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## THE LUMBER BRIDGE NEWS.

LUMBER BRIDGE, N. C.  
REV. P. R. LAW, EDITOR.

Industrial organizations, like all others, are always profitable when operated industriously and with wise enterprise. This observation is suggested by the new-made industrial organization of young men at Red Springs. Candor calls for saying that one of the first things demanded is money. It is money that lubricates such machinery. There is no substitute. If there is no disposition to go down into pockets for the cold cash then the project had as well be abandoned immediately. Enterprising advertising is a necessity. Few have the toe and snap, be it said, moreover, for doing it profitably. The work of a genius at this point is called for. Then there is no overflow of folks who know what around about offers fittest subjects for heralding. The value of this or that, the present and prospective worth of one thing and other is grasped intelligently by few. Hence, there is need for frequent meetings and discussions of the facts about the resources of the community and the possibilities of their development with a given outlay of capital. In co-operation we find a cue to the ways of growth as well as the means of accomplishing it. Therefore it is a step in the right direction to have every man in the town working with convergent strokes for its advancement.

With practical unanimity there goes up an overture to the management of the Atlantic Coast Line from all the towns and all the people along the line from Sumter, S. C., to and including Lumber Bridge to put on what we call the Bennettsville branch an extra train in which a through sleeper shall be carried in order to meet a long felt need and accommodate the generous travelling folk of this populous and progressive section. As there would be no delay in transit to a sleeper since it could readily run into Fayetteville to be hitched on to the fast north-bound train of Pullman sleepers that runs nightly. Then there is much demand for such a convenience. Many go north in sleepers on night trains. Under existing schedules our people are forced to go to Hamlet and over the Sea Board Air Line. It follows very naturally that if such a railway convenience was offered that the volume of travel would be increased. We think it would pay. People are ever prone to utilize night trains as a matter of economy. Saving of time that would become manifest by using such a train and schedule would attract travel. The managers of the road may well be expected to see not only the obligations they owe to this, perhaps the most thrifty part of the State, to accommodate it by granting all reasonable requests, but also to see that it will tend to develop the country which is no mean desideratum to them.

The ingenuity and the resources of the people of the State appear to be in full blast in order to keep Governor Glenn busy speech-making. It might come into the mind of some one that generous hearted folks are afraid the Chief Magistrate will lose his health if left unemployed in Raleigh. If it is not physical dyspepsia it is mental and vocal they are careful to guard against. What will the schools and other organizations do by and by if perchance a man should come to the office of Governor who could not speak. If this utilizing of the Governors of the State for speech-making becomes chronic and it look like it has already reached that stage, it will become useless for any man however worthy and well qualified otherwise to aspire to the high honor if he has no gifts and reputation as a speaker. It is all well when we can have such a gifted Chief as ours to-day.

It is gratifying to see such an increase of trucking in this section. And it is as early this season as elsewhere in the State  
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## Lumber Bridge Locals.

Rev. O. F. Rankin, Professor of the Bible course in the College at Red Springs and the supply of the Red Springs Church has accepted a position as Evangelist in Orange Presbytery. His home will be in Greensboro and he will take up his new work early in June.

Our old friend Scott Conoly has suffered a stroke of paralysis. We have it will prove to be a slight one and he will be restored to health ere long.

The Baccalaureate sermon of the college in Red Springs will be preached this year by Rev. C. F. Rankin. The Senior Class selected him and it is quite a nice compliment. Rev. F. W. Farries of Goldsboro will make an address the day the Baccalaureate sermon is preached on John Knox. It will be a John Knox day.

Mr. James Singleton is to have the largest residence, perhaps the handsomest in Red Springs. This is saying much. Work on it progresses nicely.

Mr. J. E. Clifton has bought the residence of Rev. P. R. Law.

Rev. C. G. Vardell D. D. will preach the commencement sermon at the close of Raeford Institute. It will be a good one.

Mr. W. C. Bennett and Miss Fodie McNair were married by Rev. O. P. Meeks at the home of the bride Mrs. Lizzie Ausley last Thursday at 4 P. M. The happy couple came at once to the home of the groom near here where a reception was given. Our best wishes to them.

Miss Bettie Fletcher was a visitor among her friends here the past week.

Misses Kate, Louise and Berta Blue were visitors at the home of Rev. J. W. Cobb the past week.

Miss Maggie McEachern is visiting her sister Mrs. Neill McKinnon at Elkton.

Mrs. T. L. Bass with her son Ernest of Sanford, are spending several days at the home of her father Mr. Scott Conoly.

Rev. J. A. Calgan spent Thursday night in town.

The concert at the Academy last Wednesday night was the first one we had missed attending in thirteen years. Circumstances beyond our control pied our plans and we were disappointed. After hearing so many nice compliments paid it by those who were present we regretted the more sorely our absence. The audience was a full and appreciative one and the admirable programme was finely rendered. It is said to have been one of the best ever given in the Academy. This is high praise. The music—instrumental and vocal—and the varied exercises in which the little folks were drilled reflected much credit upon the teachers and the pupils. Where all did so well it would be too invidious for us to define the points of excellency here and there in the rendition. The teachers—Principal Johnson and Mrs. Annie Belle Smith and Miss Marie Belle Johnson—may well feel at their success.

Notwithstanding the fact that more cotton has been marketed during the past two weeks than for sometime, the price was nearly a quarter of a cent per pound higher Saturday than it has been recently. We wish to emphasize the statement which we have made repeatedly, that if a proper reduction in acreage is made and the farmers continue to hold the cotton already on hand, the fixing of prices in the future rests solely with them. Let them continue to perfect their organization and not only themselves, but the country at large, will feel the beneficent effects of better prices for farming products.

Mr. Joe May, of Savannah, Ga., accompanied by his little daughter, Josephine, visited the family of Mrs. Harrison last week, returned home Saturday. Mr. May received a cordial greeting from many who knew him when his father was pastor of the Methodist Church here.

## Trucking Outlook.

Meers. Editors.—The story goes that in the winter of 1847, a clerk on one of the Charleston boats, made the assertion in New York that he could bring fresh mint, lettuce, radishes and strawberries from the South. Such a statement was regarded with incredulity by his friends who, never having known any other winter than the rigorous one of New York, scoffed at the idea. However, on his next trip North, he proved the truth of his statement by bringing, packed in a second-hand champagne basket, mint, radishes, lettuce and two quarts of strawberries. These were the first strawberries ever seen in New York in winter and were regarded as a great curiosity.

The first refrigerator car loaded with strawberries reached New York from Florida, March 30, 1889, though the first all-rail shipment of truck from Eastern North Carolina had been sent forward March 9, 1887.

In the short space of eighteen years the trucking industry of North Carolina has grown until the output may be counted by hundreds of car loads of produce in a single season, and the packages making up those carloads may be counted by hundreds of thousands running even into the millions. In fact, a conservative estimate for the year 1904 would be 4,500,000 packages, representing cash value to the State of approximately \$6,800,000.

The question naturally arises, what has made this development possible? Soil, climate, transportation facilities, together with changed methods of living and increased purchasing power of the average individual living at or near the great Northern and Western markets—these are the factors which have brought about this enormous increase in production.

Eastern North Carolina has among its varied soils, large areas well adapted to the trucking industry, and the areas which have been opened up and developed form but a small proportion of the total area. The ratio of developed area to undeveloped is probably not greater than one to five or possibly more. The soils of various types are capable of producing any and truck crop, though not all have received attention. Bearing on this point I cannot do better than give the list found growing by John Lawson as far back as 1714. He speaks of beans, peas, carrots, leeks, parsnips, turnips, potatoes, radishes, beets, onions, garlic, lettuce, cabbage, cress, parsley, asparagus, "colly-flower," watermelons, muskmelons, cucumbers, squashes and gourds. He further states that "strawberries, not foreign, but those of the country, grow here in plenty. Last April I planted a bed of two hundred feet in length which bore the same year."

The climate is mild, and seldom indeed does the area suffer severe injury from frost. Certainly the grower of diversified crops has nothing to fear. In some sections of the district the lowest temperatures recorded in the last five years have not been below 17 or 18 degrees. So mild is the climate that crops may be grown the year round, as many as four often being produced. Rotations, such as (1) as lettuce, (2) cucumbers, (3) egg plant, (4) cowpeas, are not uncommon and many different combinations may be made. The rainfall is from 60 to 70 inches annually.

For the most part the sections supplying truck at the present time are those immediately touched

or opened up by railroad or water transportation facilities. Other sections are being, and will be, penetrated, and in due course of time the Eastern district of North Carolina will be a network of railroads. Only this means can many productive areas be made remunerative, for the trucking industry is absolutely dependent for its existence upon rapid transportation. In the older sections of the region there is much unoccupied land, and it is not an unsafe prediction to say that within ten years the present areas devoted to truck growing will be doubled.

With the present excellent facilities for rapid transportation, the products can be placed on the Northern markets within a few hours of the time of gathering, consequently they have not had time to lose the crisp freshness of the newly gathered crop. In this, the Eastern North Carolina trucker has the tracker of regions farther South at a disadvantage, while his product is as fresh as that which is shipped from many points much farther North. His Northern competitor has the advantage in freight rates, however.

Many phases of the industry are but in their infancy. Irrigation is receiving attention at Fayetteville, Wilmington and New Bern. The area under irrigation will be extended, for while the rainfall is ample, too frequently it rains when it isn't needed, and it does not rain when it is needed. At the points mentioned, and, in fact, in most sections, the water must be pumped and sprinkled over the growing crops. The Skinner system is the one mostly in use. In the Lake Waccamaw region, however, artesian wells from which the water flows three feet or more above the ground may be sunk whenever desired, at small expense. Great development must as a consequence follow such great natural advantages.

Vegetable culture under cloth has received considerable attention but the possibilities along that line have by no means been exhausted. Steam-heated, irrigated cloth-covered frames represent the highest development in the line of equipment for cultivating large areas of winter vegetables.

H. HAROLD HUME,  
Horticulturist North Carolina Department of Agriculture, Raleigh, in Progressive Farmer.

Oscar J. Spears Dead.  
Lillington Special, 23th, to the Raleigh News and Observer.

Oscar J. Spears, a prominent lawyer of this community, died tonight at his home here of nephritic colic. Mr. Spears passed away after a brief illness of only seven or eight days.

Mr. Spears was between 57 and 58 years of age, and is survived by his wife and three children. He was at one time United States assistant district attorney, having been succeeded in this office by District Attorney Skinner.

In the last congressional election he was a candidate for Congress from the sixth district, running on the Republican ticket, and was defeated by Gilbert C. Patterson.

Mr. Everett Davis, of Lowe, and Miss Pattie Townsend, daughter, of Mr. W. C. Townsend, decided to get married, and Sunday afternoon, quietly left for a drive, and just below the home of Mr. Giles Davis, near Lowe, Mr. E. T. Prevatt performed the ceremony which made them one. The Robesonian wishes them joy.

The Misses Rowland will give a picnic to their school and a few invited friends Friday. The event has been looked forward to by the children for long weeks past, with pleasant anticipations.

## Red Springs.

Citizen.  
Miss Ruby James has returned from a visit to her home.

Dr. Vardell preaches the annual sermon at Raeford Institute commencement, May 7-8.

Mr. John H. McEachern, of Lumber Bridge, was a visitor among us this week, much improved in health.

Mrs. G. H. Wiggins and Mrs. W. B. Davis received a telegram last Tuesday morning telling of the serious illness of their mother, Mrs. J. H. Stanton, Cheraw, S. C. They left on the evening train.

Rev. D. H. Tuttle, pastor of Hay Stree Methodist church, Fayetteville, will preach in the Methodist church of Red Springs on the subject of "Missions" next Thursday evening, May 4th.

Mr. J. E. Purcell has been confined to his home several weeks on account of sickness, but we are glad to note his improvement, and that he will be able to resume work in a few days.

Something is seriously wrong with our mail service. For several days no morning connections have been made and the Wilmington, Charlotte, and Raleigh papers reach us thirty six hours late in consequence.

The closing exercises of Philadelphia High School will occur on Thursday and Friday, May 4th and 5th. An excellent program has been selected. Thursday evening 8:30 o'clock a concert takes place; Friday morning an address by Hon. J. Y. Joyner, State Superintendent of Public Instruction. Friday evening a beautiful play, entitled "The Scientific Country School" will be presented. Next week we will give the program in full.

The great strawberry crop is being shipped. In one day eighty carloads went from Chadbourn. The shipments will be 100 carloads and over per day until the season closes. The crop is estimated at 2,500 carloads for the Eastern belt, extending from the South Carolina line to Goldsboro. This industry is almost exclusively on the Atlantic Coast Line. The prices are good now.

Cheques of General Lee.

Washington, April 30—Briquet services over the remains of General Fitzhugh Lee, who died Friday night, will be held tomorrow morning at the church of the Epiphany. They will consist of the ritualistic services for the dead, and will be conducted by the Rev. Randolph H. McKim, rector of the church, who was an officer of General Lee's regiment and is chaplain of the Confederate Veterans' Association. Following this, the body will be removed at noon to the Pennsylvania Railroad station under civil and military escort and will leave here in a special train for Richmond where the burial will take place in Hollywood Cemetery, according to the present arrangements, on Thursday.

The body of General Lee was removed to-day from the Providence Hospital, where he died, to the Church of the Epiphany. A committee of officers of the regular army, including Major General Gillespie, Brigadier General Burton, Major Kean and Captain Michie, today arranged a programme for the conduct of the remains from the church to the railroad station.

There was a May Day picnic at Warwick's Mill yesterday afternoon, composed of a number of the younger people; chaperoned by Miss Mary Watson.

## Ogden Special in Collision.

Greenville, S. C., April 29—While rounding a curve in the yard limits of the Southern Railway at Greenville, and running at the estimated speed of 50 miles an hour, the special Pullman train bearing Robert C. Ogden and 100 members of the Southern Conference for education, crashed into the rear end of a freight train at 7:55 o'clock this morning, killing four persons and injuring a score of others. None of Mr. Ogden's guests were killed.

The combination baggage and car and two diners, together with the locomotive and a freight car, were piled into a heap, and in an instant fire broke out in the cooking end of the diners. Dr. McKelway, Prof. Farnan, Mrs. Farnan, Mrs. Thorpe, Dr. Dreher, and Robert Ogden, were eating breakfast in the second diner, which was torn to pieces. The floor collapsed and the passengers were picked up from the track. The seven sleeping cars behind the diners were left intact, but the shock sprung many locks, imprisoning the occupants, Seth Low and Mrs. Low, Bishop McVicker, and others, were rescued when the doors were smashed open with axes. The passengers in the St. James were quickly removed, but the three negroes could not be saved. They breathed the flames and died. When he saw that the crash could not be averted, Engineer Hunter, of the Ogden train, applied the emergency brakes and jumped.

Practically all of the baggage, said to be valued at \$12,000, was destroyed. It is claimed that a misunderstanding of orders led to the accident. The north-bound passenger train to New York, had orders to take the siding at Paris, a way station four miles north of Greenville. The freight, which was being made up here, was on the main line. As a result of the wreck, President Ogden abandoned his trip to other points, and the special left to night for the East. Prof. Farnan and wife remaining here in a hospital. At the coroner's inquest this afternoon the train dispatcher testified that orders to the effect that the Ogden special would arrive at 7:15 were filed in the yard master's office, and later that another order was filed that the special would arrive at 7:55 a. m. Yard Master Riser testified that he received no orders whatever to that effect.

Mr. J. A. Parham, Business Manager for the North Carolina Baptist, Fayetteville, spent yesterday here.

Dr. C. I. Hyatt, of the North Carolina Medical College, Davidson, N. C., is spending a few days here on business.

Miss Sallie Rogers spent Saturday night here with relatives on her way to her home at Pages Mill, S. C. from Raleigh where she has been a student of the Baptist Female University.

The Union held at Raft Swamp, Friday, Saturday and Sunday was a most enjoyable and enthusiastic one. Largely attended by citizens from all parts of the county. A full account of the proceedings will appear in our next issue.

The Fayetteville lettuce season is about over. The shipments this season from this point were fully 25 per cent. more than last season, though the prices were hardly as good.—Fayetteville Observer.

Senator Beasley offers one thousand dollars reward for the return of his little eight year old son, who disappeared last winter. There is reason to believe the child was stolen rather than that he strayed away or was killed.