

(Concluded from Second Page.)

the same time, Fayetteville was given borough representation in the Legislature; the bill for establishing the university, passed by Davie, was passed; Governor Johnson (who was also President of the Constitutional Convention) was unanimously re-elected Governor; and the first United States Senator from North Carolina; and the famous Richard Caswell, while presiding over the Senate was seized (November 10th) with a stroke of paralysis and expired a few days later. All this occurred in what was called the old State House, which stood on the site of the building in which we are now, which latter was erected shortly after the Great Fire of 1831.

Fayetteville seemed, in those early days, to be an attractive to visitors as in all its later history. Governor Johnston wrote to Iredell from Fayetteville (probably at Hay's house) 20th of November, 1788, "I am certain when I shall be able to leave this place, indeed were I not very anxious to be at home and my presence very necessary there, I should be altogether indifferent about the matter, as in every respect I am perfectly at my ease here."

Archibald MacIntosh wrote to Iredell in January, 1789: "I will appeal to Governor Johnston, who I know is opposed to Fayetteville [for the seat of Government], whether it does not in every respect come up to the representations given of it."

In 1793, the Fayetteville Light Infantry Company was formed. In 1795, the Phoenix Lodge of Masons, whose early members comprised so many distinguished men, was incorporated.

In 1799, the "Fayetteville Academy," was incorporated. Here William R. King, Willie T. Mangum, John Owen, Judah P. Benjamin, and others, afterwards distinguished in American history, were pupils.

In 1817, the "Carolina Observer," changed afterwards to "Fayetteville Observer," was established. In the same year, James Seawell built the steamboat "Henrietta" on his plantation across the river three miles above town, one of the earliest steamboats constructed in the South. She was a side-wheel boat, and, from my recollection of her—she continued running up to 1857—she must have been of several times the depth of draft of the present stern wheel boats. When she was built and for years after the effects of deforestation at the head waters of the river had not been felt, in increasing the flow of water in the flood season and diminishing it in the dry season. She often made the trip between Fayetteville and Wilmington in less than ten hours. Seawell's wife was a daughter of Hugh Campbell, a wealthy Scotch gentleman, whose place, "Pine Park," (just North of Tokay) with its lawns, stables, dovecotes, and miles of well engineered roads, was a notable object in this new land. His wife was Henrietta; hence the name of the boat.

comprised a group of splendid buildings, which were a number of years in building. A tower at each corner of the great quadrangle covered by them, defined the limits of the main grounds. The basement stories of all the buildings were of stone as were the porticoes and cornices. There was no exposed woodwork about them, except a balcony on top of the armory and the frames of the window-sashes. A great wall, with stone coping and spear-headed iron railing linked the outer faces of the buildings. A splendid gateway (just south I should say, of Mr. Williamson's present house) faced the east and exposed a vista of trim lawns and fine shrubbery. Cannon glistened there; the garrison paraded on the level sward; and on the nights of national days the grounds were filled with the townspeople who came to enjoy the fireworks.

The arsenal was greatly enlarged, during the war, by the addition of the machinery captured with Harper's Ferry in 1861; it became the largest, except that at Watervleet, in the country; and many thousands of small arms were turned out by it for the Confederate army. It had already supplied 37,000 muskets to the Confederacy at the outbreak of the war. Its walls were battered down and all its inflammable parts were burned by General Sherman March 12th, 1865, who accorded the same treatment to the buildings of the Fayetteville Observer, the only newspaper so distinguished during the war.

The banking capital of Fayetteville was very large before the war. It was a million and a half of dollars before the fire of '31 and was still slightly over a million dollars at the breaking out of the war. The banks at this latter time were: the branch of the Bank of Cape Fear (now Rankin's store); the branch of the Bank of the State, situated where Devill and Vanstory's stables are now—a splendid building, of heavy stone work and brick, which the Cashier, Mr. Duncan MacRae, gave up in 1825 for the use of LaFayette and his suite; the Bank of Fayetteville (the Industrial Club now); and the Bank of Clarendon, a fine massive structure, which stood at the west part of the lot now occupied by the Williams Hall Building.

As early as 1827, steps were taken by the people of Fayetteville and of the Cape Fear section, in conjunction with those of Middle and Western North Carolina, to build a great central railway from Fayetteville, the head of navigation, to the West. The significance of this date (1828) showing the enterprise of our people in those early days, will be appreciated when it is recalled that the first railroad charter in America was that granted by New York to the "Mohawk and Hudson Railroad" in 1825, but three years before. At that time railroads in this country had hardly emerged from the experimental stage. At the meeting of citizens of Chatham, Randolph, Guilford and Orange, held at Albright's Store in Chatham, in August 1828, and presided over by James Mobane, resolutions were passed recommending the next Legislature to construct a railroad from Campbellton to the Market House in Fayetteville, as a suitable place to demonstrate to the people of the State the practicability of railroads. The road was constructed; but the cross section of the wooden rails was convex at the top, the run-

Correspondence of the Observer.]

Parkton, N. C., Feb. 1.—The latest enterprise of note is the great mill of Mr. B. Hout, which has been built less than a week and will be run by a gasoline engine. Its location is on Main street, opposite the residence of Mr. J. B. McCormick—a nice and convenient location.

Mr. L. E. Hughes will occupy the Brown store, formerly occupied by Huns & Parham, who have retired from business at present.

Next comes the organization of the Farmers' Union, which took place on last Friday evening in the Hall of Cobb Bros. store. Organizer Mr. Andrews of Fairmont was present. The following officers were elected for the ensuing term: A. A. Wright, president; S. J. Cobb, vice president; J. C. Lancaster, secretary and treasurer; P. H. Fisher, conductor; N. G. Bel-four, Doorkeeper; Rev. J. T. Baker, Chaplain. The number on roll at present is 35 and the membership growing at a rapid rate. The farmers of this section are much enthused on the above subject and promises to be a great benefit in many ways.

The school children all arrived home safe and sound from the big Lumberton trip. It was an excursion long to be remembered. We all took the train at McMillan's siding. The train was due there at 8:15, and as usual it was late and did not arrive in Lumberton until one o'clock, missing the most important of the exercises. The name of the V. C. & N. R. R. was changed that morning as the large crowd of more than 200 impatient passengers awaited the arrival of the late excursion train. So it is ever known as the Vinegar Central & Gualberry. The above passengers all voted never to be found awaiting an excursion train on the above road any more. At any rate the Parkton Graded School brought back the prize awarded for the best attendance of enrollment for the distance traveled.

There is an epidemic of sore eyes in our school and some other sickness but we trust it will not last long.

Mr. T. W. Thompson is on the sick list. Also little Prentiss Odom is quite sick.

Mr. and Mrs. J. B. McCormick and children will arrive on train No. 80 today.

Farming Time.

WE WISH TO REMIND OUR FRIENDS AND CUSTOMERS THAT WE ARE AS USUAL PREPARED TO FURNISH THE CELEBRATED

"Whites" Dixie and Clipper Plows

AND CASTINGS wholesale and retail at lowest prices. We make you same price as factory and prepay freight to your station on lots of 300 lbs or more. If you want the best TURN PLOW MADE BUY A CLIPPER.

Other goods in their class as follows:

Stonewall Cotton Plows

AND CASTINGS, GEORGIA SWEEP STOCKS, SAMSON UPRIGHTS, SIDE HARROWS, COTTON KINGS, COX COTTON PLANTERS, SIMPLEX DISTRIBUTORS, 5-TOOTH CULTIVATORS, COMBINED HARROWS AND CULTIVATORS, 2-HORSE GRUB OR NEW GROUND PLOWS, HAMES, BACK BANDS, TRACES, SINGLE TREES, COLLAR PADS, PLOW LINES, RAKES, HOES, SHOVELS, PITCHFORKS, SPADES, POTATO DRAGS, POST HOLE AUGERS AND DIGGERS—AND ANYTHING DESIRED IN THIS LINE.

AGENTS FOR PITTSBURGH PERFECT ELECTRICAL- LY WELDED FENCES.

HUSKE HARDWARE HOUSE, FAYETTEVILLE, N. C.

SCHOOL BOOKS!

AND ALL SCHOOL SUPPLIES AT

The New Book Store Company,

Opposite Post Office, Fayetteville, N. C.

187 Head

—OF—

Mules and Horses



—TWO BARN FULL.

OUR MR. BEVILL HAS JUST RETURNED FROM THE WEST, WHERE HE BOUGHT ONE HUNDRED AND EIGHTY-SEVEN MULES AND HORSES.

187, TWO CARLOADS OF THE NICEST HORSES WE'VE HAD

THIS SEASON. THE REST OF THE LOT CONSIST-

ING OF ANY KIND OF MULE YOU WANT.

ANYBODY WANTING STOCK WILL DO WELL TO CALL AND SEE THEM AT ONCE BEFORE THEY ARE PICKED OVER AS WE CAN SUIT ANYBODY AS TO QUALITY AND PRICE.

BEVILL & VANSTORY, FAYETTEVILLE, N. C.

Statement

OF THE CONDITION OF

The National Bank OF FAYETTEVILLE, N. C.,

November 16th, 1909.

RESOURCES:

Table with 2 columns: Resource and Amount. Includes Loans and United States Bonds, Furniture and Fixtures, Cash on hand and due from Banks.

LIABILITIES:

Table with 2 columns: Liability and Amount. Includes Capital Stock, Circulation, Surplus and undivided profits, Re-discounts, DEPOSITS.

Table with 2 columns: Date and Amount. Includes November 16th, 1909, Deposits, September, 1st, 1909, Deposits, Increase in 76 days.

Safety, Promptness, Courtesy.

The above strong statement is an invitation itself, and we solicit your account on a thorough business-like basis. Yours respectfully,

S. W. COOPER, President. A. B. McMILLAN, Cashier. T. M. SHAW, Ass't Cashier.

McMILLAN BROS.

A CLEARANCE SALE

—OF—

Cooking and Heating Stoves,

Both Coal and Wood. Oil Heaters and Oil Cooking Stoves. Basket Grates, Deep Well, and Pitcher Pumps. Tin-Ware, Agate-Ware, Etc., Etc.

We especially desire to close out all Heaters before the cold weather is over, but will give you big values for anything we have for CASH. We want to repair our building and make a general change all around and must get these goods out of the way.

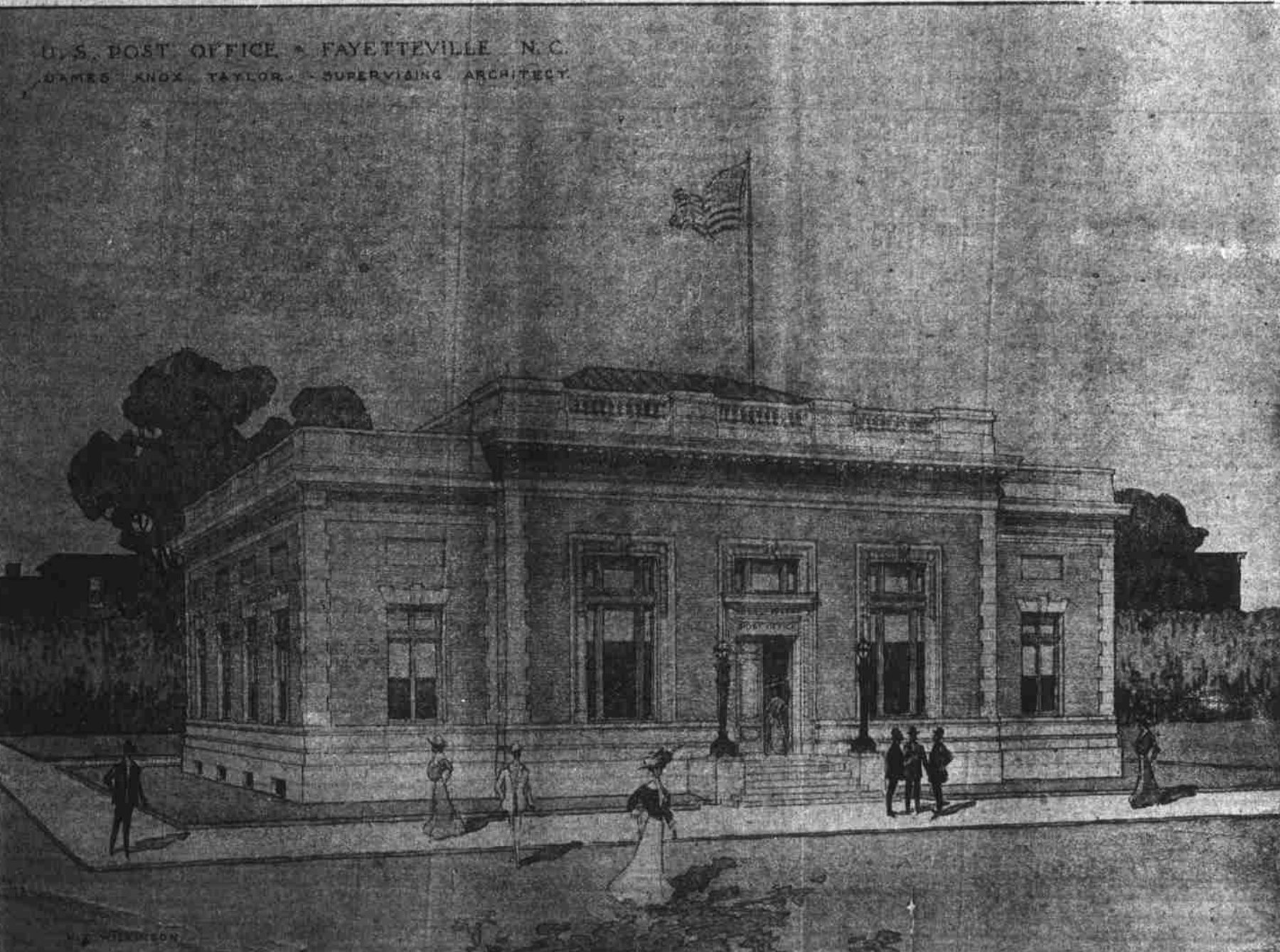
COME AT ONCE, AND YOU WILL NOT BE DISAPPOINTED.

In Our Shops

We are well equipped, and prepared to do any kind of Copper, Sheet Iron, and Tin Work, Roofing, Guttering and Spouting, and all kinds of Stove Repairing, Etc. And for such work charges will be reasonable.

Thanking our friends for all past business and promising our best service and attention in the future for anything wanted, We are gratefully,

McMILLAN BROS.



Fayetteville Postoffice Building Now in Course of Erection.

In 1818 the project of a grand canal was undertaken, intended to connect the river at Campbellton with the river above Smiley's Falls, so as to open navigation to Haywood in Catham county. The enterprise was abandoned, after considerable money had been expended. It may be traced now through the lower grounds of Pine Park and Myrtle Hill, through the yards of the yellow brick house on Ramsey street; just north of Mr. Garet's new house; again east of Dr. Patterson's and east of Captain D. H. Ray's; and finally, north of Mr. A. E. Rankin's house and of the Electric Light Power House. The water was to be ponded in the valley north of Maiden Lane, and the brick rows on each side of Hay street west of the Atlantic Coast Line tracks were built in anticipation of the shifting, still nearer to the "back settlements," of the trade center, which started at Campbellton, was transferred to Cross Creek, and now, as soon as the docks were ready for the boats, would take its place at the foot of Hay Mount itself! Locks, of course, would let the boats down from the level of the town to that of the river.

In 1819 the Clarendon Bridge was built, through the efforts of James Seawell. The contractor was Ithiel Town, a bridge builder of celebrity.

LaFayette's visit to Fayetteville was on March 4th and 5th, 1825. He was welcomed at the east front of the old "State House," which stood here, by Judge Toomer in a speech of great eloquence. The ball in his honor was given in the new "LaFayette Hotel," which stood on the corner now occupied by Gorham's and Sheetz's stores, and a picture of which you will find in MacRae's Map of Fayetteville. You will observe that it is of a style of architecture superior to anything we now have, with its quaint corners and heavy square arches.

The great fire of 1831 occurred on Sunday, May 29th. It consumed more than 500 houses in a space of 600 yards square; rendered a third of the population homeless; and evoked universal sympathy throughout the Union. A fire engine, part of Boston's generous contribution, is still in existence. In 1845, and again in 1846, disastrous fires swept a large part of the same space. A million and a half dollars worth of property was destroyed by them. I have always understood that the lowness of the pitch of a number of buildings—some still remain on Person and Hay streets—was due to the scarcity of brick, which could not be gotten rapidly enough. The available supplies were parcelled out under regulations of a committee.

The successful operation of Cotton Mills was begun in 1834 by Charles P. Mallot, who later, in conjunction with other capitalists, established the large factory at Rockfish (now Hope Mills). In 1852 there were seven cotton factories in Fayetteville and the vicinity, with \$377,000 capital, 476 operatives, and 1,500 persons dependent upon the income from them. Six of these mills were destroyed by Sherman, and the seventh was set on fire, but escaped because the squad of soldiers having the matter in charge were stampeded by an alarm.

The United States arsenal on Baymont was begun in 1838. It

ning surface of the wheels concave, the friction too great, and the experiment was not successful. As the practicability of railroads, however, became more evident, numbers of other efforts were made to inaugurate this central system. But too late. The influences which had secured the removal of the seat of government from Fayetteville, secured the building of the central line from Beaufort and Raleigh Westward, which cut across our traffic antennae. The loss of the seat of Government in 1788-89 damaged our prestige, and the fires of 1831, 1845 and 1846, impaired our capital. The two turned the scales against us.

Nevertheless, the old town presented a bold front to the world up to 1865. Indeed, up to 1861, it was the only wholesale dry goods market in the State—a survival in part from the days of Jaffray and Crane, when silks and laces, as said above, were imported direct. In the last ten years, however, the overwriting of the railroad idea, a renaissance of the old time estimate of the controlling part in transportation which waterways represent and other circumstances, seem about to restore to Fayetteville what was lost at those earlier stages.

In a letter from Archibald MacIntosh to Iredell from Wilmington January 20th, 1788, he said (referring to the contest for locating the State Capital at Fayetteville): "Upon the whole, however, I believe we shall succeed. There are a considerable number of people who are not materially interested in the dispute, who cannot shut their eyes to the manifest advantages which will accrue to the public at large from the encouragement which the seat of government will give to a great commercial town (Fayetteville), merely because that town is a few miles distant from the centre of the state."

Between 1820 and 1830, when the primacy in our towns shifted from Newbern to Wilmington, Fayetteville, which had been second to Newbern, became for a brief period first in population. It was still the second at the census of 1830—the order of precedence being: Wilmington, Fayetteville, Newborn, Raleigh.

If we may say it without irreverence, those blessings which we have loved long since, and lost awhile, seem now about to be recovered.

Death of Mr. J. E. Singleton. Mr. J. E. Singleton, of Shannon, died Sunday morning in Highsmith hospital, aged about 45 years, after an illness of only a few days. Mrs. Singleton died just a year ago in a hospital in South Carolina, of pellagra. The deceased was a well to do farmer and merchant of Shannon. He was a brother of Mr. J. A. Singleton of Red Springs.

"Jack" Singleton, as he was known by his friends was a true, good hearted man, and will be missed.

Bank of St. Paul. Some of the leading men of the flourishing little town of St. Paul, located on the Virginia Carolina and Southern railroad about 18 miles from Fayetteville have organized the Bank of St. Paul with a capital of \$10,000, and will open for business in a few days. Arrangements have been made

to erect a suitable banking building. The promoters are L. Shaw, A. R. McEachern, L. McInis, L. A. McGeachy, W. D. Johnson, S. B. Culbreth, C. R. Hester, T. L. Northrop, L. L. McGougan, J. C. Lindsay.

R. W. Herring, Esq., has returned from a stay of several weeks in Wilmington, where he has been on professional business.

Business Locals.

WANTED—A man with a rig to canvass the rural routes in Cumberland County, for a daily paper. Apply at Observer Office.

FOR INFORMATION in regard to joining a party to tour Europe next summer; cost, itinerary, etc., write or see Miss Dela Matthews, Fayetteville, N. C.

LOST—Between Opera House and Frank Thornton's, heavy gold crest ring. Inscription on ring, "Pro Reges Et Patria." Reward if returned to Ben McMillan.

WANTED—Good farmer, for one to two horse farm, good land and nice dwelling. Apply M. O. Bullard, Fayetteville, N. C.

Get THE BEST!

(From the Editorial column of the Hartford Courant, Dec. 10, '08.)

"By increasing its capital from \$4,000,000 to \$5,000,000 (at the same time adding an equal amount to the surplus) the Aetna Insurance Company of this city not only has the largest capital of all the fire insurance companies of this country—it had that already—but has a capital more than double that of any but two. There are only four fire companies that have a \$5,000,000 capital and of these two, half the whole number, are in this city."

DOUBLE STRENGTH AT THE SAME. B. R. HUSKE, Agent.

Index to New Advertisements.

B. R. Huske—Ed. of the Best. C. L. Thagard—Administrator's Notice. John G. Shaw—Commissioner's Valuable Land Sale.

Business Locals.

Ben McMillan—Lost. Wanted—Good Farmer.

ALL NOW RECOGNIZE THE MISTAKE.

(Concluded from Second Page.)

Coast Line alone.

If we apply the Corporation Commission's figures for the Atlantic Coast Line to the tonnage within the Fayetteville territory on the Southern Railroad and the Seaboard Air Line, with no other saving than the difference in favor of the river rates between Fayetteville and Wilmington, the annual loss to the people of North Carolina by delay in the completion of the Upper Cape Fear project is, in round numbers, eleven million dollars—or eighty eight millions in the eight years which have elapsed since 1902. As the saving would be in greater proportion the further we reached into the country discriminated against by the Virginia "gateway" system, the amount would reach a hundred millions and more for the eight years.

It was because of a knowledge of the conditions stated above that the Legislature of North Carolina has twice urged this measure upon Congress, a course pursued toward no other North Carolina waterway or port; that the three Governors in office since 1900 have recognized by their official acts the primacy of the Upper Cape Fear project over all others in the State; that the North Carolina Waterways Association, which had its origin in Wilmington in 1907 in the desire to secure a channel of 30 feet depth from Wilmington to the sea, adopted as one of its fundamental objects a resolution calling for the "immediate completion" of the Upper Cape Fear project—a course pursued by the Association toward no other of the North Carolina projects; and that the North Carolina Press Association has endorsed the resolution of the Waterways Association as just described.

The attitude of North Carolina, therefore, as represented by every body entitled to speak for its sentiment, is that, while she favors all her meritorious projects, provision should be made for the "immediate completion" of the pending project to give a depth of 3 feet of water throughout the year from Wilmington to Fayetteville.

A reading of the Brief and Exhibits of the Upper Cape Fear Improvement case, recently presented to Congress, and a glance at the commercial history of Fayetteville as contained in the article printed in this issue entitled "Early Fayetteville and Cumberland," will reveal the cause of the unanimity of sentiment just mentioned—as well as call attention to the fact that there is no other port in the United States which a few decades ago was the distributing point for a territory now containing over two millions of people, and yet has been put almost completely out of business as such a port by the effects of deforestation. This unique fact is the result, in turn, of the geographical peculiarity which characterizes our jutting sea-coast. Nature, however, has offset this impediment to intercourse between the sea and the "back country" by a channel leading 150 miles into the interior, whose bottom at Fayetteville is but 18 feet above the tidewater level. That is why an improvement costing so little is capable of producing such great results. In the canalization of rivers above the natural head of navigation, the ascent and the number of locks are so great that the cost is prohibitory.

In short, the other river propositions offered to the government requiring canalization seek to establish novel conditions. The Upper Cape Fear project seeks simply the restoration of normal conditions.

Even as it is, the value of the existing traffic between Wilmington and Fayetteville by river, as reported by the government engineer, is four times as great as in 1902 when Congress adopted the project. As the present plan calls for less than has the expense the case is now eight times as strong as then. Except for the government's control of this river, acquired by the act of 1892, private capitalists would pay a large sum for the privilege of constructing the proposed work and charging a small per cent. of the savings to shippers.

Death of Mrs. Green Beal.

Mrs. Green Beal died at her home in Campbellton at 6 o'clock Monday morning of consumption, aged about 45 years. She is survived by her husband and a little daughter, Goldie. Mrs. Beal was a daughter of Mr. Frank Arnett, and has three sisters living: Mrs. J. W. Henderson, Mrs. Irvin Jones, and Mrs. Orrie Johnson. Mrs. Beal was an excellent woman and bore her suffering with Christian fortitude. Her death will cause sorrow to many relatives and friends.

Death of Captain Armand DeRosset.

Captain Armand DeRosset, one of Wilmington's best known citizens, passed away at the James Walker Memorial Hospital after a lingering illness yesterday. He was a splendid Confederate soldier, a man of fine intellect, and most courtly bearing. He was the fourth son of the late Dr. A. J. and Mrs. Ellen Jane DeRosset, and was in the 65th year of his age. Four daughters and two sons survive the deceased. The funeral will be conducted today.