

# The Smithfield Herald

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## THE LOCATION OF HIGHWAY DISCUSSED

J. E. Cameron of the State Highway Commission Here Wednesday

Wednesday was "Road Day" in Smithfield, representatives from all over Johnston county being here to listen to the hearing before Hon. J. E. Cameron, member of the State Highway Commission, on the subject of the proposed hard surfaced road to be built through this county from the Wake county line to the Wayne line.

Delegations from the towns directly interested in the proposition and numbers of farmers from the affected district were on hand to present their views on what each faction considered was the most advantageous route to lay the road.

The mayor of our city, Mr. Charles A. Creech, called the meeting to order and asked Mr. James A. Wellons to state the object of the coming together. Mr. Wellons in a few well-chosen words made it clear that the meeting was for the purpose of giving Mr. Cameron, who has charge of the road work in this, the Fourth District, the benefit of the opinion of Johnston county citizens as to the best route for the hard surfaced road before mentioned. He incidentally read the section of the law pertaining to the location of state highways.

Following Mr. Wellons, Mr. Cameron made a short speech in which he urged that the people of the county get together on a route before the matter was carried before the State Highway commission. He pointed out that while Johnston county might be haggling over where the road should be built, the possibilities are that other counties united in their petitions would get roads and Johnston would still be on a waiting list.

The chairman of the local committee Mr. J. D. Parker, then called on the Board of County Commissioners to state reasons for their recommendation to the State Commission which favored the road from Smithfield going by Selma, Pine Level and Princeton, thence to Goldsboro. Mr. Oliver, chairman of the board announced that Hon. Paul D. Grady, of Kenly, would set forth their argument.

Mr. Grady advanced two points. One that to go by Selma would be cheaper and the other that there would be fewer railroad crossings. The cost of building an expensive bridge over Holt's Mill near Princeton, was the item of expense, particularly to be avoided. Mr. Grady was followed by Mr. J. F. Thompson, of Goldsboro, who represented some of the towns interested in carrying the route their way, who reiterated some of the statements of Mr. Grady and advanced the additional idea that to go by the towns already indicated would serve the largest number of people.

It seemed when these two gentlemen had sat down that they had proved conclusively that the road should pass through Selma and Pine Level thence to Goldsboro. But the other side had not opened up their guns. The first shot was fired by Mr. S. S. Holt, representing the town of Princeton and a portion of the county back in the Boon Hill swamps. He laid down the proposition that the present Central highway was the logical route. He told how the Indians before the days of the white man had used that trail to go to their fishing grounds and how later, in the days of the Revolution, armies of historic fame had marched over that route. He then brought to the attention of Commissioner Cameron the fact that if the route went the other way, a large per cent would be upon territory over which railway companies have the right of way. He pictured the house moving, and even the removal of a graveyard which would be necessary to run the road as near as possible to the railroad right. He compared the expense of house moving to building the bridge over Holt's Mill.

He then advanced the cause of the farmers who live in the islands, telling how they must get to Smithfield by that particular road, in order to avoid the swamps in that part of the county.

This argument was followed by Judge F. H. Brooks who presented a number of resolutions and petitions



MR. J. T. JEROME

Sunday School Field Secretary, of the North Carolina Conference, who is conducting a training school here this week.

## WILSON MILLS NEWS

(Special to The Herald.)  
WILSON'S MILLS, June 23.—Miss Elizabeth Holt, of Smithfield is visiting her grandparents, Mr. and Mrs. J. A. Wilson.

Mr. Lloyd Chapman of Grifton has been a visitor in our town recently.

Mr. Bill Manning of Williamston spent Sunday here with friends. Mrs. P. H. Massey, Misses Evelyn Wilson, Odessa Massey, Inez Honrine and Mr. Wilson Uzzle attended the State Christian Endeavor convention at Wilmington last week.

Misses Ellen and Harriet Uzzle are visiting friends in Sanford. Mr. Wiley Barnes, of Raleigh is spending a few days here with relatives.

Those attending summer schools from here are the following: Misses Mildred Wilson, State college; Lucy Turnage, Asheville Normal; Lucy G. Uzzle, N. C. College for Women; Battle Tomlinson, State College; Mr. Ralph Wilson is studying the practice of textile work in Greenville, S. C.

Mrs. W. P. Jenkins, and daughters Misses Laurinda and Lucile of Atlanta, Ga., are guests in the home of Mrs. Jenkins' sister, Mrs. P. H. Massey.

Rev. L. Saddler, of Wilson filled his regular appointment at the Christian church on Sunday. Two strong distinctive sermons were delivered. In the morning his subject was "The Influence of the Birth of Christ;" in the evening, "Visible Gods."

Mrs. J. B. Person and Miss Person of Selma attended the morning service at the Christian church on Sunday.

Mr. and Mrs. J. D. Underwood of Smithfield spent Sunday with Mr. and Mrs. D. O. Uzzle.

## Sunday Services at Baptist Church

Rev. A. C. Hamby, will preach at Smithfield Baptist church next Sunday morning and night. Rev. H. W. Baucum will go to Winston-Salem to preach in Mr. Hamby's place.

## At Johnson School House

We are asked to announce that Rev. J. Ruffin Johnson will preach at Johnson School House Sunday at 3:30 p. m.

from various townships, towns and organizations. He answered the argument presented by the other side as to the number of railroad crossings. He counted aloud the crossings of each route, and found them to be four each. But he emphasized the fact that 3 of the crossings on the Central Highway had a train three times a week, whereas the Southern and Atlantic Crossings on the other road have a number each day. An argument produced by Mr. Brooks was that the men who laid out the route of the Central highway were cognizant of the advantages of the way they selected.

When Mr. Brooks took his seat, Mr. Grady again took the floor and announced that he too had a number of petitions from towns, townships and organizations which he proceeded to call out.

Before the meeting came to an end Mr. Cameron again made a few remarks stating that on July 6th, the State Highway commission would meet in Raleigh, at which time this matter would be settled.

## AVIATORS KILLED IN BOMBING TEST

Two Army Flyers Drowned In Chesapeake Bay—Peculiar Accident

WASHINGTON, June 22.—Two of the leading flyers of the army air service, Captain Howard T. Douglas and Lieut. Marll J. Plumb were drowned in the Chesapeake bay today after a collision of their planes in the course of a bombing raid directed at the hulk of the old battleship San Marcos off Tangier Island.

Reports received by the war department from Langley Field, Va., said the accident was one of the most peculiar on record. Lieut. Plumb, flying a fast single seater plane, was dropping bombs and Captain Douglas in a similar machine, was observing the raid from above. Plumb's machine had just dropped a bomb and was climbing upward as is the custom after releasing the weapon when it struck Captain Douglas' machine cutting off its tail.

Both planes fell into the bay and disappeared with their pilots, whose bodies have not been recovered to-night though sought by a number of army and navy craft ordered to the scene after the accident.

Langley field officials reported that soon after the planes fell, another of the bombing planes dropped a bomb containing 500 pounds of T. N. T. and that it fell near where the machines went down. It was evident, it was said, that the pilot of this machine one of the many participating in the attack on the San Marcos, had not seen the planes fall. The terrible explosion of this bomb, aviation officers said, probably would make more difficult the recovery of the bodies of the officers or the planes.—Associated Press.

## "Everyone Win One" Campaign

The Baptist State Convention of North Carolina carrying out the plans of the Southern Baptist Convention, is putting on a Special Evangelistic Campaign for the next few months. The undersigned has been appointed Manager for the Little River Association. He is calling a meeting to be held at Lillington, Monday, June 27, 10 a. m.

At this meeting he is especially anxious to meet:

1. Every pastor—W. C. Dowd, W. T. Campbell, S. A. Edgerton, R. E. Atkins, H. M. Stroup, H. A. Porter, J. L. Martin, J. S. Farmer;
2. Every Superintendent of Sunday School, every teacher, if possible.
3. Every leader of Woman's Work;
4. Every member of the Executive Board;
5. Every Leader of B. Y. P. U. Work;
6. Every man and woman who is willing to consecrate himself to this greatest campaign ever waged in our Association. Let us for one time mobilize all our forces.

"Everyone Win One" is our slogan. Come and let us spend two hours together in planning and praying for a great victory. Half of the people within our bounds are not yet identified with the Lord's Kingdom. Every Soul-Winner is urged to come.

J. A. CAMPBELL, Manager  
For the Little River Association.

## Jurors for Special Term

The following are summoned as jurors for the first week of a special term of civil court called to convene here, July 11: E. L. Breedlove, R. P. Parker, A. R. Gordon, W. C. Oneal, J. B. Ferrell, J. D. Lasiter, D. C. Smith, R. C. Youngblood, Paul A. Williams, Wiley L. Grimes, A. W. Hodges, W. W. Stewart, A. Sam White, J. Wade Brown, W. N. Borden, J. M. Turlington, Floyd C. Price, C. T. Johnson, J. T. Barnes, W. S. Creech, Alex Wiggs, Jr., B. F. Johnson, Charley Hatcher, J. H. McCall.

The jurors summoned for the second week are: Arlanda Barbour, C. S. Hicks, P. B. Johnson, D. T. Worley, E. F. Crump, W. T. Hinton, Jesse D. Surles, J. B. Whitley, R. Ransom Creech, Joe L. Stafford, C. R. Bridger, C. M. Moore, Chas. G. Gurley, Clem Edwards, Paul A. Boyett, John R. Denning, Ed A. Holt, W. J. Alford.

## EXPOSITION SUCCESS IN FURNITURE CITY

Five Hundred Have Registered; Is Not Open to The Public

HIGH POINT, June 21.—The second day of the Southern Furniture Exposition, which opened yesterday in High Point's new ten-story building proved a distinct success, according to the manager of the south's first furniture show.

Late this afternoon more than 500 manufacturers and buyers from all sections of the United States had registered and others were still arriving. On all floors there was a buzz of conversation and in many instances the conversations resulted in the sale of a large quantity of furniture.

Men with note books writing orders were seen in all parts of the structure and it is evident that today witnessed a large increase in business over yesterday. No figures concerning the amount involved in the transactions were made public tonight but it is believed that several thousand dollars worth of furniture was sold today.

Interest in the exposition is increasing and although the public is not permitted to enter the mammoth building, hundreds of bystanders have watched the visitors enter and leave the structure since the doors were again opened this morning.

The exposition will be in full sway until July 2, and each day is expected to see many additional buyers and dealers arrive in the city.

Nearly 40 cities in more than a dozen states were represented by those registered at the exposition on the opening day.—Charlotte Observer.

## Epworth Leaguer Drowned

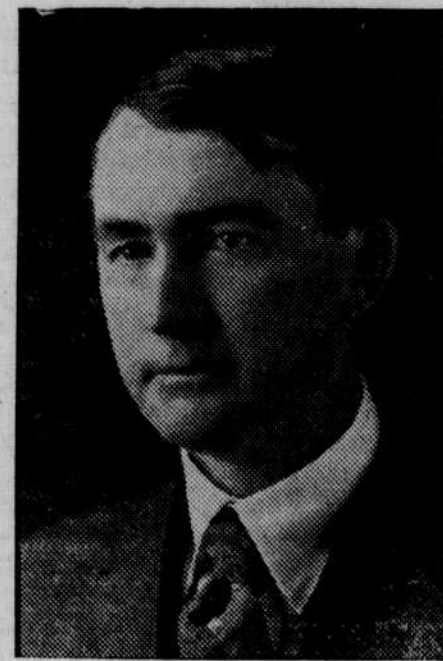
Morganton, June 22.—A tragedy which has cast a gloom over Morganton and brought grief to the entire Methodist Epworth League Conference in session here was the drowning late this afternoon of young Hoy Crouse, of Lexington leaguer. The young man and a number of companions had gone to Asbury's lake, about four miles from Morganton to go in swimming. Just how Crouse was drowned will probably never be known but since he could swim and had swam across the lake, once with three other boys, the most plausible theory advanced is that he had a heart attack while in the water.

When the others were attracted by his apparent struggles, he was going down for the last time. The body was recovered in a short time, but all efforts at resuscitation proved futile. The body was brought to Morganton and prepared for burial. Disposition awaits advice from his relatives in Lexington but it is presumed that the remains will be sent home tomorrow.—News and Observer.

## Rev. G. T. Rowe Honored

The people of North Carolina in general and Methodists in particular will be deeply interested in announcement received here yesterday from Nashville, Tenn., that Rev. Dr. Gilbert T. Rowe, at present editor of the North Carolina Christian Advocate, had been elected book editor and editor of the Quarterly Review of the Southern Methodist church by the book commission of the church in session at Nashville yesterday. Dr. Rowe will succeed Rev. Dr. Frank Thomas, who died some months ago. The news of Dr. Rowe's election for one of the highest appointments in the Southern Methodist church came in a telegram yesterday from J. A. Odell, of this city. The position to which Dr. Rowe has been elected is generally regarded in Methodist circles as only a step to bishop, and the friends of Dr. Rowe in Greensboro and other sections of the state feel that he is destined to fill the highest office in the church.—Greensboro News.

Miss Bettie Lee Sanders returned from Raleigh Tuesday night having been with her sister, Mrs. T. W. LeMay who is in Rex hospital for the removal of her tonsils.



PROF. N. R. WILSON

Of the department of Chemistry at Trinity College, Durham, who is teaching a course in the S. S. Training School here this week.

## KENLY NEWS ITEMS

KENLY, June 23.—Rev. E. Poston, pastor of the Freewill Baptist church filled his regular appointment Sunday.

A series of meetings began at the Missionary Baptist church Tuesday night and will continue for ten days. The pastor, Rev. Mr. Johnson is being assisted during these meetings by Rev. F. A. Bower, of Morganton.

Miss Faye Barnes, who has held a position in Smithfield is spending sometime at home with her parents.

Mrs. M. C. Bridger from Bladenboro is on a visit with her sister, Mrs. H. M. Grizzard.

Mrs. A. E. Underwood from Roseboro is the guest of her daughter, Mrs. R. A. Turlington.

Mrs. Willard Griffin and children of Spring Hope are spending sometime in town the guests of Mrs. W. T. Bailey.

Mr. Chas. H. Gurley, of Goldsboro spent Sunday in town.

Mr. and Mrs. E. C. Derby, of Fayetteville have been on a visit to Dr. and Mrs. R. A. Turlington. Mr. and Mrs. Derby are leaving today for Raleigh, Burlington and Greensboro to visit friends.

Miss Christine Griffin of Wendell is the guest of Miss Beulah Bailey.

Mr. Claude Edgerton spent Tuesday in Raleigh.

Mr. L. C. Wilkinson, Misses May Wilkinson and Beulah Bailey spent Tuesday in Raleigh.

Mr. H. F. Edgerton made a business trip to Wilmington Saturday.

Friends of Mrs. J. T. Edgerton will be glad to know that she is steadily improving. It is hoped she will soon be able to be out again.

Miss Minnie Lee Garrison, home Demonstration agent held a meeting in the high school auditorium Monday. She will give these demonstrations once each month. The next meeting will be held on the 19th of July. Each and every one interested are especially invited to be present.

Miss Inez Edgerton has recently returned from Tontego at which place she has been attending a house party given by Miss Dorothy Aycock. She also visited Miss Aleth Jones at Belhaven. She was accompanied home by Misses Sarah and Hazel Carlyle, of Lumberton and Christine Walker, of Roxboro.

Miss Gladys Kirby is spending several days in New York.

Mrs. H. M. Grizzard and Mrs. M. C. Bridger are in Dunn today attending the marriage of Miss Kathleen Creel.

Mr. Yates Edgerton recently left for Charlotte where he will spend a few days.

Miss Lucile Holden has returned home after spending some time with Miss Vivian Griffin of Rocky Mount.

Mrs. H. K. Edgerton of Lebanon, Tenn., has been the guest of Mr. and Mrs. H. F. Edgerton for some time.

Misses Lillian Wilkinson and Miriam Edgerton have returned home after visiting Miss Thompson at Wilson.

## Lightning Kills Woman

While sleeping beside her husband, Mrs. L. W. Godwin, 60 years old, was struck and killed by lightning in her home. South Dunn, during the electrical storm about 10 o'clock last Wednesday night. The husband was severely shocked by the bolt which killed his wife.—Dunn Dispatch.

## STATE WINS VICTORY AS TO FREIGHT RATE

Means Sweeping Reduction In Freight Rates to Many Cities in the South

Washington, June 21.—Shippers and freight paying consumers of North Carolina and the southeast won a substantial victory today when the interstate commerce commission made its long expected decision in the Virginia-North Carolina freight rate controversy. The decision removes the differentials favoring the Virginia gateways and equalizes class rates so that North Carolina shippers obtain the advantages of their location in both a northern and southern adjustment.

Below will be found such a summary as space limitations permit of the important decision. In full it covered 35 finely printed pages, with tables, rate differentials and so on. A few illustrations will suffice to show the sweeping extent of the commission's decision in removing the "unduly prejudicial" rates against which the North Carolina traffic association various chambers of commerce of the State, and the North Carolina corporation commission objected.

The commission was a party to the complaint as it affected North Carolina rates to the southern, but did not participate in the northern adjustment controversy.

J. H. Fishback, attorney for the corresponding chamber of commerce of the state in an analysis of the decision here today, made this general summary of the effect.

"The order of the commission is therefore sweeping in its correction of all rates to North Carolina both between the north and east and North Carolina, and between North Carolina and south, and will effect reduction in all North Carolina rates and at the same time remove in a large degree the market advantages which the Virginia cities have enjoyed in freight rates.

"Out of the mass of figures and zones, a few illustrations beginning with the so-called northern adjustment, will show the general extent of rate equalization benefiting North Carolina and ordered effective on or before September 15.

Instead of the present scale of rates under which the rate from New York and Philadelphia to Richmond is 83.5c as against a rate of \$1.60 to Raleigh, a difference of 76.5c, the commission orders that this difference in rates shall not exceed 60 cents. Again, that whereas the rate from Baltimore to Richmond is now 68c, and the rate from Baltimore to Raleigh is 1.150 a difference of 82.5c, the commission orders that the difference shall not exceed 60c, thereby requiring a reduction of 22 1-2c from Baltimore in the advantage of rate enjoyed by Richmond at present over Raleigh and other points in the large territory of North Carolina included in Zone 1. Zone 1 includes a large section of northern and central North Carolina, being roughly described as lying north of the Southern railway line from Winston-Salem, Greensboro to Goldsboro, and the Norfolk Southern from Goldsboro to, but not including, New Bern. New Bern takes rates lower than Zone 1 and slightly less than Wilmington to and from the eastern cities. Zone 1, therefore, includes points like Raleigh and Greensboro, Winston-Salem, Lexington, Durham, Cary, Wilson, Henderson, Oxford, Rocky Mount, Goldsboro, Kinston and points in the same general section of the state.

The commission orders the railroads to reduce the difference in rates between the north and east to zone 2 to the extent of 26 cents from New York and Philadelphia, for illustration and to reduce the difference from Baltimore by 34 cents with respect to the rates in effect between Baltimore and the Virginia cities. To illustrate the changes in rates required to zone 2, the rate from New York to Fayetteville shall not exceed the rate to Virginia cities, Richmond and Norfolk, by more than 72 cents instead of 98 cents as now in effect, and that the rate between Baltimore and Fayetteville, rail and water, shall not exceed the rate Baltimore to Richmond and Norfolk by more than 72 cents in-

(Continued on page 8)