27 Years Ago.

Some Items We Gather From Our Issues of July, 1889.

The Beacon made its first appearance June 21, 1889, with Thomas Huson as editor. Each week we will publish some of the most interesting items that were published during the Beacon's infancy, and as it grew older.

July 19, 1889

Give us street lamps.

Miss Ida M. Chesson is in town the guest of Mrs. H S. Owens.

The Washington County Alliance is now about 300 strong and is still increasing.

Our enterprising townsman, Mr. C. D Loane, has erected a large shingle mill in the west end.

Mr. Stuart Ward died in his home here on Monday last.

Mr. E. St. C. Chesson, son of our efficient sheriff, J. B. Chesson, has accepted a position with S. Adler as salesman.

Corn 60 cents per bushel, Hams 14 cents per lbs., Flour $3 50 to $6 00, Butter 25 cents eggs 22 cents.

S. F. Burbank is at work surveying for the railroad to be built from this place to Washington.

Miss Lizzie Ward of Newbern, is the guest of her uncle, Dr. W. H Ward, on Main Street.

On Saturday night last, Mr. Frank Bailey and Miss Fannie Williams of Lee's Mills eloped and were married.

Mr. A. M. Johnston has given his beautiful country home near Plymouth the title of "Roseneith". No more over the swamp or across the bridge, but to "Roseneith".

July 26, 1889.

Mr. John Leggett shipped 65 turtles on Monday.

The young men held a meeting at Chesson's Hall on Monday night and organized the Plymouth Cornet Band. The members are Leaders, J. W. Piercy and J. H. Smith; L. L. Newberry, Eugene Marriner, H. A. Blount, W. H. Midgett, D. O. Brinkley, J. H. Truett, J. H. Leggett and F. E. Bratten.

Mr. J. M. Arps has returned from Nag's Head.

H. E Everett has started a menagerie.

Mr. W. C. Ayers left for the north on Wednesday, where he goes in the interest of his patent Garlic Machine.

B. F. Owens will build the largest brick building in the city. It will be located near the A. & R. depot to be used as a livery stable.

Mr. George E Stevenson has opened a feed store at the corner of Water and Jefferson streets.

Mrs. G R. Bateman left this morning for Yeatesville.

Mr. E. Ludford has returned from a business trip to Bath.

Miss Allie Rodgerson is spending a few days at Columbia.

MR. GURKIN ATTENDS OVERLAND CONVENTION

A Letter to The Editor.

Mr. L W. Gurkin, Willys-Overland dealer in this city, who is one of the 5,000 dealers visiting the great Toledo plant in connection with the immense convention now in progress, recounts his experiences in this entertaining letter to the editor:

Some action!

Nothing was ever so impressive as our tour of the great plant that turns out Willys-Overland cars.

Our Pullmans all parked in the company yards. There was room enough, for there are seven mile of track within the plant.

Each man got a card containing a picture of Mr. Willys and an autographed message of welcome from him Next thing I knew we were lined up on the steps of the stunning new administration building getting photographed.

Elevators shot us to the company's own resturant on the sixth floor There we had a corking breakfast. At each plate was a copy of the live new Willys-Overland house organ "The Starter". It mapped our day's program.

Then started our tour of the plant.

Our guides were carefully picked men They knew the plant from end to end and the parties were so small so that each member of the party could have his questions answered.

Nobody ought to try to sell Willys Overland product without knowing this plant. You can't grip the immensity of the proposition till you do

It is no piker business.

$25,000,000 are tied up in land buildings and machinery, not to say a word about the stock of parts and raw material

From the roof of the wonderful administration building, which stands out like a state capital, you get a great panorama of the plant You can then readily believe that it occupies 103 acres, with 4,486 680 square feet of floor space in daily use and a production capacity of 1 000 cars per day.

You can appreciate the growth from 250 employees in 1908 to 17.300 in 1916

1,000 persons, more than the entire manufacturing force of many a company, work in the administration building alone. This structure, 375 feet long, has every facility for rapid work including dictaphones, its own telegraph and telephone system and a mail handling department that does about everything but write letters.

388 persons can be fed in the restaurant at one time.

But this is nothing to what hits when you cross into the shops. It is a whirl of action, yet all is system.

Parts by the untold thousands are here, with a value into the millions of dollars. There are lines of motors. I never saw so many crank shafts together. Our guide said 6,000—I'd have believed 60 000.

There is stock in bins, stock in yards, stock along the walls, connecting rods, frames, fenders mudguards, hoods, rims, springs axles, torsion tubes, transmission gear shafts, brake parts, steering rods, pedals—it is an unending procession.

Every thirty days sees an average of 1,000 tons of steel come in. It is handled by a magnetic crane that enables two men to do a work that formerly required thirty.

There are amazing machines.

The toggle press, for example, held us all. This monster, with its pressure of 1,000 tons, shapes cold steel like cardboard. A piece of metal fed to it comes out as a side frame. It can make 2,000 of these in an eight hour day.

Other mighty machines stamp out radiator shells, fenders, cowl dashes and doors.

You will take off your hat to the drop forging machine. Down comes the hammer and the fiery piece of iron is beaten into shape. The complete drop forging of the front axle can be accomplish ed with one heat.

Every kind part requiring strength was drop forged while we looked on. axles, crank shafts brake assembly rods, brake and control rods, spring shackles, gear blades and brake rod sectors.

We saw the company's accurate system of die making. It call for a special workman on each detail. One works on the shaper, another on the planer and a third on die sinking.

The multible spindle drill in one operation drills all the holes in the front axle. This is a guarantee that each will be in right relation to to the other.

It was hard to drag us away from the automatic turret lathe that surfaces and finishes fly wheels. It works as though somewhere within its metal vitals a brain was conceald. The workman has only to put on the rough fly wheel, adjust the first set of tools, push the lever, and let the machine do the rest.

The cast iron is peeled off as readily as wax. Sometime four or five operations are performed at once. When one set of cotting is done, the machine stops automatically, and the next set of tools comes automatically into place. Twenty operations are performed in fourteen minutes.

You make this round and you can understand this company's immense consumption of material-18,000,000 pounds of solder annually, 2.500,000 pounds of tin and lead for smoldering, 10,000,000 pounds of brass and copper, 12,000.000 feet of steel tubing and 125,000 tons of steel.

But what impressed me more than all was the department in which materials are tested. They have to know a thing is right before it goes into a Willys-Overland car. That's how they safeguard the public.

Tests in the physical and chemical laboratories are made in two ways. Completed steel parts are subjected to terrific tests. Axles are twisted like rolls of taffy candy. Small bits of steel, six inches long, cut from completed axles, are attached at both ends, and literally pulled apart. The registering machine shows 200,000 pounds to the square inch necessary to accomplish this, whereas a resistance up to 125,000 pounds would be proof of ample tensile strength. Springs are tried for their resistance.

Steel articles are also put through both heat and chemical tests The former determines the amount of carbon, an important factor; the other determines the amount of carbon, an important factor; the determines the chemical composition of the steel.

Naturally every operation in all the plants tends finally toward the assembly conveyor tracks. There are four of them, each 645 feet long.

We followed the whole operation. We began at one end where the frames and rear systems are put in place. By the time the other end of the conveyor is reached the frame has grown into the finished car.

From overhead parts are lowered by chains. Along the way men are attaching the parts. The frame is not in motion all the time, but can be instantly connected with the links of an endless chain and sent on its way whenever desired.

Top quality of workmanship is assured by having each man do work on which he is an expert, if it be only to tighten a bolt.

Lines of motors, already tested, wait on both sides of the conveyor. These are put into place, cantilever springs are put on, steering mechanism and lighting and starting systems are adjusted. Gradually the car takes form.

Instead of painting the chassis with a brush, a sprayef is used. It does the work more rapidly, more uniformly and at a lower cost.

The tracks of the assembly lead directly through ovens in which the paint is baked. Fenders and running boards come into their places.

Wheels with the tires on are brought along on a runway. First comes a front wheel, then a rear wheel. You ought to see them put on the tires. It is lighting. By a special device, invented by one of the men in the department, the tire can be put on a wheel in three seconds.

From overhead bodies are dropped down on to the chassis and soon made fast.

The car is now ready for its tests. Rapidly revolving wheels in the floor engage the wheels of the car, and send them at high speed to make sure that they are operating properly.

This is not a test under the power of the car.

Gasoline and water are then put into the car. It is pushed off the track into another room, till its wheels are in contact with wheels in the floor.

With the use of the self starter, the machine gets its first chance to prove the success of its construction

It Suprised me the way the motors started. They were off with a rush. There was no hitch or delay. All the work had been done right. In a few minutes the motor was working apparently almost as smoothly as it had been a year on the road.

We saw how the cars were shipped. The export department has the big feature in this line. The finished car undergoes preparation by having its wheels taken off and fastened on the under side of the frame, which forms the top covering for the car.

The top is covered with tar paper as a protection against the elements, and all is securely boxed.

Along comes a big crane running in an overhead groove a quater of a mile long. The operator sits in a small cab not unlike that of a railroad engineer. Chains grab the box containg the car, and within forty five seconds have carried it outside the building place it on the flat freight car.

It is processes like these, all that I have described, that explain why every car in the Willys Overland line is what it is at so low a cost. Making so many is the answer, making them to go all over the world and learning profited by the experiences of users everywhere. Quantity production, immense and costly machines, skilled designing, careful inspection, accurate tests of material, efficient factory methods, rapid assembly and advanced methods of handling; all these we saw; all these tell why the Willys-Overland Company lives up to its ideals of a car for every need or taste, price, class and service right.

We saw the line. It is quality from the lowest priced to the headliner. It will be the marvel of the automobile shows.

This sightseeing tour is only one angle of this convention. Toninht we will hear policy defined by the various officials.

The Two day's program includes a rollicking beefsteak dinner, a more formal banquet, a minstrel show, a concert by the famous Overland Band and a concert by the Glee Club.

Finally there will be a speech by the moving genius of it all, Mr. Willys himself.

You will agree with me that this is some project to have been put over all within one plant and by the people of the organization. 20 pounds of metal are removed from the wheel. One man can watch three of these machines.

The vertical cutter of gears on fly wheels almost matches the turret lathe in interest.

Moving up and down, the cutter at the sametime slowly revolves, the fly wheel turning in the opposit direction. By the time a complete revolution of the fly wheel has been accomplished, all the gears are cut.

We all fell for the aluminum foundry and for the machines that finish aluminum parts.

The multiple angle drill bores 81 holes in the crank case, in one operation. This a proof of the superiorty of machine processes, for the holes must be in the right relation to each other.

Another machine smooths the surfaces of the crank cases, finishing seven in nine minutes.

Diamonds, real diamonds, are consumed with apparently reckless indifference in the wet grind room. Placed in small tools they are usad to true the emery wheel on which are ground the bearing surface of the crank shafts.

They are bought in $15,000 lots

We looked on while whole forests of lumber were being turned into bodies in the work room This lumber comes only carloads As 214 feet of wood is required on a small touring car, we could readily see why so much readily.

NOTICE OF SALE.

By virtue of the power and authority vested in me by an order of the Superior Boart of Washington Boonty in a Special Proceedings therein pending entitled, "J. W Freeman, L. H. Freeman, C. C. Sessoms and others, vs. W. J. Freeman," I will on the 2nd day of January, 1917, at 12 o'clock, M., at the Court House door of Washington County in Plymouth, N. C., sell to the highest bidder for cash the following real estate lying add being in Washington County, State of North arolina, to-wit:

1st- A tracs of land in Washington County on Swan Bay, containing by estimation 794 acres, bounded as follows: Beginning at the center of a black gum, holly and bay tree on the swamp, running North 180 poles to e bay tree on the sound; thence up the sound north 75 degrees west 640 poles; thence south 180 poles; thence 75 degrees 640 poles to the first station.

2nd. Beginning at a bay tred standind near the sound or bay north 85 egrees est 180 poles to a cypre s and two gums thence north 45 degrees west 250 poles; to the center of a black gum, holly and a bay tree, Thos. Redit 's corner; thence along his line north 160 poles to the first statio .

Place of sale, Court-house, Plymouth, N. C.

Time of sale, 12 o'clock, M., January 2nd, 1917.

Terms of sale, Cash.

Jno. W. Davenport,
Commissioner.
Gilliam & Davenport,
Attorneys.