

THE DUNN DISPATCH



BROAD STREET DUNN, LOOKING EAST FROM A. C. L. DEPOT.

DUNN AS SEEN BY A FAMED PENNSYLVANIA JOURNALIST

Being a Tale Told by a Visitor Whose Impressions are Well Worth Reading About.

Several respects this is one of the most interesting spots I ever met up with. You talk about bubbling over with enthusiasm but Dunn carries the pressure, with a nigger sitting on the safety valve and a bunch of cigar stuffing lightwood into the furnace. While in a modest way I have been in the habit of saying some of my friends with Tom Holden's expression,

the Raleigh and Wilmington railroad was incorporated, the first railroad to be chartered in the State. It was built from the Roanoke River to Wilmington. This was the pioneer north and south railroad of the country, and its opening to Wilmington was a great event, taking place in 1840. In time the Raleigh and Gaston road, also one of the pioneer roads, was extended to the city.

for he was remarkably observing as a historian. He brought up from his farm one year with another many interesting bits of curious history, but I am of the opinion that these Jarvis county folks have seen some marvels that would interest Tom Holder.

I will say right from the start that if into this story should creep anything that sounds out of the ordinary nobody should be surprised, for I have these things from men of intelligence and of the strictest integrity. But I will confess that Jarvis county strikes me as being a wonder. It is told that a Wilmington man was in Dunn one day, and he walked up and down the streets and sized up the budding place. Finally he stopped in front of the opera house and looked both directions and sort of said to himself, "So this is the bush leaguer that pushed Wilmington back onto a branch railroad line. Would it not make you wish you had died when you was little to have a saw mill burg like this get you in the solar plexus?"

Product of Railway.
But that is the way it came about. To tell the story of a man or a community you must go back and get a bit of his ancestral rating to indicate his character. Dunn is a descendant of the old "Puffing Billy" locomotive that undertook to get the horse out of business by introducing a strange system of hauling wagons by steam on iron tramways.

After that thing was tried in England some folks at Baltimore and some at Charleston built a railroad at each place, and presently North Carolina got the infection. In 1833

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On the Short Line.
Wilmington was on the first of the roads that ran southward in the United States. To be set off on a branch road by Dunn after nearly half a century of such distinction was enough to make the Wilmington man say course things about this town. And this is the way it happened. Railroads built, as railroads will, and in course of time the Wilmington and Weldon road came into the hands of the Atlantic Coast Line company, and about 1886 the consolidating interests concluded to build a short line from the North to Charleston, Columbia and Florida.

The Florida trains were beginning to figure in freight and passenger business, and it was too much of a detour to haul everything to Wilmington, then west to Florence, then turn it south. So the short line was built from Wilson to the Pee Dee river, and Wilmington was handed its cup of wormwood.

Fayetteville was on the Cape Fear and Yadkin Valley road it was set out on the main line of the Coast Line, and it put some new shingles on the houses and spruced up its lawns and began to quicken its step. But Dunn seemed to guess the answer to the new road better than anything else along the line, and here you have in it a community that insists that progress is not amenable to the speed limit.

Moved Its Location.
Dunn is some like the old woman

up in the mountains. When an old friend from down in Craven county went out to visit her the neighbors said, "Miss Pinkie wait (she moved away from where she lives now.)" Dunn undertook to settle a few miles down the road toward Fayetteville, when the railroad came, but some point about land for a town like Dunn meant to be arose and the prospective capital of Jarvis county took its prospects and went up to a point not far from where the Tighman Lumber Company in proper season founded a saw mill industry. Then the people began to tell the world what they expected to do, and incidentally they commenced to do it. Dunn is in Harnett county at least it is yet, although the folks here regard it as a part of Jarvis county. They have a

via county. I could recognize the symptoms. It is about the same here that it was in Raeford when Raeford was in Cumberland county or in Sanford when Sanford was in Moore. I have heard a good many theories as to how to deal with bees to prevent them from swarming and keep them in the hive that they may work the whole crowd and fill the honey boxes but about the time you get the nicest theory to work the bees start out some forenoon about 11 o'clock, and they boil up in a swarm as big as a crate of blackberries, and away they go for a tree. Hoke county swarmed, and Lee county swarmed, and if I can guess any from the signs Jarvis county is crowding the hive.

An Unknown Wilderness.
When the railroad came down through Harnett county from Wilson on its way to Fayetteville it opened an unknown wilderness. The Cape Fear and Yadkin Valley was in the west end of Harnett. The rest of the county east to Wayne county was miles from a railroad. Southward from the Raleigh and Augusta road in Chatham county, the nearest railroad was at Wilmington. It was a right sizeable scope of rest and quiet—that country of which Harnett county was the north end.

The building of the Coast Line through Harnett commenced a new era. It brought more people into the territory, and some new experiences. It is said that one day a settler arrived and proposed to farm. He was met by one of the old timers and advised to put up a tar kiln, for the old man warned him that he would not be able to stay long in this section unless he burned tar

However, the newcomer is staying, and has not yet set up a tar kiln. Other things have come on the horizon and the country about Dunn is forgetting the days when hewn timber was to float to Wilmington on the Cape Fear and tar and turpentine constituted the products. When the railroad came it found a lot of things that had not been suspected. One of the finds was a fertile soil, so level and accessible that it promptly surprised the folks who began to till it. I am not sure whether the Jarvis county folks are a little excited over some of the figures of production that were handed me or not, but it looked to me like a large yield when a man remarked that in an eight-inch flower pot they had raised—but after looking at that figure again I guess I will let it pass for a minute.

Set Up To Be Cotton Market.
Well, they began to plant cotton around Dunn, and they found it was no trouble to get a half or more to the acre, and Dunn forthwith set up to be a cotton market, and at the present time it is in the class that the book store men call the best sellers. Making corn and oats is so easy that Harnett boasts a good deal of its surplus yields. Tobacco has been making headway in the country, and the tobacco farmer of Dunn chuckled last fall when people were talking about hard times for he had money stuffed down in his boot tops, and he did not care two cents how long it took France and England to teach Germany to take her hat off when her Uncle Sam has some home folks crossing the water to Europe. Along with these other things the farmers of Harnett became interested in the truck crops that have been bringing money into the country further and it is probable that Harnett is to become one of the garden counties of the South Atlantic coast.

The Coast Line is probably the greatest truck moving road of the country, and one of the best. The big cotton factory at Duke at present is driven by steam, but out on the river a few miles away is the possible power of Smiley's falls, one of the promising rapids of the Cape Fear river. Here is not only a fine and valuable water power, but one of the most picturesque spots on the Cape Fear river. The falls extend for about three miles up and down the river, and it is estimated that

Duke to Lillington crossing the river at the falls, a new and substantial iron bridge spanning the stream high above the water, and the view is one of interest. The rocky rapids are in sight up and down the river for a long distance. Several thousand horse power is available at the Smiley falls, and it would seem that Duke proposition is ideal all the way through. Here is raw cotton without any limit, power to run thousands of looms, an ideal climate for operatives, roads that are reaching out to all sections, ample railroad facilities, farm communities that will supply all manner of food stuffs, health conditions are of the best, the water supply is up to the highest standard as the water of all the coast region is where it has the sand as a gigantic filter.

Harnett Favored in Power.
Harnett is highly favored when it comes to power. Besides Smiley's Falls, near Duke, farther up the river comes the Battle Falls and Buckhorn, both of considerable magnitude, besides a succession of smaller rapids between. The whole descent of the river from Buckhorn to the foot of Smiley's Falls is about 90 feet in twenty-four miles, or nearly four feet to the mile. This fall is conspicuous at points like McAlister's Fox Island and Douglas Falls. In the old days when the Cape Fear River was fitted with dams and locks in the hope of making it a navigable stream dams were in existence at these three points as well as three places on Smiley's Falls and Battle Falls and Buckhorn. The recon-

struction of dams at all these places would provide from 10,000 to 20,000 horse power in Harnett county alone. Buckhorn is the only one of the power sites that has been utilized but it is doing its share of the work of the community, its power and light service going out to all the territory round about, providing the towns in the neighborhood with electric current for all purposes and giving them strictly modern aims and conveniences.

There is always a possibility that the iron industry of the Cape Fear valley may come back. Years ago before the enormous deposits of hematite iron was discovered in the Lake Superior country from which here on the river was the site of a great manufacturing valley. Duke to Lillington crossing the river at the falls, a new and substantial iron bridge spanning the stream high above the water, and the view is one of interest. The rocky rapids are in sight up and down the river for a long distance. Several thousand horse power is available at the Smiley falls, and it would seem that Duke proposition is ideal all the way through. Here is raw cotton without any limit, power to run thousands of looms, an ideal climate for operatives, roads that are reaching out to all sections, ample railroad facilities, farm communities that will supply all manner of food stuffs, health conditions are of the best, the water supply is up to the highest standard as the water of all the coast region is where it has the sand as a gigantic filter.

Duke claims the ownership of the road improvements throughout the county. From the time it has spread all over the county and Harnett is deep in road construction. The Washington road is now passing



HARNETT COUNTY OFFICIALS
Reading from left to right: Standing, J. W. Wilson, county attorney; N. T. Patterson, treasurer; Walter P. Byrd, clerk superior court; J. A. McLeod, recorder; John McLeod, registrar of Deeds; J. McKay Byrd, sheriff. Sitting, Commissioners Haver, Bissell, Senter, Burwell, Gardner.

through Dunn is the most important highway as it connects the important towns of the county with the big neighbor towns of Raleigh and Fayetteville. But the whole county is making roads that are as good as the Washington and Atlanta road, and some of them much better than most of the Capital Highway.

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Not far from Dunn was fought one of the final battles of the civil war. As Sherman's troops moved eastward toward Raleigh they were met at Duke's mountain, in Moore county, by Hardee's command. From there they pressed forward on the Fayetteville and Goldsboro road until at the little settlement of Averasboro Joe E. Johnson confronted them with his army, and the skirmish that had been running along the line of march for several miles culminated in battle in which a considerable number fell on both sides. The Federal dead were removed to Raleigh. The Confederates lie in the little cemetery on the battlefield, marked by what is said to be the first monument erected to the memory of the soldiers of the Confederacy. Most of the dead are unknown, and the whole field of action is without distinguishing marks.

The battlefield of Averasboro is not one of the great fields of the war

but it is a part of history, and the peculiar part it had in the fierce struggle entitles it to recognition on the part of the government. While men are still living who saw the encounter and can locate the points of action the government should be prevailed on to mark the scenes of the various actions that the student and the traveler of the days to come may have a knowledge of their country. From Averasboro Sherman went eastward to Bentonville where Johnston made another stand, but Lee surrendering to Grant the end was at hand, and at Durham the flag that four years had led a strenuous

are always sought by strangers who visit any field of action whether military or otherwise. The monuments at Gettysburg, at Chattanooga, on the big fields, on the little fields, are part of the written page of history. Averasboro deserves to be marked by something that would make plain to the travelers who come the Capital Highway from Washington to Florida that here was practically concluded the great struggle between the two sections of our country, and that in the little cemetery at the battlefield are bivouached the last command.

A. and W. Brings Joy.
Just now Harnett is joyous over the fact that the Atlantic and Western road which runs from Sanford to Lillington is about to be extended onward to the coast. Engineers have been put on the line from Benson to Mt. Olive; and as soon as surveys are far enough along to begin construction a force will start. It is expected that within the next 3 or 4 weeks this will be under way. As soon as the line is built from Benson to Mount Olive the loop connecting Lillington and Benson will be taken up; and Harnett will be opened up by another east and west line; with connections with the Seaboard and the Southern at Sanford. The Atlantic and Western is a road that depends for its traffic on the development of the country it traverses; and as it will bring out a good trucking and farming country it will probably

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C. L. WILSON'S BEAUTIFUL HOME IN THE SOUTHERN PART OF THE CITY OF DUNN, N. C.



THE MAGNIFICENT HOME OF MR. E. L. HOWARD, ON SOUTH LATTON STREET, DUNN, N. C.