

HARNETT COUNTY NEWS

DEVOTED TO THE INTEREST OF HARNETT COUNTY PRIMARILY, AND OF THE STATE GENERALLY.

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ONE DOLLAR A YEAR—5c COPY

Lillington, N. C., Thursday, October 2, 1924

"If it Concerns Harnett, It's in THE NEWS"

Interesting Periods In State's History Feature Pageant of Dunn Fair

Just what is the pageant that is being staged at the County Fair in Dunn on Tuesday, October 7th?

This question is being asked daily by people who are interested in finding out about the historical drama being produced by the school children of Harnett county, with twenty representative men and women as leading characters.

For several years the educational leaders in the county have been dreaming of a historical pageant, depicting scenes of historical interest to Carolina folk. This opportunity came when Miss Ethel Theodora Rockwell, of the University of North Carolina, consented to stage her latest pageant, "Children of Old Carolina," for the first time in Harnett county.

This pageant will be used as a countywide educational project all over the State, but Harnett county, through the efforts of Miss Mame F. Camp, who is general chairman of the pageant committee, will have the honor of staging the initial performance.

Visitors from all over North Carolina will be in Dunn for the pageant. It is the only historical representation that has been written for the State of North Carolina showing the periods in its history from the day the first white man landed up to the present day.

The first scene shows the children of the Lost Colony of America, on the day before they left England for America. The children were happy at their play, but eager to view the new lands across the sea.

The second scene depicts the life of the Indian in his forest home in Carolina. The chief, Manteo, the beloved Indian, is seen from a high tower near the back of the stage, as the Indian boys and girls sing their songs and dance the weird dances of the primitive folk. Then old Father Time from his tower calls forth the children of the peoples who settled this fair State.

First appears the English with their leader, Edward Mosley, then the Quakers, busy at their work, just as they went about their duties in the new land two centuries ago; the Swiss children, with their leader appear, followed by the Scotch-Irish, who established our first schools.

A bagpipe is sounded and the Scotch Highlanders appear, with Flora McDonald watching from the tower, the Scotch lads and lassies do the highland fling in true Scotch style.

The German Moravians appear next and reproduce a part of the Moravian Easter service, which gives the audience something of the religious life of these sturdy folk.

Daniel Boone is called back by Father Time and he brings with him a group of the men, women and children who shared with him the hardships of the pioneer days.

Then "Yankee Doodle" is heard in the distance and a group of happy boys and girls dressed in colonial style rush on the stage, led by their schoolmaster—all rejoicing in their new freedom. They have just heard that the Declaration of Independence has been signed and are celebrating.

A bit of the Hornet's Nest, as Charlotte was called at that time, is seen when the boys dressed in the blue, worn by their fathers, have a sham-battle to keep in mind the stormy days just passed.

We pass over a period of years and a real Southern plantation scene is given. The pickaninies returning from the cotton fields sing snatches of their own songs. While the white children of the Big House, in hooped skirts, dance the Virginia reel.

Then come the days of sorrow—when Lee has surrendered at Appomattox and the half-starved children of Carolina, whose fathers have fought and lost, fold their Confederate flags, to keep in memory other days.

Governor Zebulon Baird Vance, in grey uniform, stands on the tower as the dominant figure during this scene. Governor Charles Brantley Aycock is then summoned by Father Time and he sees passing in review hundreds of happy school children who have been saved from illiteracy by his untiring efforts in their behalf.

The Children of Today are now ushered in, showing the various activities of the boys and girls of today as compared with those of early days. First come the Boy and Girl Scout

troops, home and farm-life clubs, Sunday school groups, athletic teams and various other organizations that tend to give to the boys and girls of today the training they will need as the men and women of tomorrow.

With appropriate music, costumes representing the different periods and a beautiful setting, this promise to be one of the most beautiful and instructive pageants ever staged in the South.

MORE HIGHWAYS CONTRACTED FOR

Lillington-Mamers Link Boone Trail Let to Lavender Bros. at \$34,867.10.

Harnett county is interested in the contract letting held in Raleigh Tuesday, in that another link of highway is to be added to the county's road system. Construction of the Lillington-Mamers link of the Boone Trail was let to Lavender Bros. at a cost of \$34,867.10. The contracts let at Tuesday's sitting were:

First District. Project 392, Robeson, route 23 through town of Windsor, five miles paving, to F. J. McGuire, Norfolk, at \$151,968.50.

Project 111-117, Camden-Currituck, route 34, between Camden and Silgo, 11.81 miles top soil and grading, to Nello L. Teer, Durham, at \$74,458.50.

Project 151-B, Hyde, no bid. Second District. Project 276, Sampson, route 60, between Delway and Pender county line, 9.52 miles paving, to Hudson & Scruggs, Wilmington, at \$168,245.80.

Third District. Project 393, Robeson, route 23, between Lumberton and South Carolina line, 14.08 miles grading and top soil, to Lee J. Smith at \$50,842 for roadway; structures to J. S. Bowers at \$5,579.70.

Fourth District. Project 440, Harnett, route 60, between Lillington and Mamers, 7.78 miles grading, surfacing and bridges, to Lavender Bros. at \$34,867.10.

Project 404-B, Chatham, route 53, between Pittsboro and Sanford, 11.06 miles sand asphalt, to Hudson & Scruggs at \$168,245.80.

Sixth District. Project 662-B, Richmond, route 20 between Rockingham and Yadkin river, 6.8 miles paving, to Noll Construction Co. at \$180,251.50.

Seventh District. Project 791-B, Yadkin, route 60, between Yadkinville and Forsyth county line, 13.39 miles paving, to L. L. Tindall, Watertown, Wis., at \$482,528.40.

Ninth District. Project 967, Macon, no bid.

GEORGE J. STEELE OF SOUTH CAROLINA DEAD

Charlotte, Oct. 1.—G. R. Steele of Charlotte, traveling passenger agent for the Southern Railway, went yesterday to Pamlico, S. C., to attend the funeral of his father, George J. Steele, prominent South Carolina planter and banker, who died about 6 o'clock Thursday evening, following a stroke of paralysis while on the witness stand in the Bigbam case being tried at Conway, S. C.

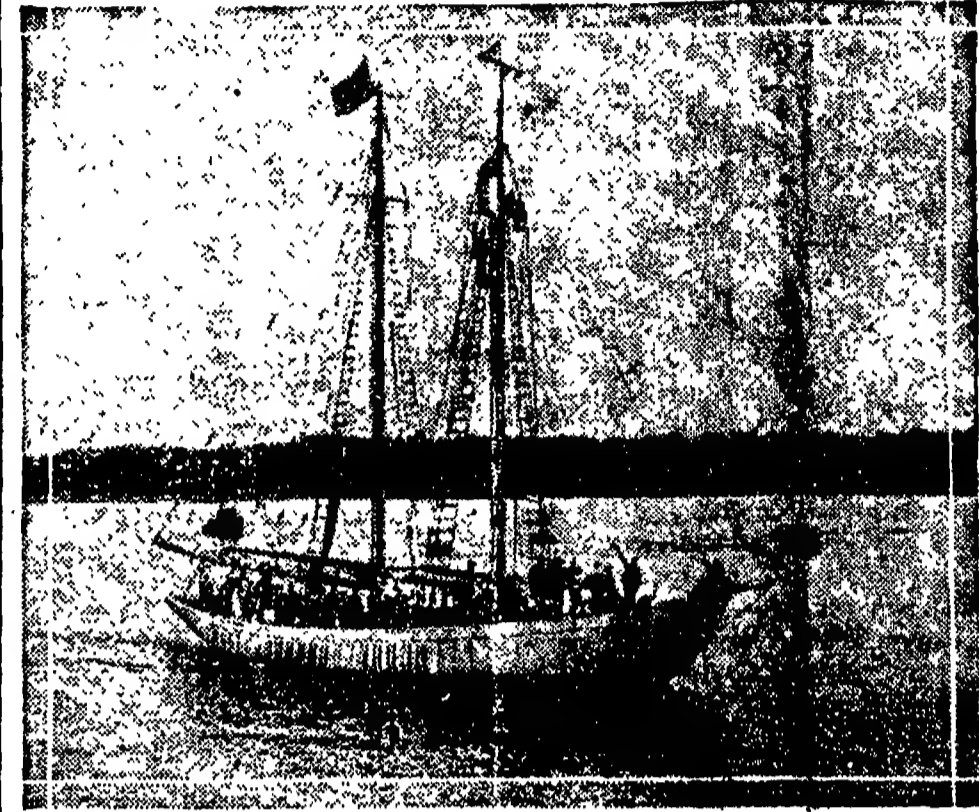
Mr. Steele, who was a native of Florence county, S. C., was president of the Bank of Pamlico, a director of the Bank of Florence and a very prominent planter and business man. He was 72 years old. His wife died just two weeks before his death. The funeral will be held at Pamlico this morning at 11 o'clock, burial following in the family plot.

In addition to the son here, he is survived by William Steele of Florence, S. C.; S. W. Steele of Jacksonville, Fla.; W. H. James and C. D. Steele, and two daughters, Mrs. C. W. Wilkinson and Mrs. A. A. Munn, all of Pamlico.

(Mr. George J. Steele was an uncle of the editor of Harnett County News and was the only survivor of the elder Steele family.)

Typewriter paper, envelopes, land papers, chattel mortgages, second sheets—at The News office.

Back From Boreas-land; Donald B. MacMillan, Explorer, Returns From Frozen North



Greeted as a conquering hero, Donald B. MacMillan, the Arctic explorer, returned to his native land and to his state, Maine. The crowd which welcomed him at Wiscasset was vastly larger than any previous one, and the enthusiasm far exceeded that of any of the similar occasions. The expedition will also go down in history as one of the most notable to the Frozen North, due principally to the fact that for the first time radio played a supreme part and made it possible for the little schooner Bowdoin to keep in constant touch with the affairs of civilization during the entire 15 months that it was away.

Photo shows the "Bowdoin" at Wiscasset, Maine.

Raleigh-Savannah Road Comes Via Lillington

Special Correspondence of The News

Bennettsville Chamber of Commerce

Bennettsville, S. C., Sept. 26, 1924. At a meeting held in Bennettsville yesterday afternoon, attended by representatives of several towns, a tentative association was formed to promote the rapid completion and improvement of a direct highway from Raleigh to Savannah. R. L. Freeman, senator from Marlboro county, was elected president, and H. K. Fox, secretary of the Laurinburg chamber of commerce, secretary of the association.

Another meeting will be held in the courthouse at Bennettsville on Thursday, October 16th, at 11 a. m., for further organization and formulation of plans.

The route proposed starts at Raleigh, connecting there with the Jefferson Davis Highway to Richmond and the North. From Raleigh the route runs by Lillington, Fayetteville, Raeford, Wagram, Laurinburg, McColl, Bennettsville, Society Hill, Hartsville, Bishopville, Sumter, Manning, St. George, Walterboro, Yemassee and Ridgeland, to Savannah.

Maps of the route are being prepared and sent to chambers of commerce and others along the entire route. The map shows that this route is almost an air line from Raleigh to Savannah, and will reduce by many miles the distance between the North and the South.

This entire route through South Carolina runs over State highways which are already in good condition, or will be put in good condition soon under legislation already passed.

There will be three new river bridges on this route. The one over the Pee Dee river at Society Hill is nearing completion. One over the Savannah river, near Savannah, is being constructed and bonds have been issued for the one over the Sen-

Captain of Harvard Team



Malcolm Greenough, captain of the 1924 Harvard team, out at the Crimson's squad's first drill of the season. "Mal" will probably play center.

tee river between Clarendon and Orangeburg counties.

By branching off from this highway at Bishopville, connection is made with the Jefferson Davis highway, at Camden for Columbia and Augusta. This makes a shorter route from Raleigh to Columbia than by Aberdeen and Rockingham.

By turning south from the Raleigh and Savannah highway at Society Hill, direct connection is made for Florence and Charleston, forming the most direct route between the North and Charleston.

It has been suggested that the Raleigh and Savannah highway be given the number 30 throughout its entire length. Some of the members of the South Carolina Highway Commission have already expressed approval of this.

The Raleigh and Savannah highway touches more county seats in South Carolina than any other highway across the State. They are Bennettsville, Bishopville, Sumter, Manning, St. George, Walterboro and Ridgeland—about one-sixth of the county seats in South Carolina. It also touches more county seats in North Carolina south of Raleigh than any other highway. They are Raleigh, Lillington, Fayetteville, Raeford and Laurinburg.

Every town and county along the route, including Raleigh and Savannah, is invited to send representatives to the meeting to be held in Bennettsville October 16th. After the meeting the delegates and visitors will be entertained at luncheon by the Bennettsville Kiwanis Club.

ENGLISHMAN HERE STUDYING COOPERATIVE

Raleigh, N. C., Oct. 1.—Agricultural leaders of England are keenly interested in the cooperative marketing of farm products. This is also true of the cotton spinning interests in England. On two occasions representatives of the cotton spinners have come from England to this country in the past year to get first hand information concerning cooperative marketing of cotton.

Just at this time the marketing commissioner of the English Ministry of Agriculture, Professor R. B. Forrester, is touring the United States, visiting the general offices of cooperative marketing organizations and studying the methods of handling farm produce in these organizations. Mr. Forrester is also a member of the University of London.

Mr. Forrester spent a day with General Manager U. B. Bialock at the Raleigh Office of the North Carolina Cotton Growers' Cooperative Association and it was a busy day. The Englishman discussed with Mr. Bialock every feature of the cooperative marketing of cotton and before he left Raleigh expressed himself as being very much pleased with his reception and as highly gratified with the information he secured.

"A vote for the Port Terminals and Water Transportation in November means relief for the individual citizen of our own State from a discriminatory freight rate condition at present intolerable and absolutely unjust," concludes the statement.

PORT ADVOCATES CLAIM REDUCTION IN FREIGHT TARIFF

They Figure That Establishment of Ports Will Force More Equitable Rates From Railroads.

Raleigh, Oct. 1.—Interior North Carolina shippers and consumers are compelled, through lack of proportional water-and-rail rates through State ports, to pay unnecessarily large tributes to railway companies, in freight charges, according to the campaign headquarters of the forces before the people of North Carolina in order that they may vote intelligently on the proposed port and terminal bill when it comes before them on November 4th.

Appeal for the correction of this injustice is now before the Interstate Commerce Commission. It was filed by the State Corporation Commission at the instance of the State Ship and Water Transportation Commission, which holds that the adoption by the voters of the port and terminals measure in the coming election will materially aid in securing favorable action by the Interstate Commerce Commission.

A statement from campaign headquarters in Raleigh reads:

"A through proportional water-and-rail rate is a rate less than the combined local water rate, plus the local rail rate. Richmond, has the same through rail rate to interior North Carolina as Norfolk. The rate to interior points of North Carolina through Charleston, which is farther from Norfolk than Wilmington is, is the same as the Norfolk rate to points in Western North Carolina. These rates, possessed by Virginia and South Carolina, are more favorable than the local Clyde rate to Wilmington, plus the local rail rate to interior points in our State. This is a gross and rank discrimination against our State from which the people of North Carolina have long suffered. A referendum majority for Port Terminals in North Carolina will help to correct this injustice. This state of affairs helps to account for the failure of our deep water ports, with a 26-foot channel, to serve as a proper port of entry for interior North Carolina.

An Appeal for Relief.

"The record of the appeal before the Interstate Commerce Commission in Docket 15339 shows that the Clyde Line needs traffic, nevertheless its traffic manager testifies that it is running boats to Wilmington with 42 per cent loads, at a cost of \$1.02 for each dollar of revenue received.

"When asked by Commissioner Maxwell of our Corporation Commission if it would be agreeable for the Interstate Commerce Commission to put in any system of joint through rates between New York and interior points, through Wilmington, on a basis of divisions to the Clyde Line, if such through rates were less than the water-and-rail rates through Norfolk, his reply was: 'I do not think we would be willing to do that.'

"Stronger evidence could not be presented of a determination to deny to these interior points in North Carolina the through rates to which they are entitled, made with relation to their proximity to the port of Wilmington. The attitude reflects a determination to preserve and protect the rate structure made to these points through Norfolk and Charleston.

The Voters Can Break the Chains.

"The voter should remember that a favorable referendum vote in November is the principal step toward breaking the economic transportation chains which bind North Carolina. Favorable action will aid in convincing the Interstate Commerce Commission that our State has a right to expect through its own ports just as favorable through rates to its interior points as Virginia and South Carolina now enjoy to such points. The demand will then be justified that the route through Wilmington is a reasonable and economic route for handling traffic from New York to points in our State. Since the rail haul from Wilmington to such points is much less than from Norfolk or Charleston, the proportional rates for North Carolina through its own ports should be less than from ports in other States.

Vote for the Referendum. "A vote for the Port Terminals and Water Transportation in November means relief for the individual citizen of our own State from a discriminatory freight rate condition at present intolerable and absolutely unjust," concludes the statement.

May Be an Empress



New portrait of the beautiful crown princess of Bavaria, whose husband, Crown Prince Rupprecht, has long been planning to make the family of Wittelsbach used to be and to become the next Kaiser. He is fifty-five; she, his second wife, twenty-five. They were married in 1921 and have two children. Before marriage she was Princess Antoinette of Luxembourg and Nassau.

TOWNSEND HEADS NEW COMMISSION

Educational Finance Commission Meet With Supt. Allen and Organize.

Raleigh, Oct. 1.—N. A. Townsend of Dunn was elected chairman of the Educational Finance Commission, yesterday morning at the first meeting of the body in the office of A. T. Allen, Superintendent of Public Instruction. Robert T. Wilson of Yanceyville was elected secretary. The commission was authorized by the last Legislature to examine school finances.

The meeting was for the purpose of organization. A second meeting will be held before the Legislature convenes and will be called as soon as data and information on the question of school finance is compiled by Supt. Allen for the members of the commission.

At this meeting will be discussed whether or not the present laws affecting school finance are equitable. A Legislative program affording further aid to the so-called "pauper" counties with six month school terms, will be considered. The problem of proper valuation will be gone into.

There are at present 67 counties in the State receiving aid from the State in conducting their schools. One and one-quarter million dollars is annually expended by the State in this form of aid.

Members of the commission which will consider the problem are Senators Walter H. Woodson, Salisbury; Emmett Bellamy, Wilmington; Robert T. Wilson, Yanceyville; and N. A. Townsend, Dunn; T. C. Bowie, Jefferson; Clayton Moore, Williams; and C. P. Rogers, East Flat Rock. All were present with the exception of Mr. Bowie, who found the conditions of the roads impassable.

WHITENER CANCELED HIS APPOINTMENT AT DUNN

Hon. A. M. Whitener, Republican candidate for Congress, who was to have delivered a political address at Dunn last night, was compelled to cancel the engagement on account of the extremely bad weather. In a telegram to County Chairman Walter P. Byrd, Mr. Whitener simply stated that the inclement weather forced him to forego the meeting scheduled for Dunn. Mr. Byrd stated to The News that Mr. Whitener would not be able to fill his appointment at Sanford this morning. He was scheduled to speak at the Lee Capital this morning at 10 o'clock. Chairman Byrd stated that he would make announcement later of further dates for Republican speakers in the county.

REV. N. M. McDONALD AT METHODIST CHURCH

There will be preaching service at the Methodist Church Sunday conducted by Bro. N. M. McDonald, former pastor of the Lillington charge. There are a number of people who will be glad of this opportunity of hearing Bro. McDonald again. Services at eleven and seven-thirty o'clock.

H. L. HENDRICKS, Pastor.

WANT SOME DEER? THEY ARE HERE

Government to Give Away As Many as Possible From National Forest

The United States Department of Agriculture, through the Forest Service, has some thousands of deer to give away, according to an announcement made today. These animals are part of the large herd of mule deer, estimated at over 30,000 head, found on the Kaibab National Forest in northern Arizona on the northern side of the Grand Canyon of the Colorado. This area was set aside as a national game preserve by President Roosevelt in 1906 in order to preserve the deer herd which at that time was threatened with total extinction because of illegal hunting.

Under the protection of forest rangers, however, the deer have increased in numbers to a point where the entire herd is threatened with starvation and prompt efforts must be made to reduce it to a number that can be supported by the vegetation on the Kaibab Plateau.

To accomplish this the Forest Service desires first to give away as many deer as possible. The expense to the applicant will be crating and transportation charges, a sum estimated to be about \$35 per animal. Young animals only will be shipped. The estimated weight of one animal crated is 250 pounds. These figures are only approximate. Final figures must be secured from the Forest Service.

Shipments will be confined to east of the Sierra Nevada and Cascade Mountains as the introduction of mule deer into regions already inhabited by a sub-species would result in a herd very inferior to native stock.

The Kaibab Plateau is in a sparsely settled region cut off from the rest of Arizona on the south by the almost impassable Grand Canyon of the Colorado River. On the other sides it is surrounded by semi-desert areas across which but few deer attempt to pass. Consequently the deer herd on the Kaibab Forest is limited in its food supply to the vegetation found only on the plateau.

This limited food supply has been reduced to the starvation point for the large number of deer now on the Kaibab Forest and officials of the Forest Service fear that winter will take a heavy toll if the herd is not reduced immediately.

COATS SCHOOL TO OPEN MONDAY

New Principal Takes Charge For Beginning of Term. The Faculty.

Coats, Oct. 1.—The school at Coats will open Monday, October 6th. The patrons and friends are invited to attend the opening. The high school pupils are urged to be present for the opening day in order that classes may be organized to meet the needs of all.

The faculty will be composed of the following:

J. H. Taylor, principal; Misses Myrtle Roberts, music; Lucile Lee, Lorena Dokin, Belle Graham, Mattie Brickhouse, Katie Underwood, Ada Yarbrough, Mrs. W. R. Stallings, Mrs. K. V. Stephenson.

The sixth and seventh grade pupils are rehearsing their scene in the pageant to be given by the Harnett schools at Dunn next week. Mrs. Stephenson is directing our part of this pageant.

PIANO TEACHER ARRIVES FOR LILLINGTON SCHOOL

Miss Evelyn Bobo of Roebuck, South Carolina, has arrived to take the position of piano teacher in Lillington High School. She will have charge of all pupils in instrumental music other than those of the regular grades in public school music, who will be pupils of Miss Ruth Corpening.

Miss Bobo is a graduate of Converse College and also of the Music Conservatory of Cincinnati. She speaks here highly recommended as a teacher of piano. She assumed duties with the faculty Monday.

COTTON GINNED IN COUNTY

Mr. Paul McKay, agent of the crop reporting service, reports that 2,659 bales of cotton had been ginned in Harnett county up to September 16th. This is the earliest report ever given, heretofore the report being given as of September 25th.