

Mrs. Josephine Nolan Copeland Writes Interestingly Of Once Thriving Town Of Dymond City

First Development By London Company Known As "Waring"

Grandfather of Mrs. Copeland Was Manager For Number of Years

(Continued from page one)

Ireland. Grandfather had only lived on his farm, which he called "Me-gess," by using a combination of his daughters' initials, a very short time when he received a request from Richard Waring that he come to Pittsburgh, Pa. on important business.

Mr. Waring told grandfather the company was practically insolvent and that he wanted him to go to England and make the best terms possible with the British bondholders who naturally would take over the property.

He did so immediately and made such a success of it that the owners offered him the job of new manager on the following conditions: that he would have no funds advanced, but would make what he could on the one sawmill still in use. So far only eight of the 21 miles to Washington had been completed and the other 13 miles of track had to be laid in a swamp.

My grandfather was heading a job and accepted it. The old manager was very angry but he and his workers were proven to blame for the bankruptcy of the company on account of the scandalous contracts they had made, totaling \$50 a day for each log hand.

Grandfather Fisher worked hard to make ends meet and after a while he managed to get the road open for mail, passenger and freight service.

By this time Henry Nolan had arrived, and grandfather appointed him manager of the store and he was also postmaster. He married Maria, A. Fisher's oldest daughter, and they were my parents. I have two sisters and two brothers, all of whom, like myself, no longer have a birthplace that is on the map. We children used to like celebrations to which many of our father's, grandfather's and friends came, among these were the Weddings of Jamesville, the Osgoods and Moores, of Williamston, and the Sparrows of Washington. One celebration of this type was held at the completion of the railroad, but I believe this was earlier than I can remember.

Henry H. Fisher, grandfather's nephew, was general bookkeeper and accountant.

Charles Grimshaw, son of one of

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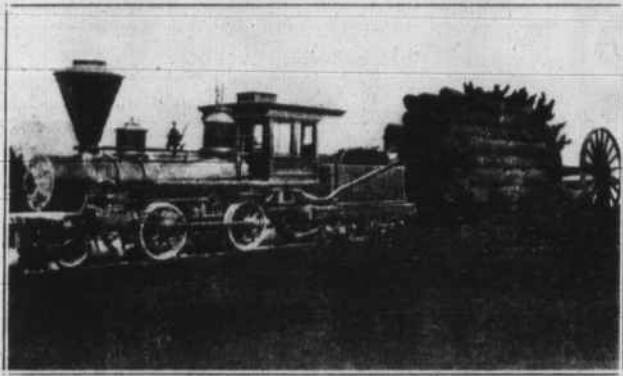
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GREENVILLE, N. C.

THE PIONEER STEAM ENGINE



The above picture is a duplicate of the first steam engine to ever run on rails in Martin County. It was used for a long number of years in the development of the old Jamesville and Washington railroad and Lumber Company interests with headquarters at Dymond City in Griffiths Township. Many interesting stories are told about early railroading in the county.

BEAR STAND

Deserted for many years after Dymond City was abandoned, the old tramway between the old town and Jamesville was used as a bear stand for hunters. Many bears were killed there.

The English stockholders of the company, came to Dymond City for a while. He married grandfather's second oldest daughter, Anna Jane and they built a house on a farm they had purchased, and christened it "Charlewood." Later they settled in Malvern, Pa. where they have continued to live until their late deaths.

At the completion of the railroad, a full came in the growth of the town and though I remember seeing carloads of cotton, Irish potatoes, lumber, tar, etc., being shipped from the freight station, the town and all it stood for, was fast going down hill.

One family after another left, some individuals going to other places for their health's sake. Among those who left on doctor's orders were my grandmother, Sarah Fisher, and my father, Henry Nolan, both returning to Ireland where they died. After grandmother's death, grandfather stayed on with three of his daughters that were neither married nor away at work. His biggest task had been accomplished when he finished the railroad track. Finally the company changed hands and grandfather was no longer manager. Then his great loss, sustained in the burning of his barns, outhouses and even the horses and cows, the house was saved only because we kept it wet on the hottest side. Lightning was the cause of the fire. Grandfather sold out and moved to Pennsyl-

vania. At my father's death, mother took over the post office. Several years later, there was so little mail that the post office was moved to Mr. John Manning's place and called "Amherst." Then mother moved to "Charlewood," my uncle's place, for by this time, he had moved to Malvern, Pa.

Henry H. Fisher and his wife, with their three children, lived next to the hotel and when the new company bought the failing railroad company out, he accepted a position with the Norfolk and Western Railway, and took his family to Norfolk. Finally mother and the Bissells were about all that was left of the thriving community of a few years previous, and since the rails had even been taken up by now, mother moved to Woodland, N. C.

My oldest sister, Belinda, went to live with our uncle and aunt, Charles and Anna Grimshaw. I went to Malvern too, and lived with my uncle, Thomas Fisher, and my sister, Frances, joined me there later. My brother, John, went to live with a family of Davises and my brother, Walter, lived with my aunt Elizabeth and worked in her store. She later married a native of Martin County, Eugene Mizell.

One by one the buildings in Dymond City burned and now the town of yesterday is razed to the ground, has grown up into a wild tract of underbrush full of bears, rattlesnakes and deer. I have been informed recently that a road has been opened on that old railroad bed from Washington to Jamesville. Who knows, maybe some day history will repeat itself and there will be another thriving town there.

There are many pleasant memories as I look back to those days. I used to love to go with my father when he visited his friends in the community nearby. Some of the ones I remember especially are the Get-singers, Seth Hardisons, John Mannings and Harmon Daniels. Mrs. Manning was noted for her honey cakes and how we children loved them. After a great deer hunt, the men would usually gather at our house to divide the venison among their friends.

Iowa Taxes 'Em And Then Makes Ready To Penalize Them

Person Carrying Carton Tax-Free Cigarettes There Subject to \$500 Penalty

North Carolinians complain about sales taxes, but out in Iowa they tax them, and turn around and threaten with a \$500 penalty anyone carrying a carton of cigarettes tax-free into the State.

A release from New York has the following to say:

When the summer tourist goes to Mexico or some other foreign country he can take along a whole carton of cigarettes, but if he decides to see America first and vacation in some of our states he had better limit himself to only one package, or else beware of the tax collector. Should he decide to take along a carton to Iowa for example, he would find himself liable to a neat little tax of \$500, or \$50 a package. Beginning on July 5 anyone found with more than two packages of cigarettes without Iowa stamps was made liable to a fine of \$50 for each package. The head of the state cigarette and beer tax division has announced that his agents will go after everybody.

"Big or little, we're going after them all," he said. "The little fellow who buys a carton of cigarettes in a tax-free state is just as liable as the commercial bootlegger. It's just as it was in prohibition days. The man with a pint of alcohol on him was just as likely to get arrested as the man with a truckload."

Iowa revenue agents may enter any home or business establishment without a warrant to hunt for unstamped cigarettes. They may stop any car or truck, also without a warrant. Iowa isn't the only state facing difficulties in connection with the enforcement of heavy tobacco taxes. Approximately half of the states have adopted tobacco taxes, some of them at high rates.

Consider the situation in New York City for example. There is at present a state tax of 2c a package and a city tax of 1c, or a total of 3c tax due on every package of cigarettes bought in New York City. Now a 3c tax on a 13c or 14c package of cigarettes on which a heavy federal tax has already been paid is a very high levy. It amounts up to a sizable sum rather quickly for a person who smokes a good bit, and most smokers are in the low-income group to whom small savings are important. So what is more natural and inevitable than that the commuters from New Jersey, where there is no cigarette tax, will play to buy their cigarettes on the Jersey side. Also what is more natural than that they will accommodate fellow office workers who happen to live in New York by bringing them a package or carton as desired. This seems to be just what is happening.

Shall the government set up inspectors at every railroad station, ferry slip, tunnel and bridge to examine the person and baggage of each of these entrants to be sure that they are not bringing cigarettes to the city, and shall it examine every shipment of mail and freight to be sure there is no bootlegging?

Such extremes appear ridiculous and public opinion would not tolerate them. Moreover, they would probably cost more than the amount collected. In what other way, however, can bootlegging and tax avoidance be eliminated?

It would be well if legislators would ponder considerations of this

nature before they rush heedlessly to the imposition of a new tax.

The current situation with respect to tobacco taxes is another illustration of the many evils that follow in the wake of heavy reliance on consumer taxes. Perhaps some day the general public will wake up to the fact that in the long run all taxes are paid out of capital or income and that if we levy the bulk of our taxes directly on property and income in the first instance administration will be simplified, business will be aided, and tax injustices will be reduced.

Cheaper Milk, Meat In South Predicted

The way for more and better milk and meat at lower production costs is being opened by pasture improvement in the South according to R. H. Lush, pasture specialist of the National Fertilizer Association.

"Improved pastures mean fertilized pastures," says Mr. Lush. "An effective program for the development of pastures in the South can bring a demand for fertilizer that will more

more than equal the loss in fertilizer consumption in recent years due to the retirement of cotton land.

"There are striking economic advantages for Southern farmers in a vigorous pasture improvement program. At present the 13 Southern states, from Virginia to Texas, and including Kentucky, have 30,532,000 acres, or 31 per cent of the plowable pasture land in the United States.

"These same states have 19,717,000 head of cattle, or 29.5 per cent of all the cattle in the country. But the value of Southern cattle is estimated at \$522,638,000 or only 20.3 per cent.



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