

## Leads all North Carolina Dailies in News and Circulation

### FROM WASHINGTON ALONG TO RALEIGH

**A Region of Wonderful Soil and a Climate That  
Makes Pleasure All the Year. A Chain of  
Enterprising and Rapidly Growing  
Towns That Promise Big  
Things for the  
Future.**

It is a strange thing to think that by the building of less than a hundred miles of railroad Eastern North Carolina and Western North Carolina are brought 300 miles closer together, and a large per cent of the people of the State brought that much nearer to their capital city. Heretofore the folks living in the vast stretch of territory between New Bern, N. C., on the south and Norfolk, Va., on the north, and east of Weldon and Rocky Mount, N. C., have been able to reach Raleigh, N. C., only by going a round-about way, consuming as much time as was necessary to go to New York.

Washington, a city of 10,000 people, is a place worth visiting. There are good accommodations at its hotels and the food fishing in its waters. Game of all sorts abounds with neighboring forests. To the west and east of the city, the broad river makes a grand sweep, and on its sparkling bosom bears numerous sailing vessels and fishing boats. Up and down its waterfront is a long line of factories sending up puffs of steam and long trails of smoke. The raw, healthy air of the windward comes to you on the morning breeze as the train passes over its long bridge toward Chocowinity. At the latter place—three miles out—the line branches, one prong southward to New Bern, one westward to Raleigh.

Verily Washington and Chocowinity are situated in one of the finest agricultural regions to be found anywhere, and from this fertile back country they will always draw a trade that will insure continued prosperity and growth for all time. So rich is the land, "it makes your mouth drip," as Kipling once remarked of a soil not half so productive.

The country is almost a level plain, pleasantly broken by low ridges. The flying landscape opens picture after picture of forest, farm and broad meadow, with now and then a glimpse of river.

At Grimesland they are full of stories about what they are doing, and predictions about what they will accomplish in the future. It is a town of infinite belief in its own capacities, and it doesn't hesitate to take the outside world into its confidence. Already the results of its advertising are becoming apparent. Food is here now. Alf or Ed has bought this and sold that and done such and such a thing that has brought much money and promise of more. Hereabouts old-time farms are set in pleasant spots, surrounded by orchards and old-fashioned gardens whose autumn flowers fill the eye with a wealth of golden blossoms. Farm houses that were famous in ante-bellum times for the lavish hospitality of their owners and the extent of their broad acres. These "plantations" are now being cut up into small farms—of an acreage more suited to the intensive farming of these days—and offered to settlers at attractive prices and on most reasonable terms. But the old-time charm still lingers about the place. In the ancient trees around the old homesteads the birds may be heard now in May, and the world and sky grow wider here.

Now and then the river peeps through the landscape to watch our progress as we approach Greenville. A pleasant stream it is, full of quiet "fishing holes" where the good bass or perch or pike goes to smoke his pipe after meals. In the fields around, you are certain there's quail without number, while the grove and gold of the woods, you are told, shelter squirrels, wild turkey and other game dear to the heart of the hunter. There are good hotels to rest in when you are weary of the road or the chase.

The soil is very rich here, and the country is fat with cattle and crops. Dotted here and there over the town are manufacturing enterprises—all prospering and making money. It's quite natural that the town should want more of their kind—cotton and tobacco factories, lumber mills, canning factories, wood-working plants and cotton seed oil mills. Greenville will welcome new enterprises of all sorts and offers special inducements to large factories. In the country surrounding the town a remarkably wide variety of soils to be found, adapted to nearly every branch of farming. Corn, cotton, peanuts, and tobacco yield heavily. Both soil and climate are especially good. Pitt county is the largest tobacco-producing county in the golden belt.

As a place of residence no more attractive town can be found in the South, nor is it accessible. Paved and well-lighted streets, the finest of water and sewerage systems, schools, churches, newspapers, and good hotels offer all conveniences of the modern city. Wilson township recently voted \$100,000 for permanent improvements, and the town is spending a large sum in street extension and improvement.

Leaving Wilson one leaves Eastern North Carolina—at least you pass from the alluvial plains bordering the coast and enter a rolling country whose undulations occasionally rise to the dignity of granite-headed hills. But the soil loses little of its fertility, though it changes its texture. The black alluvial loam of the coastal plains gives place to a light gray soil adapted to bright tobacco, cotton and the small grains. The pine trees are tall and stately, with their green foliage much more frequently intermingled with the gold and brown of the oak and maple and hickory and dogwood than in the woods nearer the coast. Here are primeval forests, hitherto inaccessible. But with the coming of the railroad the mill man came, bought the timber and small plants have been put down at Zebulon and Wendell, with the prospect of other and larger ones in the future.

Zebulon is only about six months old, but is one of the liveliest and most vigorous members in the nursery of young cities. It has six stores all completed well equipped, and owned

among them a cotton mill. Building lots are being sold rapidly; from January 1, 1907, twenty-five new residences were built, new streets laid off, and other improvements planned. One of the best public schools in Wake county is located here, building costing \$5,000, with four teachers and 150 pupils.

Wendell and Zebulon are places of the future, and have been quick to take advantage of the opportunity offered by the new railroad. Wooden towns, now, of course, but in a few years they'll begin to build in brick and you'll see what they've achieved. In the meantime the investor who is wise in his generation will have acquired some property in this new and rich section whose natural resources are almost limitless and whose development is assured.

Altogether it's a wonderful country—this hundred miles from Raleigh, N. C., to Washington, N. C., and east of that city to the sea. A section that has soil such as the Valley of the Nile could not excel and a climate the equal to that of Southern California and the superior of that of Florida.

Severe winters are seldom known. Three crops are grown each season and living here is the cheapest in the world. On a thousand a year a man is a millionaire and on a hundred he can live well, for sea and stream, forest and field, all contribute liberally to support him.

All that is needed is more folks to help us develop the country and take

advantage of the rich opportunities for money-making offered everywhere and on all sides to the man of industry and enterprise.

Those who are interested in this country—whether desiring further information about it or seeking a location for a family, factory or business venture—are invited to write to F. L. Merritt, Land and Industrial Agent, Norfolk & Southern Railway, Norfolk, Va.

**CAMPAIGN IS LAUNCHED.**  
For Prohibition in Wilmington—Car Load of Singing Children With Banners and Streamers Parade Streets.

(Special to News and Observer.)  
Wilmington, N. C., Nov. 8.—That the purpose of the revival now being conducted at the First Baptist church here by Evangelist Mordcaid P. Ham, who led the prohibitionists to victory in Asheville last long ago, is for the purpose of bringing on a local option election here, without waiting for action by the Legislature as to State prohibition fifteen months hence, was evidenced yesterday afternoon when a filled with more than a hundred children was sent through the principal

streets of the city, the children singing campaign songs and displaying banners calling attention to the meetings being held daily at the church. The car was one of the largest of the suburban line and bore upon either side streamers proclaiming "Jesus is coming; are you ready?" and "Revival Meeting at the First Baptist Church." The big car stopped in front of several of the more prominent saloons while the children led by Mr. Ham, sang "Rally, Rally, All Ye Freedmen, the Whiskey Shops Must Go," "If You Only Love Your Children, You'll Not Vote for Rum," and "We'll Take This Good Town for Prohibition Some Glad Day." The revival is assuming large proportions and Pastor Hale says the services yesterday were the best he ever witnessed in any church.

North Carolina firemen are interested in a decision just handed down by the South Carolina Supreme Court which holds unconstitutional the firemen's pension act passed in 1905 in that State, which is very similar to the law in North Carolina. The South Carolina act incorporated the Firemen's Relief Association and directed that in each town or city where there is an organized fire department a tax of \$1 on each \$100 in premiums on insurance be levied for this fund. The law was afterwards amended to limit this tax on the insurance premiums to towns which owned not less than \$1,000 worth of fire apparatus. The South Carolina court holds that this is special legislation and therefore is ineffective. A New Orleans decision is

Samuel W. Skinner, who was buried during the afternoon in Oakdale cemetery after impressive funeral services from St. Andrew's Presbyterian church. Capt. Skinner had been actively identified with the maritime interests of the port since the war, was founder and owner of Skinner's Marine railway until two years ago, when he turned the business over to his son, Louis E. Skinner, and went to Florida to do some marine construction for the Florida East Coast Railway. Wilmington had no better nor more jovial citizen. His death is universally deplored.

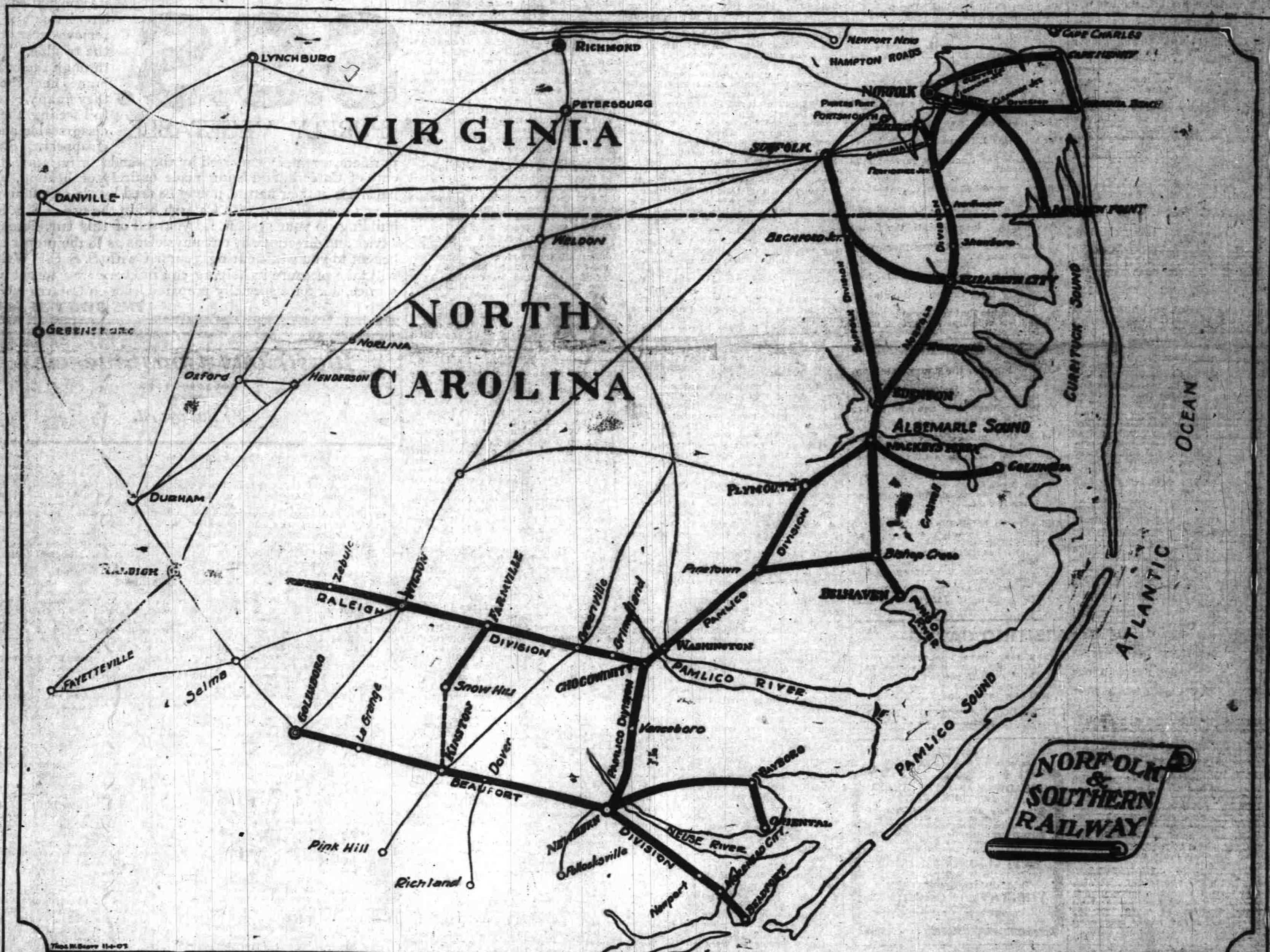
All is ready for the big trip on Monday from Raleigh to Washington. Making the sea coast with North Carolina's Capital City is the Norfolk and Southern Railway, and on this new line of railroad Raleigh in great numbers is to go to Washington on Monday, a trip that marks an epoch in the progressive railroad life of the State.

The trip is one made possible by the liberality of the Norfolk and Southern Railway people, which desires that people at its different terminals become better acquainted the one with the other. For this reason, and in a happy way to mark the opening up of

### RALEIGH GOES TO WASHINGTON

**Monday Is the Big Day Over the Norfolk and Southern  
When Washington On the Coast Will Welcome the Big Raleigh Delegation  
Which Leaves Here at  
7:30 A. M.**

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quoted by the Chief Justice in support of the position of the court. While the matter has already been settled here, the South Carolina opinion is interesting.

Chas. H. O'Berry, chief clerk at the Orton, this city, leaves November 15th to take a position in the clerical department of the Selwyn in Charlotte. He is popular here and with the travelling public. His going to Charlotte will be greatly regretted in his home town. His family will accompany him.

The business interests here have received with regret notice that the Baltimore and Carolina Steamship Company will temporarily, at least, withdraw its boats to Wilmington, continuing operations to Georgetown and Charleston, S. C. Inability to get an additional steamer to meet the demands of the growing traffic and the fact that the South Carolina ports offer more cheaply all the traffic that can be handled with present equipment of the line is the reason assigned for withdrawing the Wilmington schedule of the boats.

The North Carolina Sorosis at its 16th meeting yesterday decided to make "civic improvement" its special work for the winter and have appointed a central committee through which the campaign for a "city beautiful" will be carried on.

The colors on all shipping in the port of Wilmington were at half mast Friday out of respect to the late Capt.

**DIED FROM SAW MILL ACCIDENT.**  
Mr. Thomas Cross, Manager of the Moore County Lumber Company's Plant.

(Special to News and Observer.)  
Sanford, N. C., Nov. 8.—Mr. Thomas Cross, manager of the Moore County Lumber Company's plant, here, died at Central Carolina Hospital this morning from injuries received yesterday at the mill. Mr. Cross was assisting in the work and was feeding a Rip-Saw, when a piece of scantling was caught by the saw and shot back the wrong way, striking Mr. Cross immediately in the stomach. He was in the hospital, and was highly esteemed by his employers, and was a good citizen. The funeral will probably be held tomorrow, but nothing has yet been given out as to this, or the place of burial.

A man here a very bad disposition to want his children to discontinue along with him.

The start from Raleigh for the all-day trip will be made on Monday morning. The train will be composed of nine regular passenger cars, the private car Vance for the Governor and other State officers and the private car of President J. M. Cannon will leave the Union Station at Raleigh at 7:30 Monday morning and will arrive at Washington at 1:30 p. m.

(Continued on page 2.)