILL

Dr. J. B. H. Knight, corner was called to the upper end of the county near Palmyra last night to hold an inquest over the body of a colored child who had been drinking monkey rum supposed to have been mixed with poisonous concoction. The child, a girl and her little brother drank the liquor. The girl died and the little boy is critically ill. The children are colored but we failed to get the names from the report received.

ATTEMPT TO BREAK JAIL

Last Saturday night between twelve and three o'clock the night policeman, Frank Gurganus heard a noise in the county jail. He immediately went to the jail and found that one of the prisoners was attempting to get out of his cell by cutting the bolts with an axe. The sheriff was called and he went in side the jail just as the prisoner, a Greek arrested some time ago for robbery at Oak City, was ready to get outside his cell, having already pushed his clothing outside. The axe was taken from the Greek and signs were seen of a hack saw on the bolts but it is nowhere to be found in the prisoner's cell. It is evident that assistance is being rendered by friends on the outside. The Greek says that he is innocent and that he is coming out of there so he is being held under careful surveillance.

On Monday as the food was being given the prisoners Mr. Peel found a bolt broken in one of the negro prisoner's cells but nothing had been heard from him during the nights before. The mattresses have been removed from the cells where the prisoners have attempted escape and every safety precaution is being observed.

ALL TODAY'S NEWS IN THE BIBLE SAYS CLERGYMAN

Comparing the stories of the Bible with those found in the daily press, the Rev. Mark A. Matthews of Seattle speaking at the General Bible Conference of the Presbyterian Church at Stony Brook, L. I., last Sunday said: "In the third chapter of II Timothy, if you look you will find precisely all that you can see in the metropolitan press this morning. Written 1,500 years ago, it tells accurately what is happening today. I challenge any one to read that chapter and then the columns of the daily press and then deny that the chapter is a perfect statement of conditions today. Not a crime committed in the last forty-eight hours or a deflection from law is not contained there."

"The people who relegate the Bible to a shelf and regard it as old-fashioned book are unscientific and fools. It is the most up-to-date book of the day. There is a need of a revival of religious faith in this country more than at any time in history."

Decorate your cars, Fords too, for Thursday.

Decorate your homes and places of business Thursday.

The Boys Scouts are appointed as Water boys on next Thursday. There will be several tubs at different places. Drink and be merry.

BARACAS ENTERTAIN

One of the most enjoyable events of the season was a picnic given by the Baraca Class of the Memorial Baptist Church in honor of the Philatheas at Thursday at Ra's Beach. On arriving the table was spread with everything good to eat and everyone having an enormous appetite soon made way with "most everything."

Bathing was enjoyed through the day.

Each member departed looking forward to another day like this.

The Baraca's wish to urge every young man in Williamston and surrounding community who do not attend any other Sunday School to come and join our class. We have a splendid teacher. Come to Sunday School it will make you feel better.

The various committees will call on you between now and Thursday. Help them by cooperating with them.

THE TRUTH

Do you remember Lincoln's story about the little steamer with the big whistle? Every time they tooted the whistle blew off so much steam that the boat stopped running. That's the way with lot of people today. If they would only use their energy to drive the paddle wheel of opportunity instead of eternally blowing the whistle of discontent they would find themselves going up the stream of success so dinged fast that the barnacles of failure wouldn't have a chance in the world to hook onto their little craft.

—Trade Winds.

All Williamston people are expected to wear their smiles Thursday.

PROCEEDINGS OF BOARD OF COUNTY COMMISSIONERS

The proceedings of the Board of County Commissioners of Martin County which is composed of the following members, Jno. L. Hassell, chairman, Henry C. Green, Henry D. Peel, Joshua L. Coltrin and Dr. B. L. Long all present, are as follows:

Ordered the Luke Comb's allowance be raised from \$2.00 to \$4.00 per month.

Ordered the Abner Bennett be allowed \$4.00 per month.

Ordered that Ged Wynne be allowed \$3.00 the month of September.

Ordered that the county truck be rented to J. J. Roberson for two days in October at the rate of \$5.00 per day.

Ordered that Sam Bonner be allowed \$3.00 per month.

Ordered by the Board that the road leading from the Williamston wharf to Spellar's Ferry be closed on Oct. 1st and the bridge over Concho Creek be removed.

Ordered by the Board that David Coltrin be allowed \$5.00 per month while he is in the hospital.

A resolution was passed requesting the Governor to call a special session of the Superior Court to begin Nov. 20th and run for the term of two weeks for the purpose of trying civil cases only.

The resignation of Mr. J. G. Stator as a member of the Williamston Township Road Trustees was accepted.

Ordered that the clerk write Dennis C. Coburn notifying him that the tax list does not show any sheep listed by him the year 1922.