

E. J. HALE, Editor and Proprietor.

E. J. Hale, Jr., Business Manager. L. S. Hale, City Editor.

THE NATIONAL WATERWAYS COMMISSION.

Fayetteville extended a hearty welcome to the distinguished gentlemen who compose the visiting committee of the United States National Waterways Commission...

The visit of these gentlemen is not worthy in several respects. In the first place, it is a compliment to Senator Simmons, an influential member both of the Commission and of the Senate Committee on Commerce...

Another interesting feature of this occasion is the prominent part which Fayetteville has taken in the founding and promotion of the National Rivers and Harbors Congress...

Following are the members of the Commission: Senator T. K. Burton, of Ohio; Senator J. H. Gallinger, of New Hampshire...

Of the above, the following gentlemen composed the committee who were Fayetteville's guests. Senator Piles, of Washington; Senator Wm. A. Smith, of Michigan; Senator F. M. Simmons, of North Carolina...

While the National Waterways Commission is the highest authority on the subjects entrusted to its consideration, the final judgment (in practice) rests with the committees of the two Houses having charge of the framing of the bills for rivers and harbors...

Fayetteville has had a notable experience in the number and character of distinguished persons who have been her guests from time to time...

BIOGRAPHIES OF OUR VISITORS.

The "Official Directory" of Congress gives the following interesting biographies of our distinguished visitors:

Senator Piles. SAMUEL HENRY PILES, Republican of Seattle, was born on a farm in Livingston County, Ky., December 25, 1855...

Senator Smith. WILLIAM ALDEN SMITH, Republican of Grand Rapids, was born at Grand Rapids, Mich., May 11, 1858...

mitted to the bar in 1882; was honored with the degree of master of arts by Dartmouth College in June, 1891; is president and principal owner of the Grand Rapids Hotel...

Senator Simmons. F. M. SIMMONS, Democrat of Trenton (R. F. D.), Jones County, was born January 29, 1854, in the county of Jones, N. C., graduated at Trinity College, Hartford, Conn., with the degree of A. B., in June, 1875...

Senator Clarke. JAMES P. CLARKE, Democrat, of Little Rock, was born in Yocco City, (now County) Miss., August 15, 1854, second oldest and eldest son of Walter and Ellen Whitey Clarke...

Representative Stevens. FREDERICK CLEMENT STEVENS, Republican, of St. Paul, was born in Boston, Mass., January 1, 1837; attended the common schools of Rockland, Me.; graduated from Bowdoin College in 1851...

Representative Wanger. IRVING PRICE WANGER, Republican, Chester County, Pa., March 7, 1852; commenced the study of law at Norristown in 1872, and was admitted to the bar December 18, 1875...

ALL NOW RECOGNIZE THE MISTAKE.

Nearly a Hundred Million Dollars Lost by the People of North Carolina in Freight Charges Since 1902. Which the Immediate Construction of the Upper Cape Fear Improvement Would Have Saved.

It is believed that every informed person now recognizes the mistake which was made in 1902 when a sum sufficient only to buy the lock sites for the canalization of the Cape Fear was appropriated...

It is no longer sufficient to say that this is a great country with vast interests each clamoring for recognition. That must always be true. The question to be decided before allotment of the government's favor to the limit of the particular number of millions which the government can afford to appropriate at any one time, must turn upon the survival of the fittest...

That was a grave mistake. But a still greater mistake, considering the more mature knowledge of the subject, was the throwing out of this item from the lavish bill of 1907, on the ground that the comparatively trifling sum of the difference between the cost of the plan of 1902 (\$1,250,000) and that of the revised plan of 1910 (\$615,000), or \$735,000, could be saved by the re-examination reported in 1909...

EARLY FAYETTEVILLE AND CUMBERLAND.

(Continued from Yesterday.)

Following is the text of the lecture delivered by Major E. J. Hale in opening the course of lectures instituted by the Women's Civic Association, February 24, last. It is republished here for the information of our distinguished visitors of the Waterways Commission...

Cumberland county, as history tells us, was formed in 1784 from the upper part of Bladen, and was named in honor of the Duke of Cumberland. Cumberland is the name of an English Duke, reserved for the younger members of the royal family...

The beginning of this city of Fayetteville was a settlement of a shipload of Highland Scotch near the mouth of Cross Creek in 1736. Cross Creek was so named because it was the resultant of the two creeks which meet in the valley between the western and eastern part of Grove street...

In 1747, Neal McNeal, from the West of Scotland, bought lands near Cross Creek, and in 1749, settled a colony thereon of some five or six hundred persons. In 1742, the Colonial Legislature passed an act establishing, on the lands of John and William Russell, the town of Campbellton...

The settlers of Cross Creek were chiefly Scotch Highlanders, as were the settlers of Campbellton. In 1775, Flora McDonald came here with her husband, Allan McDonald. It was one of her companions, by the way, in the rescue of the Prince, Neal McDonald...

The Liberty Point Declaration. On June 20th, 1776, the Whigs of Cumberland, with Robert Rowan at their head, adopted the resolutions of independence at Liberty Point. There is an impression in some quarters that these resolutions were the text of a form sent to sundry counties or precincts for adoption...

Wheeler says (Vol. 11, Page 125): "In June, 1775, an Association was formed in Cumberland. I copy from the original paper now in the Executive office, in Raleigh, and communicated by a letter from Thomas J. Robinson, of Cumberland County, in December, 1830, to General Thomas G. Polk..."

"The Association, June 20, 1775. "The actual commencement of hostilities against the Continent, by the British troops, in the bloody scene on the 19th of April last, near Boston, the increase of arbitrary impositions from a wicked and despotic ministry, and the dread of insatiable insurrections in the colonies, are causes sufficient to drive an oppressed people to the use of arms..."

"(Signed:) Robert Rowan, Lewis Barge, Maurice Nowlan, Lewis Powell, Martin Leonard, Geo. Fletcher, Walter Murray, David Evans, John Howell, Benjamin Howell, Joseph Green, Robert Green, Robert Carter, Theophilus Evans, Thomas Moody, Jos. De Lespina, Arthur Council, John Oliver, Charles Stevens, William Herring, Robert Verner, David Dunn, Simon Bandy, John Jones, Robert Council, Samuel Carver, David Shepherd, Michael Farrell, John Wilson, James Eumet, Aaron Varney, John Parker, Philip Herrin, James Geo. Wm. White, Joshua Hadley, William Bicket, Samuel Hollingsworth, Wm. Carver."

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Moore, was Judge Alfred Moore, of the United States Supreme Court, for whom Moore county was named a year later. (1784). Topographical conditions made it necessary to run these streets at other than right angles or parallel lines to the existing streets. Bow street, for example, which follows the line of the old road from Campbellton to Cochran's mill; and Old street, which follows the line of approach from the hill country. Hence the acute angles in Liberty Point and in front of the Methodist Church; the crooks in the lots, as they run back from Hay and Person streets, in the attempt to present a right angle face to Old and Bow streets; and that wonderful emplacement of this Old Market by which it was made to appear four square to everything, until the recent paving has brought its lines into sharp relief. It has always seemed to me that the engineer who contrived this optical illusion was a genius of the first water.

"The leading merchants in the closing days of Cross Creek and the early days of Fayetteville," says Mr. Belden in his reminiscences, "were Robert Adam, Donaldson and McKiffin, Duncan McLaurin, John Winslow, Robert Halliday, Peter Perry, John Eccles and John Kelly, all of whom, with the exception of John Winslow, were of foreign birth. They were heavy exporters, and from England imported all their merchandise except West India products." Mr. Belden uses the word "merchant" in the sense in which it was used in the early days of the Republic and in which it is universally used outside of the United States, namely, as the designation of those who conduct trade with foreign countries, exporting and importing goods through custom houses. Jaffray and Crane, importers of silks and laces, were, I believe, the last of the "merchants," and they followed the Donaldsons to New York after the year of 1831, I think.

"Some idea," continued Mr. Belden, "may be formed of Fayetteville's heavy trade at that time when the fact is borne in mind that a large part of East Tennessee, southwestern Virginia, all of the intermediate country and tiers of counties on the North, South and East of Cumberland, looked to Fayetteville for supplies of salt, iron and general merchandise. The volume of trade was then at its apex, and Fayetteville had reached the highest point of prosperity in her commercial history. The annual receipts of tobacco ranged from eight to ten thousand hogsheads; wheat in great supply for shipment and grinding, cotton, fax seed and other commodities."

The first bank of Fayetteville was established in 1807. It was a branch of the bank of Cape Fear. John Hogg was President and John Winslow, and then John W. Wright, Cashier. It will surprise you, no doubt, to learn that at that time, this bank was situated on Bow street and that that street and the others radiating from Cochran's Mill were closely built up with business houses. So, the old court house (now the Monument Square), and the Theatre (at Masonic Lodge) were on the edge of the business centre. Afterwards, the business centre moved southward, and business houses filled Hay, Person and Gillespie streets for some distance from the town hall (Market Square). South of Mumford street was a swamp, leading nearly to Mallett's pond. This was drained by the great sewer, constructed about 1860 that still runs under Donaldson and Anderson streets and enters into the Creek through Eccles Park.

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