

### Some Questions to be Answered

Many voters will not have time to read the report of the State Ship and Water Transportation Commission on the bill to be voted on November 4. A Port Terminals and Water Transportation Bureau has been established with headquarters at Raleigh. A main object of this bureau is to give the folks the facts about Port Terminals and Water Transportation and to do it in simple, easy ways. It has established a special "ask-and-answer" column for busy voters. The questions are those asked and debated in the newspapers and legislative sessions during the last two years and the answers are not propaganda. Mainly but not entirely these are details of the Commission Report and the bill. Here are the questions that will be answered in sections during the next six weeks.

1. What is the Port Terminals bill the voters are asked to vote for on November 4? Why can a copy of the bill be obtained?
2. What does the bill to be ratified provide? What was the basis of the bill?
3. Who are the state commission on Port Terminals and Water Transportation? What are their duties? What is their compensation? What money will they have to spend?
4. Where will the money come from? How much for port terminals? How much for state owned boats and barges?
5. What is a first class ocean port? Essential requirements?
6. Is such a port possible or practical in North Carolina? How could it rank with other ocean ports?
7. What is the maximum draft of coastwise freighters? Of overseas freighters? Could North Carolina hope to divert ports equal to such water traffic business?
8. Will it be necessary for the state to own and operate boat lines?
9. Will the commission employ engineers?
10. Will the commission create just one or more than one port?
11. What places will be selected for port terminals?
12. Will the port terminal towns and cities be benefited and how? Why do not the coast cities of North Carolina now serve this state as the coast cities of other Atlantic states serve those states?
13. Will public port terminals benefit the Tidewater region alone or will the entire state be benefited?
14. Will state owned terminals and water transportation lower freight rates in North Carolina? Have they done so in other states? Has any state suffered a loss by establishing terminals?
15. What states with ocean fronts do not have port terminals? What disadvantages do such states suffer and why?
16. What part may the federal government be expected to have in the development of public port terminals in North Carolina?
17. If established will the port terminals be self supporting or not? What is the history of such terminals in other states?
18. Will it be necessary for the state to purchase or lease and operate ships, vessels and boats? Has it been necessary in other states owning port terminals?
19. Why does water transportation lower freight rates?
20. Why are freight rates based on port rates?
21. Why are freight rates based on port rates?
22. Why are freight rates in North Carolina based on Norfolk and Charleston rates? Why not on Wilmington rates?
23. What would be the effect of establishing adequate port terminals in North Carolina?
24. What is the Inland Water route in North Carolina? How far completed? If completed what would be the effect on business in the Tidewater towns and cities?
25. What coastwise traffic would naturally flow into public port terminals in North Carolina and why?
26. Have the states maintaining public port terminals been benefited by coastwise traffic and open sea trade and how?



Proving her worth in a flight across the Atlantic, from Germany to the United States, our newest Zeppelin Z R 3 is at home in a hanger at Lakehurst, N. J. Insert shows Capt. Geo. W. Steele, from Marion, Ind., who now assumes command.

26. Is direct thoroughfare railway traffic from our own state ports to the middle west necessary to lower freight rates?
27. Does North Carolina at present enjoy direct traffic with the middle west and the Lake cities? Why not and what penalties therefore does the state pay? How will state owned terminals be direct in making such traffic possible?
28. Will water transportation and state-owned port terminals in North Carolina lower freight rates all over the state? If not, what other relief is possible?
29. What chance has North Carolina to lower freight rates without state owned port terminals?
30. What chance at present has North Carolina at direct traffic with the Middle West and its cities on a fair and equal basis with Virginia?
31. Is it possible for port terminals receipts to pay the interest and sinking fund charges on port terminal bonds? What is the experience of other states?
32. Once the terminals are established how will further expansion and improvement be provided for?
33. Why have boat lines been established and then failed to operate in a town?
34. Why does the northern part of our state fail to receive the advantages of Norfolk rates?
35. Will the advantages of water transportation show in a fairer rate of freight in any other respect than a shorter rail haul?
36. Will towns closer to Norfolk than to Wilmington be directly benefited or will they receive only the indirect benefit of increasing prosperity in North Carolina?
37. Would the passage of the proposed bill aid river traffic?
38. Provided the bill were passed would North Carolina posts be as close and as cheap to middle western producers as other Atlantic ports?
39. Why does not the interstate Commerce Commission lower freight rates as conditions now stand?
40. If water competition is established, will rates have to be lowered or can the Interstate Commerce Commission still discriminate against North Carolina?

### Tells Old History of the Deep Gap

(W. A. Watson.)

We want to relate a true life story that is connected with this section which happened in the life time of Solomon Greene, one of the pioneers who first settled in this country over one hundred years ago.

One beautiful day when the sun was shining bright Mr. Greene bid his wife adieu and shouldered his gun for his usual hunt as was the custom in his day and time, and as he was making his way across the long meadows he spied something which he thought was some sort of wild game in the distance. The intrepid hunter

and pioneer crept slowly onward toward the object which was not plainly in view as the meadow grass held the object from his keen eye.

To save his life he could not tell what the object was, but had come to the conclusion that it was some kind of wild game lying in wait for its prey, and as the tall grass was slowly waving to and fro he had made up his mind to try his gun on it, when meant in those days an untimely death to some animal that should be a victim at his hands.

But instinct which the old pioneers and settlers of his day had, told him to go slowly before the fatal shot was fired.

He had already raised his gun and had seen the object, and as some tiny hands and fingers tossed the grass slowly to and fro and with the still small voice of conscience he heard the sound as if a child was crying which faintly reminded to his ears. Could he be mistaken or was his shaking conscience failing him was the music, but he decided not to be too hasty and blot out the life of some unknown child which like Moses was hidden away for some reason he knew not.

So he proceeded toward the object with a slow and steady pace and found it sure enough to be a small child like Rachael weeping for his mother instead of Rachael weeping for her child.

This ended the hunt for the day as Mr. Greene quickly picked the child up and was like Babe Ruth on a home run in returning to his log cabin which now stands in Deep Gap to this day, with his prize, which was something bigger to him than any game that he had ever the fortune to slay.

At this humble home the child was quickly dressed and nourished which meant life, while a few moments before the hunger and thirst had about snuffed out life, let alone the dangerous gun which was in the hands of a man with a benevolent heart determined to rid the premises of wild animals which were so prevalent in his day and time.

Mr. Greene was again puzzled to know for what cause the little child had been hidden away in the tall meadow grass, but he got to thinking, as all great hunters and pioneers think, and it came to his mind that a covered wagon had passed an hour previous, so he decided to that its mother might have been in that wagon, so he quickly set out on a mission to restore the child to its mother if possible and find a clue that would unravel the hidden mystery.

About five miles distant on this side of Laurel Spur he overtook the wagon sure enough and in this wagon was a young woman who sure enough was a young woman who at first denied the hidden truth and said that she was not the mother of the hidden child, but by careful well aimed questions that followed she admitted the truth and told in plain words that

she was the mother of the child.

This ends the mystery of the child that was hidden in the tall meadow grass and shows the spirit of the times in keeping with the days when the sturdy pioneers and hunters who lived when the gateway to Watauga was broken and remains alive to this day at Deep Gap.

If we had the money and power at our hands we would erect a monument in memory of this noble and benevolent man which made history and in commendation and memory of this deed which will go out to all the people as long as the silent acres roll onward.

The most beautiful part of the story we have told back for the conclusion, so we will not hold you in suspense but proceed to tell you it.

The child that was restored to his mother was called Solomon Meadows and lived to a ripe old age, and when he became a man visited Mr. Greene the man who saved his life from the privations which included disaster, hunger, thirst and cold which meant a little soul snuffed out of existence on account of a mother debased with unkindness and tender love which she should have shown to a child that could not help itself.

This reminds us of the life story of Ben W. Hooper, ex-governor of Tennessee who was found on the steps of a home whose family name was Hooper, which was bestowed on the little child which was found on the steps of the home. Hon. Ben W. Hooper reached the governor's chair in that state, but we do not know anything further of what distinction Solomon Meadows reached and what became of him, but we do know that he had the honor of being called Solomon Meadows which linked him to the man who made the hidden discovery and carried the original name of his birth place, because he was found in a meadow land ready to perish and blast in the strong sun that waited over his unclad frail soul and body.



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Don't forget that the poultry needs green feed all winter long, caution workers of the State College.

Growing a legume crop this winter will protect the soil and add nitrogen say Agronomy workers of the State College Extension division.

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