

FROM A VILLAGE TO A CITY IN TWENTY YEARS

Sanford, Town of Exceptional Railroad Facilities, Has Had Wonderful and Substantial Growth—Has Excellent Water and Sewerage System, Fire-Fighting Equipment, Streets and Sidewalks—Many Industrial Enterprises and Business Houses—Has Modern Municipal Government, Strong Churches and Excellent School.

Situated within a few miles of the geographical center of the State, Sanford, North Carolina, is singular in comparison to other towns. It is the only town of important size in the State that is indicated on the map by a dot that occupies a position practically in the center.

Excellent Railroad Facilities. Sanford is one of the best railroad centers in North Carolina. Four lines of railroad lead into the town, and these are the great trunk lines of the South, namely: Atlantic Coast Line, Seaboard Air Line, and the Southern. No other town in the State has all three of these roads leading into it. This makes the town a leader as a shipping center.

Modern Municipal Government. The town government is modern. The town officials have their headquarters in the splendid city hall, erected at a cost of several thousand dollars. The town is divided into four wards, and each ward is represented by two aldermen. The officials serve terms of two years each. Mr. T. L. Bass is mayor and is serving his fourth term.

A Church-Going People. One thing that is to be taken into consideration regarding Sanford and Sanford people is the religious attitude that is in evidence. Five different denominations are strongly represented, and each denomination has a substantial church building. A station pastor for each church fills Prof. R. W. Allen, who has a corps of assistants numbering from ten to fourteen. The school building is among the best, and the most thorough training is given, the requirements for college entrance.

Wonderful Growth in Population. The population within the corporate limits of Sanford is 2,000, and should the suburban residents be taken into consideration the population would reach the 4,000 mark. A resident of the town for twenty-two years has seen it grow from a village of less than two hundred inhabitants to its present size.

Excellent Water and Sewerage System. Sanford has a water and sewerage system second to none in the State, and there is hardly a town of its size that has such an elaborate system. The analysis of the water by the State chemist shows it to contain no acid, in other words, the analysis is perfect.

Adequate Fire-Fighting Equipment. The city fire department is well regulated. The fire-fighting equipment consists of a hose wagon and horses which are kept in readiness at all times in case of an emergency. Since the inauguration of the present excellent equipment Sanford has not had a serious fire, but would have had, had there not been such a strong preventive.

Wide Streets and Sidewalks. Within the past six months Sanford has set a pace in street improvements. During that time about \$15,000 has been expended on streets and sidewalks, and as a result several miles of concrete sidewalks and many graded and surfaced streets are evidenced. Work is at present going on and will be pushed until all the streets and walks are improved.

The Lee County Highway Commission is expending \$100,000 on sand-clay roads which amount practically to good roads all over the county. These roads lead into Sanford from all parts of the county, and the back-country, which has developed 50 per cent. in four years, is thus brought to the town.

The Industrial Life of the Town. Sanford has a number of manufacturing establishments that make it an industrial center of notable proportion. These are: Two furniture factories, manufacturing furniture that is known all over the country; an iron works and foundry, with the South as its territory; a cotton oil mill; a buggy factory; a sheet-metal workers' company; two lumber and building material plants; a large cotton mill; and a number of smaller industries which have a place of more or less importance in the industrial world.

Its Mercantile Establishments. There are a half dozen mercantile

Moffitt Iron Works Company Sanford, N. C. Founders and Machinists Repair all classes of machinery from a churning machine to a locomotive.

We carry in stock Boilers, Engines, Saw Mills, Swing Saws, Belting, Saws, black and galvanized Pipe, Valves, Fittings, Injectors, Pumps, steel split Pulleys, Shafting, Hangers, &c. Everything for the mill or factory. We want your business and will make a special effort to please you in every respect.

Watches and Jewelry We carry a complete line of reliable goods. Everything guaranteed as represented. Our repair department is well equipped and a skilled watchmaker in charge. W. F. CHEARS, THE JEWELER SANFORD, N. C.

FREIGHT RATE DISCRIMINATIONS Examples From Wilson, N. C. THE BOYKIN GROCERY COMPANY Received a car of Fruit Jars, the freight from Sand Springs, Oklahoma, to Berkeley, Va. \$ 66.00 From Berkeley, Va., to WILSON, N. C. 105.60 THE C. WOODARD COMPANY Received a car of Flour, the freight from Grand Rapids, Mich., to Norfolk, Va. \$ 55.21 From Norfolk, Va., to WILSON, N. C. 83.66 HACKNEY BROS. Received a car of Gear Wood, the freight from Zanesville, Ohio, to Norfolk, Va. \$ 73.00 From Norfolk, Va., to WILSON, N. C. 75.90 DILBY & AGNEW Received a car of Building Material, the freight from Chicago, Ill., to Norfolk, Va. \$ 69.00 From Norfolk, Va., to WILSON, N. C. 72.49 CLARK BROS. & PETTUS Received a car of Sewer Pipe, the freight from Lancaster, Ohio, to Norfolk, Va. \$ 30.47 From Norfolk, Va., to WILSON, N. C. 44.32 MR. P. B. DEANS, BROKER. Sells feed-stuffs from Buffalo, N. Y., and Pittsburg, Pa., the freight to WILSON, N. C., being \$4.30 per ton; \$3.30 the rate applies from Petersburg, Va. (or other Virginia points) to WILSON, the \$1.00 per ton rate covering the long haul from Buffalo and Pittsburg to Virginia points. Compiled by H. D. BROWN, Secretary The Chamber of Commerce, Wilson, North Carolina.

UNJUST TAX ON MANUFACTURERS. How the Railroads Increase the Cost of Their Output in North Carolina. Remember that Galax, Va., is a branch line of the Norfolk and Western Railroad fifteen miles from Mt. Airy, N. C. Then note the rates on wood, per hundred pounds: Cleveland, Ohio, to Galax, Va.—31 cents. Cleveland, Ohio, to Mt. Airy, N. C.—63 cents. Virginia is favored by the railroads while North Carolina gets it in the neck.

larged, so it may be in closer touch with the people in freight rate matters, and better prepared to deal in a business way with freight questions which arise. As to the salary and equipment of its members, the Southern Railway Commission is much behind some of its sister States, including Virginia. This is not intended as an unfavorable comment of the present Commission. I know, from personal contact, they are patriotic, and the chairman in particular is an able negotiator, qualified naturally, and by training, to grasp the important points in a controversy, or an adjustment. But the Commission can be made more useful to the people if served by a liberal appropriation which will strengthen and enlarge its organization and equipment. Aside from my interest as a citizen, and an officer of a trade body, to some extent associated with the negotiations, I feel interested as an officer of a manufacturing company which does not benefit much by these changes, but which deals with jobbers throughout the State who would be helped in their general business by a freight reduction. The views expressed deal with conditions in a practical way, as to what is obtainable as well as what is desirable. I believe the suggestions made are in harmony with the best thought of those who have carefully studied the situation. Winston-Salem, Sept. 27.

Real Railroad Commission Is Needed By State (CONTINUED FROM PAGE ONE) mass of technicalities when he attempts a thorough investigation. Decide to "Grin and Bear It." Again, when overcharges have been discovered and claims have been filed by the shipper or consignee, the papers are all too often referred to a leader with explanations that do not explain, with reasons (that are only excuses) why the claims can not be paid, and in many different ways the payment of the claim is held up for such a length of time that the claimant eventually registers a vow that in future he will sue but pay the freight charged. A large part of this trouble could be eliminated if the shippers would have their freight bills audited by competent men trained in the interpretation of tariffs and the application of the rules and laws laid down by the national or state governments to regulate transportation matters. Illustration after illustration of the benefits to be derived from a careful auditing of freight bills could be shown, but neither time nor space will permit. A retail lumber dealer of Durham, receiving an average of five cars of lumber monthly from a point on a railroad serving Durham, for a period of three years, had been paying a rate of \$11.00 per car, when the correct rate was \$10.00. When his freight bills were audited by a man who knew the business, an even \$2,000.00 was collected for him. In another case sixty shippers combined and organized a bureau to handle their joint traffic matters, and during the first twelve months over \$4,000.00 was re-collected from the railroads. Twenty-Four Millions in Overcharges. It has been stated on the highest authority that the total amount of overcharges collected by all the railroads of the United States in 1912 will amount to \$24,000,000.00. The Interstate Commerce Commission, in its annual report for 1912 calls particular attention to the fact that their examinations have repeatedly found cases where the shippers were being overcharged by the railroads, and that the shippers had collected from shippers, but that no effort was made by the railroads to refund the amount to the shipper or consignee. The State of North Carolina has been unfortunate, in the sense that the Corporation Commission has been composed of men who were not fully and thoroughly trained in traffic and transportation matters. This is

North Carolina Rate Fight. (CONTINUED FROM PAGE ONE.) AGAIN by courts and the Federal Commission. It cannot escape notice that the basis of rates charged the Carolina consumers and producers is the same as has been charged for the past three decades. These rates were established years ago when the lines were short and independent of each other. The rates may have been reasonable when made. Since, however, all these weak lines have been consolidated and absorbed into great combinations, it is not surprising that the rates should have been lowered. It follows that if these rates were reasonable, then they must be enormous. It is not surprising that the rates are as they are. The rates are as they are because the entire rate structure as applied to North Carolina is unjust, outrageous and indefinitely discriminatory. By a merely arbitrary exercise of power and the making of an artificial line, the railroads serving this State have drawn a rate about it that all but prohibits traffic movement. Since the people of the State

"pay the freight"; and since the traffic moves at all, according to the railroad man's view, the rates are not too high. The effect of this Chinese-wall erected about industrial and commercial North Carolina means restriction to the development of that commonwealth, both as to local development and the extension of her commerce beyond her borders. That some development has taken place can not be pleaded by the carriers to offset this statement for that progress has been made in spite of the injustice of the railroads, and at the expense in profits, and because of locally-favoring conditions. This cannot continue indefinitely, however, for in time the locally-favoring conditions will be

when the handicap of transportation duty will break down the nascent industries. The shippers have built up an organization throughout the entire State to oppose the existing rate structure, and have at its central head a committee composed of big, broad, intelligent, capable and determined men, who intend to secure a square deal for the future or know the reason why. The efforts towards correcting conditions before the interstate commerce commission have proved futile. The subject is evidently too big for the body, who see only the loss of revenue to the carriers in any proper readjustment. The shippers now propose to take the remedy in their own hands through their legislature.

Concerted Attack By State On Interstate Rates (CONTINUED FROM PAGE ONE.) Interstate Commerce Commission required a reduction of the class rates from Roanoke and Lynchburg to Greensboro and Durham, but that the carriers have refused and still refuse to make any reduction whatever in the rates. This petition shows the absurd situation of a rate from Lynchburg to Durham on first class of 52 cents and a rate from Durham to Lynchburg on the other hand on the same class of 61 cents. These petitions were filed with the Commission in January of this year, but no setting of the cases has yet been made. It is supposed, however, that a hearing will take place before very long. The State is represented by its attorney-general, T. W. Bickett. The third phase of the contest is a series of suits started before the Interstate Commerce Commission by individual shippers in a number of localities throughout North Carolina. Over 125 shippers have so far joined in these complaints, representing Greensboro, High Point, Winston-Salem, Salisbury, Statesville, Kernersville, Siler City, Ronda, Charlotte, and other points in North Carolina and it is expected that many more will join before the hearing takes place. The chief petition of this character, that filed by the Odell Hardware Company, the Southern Railway, Chesapeake and Ohio, Norfolk and Western and many other carriers sets forth in a graphic way the grievances of the shippers of Greensboro against the railroads—and this story is typical of every city in the State. The petition says: "On the freight to Greensboro from many points in Central Freight Association territory complaint and other receivers of freight in Greensboro are compelled to pay for that portion of the total charges from origin to destination represented by the charges that exceed the charges from said Central Freight Association points to Lynchburg, although Lynchburg is 400 or 500 miles from such Central Freight Association points and Greensboro is only 14 miles from Lynchburg, but by the exaction of charges to the Lynchburg and other points in excess of the rates charged to Lynchburg, deprives Greensboro of the benefit and advantage of its location, and gives to the city of Lynchburg and the receivers of freight therein an undue and unreasonable preference and advantage; that whereas the complainant and merchants and manufacturers at Greensboro are charged the same rates on class freight to many points in North Carolina and the points in North Carolina, Georgia and other Southern cities."

An amendment to this petition includes an attack also upon the rates from eastern cities to Greensboro. Intervening petitions have been filed on behalf of the shippers located at other points in the state who allege that their grievances are the same or substantially the same, as those of Greensboro and asking to be heard in connection with the main case. In the fight of the individual shippers before the Commission the complainants are represented by Wade H. Ellis, former assistant attorney general of the United States. When these cases are set down for the taking of testimony it is probable that hearings will be held all over North Carolina. So widespread is the interest in the contest that an association embracing representative shippers throughout the whole state has been organized for the express purpose of securing justice as to the freight rates. The association, of which F. N. Tate, mayor of High Point, is the president. Branches of this association are being organized in every county.

With such strong backing and with the united efforts which are being made it is hardly conceivable that the railroads will stand at all in the rate war that has been built up around the State of North Carolina. The railroads have already backed down to the extent of offering concessions ranging from 5 to 25 per cent. in the through rates and it is very likely that before the long-extended North Carolina will be moved considerably nearer on the railroad map to its geographical location.

Little more than one hundred and twenty-five years ago, or some time during the Revolution period, there came into existence down the Piedmont section of North Carolina, a little village which has since grown into the proportions of a town. The town to which reference is made is Carthage, the county-seat of Moore county. It is one of the oldest towns in North Carolina, and although up until a few years ago a most isolated town in the country many miles from a railroad, it has grown to be right much of a trade center. For many years the town of Carthage was known only as the county-seat of Moore county, and it was not until recent years known otherwise. Back before there was a railroad leading into Carthage, the people who had business to attend to at the county-seat had to drive to the town over rough roads—some rocky and gutted, and others through sand-beds several inches deep. Years would come and go and each new year would witness the same old town with no modern improvements or sign of progress. But eventually the railroad came and the town began to show signs of thrift, and today there is to be found a modern little town at the county-seat of Moore. A population of more than one thousand people is to be found, and instead of the flimsy wooden structures once characteristic of the place there are to be seen handsome brick buildings, and under the roofs of these buildings are housed some of the complete stocks of goods as are generally found in towns of greater size. Water-Works and Sewerage. A complete water-works and sewerage system has just been installed at a cost of \$30,000. In addition to this, other municipal improvements have been made. Notably among these is the work that is being done on the streets. Much of the street work has been finished and as a result the town is some good streets and walks. The work will be pushed until there are good streets practically all over the town. Modern Business Buildings. Instead of the old wooden buildings the business section of Carthage is composed of blocks of buildings nearly all of which are built of brick, many extending three stories in height. Carthage is different from many of the old towns in that it has arrayed itself in new buildings to take the place of the old ones. There is scarcely one of the old buildings standing in the town. In addition to the brick buildings already standing, others are in course of erection. The Railroad Facilities. Two railroads—the Randolph and Cumberland and the Norfolk Southern—run into the town. Over these two roads the main trunk lines of the South are reached, thus giving the town a very good outlet. The famous Moore county sand-clay roads lead into the town from all sections of the county, which brings the farmers and others in close touch with the town. In Midst of Good Farming Country. The country surrounding Carthage is in the farming section. The people, realizing the value of the land for farming, have begun to develop it and are applying modern methods with great success. In particular, the berry industry is receiving much attention, and last year fifty cars of berries were shipped from Carthage alone. The price received for the berries amounted to about \$25,000, or \$500 per car. Town of College-Educated People. Carthage boasts that, with perhaps one exception, it has more college-educated people residing here than any other town of its size. Three hundred graded school buildings is the pride of every Carthaginian. It is modernly equipped with sewerage and waterworks. The school is well conducted under an efficient principal and corps of teachers. Baptist and Presbyterian—have excellent houses of worship with a large membership. Carthage is designated as a church-going town and a large percentage of its citizens attend church regularly. The Presbyterians have under course of erection a hand-

CARTHAGE, A NEW TOWN WITH A LONG HISTORY One of the Oldest in North Carolina, With All the Vigor and Hustle of a Recently Established Town—Water-works and Sewerage System Just Installed—Business Buildings Modern and Residences Handsome—

some church building which will cost \$15,000. Many Beautiful Homes. Carthage also boasts of having more handsome homes than any other town of its size in the State, and it is said that a large percentage of people own their homes than in any other town, regardless of size. Some of the residences are built of pressed brick and this, together with the architectural beauty, make them fitting of a place beside the fine residences in the larger cities of the country. The people of the town, through the activity of the Carthage Civic Club, have access to a new feature and asset to the town—that of a public library. Although not yet complete, the library contains a goodly number of volumes and is a source of much pleasure and benefit to its patrons. Mercantile and Financial Institutions. In Carthage there are fourteen stores which do a large business on complete stocks of goods. Here those residing in the back country find a good market for their produce and also find on sale such articles as they need. Two banks do a thrifty business. Their statements show that they are in a healthy condition, and in making reference to their resources two years ago it is seen that they have made a material growth.

Tyson & Jones Buggy Company. Tyson & Jones buggies are known throughout the South and Carthage is where the entire output is made. The Tyson & Jones Buggy Company is one of the oldest and largest concerns of its character in the South. The plant is a modern one, all the buildings being of brick. The present officers of the company are: T. B. Tyson, president and treasurer; J. E. Waddill, vice-president; T. B. King, secretary; C. Stuart, manager of sales; and P. Tyson, assistant secretary. Under the directorate of these gentlemen the Tyson & Jones Buggy Company continues to grow. Away back in the 1850s when what is now the Tyson & Jones Buggy Company was first instituted, it was a small repair shop, making an occasional buggy or carriage when a person in the particular section ordered one. At that time there was not a railroad in many miles of Carthage. But the vehicles that were turned out were the best that could be made, and the business gradually grew. In 1859 the business was incorporated and enlarged and today the Tyson & Jones Buggy Company is a credit and a great asset to not only Carthage, but the State as well. The business continues to grow and recently a new department was inaugurated in the town, consisting of rebuilding automobiles.

The Tyson & Jones Buggy Company is the only large manufacturing enterprise in Carthage. There is always a ready market for its products, its wide territory of sales brings Carthage before many sections of the country. How Freight Rate Discriminations Affect Carthage. As in all other towns in North Carolina, Carthage suffers a great loss financially on account of the unjust charges on freight. On various barrels from New York city to Carthage the third class rate is charged, which is 67 cents per hundred. The rate from New York to Richmond is only 19 cents, which leaves 48 cents to be charged from Richmond to Carthage, a much shorter distance than from New York to Richmond. Another instance of the same nature is that on a shipment of limesoil. The rate on the shipment from Philadelphia to Carthage was 54 cents per hundred. According to the latest freight tariffs the rate from Richmond to Carthage is 28 cents, leaving a charge of 13 cents from Philadelphia to Richmond. The rate on a car of steel shipped from Johnston, Va., to Potomac Yards, Va., was \$1-2 cents per hundred pounds. The same car was shipped on to Carthage, a distance half as far, but 22 cents was the rate charged. There is a difference of 100 per cent. in the distance, yet there was less than a difference of 50 per cent in the freight rate.

The Railroads Rub It In An Illustration of Freight Rate Discrimination Against North Carolina in Shipment of Automobiles From Detroit To Rich Square. The railroads doing business in North Carolina get us on every turn of the wheels by their outrageous freight rate discrimination against the State. Here is a case which concerns a car of automobiles shipped from Detroit, Michigan, to Rich Square, N. C., to Baugham & Weaver Company, merchants. Detroit, Mich., to Portsmouth, Va., 1,210 miles, 10,000 pounds at 61 cents a hundred. . . . \$61.00 Portsmouth, Va., to Rich Square, N. C., 77 miles, same shipment of 10,000 pounds, at 52 cents a hundred. . . \$52.00 Think of the outrage! A charge of \$52.00 for 77 miles into North Carolina against a charge of \$61.00 for 1,210 miles into Virginia.

Durham's New and Modern HOTEL COLUMBO ROBERT W. ATTA, Proprietor DURHAM, N. C. "LOCOMOTOR FOR MINNIE"

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