

State Library



ELIZABETH CITY N. C., THURSDAY, FEBRUARY 7, 1901.

ONE DOLLAR per Year, The Official Paper of PASQUOTANK and CAMDEN Counties. (ESTABLISHED 18

STATE NEWS.

A graded school is to be established at Guilford College.

An old maids' convention is to be held at Charlotte this week.

Sheriff John C. Wooten, of Lenoir county, died Sunday of pneumonia.

The Board of Aldermen of Greensboro has appropriated \$500.00 to secure new factories.

Dr. D. W. C. Benbow has purchased the Hamburg Cotton Mills, at Mt. Airy, paying \$9,500

Mr. J. W. Guiton, of Raeford, lost two stores valued at \$1,200, by fire, last Tuesday. No insurance.

The division officials and dispatchers of the Seaboard Air Line are to be removed from Raleigh to Hamlet.

The Herald says that Durham is to have a fair of her own and the first meet will be held sometime this year.

A citizens' meeting at Tarboro has called a white primary to be held Friday, February 8th to vote on the dispensary question.

Governor Aycock has appointed Armisted Jones, of Raleigh, solicitor of that district, vice E. W. Pcu, who resigns to become Congressman.

The head office of the Southern Cotton Spinners' Association is to be located in Charlotte, N. C., with branch offices in New York, Philadelphia and Boston.

The State has chartered the People's Ice and Fuel Company of Charlotte, capital, \$25,000 It will be put in a large refrigerating plant for meats.

The case of B. F. Long against the Southern Railway for \$50,000 damages for killing his son at University Station, is on the civil docket at Iredell court next week.

Capt. William H. Kitchen, ex Congressman from the fifth district and father of Congressman W. W. Kitchen, of the Second district, died at his home in Scotland Neck Saturday night.

It is understood that Joseph McRae, of Wilmington, will succeed the late General William Gaston Lewis, of Goldsboro, as engineer to the State Board of Education, which controls the State lands, some 500,000 acres.

Congressman Jno. Small has introduced a bill which provides that there be established a life-saving station at Bogue Banks, near Beaufort Inlet.

THE NEW CAMDEN FERRY.

[Communicated.]

In the issue of "The Economist" of last week I notice what purports to be an Editorial on the subject of the New Ferry in which I am singled out from the many advocates of a new ferry to Camden and charged with motives of personal spite and animosity towards Mr. Lamb and an attempt to deprive him of his property. This attack on me I denounce as unwarranted by facts and the motives therein ascribed as false.

About 1872, one, F. D. Bunnel, bought Goat Island and together with some of the business men of the town advocated another ferry. To head off this move Mr. Lamb went before the Legislature of 1873 and got one mile added to his charter, giving him three miles instead of two miles, which, as is well known on this side of the river below Goat Island, cuts off all competition for about twenty miles.

Nothing further was done towards cutting off this monopoly for several years and the people waded through mud and water, paying an exorbitant price for the privilege of doing so, or were compelled to stay away from town. About 1877 Mr. Lamb went to the merchants of the town and proposed to shorten his road if a bridge was built by subscription across Knob's Creek. Being willing to get any relief offered the money was raised and given Mr. Lamb to build the bridge, Mr. Broderick and myself, who were in business at that time, paying \$3500. The road continued in about its normal condition of mud and water until in 1886 I bought Goat Island and again the subject of another ferry was talked among the business men of this place and Camden, and bills were sent up to the Legislature at its several sessions and promptly killed through the superior "wire pulling" of Mr. Lamb. It is true that a bill for another ferry was introduced by Mr. Squires, the member from Camden, about 1895 passed the House and mysteriously disappeared in the Senate, it being removed from the Calendar after a visit to Raleigh of a prominent Republican lawyer of this place.

The Legislature of 1897 pass-

ed a bill putting Mr. Lamb's limit back to two miles. This extra mile which the Legislature of 1873 gave Mr. Lamb without consideration (and which Judge Clark in his Supreme Court decision calls a gratuity which the act of 1897 was right in revoking) is what "The Economist" sees proper to call "private property". If one man can own the Pasquotank river and have the right to tax the people of two counties under this gratuity granted him in 1873 it is more than any one else in the State can obtain.

The Economist also sees proper to designate in its local columns those interested in breaking up this monopoly as "The New Ferry Gang". As this designation doubtless applies to those who applied for a charter for a competing ferry I am proud to be numbered as one of "The Gang" with D. B. Bradford, W. J. Woodley, G. W. Ward, J. B. Flora, J. W. Sharber, Dr. O. McMullan, H. T. Greenleaf, P. H. Williams, and J. L. Sawyer. If included in "The Gang" all those who have signed petitions for a new ferry its members take in nearly every business man in the town. It is true that some years ago when Mr. Nash was in business here I asked him to become one of the incorporators of a new ferry and he declined, saying, that while no doubt it would benefit the business interests of the town for personal favors Mr. Lamb had shown him he did not care to join the enterprise.

Mr. E. F. Aydtlett who also appears to have excited The Economist writers, being a leading attorney of this section was employed in the case, and so far as I know had no other motive except as such attorney, and the public spirit he has always shown in encouraging and building up new enterprises in this place.

It appears from The Economist article that the old ferry is for sale but as Mr. Lamb has twice sold his road to the N. & S. R. R. Co. whose tracks for a long distance now parallel his present road, making it dangerous for travel, it will probably be a long time before he finds a purchaser, and even if he had not sold his road to the R. R. Co. and was willing to sell at a reasonable price how would that avoid the monopoly? The road

would only change hands and we are not after changing the person or the ownership of the Lamb ferry but desire two ferries which a Jury of our County and a large majority of the business men have said was necessary for the public good and convenience.

If the aged editor of the Economist, for whom I have always had great respect, is the author of the article alluded to, I can only express regrets, that he has either been misinformed as to the facts of the case or that his being Mr. Lamb's father-in-law, and in a measure dependant on Mr. Lamb for support, [as Mr. Lamb is half owner of the Economist and holds a mortgage on the Editor's half interest] his judgment of the case has been biased or given under duress. If Mr. Lamb is the author of the editorial and locals and seeks to hide his identity behind the venerable editor, it would be more manly to write over his own signature.

Chas. H. Robinson, Elizabeth City N. C. Feb. 5th, 1901

This communication was offered "The Economist" who refused to publish it.

Chas. H. Robinson.

Price Of Bale Of Cotton.

Mr. John E. Setzer killed a hog the other day which so far breaks the record in this county. It weighed 588 pounds. It was sold to the Maiden cotton mills store at 8 cents a pound. This was \$47.04, about the value of a bale of cotton or a common work horse. — McDowell Democrat

Opposed To Impeachment.

At a meeting of the Elizabeth City Bar the following resolution was adopted:

"Whereas there has been introduced in the North Carolina House of Representatives a resolution of impeachment against Chief Justice D. M. Furches and Justice R. M. Douglas, now therefore be it resolved that the members of the Elizabeth City bar are of the opinion that said proceeding is, in view of all the circumstances, unwise and inexpedient, and should not be further pursued."

J. HEYWARD SAWYER, Chairman. P. W. McMULLAN, Secretary.

PERSONALS.

Hon. E. F. Aydtlett is attending Supreme Court at Raleigh.

Mr. W. N. Gregory spent yesterday in South Mills.

Mr. S. F. Newby, of Norfolk, is here on a visit to friends.

Miss Clara Bond, of Edenton, is the guest of Miss Greenleaf on Main street.

Mr. Frank Spencer, of Norfolk, is here visiting relatives and friends.

Miss Ruth Thoms, of Hertford, was the guest of Miss Ada Melick this week.

Mrs. J. F. Weeks is visiting relatives and friends in Portsmouth, Va.

Solicitor Geo. W. Ward left Monday for Raleigh to attend Supreme Court.

Mr. Julian Liverman, of Murfreesboro, N. C., was here last week on business.

Sheriff Robert E. Flora, of Currituck county, was a visitor in the city this week.

Mr. Chas. Sawyer, of Suffolk, Va., is visiting relatives and friends in the city.

Mr. Jos. W. Stevens, of Snowden, was in the city Monday and made us a pleasant call.

Mr. Frank Vaughan, formerly of this city, but now of New York, is here on a visit.

Messrs J. R. Harrell and Luther Coppersmith spent Tuesday night near Elisha.

Dr. S. W. Gregory has returned from a Northern trip where he purchased his new dental outfit.

Mrs. Joe Etheridge and sister Miss Bartlett, of South Mills, were in the city Tuesday shopping.

Messrs Frank Mullan and John Taylor, of Camden county, were in the city Tuesday on business.

Misses Bessie Seim, of Baltimore, and Edith Roach, of Hagerstown, Md., are the guests of Mrs. J. T. McCabe.

Miss Beulah Dickson, of Philadelphia, has returned home, after a visit here to Miss Ruth Howith on Road street.

Miss Annie Spence has gone to South Mills, where she will teach school. Miss Spence was teacher at South Mills last winter.

Mrs. John P. Nobles and son, of Elizabeth City, will pass through here to-day en route for Washington, N. C., to visit relatives and friends. Mrs. Nobles was the guest of Mrs. C. H. Horton last week. — Edenton Co.