

OFFICERS NAMED BY BARACA UNION

Goldsboro Shriners Have Delightful Barbecue; Death of Young Boy

News and Observer Bureau, 104 South John Street, Telephone 428-J. (By EMMETT B. BROWN.) Goldsboro, July 30.—The many young friends in Goldsboro deeply sympathize with Mr. and Mrs. Albert E. Arment, in the death of their little son, Albert E. Jr., who died at the home of his parents here. The funeral was held from the home this morning and interment made in Willowdale cemetery. The Shriners of Goldsboro gave a delightful barbecue today at Gray's mill pond, near this city. The Shriners and their invited guests, which consisted of a large number of ladies, made the trip to the mill pond in automobiles. Dancing, boating and other enjoyable amusements were indulged in during the day. Officers Are Elected. At the close of the Wayne County Baraca-Philatonic Union convention held Sunday the following officers were unanimously elected: A. T. Griffin, Goldsboro, president; Mrs. M. I. Thornton, Goldsboro, first vice president; Ben Casey, Jr., second vice president; Mr. James Lewis, of Woods Grove, third vice president; Mrs. Parker, of Smith's Chapel, fourth vice president; Miss Ely, of Rackley, Goldsboro, secretary and treasurer. A game of baseball will be played in Goldsboro tomorrow afternoon between Kinston and the local team. The game will be played at the graded school grounds at 6 o'clock. The ladies of the Charity Organization Society announced this morning that they would give a rummage sale in the vacant store in the Arlington hotel Friday and Saturday of this week. Mrs. Emmett B. Brown and little daughter, Ruth, left tonight to spend several weeks with friends and relatives in Washington, Baltimore and Philadelphia. Mrs. N. Buckner, of Asheville, State Baraca-Philathea secretary, who has been the guest in Goldsboro at the home of Miss Carrie Dorritt, returned to Asheville yesterday. Storm Starts Excitement. Considerable excitement was caused here last night by the wild ringing of the fire bell which caused many citizens to think that the town was either burning up or a riot was in progress. The trouble was due to defective wires following a thunder storm which passed over the city about 10 o'clock. Defective wires also caused a fire at the home of Mr. W. T. Yelverton, father of Fire Chief Leslie Yelverton, but the flames were discovered in time to prevent serious damage. For several hours the fire department were kept busy answering phone messages and extinguishing small blazes caused by the defective wires. Dr. and Mrs. Chas. W. Grainger have returned to the city from a sojourn at Beaufort. Mrs. W. R. Crawford, of Oak Glen, is visiting in Goldsboro at the home of Mr. and Mrs. John K. Smith, on South William street. Miss Evelyn Bass, of Madison, to the pleasure of her many young friends and admirers in Goldsboro, is in the city visiting at the home of her grandparents, Mr. and Mrs. L. D. Bass, on Virginia street. DeWitt Gurley, a well known farmer residing between Goldsboro and Princeton, had the misfortune to have his tobacco barn, feed stables and 15 bales of cotton destroyed by fire, according to a report reaching Goldsboro this morn-

ing. The loss is said to be more than \$5,000 with no insurance. TRANSPORTATION IN THE SOUTH. Article Appearing Originally in 1907. Fits Present Conditions. The following letter on transportation problems of that time was written by Mr. William Monsere for the Manufacturers' Record during March, 1907. As it fits conditions so well that the country, and particularly the South, is turning again to water transportation, Mr. Monsere submitted it to the News and Observer for republication. Transportation in the South. The present outlook with reference to transportation in the South appears as if the railroads would be unable to meet the demands for some time to come and some other means of transportation would be needed to relieve the situation. It has only been a few years ago that a prominent railroad official said in a speech "that there was not business enough in the whole country, if distributed among all the railroads, to make them pay even a moderate return upon which they could live." The increase in business for the railroads shows a remarkable development in all lines of business in the last few years never experienced before in the history of our country. In the early thirties, when railroad building commenced, the majority of the people were loath to give up the slow and tedious water transportation, and it was years before the railroads proved their superiority over the water transportation of that time. Even stage coaches then competed successfully with railroads that are some of the most important of the present time. As the building and improvements of railroads increased the traffic left the Southern seaport towns and rivers, and the towns at the heads of river navigation, along with the seaport towns, lost their precedence, a number of those towns decreased in population, and most of the railroads to these towns had hardly enough business to maintain them. The traffic of the South then going to trunk lines parallel to the coast and capital being almost entirely given to building up the parallel coast lines, for years railroad stocks and bonds seemed to be the investment of the age, with the building of railroads beyond the needs of the country necessitating numbers of roads going into the hands of receivers. Competition for roads to haul freights long distances for the same rates as shorter lines and operating through passenger trains on the cheapest passenger rates with the most expensive service, losing money from such operations, while money could have been made with light, inexpensive local passenger trains using high local rates and leaving the freights for the shorter lines. We are now facing a situation where there is unparalleled prosperity and development of business following a period of depression so close that the railroads have not been able to meet the demands for transportation, and it appears possible that relief can be had by using water transportation in connection with the railroads. The bulk of the business of the South seems to be pushing forward mostly on these parallel lines to the coast, and if this traffic could be turned to coastwise steamships and delivered to the different Southern seaport towns and distributed by the railroads to adjacent territory to each seaport, the long haul would be on the cheaper water rates and the shorter haul on the higher railroad rates. This

would enable the roads to use their equipment more effectively, and the distribution of freight from a number of seaports would relieve the present pressure on the lines that handle the bulk of the business, avoiding a number of yards and transfer points which are causing delays and damage to freights. With the freight being handled from these various Southern seaports a great deal would be handled over roads that for miles pass over a country where the tonnage of the trains can be much more than the roads which handle most of the Southern freights now, on account of low grades and light curves. The Southern seaport towns would prosper as well as the coast sections. The time has come when some radical change should be made, and the combination of water and railroad transportation seems to promise relief. The inland waterway on the coast of North Carolina is a grand step in the right direction.

LOTS OF FIDDLIN' IN PROSPECT FOR TONIGHT

Fuquay Springs, July 30.—Final arrangements have been completed for the big fiddler's convention to be held at the school auditorium tomorrow night, at 8:45 o'clock. The list of entries, fiddlers, banjoists and clog dancers, insures an entertainment well worth while. "Little Henry" Spense from Lillington, will clog in competition with the champion clogger from Durham, and both of these will be pushed for first honors by a number of cloggers from around Fuquay Springs. Messrs. Cal and Will Page will try their best to dethrone "Fiddlin' Joe" Collins, who is the recognized champion of this immediate community and the victor in several big conventions. "Fiddlin' Joe" threatens to saw all the strings out of his bow, wear out the bow itself and then use a chair leg to finish up his piece if it takes that long to win the first prize of twenty dollars in gold. He will also be assailed by fiddlers from Lillington, Wilson, Dunn, Fayetteville, and other towns and cities in this section of the State, who figure that Joe may have lost some of his pep since he mowed them down years ago.

John Fox had another book ready to publish. Asheville, July 30.—John Fox, Jr., the famous writer of mountain novels, left a new novel only lacking the final chapter before going to press, according to his brother, Horace Fox, who arrived here yesterday to testify in a case before the United States District court. Mr. Fox stated that the book is now in the publisher's hands and that they will select some writer to write the unfinished chapter, which had been sketched by the late writer before his death. The brother of the famous author says that he suffered last fall from influenza and that he had apparently recovered when he was stricken with double pneumonia last month and died suddenly. The famous novelist was well known in Asheville, having been a frequent visitor here. Every Catholic church in New York City was under a special police guard recently because of a report that the Bolsheviks intended to bomb them.

REFUSES TO ADMIT THAT HE IS GUILTY

Wilmington Man Suspected of Killing Man Under Sentence For Murder of Wife

Wilmington, July 30.—Sheriff George C. Jackson, returning from a trip to Chicago, stopped off in Pittsburgh to see Chas. E. Scherer, formerly a Wilmington citizen, who is under sentence of death for murder of his wife at Pittsburgh. The sheriff sought to get some light on the murder of Neel Walton at this place over two years ago, of which crime Scherer was and is suspected. He was tried and acquitted, and declared to the sheriff that he would confess to nothing but promised that he would write the sheriff a letter the day he was to be electrocuted. He also denies any memory of killing his wife. He Objected Vigorously. When D. Hurst, an out-of-town man, boisterously objected to charges made for automobile repairs at a local garage, he started in to whip the manager, B. B. Cameron, who hit him over the head with an automobile axle, and floored him. Cameron immediately went to the officers and gave himself up, and was returned to his place when Hurst attacked him again, and in the ensuing fight, bit the automobile man on the ear, thereby securing what appears to be the sole consolation he received out of creating a rough house over what he alleged was outrageous charges on his car. A warrant was issued for him, after the second fight, but he could not be found. Want Inland Waterway. Col. J. R. D. Matheson, engineer in

charge of this district, has heard argument for continuation of the inland waterway from Beaufort to the Cape Fear, the chamber of commerce presenting support for a route that would bring the canal through the intervening sounds, to Whiskey creek in this county, and thence to the Cape Fear six miles below town. Capt. Edgar Williams, harbor master, argued against this route in favor of the route proposed from New Bern via the Trent and Northeast Cape Fear rivers. In connection with the argument for this route there was a letter from a man at Rose Hill who said that if there wasn't enough water available to fill the canal, artesian wells could be bored to supply sufficient fluid to float the barges. It is expected that a recommendation will

be made for immediate continuation of the canal from Beaufort through the sounds to the river here. A depth of 12 feet is urged, which is the same depth obtaining to Beaufort. Any less depth than this, it was pointed out, would necessitate lightening barges at Beaufort and thus in a way defeat the purpose of the canal. Secretary James H. Cowan of the chamber of commerce, submitted the brief for the Beaufort-Cape Fear project, pointing out the freight advantages and in time of war, the safety of the inland canal. LEXINGTON MAN DIES AFTER ILLNESS OF SEVERAL YEARS. Lexington, July 30.—Mr. Merritt H. Peacock died here this afternoon after an illness of about two years. Mr.

Peacock was a son of Mr. and Mrs. John L. Peacock, and a brother of Messrs. P. E. and L. J. Peacock, all well known and highly respected citizens of Lexington. He was a bookkeeper, holding a position with R. J. Reynolds at Winston-Salem for five years and working with the Bank of Davidson and the Southern Railway here before he went to Winston-Salem. He was 36 years old, a member of the Masonic and Junior Orders and the Methodist church. The remains will be carried to Atlanta tomorrow night for burial in the family cemetery, and the funeral will be conducted at the grave. Deeds show what a man is, words show what he should be.

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Do you still wade 'round in the mud on rainy days to get your car started? If you stop for a moment and kill your engine, do you still have to get out and wind her up? Do you think it necessary to be a slave to the crank?

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BRINGING UP FATHER



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