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FRANKLIN COUNTY HISTORY

By REV. E. H. DAVIS

The Union soldiers left this section in May 1865 after a few days of peaceful occupancy with no damning record of spoliation or violence in the life of our people which synchronizing with their appearance here were afterwards identified by the name of Sherman. The freshet in the streams of the Eastern Carolinas and Virginia in the early spring of that year the highest of record up to that time was for years remembered as the Sherman freshet. In that same spring or summer there appeared here for the first time the collard bug or pest afterwards known as the Sherman beetle—the vanguard of a horde of similar destroyers that have depredated upon us regularly since. And then there was what came closer to all than either of these—that leveler of all distinction and non-respecter of persons, scab—the itch. That able and victorious Union General throughout the section was best and longest remembered as associated with one of these—the Sherman freshet. The Sherman terrapin bug, the Sherman itch, President Lincoln's Emancipation proclamation coming Jan. 1, 1863 had little or no effect in the slave holding States who was still in progress. For the most part throughout this section, notably in Franklin the condition of the antebellum negro or slave was not one of hardship, cruelty and degrading poverty. The masters were not all tyrants—the overseers were not all Simon Legrees. There are those living here today who easily recall the sight of the old plantation with the cabins scattered over it not always in rows or groups but located generally on the acreage its occupants were expected to cultivate—the cabins built generally of oak logs, with stick or rock chimney and consisting of one big room and attic above with board lean-to behind. There was always a garden enclosed by a rail fence in which not only the familiar vegetables of that day were grown but also flowers. The first Princess feathers this writer ever saw and the most luxuriant were grown in the gardens of slaves and ornamented their humble but sometimes really attractive homes. The same conditions obtained in large measure after the surrender. With the bestowment of freedom and the ballot the negro as a race did not lose its head and run amuck. The sudden transition from slavery to freedom with far less disruption and friction than so great a change would seem to necessitate. Beyond the possession of the ballot, its well high universal exercise and with but very few exceptions invariably in the same direction there was comparatively little change to be noted. Many of them, possibly most of them continued right where they were before, living in same cabin, cultivating same ground, even plowing same team. The work day began with the rising of the sun and terminated as before with the going down of the same. Every member of the family able to work did work. There were no schools for the younger ones of the race to attend. They came afterwards as the necessary and inevitable consequent of the right of suffrage. That one should continue to cast a ballot that he was not able to read was inconsistent and should be made impossible even in the estimate of the former slave owner. Negroes who prior to 1863 learned to read and write as some did acquired that knowledge not through schools but climbed up some other way. John H. Williamson, of Franklin, who for a number of years represented the county in the Legislature was one of that class. He was not a native of the county having been born a

proceeded against according to the provisions of the Act of incorporation. Joel King, Treasurer. March 14, 1821. The slaves were never paid for and their emancipation, according to Williamson's ideology was an act of Confiscation by the parent Government of the private property of a large body of its citizens—he himself never found his way from the 4th N. C. District and the Tar remains to this day un-navigable for vessels of any draft to Louisburg. After his retirement from politics and the Republican party Williamson became Editor of a paper in Raleigh where the same fluency and brightness characterized his printed words that he had shown on the stump and in the Legislature. He was ever a fluent speaker and an effective campaigner who did not hesitate to tackle any adversary the opposition might send against him. He was easily the ablest, leader of his race in the county and deserved high place among those who led them in the entire State.

her bridal bouquet. Mrs. Mitchell attended the Raleigh public schools. She is a graduate of Needham Broughton High School and attended Peace Junior College. For the past year and a half she has been employed by the Equitable Life Assurance Society. Lieutenant Mitchell attended the Charleston schools and was graduated from the Charleston High School. Before entering the Army Air Forces, he was a student at North Carolina State College, where he was a member of Delta Sigma Phi social fraternity. He is now stationed with the Army Air Transport Com-

mand in Wilmington, Del., where he and Mrs. Mitchell will make their home.—News-Observer. Lt. Mitchell is the nephew of Mrs. W. B. Barrow, of Louisburg, and a grandson of the late Rev. J. R. Jones, who resided near Louisburg. A total of 249 beef and dairy cattle have recently been placed in Warren County. FOR SALE One good Milk Cow. Milking two and a half gallons daily. See F. W. Justice, R. 1, Louisburg, N. C. 7-30-1t

THE INEVITABLE EFFECT

It is no wonder that the Senate War Mobilization Committee in a recent report declared that the home front is "sagging dangerously." A free people have found themselves shackled by bureaucratic red tape at almost every turn.

They try to increase production—they try to get a war job—they try to raise crops—and in many instances they are slowed down or actually stopped by some restriction, decree or law that has so complicated our economic life that a citizen used to doing things for himself is stumped by a multiplicity of bosses.

Don't forget that the success of our war effort has been due to the drive of free private enterprise. Don't expect to hamstring that enterprise and not confuse and bewilder, and even destroy, the spirit of individual initiative and independence which built, maintained and must perpetuate this nation if our country remains as we have known it.

A SAFE BET

Secretary of the Navy Knox has predicted a crude oil shortage within a year, and exhaustion in 14 to 20 years of present known supplies.

Almost these same words were used during the last World War, and then the oil industry evolved new drilling methods, found new fields, greatly increased the products taken from crude oil, and gave our nation the greatest supply of oil products on record.

There was incentive to do the job. If our lawmakers and regulators will but give the oil industry half a chance and allow a fair return for the risk involved, it is a safe bet that this country won't be out of oil in one year, or twenty years.

Cut the red tape before an artificial shortage is created, and give American enterprise a chance to meet any emergency. Any other policy will be fatal to a nation that uses gasoline and oil products almost as freely as water.

A FEW FACTS TO REMEMBER

Since the last World War, \$10,000,000,000 has been spent for improvements to American railroads. For every dollar of additional stocks and bonds, the railroads have spent \$10 for additions and betterments. In 1918 there was an average of \$10,000 worth of railroad equipment for each man employed. Now each man uses \$20,000 worth.

Moving fighting equipment and fighting men, war materials, food and fuel has been the biggest transportation job in history. Railroads in 1943 are moving twice as many ton-miles of freight as in corresponding period in 1918.

Freight rates generally are no higher now than when the war started.

There are 600,000 fewer freight cars in service today than in 1918, but they carry 22 per cent more. The average freight train does more than twice as much work in an hour.

There are 26,000 fewer locomotives than during the first World War, but they are better locomotives and turn out more work per day.

In the first three months of 1943, passenger traffic was virtually double that of the corresponding period in 1918. Troop movements quadrupled those in the first World War.

The general level of railway travel costs in recent years has been the lowest in railway history.

Railroad employes in 1942 averaged 1,271,000, as contrasted with 1,842,000 in 1918, and in 1942 employes received in wages \$2,932,000,000, as against \$2,614,000,000 in 1918.

Railroad taxes, per dollar of revenue, increased from 4.6c in 1918, to 16.1c in 1942.

THE LOW DOWN

HICKORY GROVE

I get sorta in a lather about a sales tax every time I see people spending money like it might grow on a tree. A sales tax would cost me some mazzama but in the long run it will cost me and everybody else more, if we don't have a tax now. If Uncle Samuel don't get this surplus dinero, somebody else will. The night spots, or any place that will open up a door, gets business. A thirty cent making 100 per week don't give a hoot whether a bottle of hooch is 3 dollars or

4 dollars. Or a dinner at 85 cents, if it was 95 cents by tacking on a 10 per cent tax, would not slow down anybody. You could set up a roulette wheel, and if the police did not get you, you would go to town. But I am hopeful. Congress has its tail over the dashboard and is showing a touch of ginger and gumption. They are starting to trim off a few Govt. frills and fancy notions—maybe a sales tax will be next. Yours with the low down, JO SERRA. There are apparently sufficient amounts of nitrogen and phosphate fertilizers for all food and feed production in 1944. But there may be a slight shortage of potash to meet total requirements. Wheat and wheat flour export programs, in operation since 1938, will not be renewed for the coming fiscal year because of shortages in the U. S., says the WPA.



Jo Serra



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