HARNETT COUNTY NEWS

THE PUBLIC WELFARE IS THE INTEREST OF THE WHOLE PEOPLE

Vol. 3 No. 43 | 5c PER COPY—$1.50 PER YEAR | Lillington, N. C., Thursday, October 27, 1921 | "If it Concerns Harnett, It's in THE NEWS"

DR. F. D. OWENS HERE TO CHECK HOG CHOLERA

Dr. F. D Owens of the Department of Agriculture, who was here last week in efforts to check the spread of hog cholera which had broken out in some sections of the county, was here again this week to render further aid to the owners of swine who had found the disease to be prevalent among their herds.

Dr. Owens called a meeting at Pleasant Union Monday afternoon to discuss the situation with citizens of that neighborhood. At this meeting he gave valuable suggestions to those present, showing them how best to cope with the disease and avoid its spread. Dr. Owens pointed out the danger of great loss resulting from hog cholera unless measures were taken to hold it in check immediately upon its first appearance in a herd.

Dr. Owens addressed the students of the Lillington Farm-Life School on Tuesday morning. The boys gave close attention to the speaker's remarks and were enthusiastic over the information thus gained.

Dr. Owens is very emphatic in his conviction that Harnett county will save considerable money by employing a farm demonstration agent to cope with just such situations as an outbreak of hog cholera, as well as to render valuable service in other lines of agricultural endeavor.

LILLINGTON OIL MILL HAS STARTED ON SEASON GRIND

Lillington Oil Mill has started on its season grind of cotton seed. From now until next spring the big engine will be heard puffing away under its heavy load in squeezing out snowdraft and cottolene from the kernels, while the lint is on its way to the Manchester counter. This is a happy season for the colored citizens who find employment at the oil mill. It is said they round out to splendid physical proportions from sopping the "big gravy" as its flows warm from the ovens.

The mill is making two brands of stock and cattle feed which it has named "Lomco" and "Elk" dairy feed. Users of this feed give high praise to its excellent qualities.

SUPERIOR COURT CLERK PRINTS ENTIRE DOCKET

Clerk McDonald of the Superior Court has had printed the entire civil issue docket for the November term of court which convenes November 14th with Judge E. H. Cranmer presiding. The docket contains about 1200 cases, only about 100 of which found place on the calendar fixed by the bar.

Both the calendar and entire docket have been printed and are being distributed from the clerk's office. Court will hold session for two weeks for the trial of civil matters exclusively.

GENERAL CARR SAID TO BE CANDIDATE FOR COMMANDER

Reports from Chattanooga, where United Confederate Veterans assembled in thirty-first annual reunion, Tuesday, are to the effect that Gen. Julian S. Carr of Durham is a candidate for commander-in-chief. Gen. Carr is commander of the Army of Northern Virginia.

WATER RATES

Town Council in regular session October 4th, 1921, adopted the following rates to be charged users of water from the town service pipes:

For domestic use, 25c per 1,000 gallons in excess of 3,000 gallons, minimum charge $1.50 per month.

For manufacturing use, hotels, garages, 20c per 1,000 gallons, minimum charge $6 per month.

Now the town has a plenty of water and on the first of each month you will receive your water card, which you are to take to the Bank of Lillington and pay your water rent. This must be paid by the 10th of each month or you will be cut off on the 11th, and it will cost you $1 to get back on.

J. H. DIXON,
Manager.

NOTICE OF ADMINISTRATION.

Having qualified as administrator of the estate of Bud Tart, deceased, late of Harnett County, North Carolina, this is to notify all persons having claims against the estate of said deceased to exhibit them to the undersigned or his attorney at Coats, N. C., on or before the 13th day of October, 1922, or this notice will be pleaded in bar of their recovery. All persons indebted to said estate will please make prompt settlement.

This the 13th day of October 1921.

F. T. TART,
Admr. of Bud Tart.
L. L. Levinson, Atty., Coats, N. C.
13-6.

666 cures Bilious Fever.

SERVICES AT BAPTIST CHURCH.

Beginning Sunday morning at 11 o'clock a series of meetings will be held at Lillington Baptist church extending through the coming week. Dr. J. Elwood Welch, pastor of the First church, Durham, is expected to arrive Monday and assist Pastor Edgerton in the meetings. The hours have been fixed as 11 and 7:30.

COL. FRED OLDS HERE NEXT WEEK

It is with great pleasure that this paper is able to announce that Miss Mame Camp, community service director, has induced Col. Fred A. Olds of Raleigh, veteran lecturer and entertainer, to spend four days in Harnett county next week, when he will deliver lectures in various schools, relating stories of Carolina, her legends and myths, at the community meetings.

A schedule of meetings for next week will include Col. Olds' lecture at the following places:

At Coats on Tuesday night.
At Buies Creek Wednesday.
At Angier Thursday.
At Lillington school Friday afternoon.
At Flat Branch Friday night.

Col. Olds has expressed his desire to meet and mingle with the people of Harnett county. He is so well acquainted in most parts of the state that he needs no introduction. The people of this county who have never met him will no doubt avail themselves of the opportunity next week.

HALLOWE'EN PARTY AT HIGH SCHOOL MONDAY

The Parent-Teachers' Association of Lillington will give a Hallowe'en party at the High School building, Monday evening, October 31st, at 8:30 o'clock.

The halls, classrooms and auditorium will be converted into a real spookland. Witches from the land of mystery will be present to reveal the future to all who are interested; also one who can look into the palm and read both the past and the future will pitch her tent near the main entrance.

The fountain of youth for which Ponce de Leon searched has been discovered and will be presided over by a real Gypsy queen, who will serve its magic waters to all who are willing to pay the price of such a wonderful beverage.

Everyone will have a chance to visit the death chamber where Blue Beard's wives met their fate. Ghosts will serve delicious refreshments by orders taken from a puzzling menu card.

A shadow play will be given in the auditorium, after which the guests may indulge in stunts such as bobbing for apples, telling fortunes with candles, etc.

The guests may come in Hallowe'en costumes if they like, but this is not a requirement. The aim of the association is to have everybody come out and get the spirit of the occasion.

Interest in the event has already reached the sublime stage of poetic ecstasy, as witness this declaration from a local scribe of Shakespearean proclivities:

On Monday night, October the last,
Representations of "Spookland" will be ablast
At the School Auditorium at half-past eight,
Where there'll be fortune tellers to tell you your fate.
The Parent-Teachers' Association has lots to be seen,
So be sure to meet me at the Hallowe'en.

The doors of the Auditorium will be thrown ajar
To all who want a trip across the "Spookland" bar,
Where the "little old witches" will treat you right.
On October 31st, Hallowe'en night,

The "Fountain of Youth" that Ponce de Leon failed to find
Has been discovered with its youthful wine.
So whether you be fat or whether you be lean,
Be sure to visit this "Fountain" presided o'er by the Gypsy Queen.

T. C. F.

HO, IT'S HALLOWE'EN!

"Don't they make you feel creepy? I'm going, though." This and similar remarks could be heard on the streets today as people peered into the windows and saw the "spooky" cards offering invitation to attend a Hallowe'en party at the High School Monday evening at 8 o'clock. The posters were enticingly arranged and the mingled expressions upon the faces of those who read them were a sight to behold.

Pursue Happiness Too Strenuously.

We all seek happiness so eagerly that in the pursuit we often lose that joyous sense of existence and those quiet daily pleasures, the value of which our pride alone prevents us from acknowledging.

666 cures Biliousness.

THIEVES MAKE HAUL FROM THE PARKER STORE

Silk Shirts and Overcoats, a German Pistol and Jewelry—Burglars Exhibit Taste for Variety, But Coffins and Corsets—Uh-Uh!

Some time during last Friday night thieves entered the clothing store of Parker Bros. here and made away with about $2,000 worth of goods. The estimate of damage was made by Mr. B. A. Parker after he had looked over the stock and made discovery of the extent of the theft. Entrance to the store was effected by bending aside bars in the iron work protecting the rear window. Once inside, it was an easy matter for the crooks to unfasten the rear door, which they left standing open after making a choice selection of merchandise.

Articles stolen consisted of a dozen or fifteen men's tailored suits which hung in a compartment of the suit cabinet—these were awaiting call by customers for whom they were individually ordered; also suits and silk shirts taken from the show windows; a lot of extra high grade overcoats which had recently arrived neckwear, jewelry and various other articles. The cash drawer was rifled and $12 or $15 taken therefrom. The desk in the office was ransacked, letters, checks and other papers being scattered in the loot-scurry.

Mr. Chas. Parker had lain his German Lueger pistol in a drawer of the desk, and this, together with a smaller gun, was taken by the thieves Mr. Parker prized his Hun war trophy very highly and expressed his great regret at not being able to turn its "strafing" effects upon the robbers.

At the rear entrance to the store next morning, wheel tracks seemingly of a truck were visible, but there was such an element of mystery surrounding the whole affair that nothing of a definite clue could be deduced, other than that the perpetrators of the crime evidently were persons familiar with the arrangement of the store and its stock. The thieves seemed to know what they wanted, and got it without disarranging other goods. The millinery and ladies' wear department was not harmed; neither did the lootera make bold to enter the undertakors' parlor; presumably they preferred the "glad toggery" to funeral accessories. Giving a wide berth to ladies ready-to-wear presupposes the fact that they were unmarried. This Sherlockian theory, however, is mere surmise—nothing more.

Sheriff Will McArtan early Saturday morning busied himself in an attempt to get on the robbers' track. Phones and telegrams carried the lookout warning to other points. As yet no trace has been found which the Sheriff is willing to publish. The Sheriff has offered a reward of $100 for evidence leading to conviction of the guilty parties.

MISS KATHERINE SEXTON DIED LAST THURSDAY

Miss Katherine Sexton died at Montrose Sanatorium last Thursday and was buried in the family cemetery on the Sexton Plantation in Neills Creek township Friday. Services were conducted by Rev. G. F. Kirkpatrick. Besides relatives, friends in great numbers gathered at the grave to bestow their final tribute of respect to the mortal remains of a Christian woman whose good name is a rich heritage to the community.

Miss Katherine Sexton was a daughter of Duncan and Katherine Sexton. She leaves a sister, Mrs. Mary Williams of Georgia, and a brother, Mr. Duncan M. Sexton of Lillington. Members of the Sexton family in this community are her relatives.

All her life Miss Sexton had been a consistent member of the Presbyterian church. While nursing Col. Dan Hugh McLean in his illness some two or three years ago she contracted pneumonia. Her uncle, Dr. C. H. Sexton of Dunn, sent her to the mountains in the hope that she would regain her health. Failing in strength, she went to Montrose Sanatorium where special care was taken to restore her, but the best of treatment failed to bring recovery.

Sincere sympathy of the whole community is extended the bereaved relatives.

Blondes Disappear in Three Decades.

The real blonde types disappear within three generations when transported to the tropical regions. In the course of time it is predicted by an ethnological export that the people of the United States and Australia will all be dark.

FOR SALE AND RENT

Five good tobacco and cotton farms, well located, near Lillington, Duke and Buies Creek, N. C., good buildings, daily mail and good road. J. G. Layton, Dunn, N. C., R. 3 6-4p

RAILROAD PLAN TO GET RATES DOWN

Propose to Reduce Wages and Return All the Saving by Reduction in Charges.

FULL TEXT OF THE PROPOSAL

Statement by Thomas DeWitt Cuyler, Chairman of the Association of Railway Executives on the Situation.

Following a meeting in Chicago, October 14, 15, of the presidents of nearly all the leading railroads in the country, Mr. Thomas DeWitt Cuyler, chairman of the Association of Railway Executives, made the following statement:

At a meeting of the Association of Railway Executives today it was determined by the railroads of the United States to seek to bring about a reduction in rates. And as a means to that end to seek a reduction in the present railroad wages which have compelled maintenance of the present rates.

An application will be made immediately to the United States Railroad Labor Board for a reduction in wages of train service employes sufficient to remove the remainder of the increases made by the labor board's decision of July 20, 1920 (which would involve a further reduction of approximately 10 per cent) and for a reduction in the wages of all other classes of railroad labor to the going rate for such labor in several territories where the carriers operate.

To Reduce Rates as Wages Go Down.

The foregoing action is upon the understanding that concurrently with such reduction in wages the benefit of the reduction thus obtained shall, with the concurrence of the Interstate Commerce Commission, be passed on to the public in the reduction of existing railroad rates, except in so far as that reduction shall have been made in the meantime. The managements have decided upon this course in view of their realization of the fact that the wheels of industrial activity have been cleared down to a point which brings depression and distress to the entire public and that something must be done to start them again in operation.

The situation which confronts the railroads is extremely critical. The railroads in 1920 realized a net railway operating income of about $468,000,000 upon a property investment of over $19,000,000,000 and even this amount of $62,000,000 included back mail pay for prior years received from the government of approximately $64,000,000, thus showing, when the operations of that year alone are considered, an actual deficit before making any allowance for other interest or dividends.

The year ended in serious depression in all branches of industry and in marked reduction of the market demand for and the prices of basic commodities, resulting in a very serious falling off in the volume of traffic.

Roads Forced to Defer Maintenance.

In this situation, a policy of the most rigid economy and of postponing and cutting to the bone of the upkeep of the properties was adopted by the railroads. This was at the price of neglecting and for the time deferring work which must hereafter and in the near future be done and paid for. This is illustrated by the fact that, as of September 15, 1921 over 16 per cent, or 574,431 in number, of the freight cars of the carriers were in bad order and needing repairs, as against a normal of bad order of not more than 160,000 as a further illustrated by the deferred and inadequate maintenance of other equipment and of roadway and structures.

Even under those conditions, and with this large bill charged up against the future—which must soon be provided for and paid if the carriers are to perform successfully their transportation duties—the result of operations for the first eight months of this year, the latest available figures, has been at a rate of net railway operating income, before providing for interest, or dividend amounting to only 2.5 per cent per annum on the valuation of the carrier properties made by the Interstate Commerce Commission in the recent rate case, an amount not sufficient to pay the interest on their outstanding bonds.

Roads Earning Far Below Reasonable Returns.

It is manifest, from this showing that the rate of return of 5½ per cent for the first two years after March 1, 1920, fixed in the Transportation Act as a minimum reasonable return upon railroad investment, has not been even approximated, much less reached; and that the present high rates accordingly are not due to any statutory guarantee of earnings for there is no such guarantee.

In analyzing the expenses which have largely brought about this situation, it becomes evident that by far the largest contributing cause is the labor cost.

Today the railroads pay out to labor approximately 60 cents of the dollar they receive for transportation services whereas in 1916, 40 cents of the dollar went to labor.

On the first day of January, 1917, when the government took charge of wages through the Adamson Act, the labor cost of the railroads had not exceeded the sum of about $1,468,000,000 annually. In 1920, when government authority made the last wage increase, the labor cost of the railroads was about 3,698,000,000 annually, or, if continued throughout the year instead of for the eight months during which the wage increases were in effect, the labor cost, on an annual basis, would have been largely in excess of $3,900,000,000—an increase, since the government took charge of railroad wages in the Adamson Act, of approximately $2,450,000,000 annually.

In the light of these figures, it is manifest that the recent reduction of wages authorized by the Labor Board, estimated at from 10 to 12 per cent, in no sense meets or solves the problem of labor costs, and in no way makes it possible for the railroads to afford a reduction of their revenues.

Thousands of Rates Already Reduced.

Indeed, during the past year there have been between four and five thousand individual reductions in freight rates. On some railroads the reductions in rates have amounted to more than the reductions in wages so far made, and on many other railroads the reductions in wages allowed no net return on operations, but merely provided against the further accumulation of a deficit.

The point is often made that agriculture and other industries are also suffering the same immediate difficulties as the railroads, why, therefore, do not the railroads take their medicine like anybody else? The answer lies in several facts:

1. The railroads were not permitted, as were other industries, to make charges during the years of prosperity, making possible the accumulation of a surplus to tide them over the present extreme adversity. According to the reports of the Interstate Commerce Commission, the rate of return in property investment of the railroads of the United States for the past several years has been as follows:

Rate of returns earned by railroads of the United States on their property investment:

	Per cent
1912	4.86
1913	4.75
1914	4.17
1915	4.50
1916 (fiscal year)	5.00
1917	4.99
1918	2.19
1919	4.62
1920	3.47
1921 (calendar year)	2.14

It will thus be noted that during the years when other industries were making very large profits, when the prices of farm products and the wages of labor were soaring to unheard-of heights, the earnings upon railroad investment in the United States were held within very narrow limits and that they have during the past four years progressively declined.

Roads handicapped More Than Other Business.

2. The railroads are responsible to the public for providing adequate transportation. Their charges are limited by public authority, and they are in very large respect (notably for labor) compelled to spend money on a basis fixed by public authority. The margin within which they are permitted to earn a return upon their investment, or to offer inducements to attract new capital for extensions and betterments is extremely limited. However much the railroads might desire, therefore, to reduce their charges in times of depression, it will be perceived that the limitations surrounding their action do not permit them to give effect to broad and elastic policies which might very properly govern other lines of business not thus restricted.

It has been urged upon the railroads that a reduction in rates will stimulate traffic and that increased traffic will protect the carriers from the loss incident to a reduction in rates. The railroad managements cannot disguise from themselves that this suggestion is merely conjectural and that an adverse result of the experiment would be disastrous, not only to the railroads, but to the public whose supreme need is adequate transportation.

Consequently the railroad managements cannot feel justified in placing these instrumentalities, so essential to the public welfare, at the hazard of such an experiment based solely upon such conjecture.

Farmers Especially Need Lower Rates.

It is evident, however, that existing transportation charges bear in many cases a disproportionate relationship to the prices at which commodities can be sold in the market and that existing labor and other costs of transportation thus impose upon industry and agriculture generally a burden greater than they should bear. This is especially true of agriculture. The railroad managements are feeling sensitive to and sympathetic with the distressing situation and desire to do everything to assist in relieving it that is compatable with their duty to furnish transportation which the public must have.

At the moment railroads in many cases are paying 40 cents an hour for unskilled labor when similar labor is working alongside the railroad and can easily be obtained by them at 30 cents an hour. The railroads of the country paid in 1920 a total of considerably over $1,500,000,000 to unskilled labor alone. However desirable it may be to pay this or that schedule of wages, it is obvious that it cannot be paid out of the railroad earnings, unless the industries which use the railroads are capable of meeting such charges.

The railroads, and through them the people generally are also hampered in their efforts to economize by a schedule of working rules and conditions now in force as a heritage from the period of Federal control and upheld by the railroad labor board. These conditions are expensive, uneconomic and unnecessary from the point of view of railroad operation and extremely burdensome upon the public which pays the bill. The schedule of wages and of working conditions prevents the railroads from dealing equitably with their labor and costs in accordance with rapidly changing conditions and the great variety of local considerations which must be taken into account in different parts of the country. The railroads are seeking to have these rules and working conditions abrogated.

The railroads will seek a reduction in wages now approved by first requesting the support of the railroad labor board. The railroads will proceed with all possible speed, and as soon as the railroad labor board shall have given its consent to the reduction in wages the general reduction in rates will be put into effect.

LARGE PORTION OF CROP GINNED

Washington, Oct. 25.—A larger percentage of the country's cotton crop had been ginned to October 18 this year than had been ginned in any previous year to that date in the history of cotton growing, the Census Bureau's ginning report, issued today, indicated.

A total of 5,477,297 bales exclusive of linters had been turned out by ginneries, which total is 83.7 per cent of the entire crop as estimated by the Department of Agriculture in its forecast of October 3 this year. The previous heaviest ginning to October 18 was in 1916 when 64.8 per cent of the crop had been ginned.

In issuing its ginning report, the Census Bureau included a paragraph giving the Department of Agriculture's latest forecast of the crop—which was 6,537,000 bales. Deduction of the number of bales ginned to October 18 from the estimated crop leaves 1,059,603 bales remaining to be ginned.

Concerning the cotton situation, Secretary Wallace of the Department of Agriculture said today:

"The cotton ginned to October 18 as shown by the census report, namely 5,477,307 bales, running weight, is 83.3 per cent of the October 3 forecast of total production by the department of agriculture, which was 6,537,000 bales of 500 pounds.

"So far as our records go, the highest percentage of cotton ginned to October 18 was 64.3 per cent in the year 1916, when the crop was a small one. The smallest percentage ginned up to October 18 was 37.7 in 1903.

"Our people in the department who are qualified to judge of such matters say that there can be no reasonable doubt that this year's cotton crop is more largely ginned to date than ever before. In the first place the crop is a very small one and under such conditions the percentage ginned to date would naturally be large. In the second place the season has been unusually forward and reports from practically all sections of the cotton belt indicate that picking has been practically completed. In Texas both picking and ginning is much further advanced than usual and about completed except in the northwestern part of the state. In Georgia the cotton is practically all gathered. In South Carolina picking is finished except in the northwest corner of the state. In North Carolina rapid progress in picking has been made. In Alabama picking is finished in most southern and central sections and is elsewhere well advanced with ginning progressing rapidly. In Mississippi picking and ginning have made rapid progress. In Arkansas the cotton is all picked in some localities and three-fourths picked in others. In Oklahoma picking is reported as having progressed rapidly."

Round bales included numbered 99,371, compared with 140,099 last year. American-Egyptian included numbered 7,498 bales compared with 14,812 last year, and sea island included numbered 1,204 bales compared with 384 last year.

The ginning report included a paragraph stating:

"The Department of Agriculture on October 3, 1921, estimated that the condition of the cotton crop on September 25 was 42.2 per cent of normal, the lowest condition ever reported, which forecasts a total production of about 6,537,000 bales of 500 pounds. Reports indicate that a large proportion of the crop has been ginned."

North Carolina ginned 444,964 bales.

CHRISTIAN ENDEAVOR MEETS AT THE BAPTIST CHURCH

On next Tuesday night, instead of meeting at the Presbyterian church as heretofore announced, there will be seats reserved at the Baptist church, where a series of meetings will be in progress.

The Society will hold a short meeting after church services. Everybody is urged to be present.

PERSONAL.

Born to Mr. and Mrs. Henry Salmon, Thursday morning, a son, 17th heir, who has been christened Henry Jr.

Quite a number of local Baptists attended the forty-sixth session of Little River Association at Baptist Grove this week.

Mr. Fuller Johnson of Rockingham was here this week making preparations to move his family here. Mr. Jonson is in the insurance business. He has many relatives in this neighborhood. His family expects to move here next week.

COTTAGE FOR SALE.

Five room cottage with all modern conveniences, electric lights, bath room, etc., complete. Most desirable location in Lillington. If interested apply to Marvin R. Edwards.

MORRISON DENIES MORE PETITIONS

Raleigh, Oct. 26.—Governor Morrison got out of a sick-bed Friday morning in order to hear the petition for the commutation of death sentence of W. Y. Westmoreland of Iredell county, under sentence to die in the electric chair Nov. 21 for the murder of James H. Nance, a jitney driver, robbing him and throwing the body in a well near the scene of the crime.

Petition for the commutation was unsupported by new evidence of a material nature and the appeal had to be refused. Westmoreland, therefore, will die one month from Friday unless new evidence is discovered which will cause the governor to upset the decision and judgment of the court.

The governor was a sick man for two days last week. In fact, members of his household did not expect he would be able to come to his office Friday, but later in the morning he came down to hear this case and look after other business. The necessity for again having to pass on a case involving the life of a man, so soon after the harrowing experiences in connection with the efforts to save the life of J. T. Harris, visibly affected the governor, whose sense of duty again forced him to the decision against the man.

At the executive offices are piles of letters from citizens of North Carolina commending his course in the Harris case and expressing gratification that the state no longer shall suffer the humiliation that it has experienced in the past because of "putty" officers who were not firm enough to enforce the judgments of the courts.

TO LAY CORNERSTONE OF MAMERS METHODIST CHURCH

On Friday, November 11th, exercises will be held at Mamers Methodist church incident to the laying of the cornerstone of the new building. Rev. J. D. Bundy, presiding elder, will conduct the services. Everybody invited.

Famous Haddon Hall.

The original Haddon hall is two miles southeast of Bakewell, Derbyshire, England. It belongs to the duke of Rutland and is a notable example of the medieval residence of a great English proprietor.

666 cures Chills and Fever.

SALE OF LAND FOR DRAINAGE TAXES.

The Board of County Commissioners of Harnett County, N. C., having audited my Drainage Tax Books for Stewarts Creek Drainage District for the years 1917, 1918 and 1919, and found the following drainage taxes uncollected, and having made an order that I sell the following described property, situated in said Drainage District, for taxes due and uncollected. By virtue of the power vested in me by law and by virtue of the order made by said Board of County Commissioners, I will expose the lands of the following persons for sale at the Court House door in Lillington, N. C., on Monday, November 7th, 1921, to satisfy said taxes:

1917	
J. D. Barnes, balance due on taxes	$ 99.66
1918	
Gus T. McNeill, part E. S. Smith land	.74
Saul Smith, part E. S. Smith land	4.67
James McLean, part E. S. Smith land	35.53
J. L. Smith	5.53
1919	
A. R. Wilson estate	55.18
J. D. Barnes	619.69
J. L. Smith	5.27
B. F. Byrd	1.83
Saul Smith, part E. S. Smith land	1.45
Gus T. McNeill, part E. S. Smith land	30.65
Fred Elliott, part E. S. Smith land	143.63
Isaac McKay	36.35
R. G. McNeill, part W. W. Allen land	27.32
Tobe Cameron, part W. W. Allen land	2.69
Bailey estate	15.81
Balance due on Mrs. R. C. McNeill estate E. S. Yarborough	65.10

Total due and uncollected $1,291.02

W. H. TURLINGTON,
Ex-Sheriff Harnett County.
This the 6th day of October, 1921.
6-4

NOTICE!

Your town tax books are ready. Come on and pay your taxes while you have money coming in. Do not hold off. Pay them now. The Tax Collector will be to see you in a few days.

J. H. DIXON
Town Tax Collector.