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SMITHFIELD FOLKS HEAR GOV. MORRISON

Discussed Port Terminals For North Carolina In An Address Here Friday Night

PUTS UP GOOD PLEA

Gov. Cameron Morrison in a speech in the courthouse in Smithfield last Friday on behalf of the Ships and Waterway Bill, to be submitted to the people in the coming election, satisfied practically all of his hearers that there was nothing new or hazardous in the undertaking. In his language, it simply raises the question as to whether North Carolina is to prepare herself to participate in a fixed policy of the Congress which provides annually millions of dollars to the several states which are attempting to improve their waterways and harbors. This policy of the Congress is plainly expressed in the Democratic, Republican and La Follette platforms for this year, and has been in several national platforms for the last twenty years without an attack from the opposing party. The last Congress appropriated thirty-five million dollars for this purpose; thirteen million and a half of this was given to Texas to aid her in developing a harbor. For twenty years progress has been appropriating from thirty to fifty million a year for rivers and harbors, and North Carolina has not been able to participate at all in this appropriation simply because she has not done anything herself to aid in the developing of ports.

The fact that North Carolina pays in one hundred and sixty-five million dollars a year into the Federal Government and has never been able to receive any of it back, should shock anybody into a realization of the high importance of carrying the Port Bill. North Carolina pays into the Federal Government more taxes than all except four states, New York, Pennsylvania, Illinois, and Michigan. Therefore, when North Carolina has passed the Port Bill, she will be in a good position to demand a large annual appropriation from Congress. It must not be forgotten that North Carolina must do her part first, before she can participate in this. The Governor asked the question, "Should North Carolina not participate in the revenues from the Government as well as participating in the paying of taxes?"

The Governor read from the 1919 "River and Harbor's Bill" passed by Congress: a clause in the law which says that every state should have a port and share in the distribution of the appropriation provided essential water terminals existed in the state.

The Governor called attention to the Commission, composed wholly of hard-headed business men, who are successful and honest in their own business, and who have studied the proposition for fourteen months and now have simply advised the doing of what Congress has been recommending that North Carolina do all these years.

The speaker cited the City of Mobile, Ala., which owned its own port, and which was recently taken over by the State of Alabama at a cost of one million in order that the State might participate in the appropriation made by Congress. All for the same purpose the State of California has taken over the port of Los Angeles at a cost of thirty million. The history of port terminals shows that to be successful they must be controlled by the state rather than by the cities, because the benefits are for the states at large more than they are for the cities.

The Governor then asked, "What good will come from the development of our port?" The answer is simple—cheaper freight rates which affects everybody who buys any thing. Water transportation is one-fourth as cheap as rail transportation, and all the states that have water transportation get a correspondingly cheaper freight rate. This affects every town in the state and not only those that are touched by the water carriers. The Interstate Commerce Commission makes this possible when it allows shippers to use what is known as through bills of lading." This gives the receiver of the goods the lower rate even though

POU SEES STRONG DAVIS TENDENCY

"There has been a phenomenal movement to Davis throughout the whole country," declared Congressman Edward W. Pou at the Sir Walter hotel Wednesday before his speech last night at the Wake county court-house. "There has been a phenomenal trend, greater than we had any right to expect."

"Davis will win either in the House of Representatives or in the electoral college," he said.

"Coolidge will carry hardly anything in the West and Middle West where La Follette is making rapid strides," he declared. "The movement toward Davis is distinct and unmistakable. He will carry all the so-called border States of Maryland, West Virginia, Tennessee and Kentucky. Missouri is safely lined up in the Davis column."

"Indiana is one of the probable Davis States. He has been greeted with wonderful crowds out there and in New Jersey he has also stirred great enthusiasm with his speeches. Nebraska will go for Davis, in all probability," he said.

"Senator Swanson with whom I have been working," said Mr. Pou, "is certain that Davis will win in the electoral college and that the election will not be forced into the Congress."

Mr. Pou was suffering from a severe cold which he contracted in the sudden cold spell during the last few days. He was not well yesterday and stayed most of the time in his room at the Sir Walter which he kept warm with an electric heater in addition to the ordinary furnace heat of the hotel.

He looked well in spite of the cold and was vigorous in his enthusiasm over the movement toward the National Democratic candidate.—News and Observer...

the freight is carried all by rail.

The Governor then asked why so many people living near the Virginia line were having their goods shipped to them at some station in Virginia near the line and then trucking their goods from thirty to forty miles into North Carolina, if North Carolina is not being discriminated against in matters of freight rates? The facts are that a Ford automobile can be shipped from Detroit through Charlotte to Norfolk twelve dollars cheaper than it can be shipped in Charlotte.

Governor Morrison told how the railroad companies are doing all they can to defeat the issue. They are hollering bonds and trying to "scoer" the folks in order to defeat it. At the same time the railroad companies are asking for an increased rate in North Carolina. The Governor stated that they were doing this in the face of the fact that the A. C. L. railroad in 1922 received an average revenue of \$14,596.00 per mile for their road through the ten or more states through which it runs, while in North Carolina they received \$18,107.00 revenue per mile for the same period. The Southern Railroad received an average for their entire system of \$18,431.00 per mile, and in North Carolina an average of \$23,212.00 per mile. The Seaboard Railroad received an average for its whole system of \$12,773 per mile and on the part in North Carolina \$20,993 per mile. Therefore, it is clear that these three large railroads are making more profit out of roads in North Carolina than they are in their entire system.

Governor Morrison explained that North Carolina has adopted a new and modern system of taxation. Not a penny levied on personal property and real estate for state purposes. And if the project is voted and it should fail, "the state will not," declared the governor, "take a backward step in placing a tax on personal and real property to pay off the bonds. Some other means will be found."

The Governor summarized the fight as a fight between railroad interest and the interest of the people, and expressed confidence that when the people were told the facts that they would rise up on November 4th and win their transportation independence. He stated that the only hope of the railroads was that the people would not understand the facts before the election and therefore through ignorance vote against the measure.

BENTONVILLE FAIR QUITE A SUCCESS

Col. Fred Olds Makes Address of Occasion; Other Features Please Crowd

MR. PAGE NOT PRESENT

The promoters of the Bentonville Community Fair have had a double purpose in holding a fair this fall. They wanted a fair, as a matter of course, and they wanted to create interest in the development of an improved highway through their section, which will connect them with Smithfield and Clinton. As a means to this end, Hon. Frank Page, State Commissioner of Highways, and the general public were invited to attend the fair. They were greatly disappointed when they learned that Mr. Page could not be present.

They had a great fair, nevertheless for Col. Fred A. Olds, the affable and genial Secretary of the North Carolina Historical Commission, saved the day for the fair. Col. Olds' work in North Carolina is not primarily that of road building, his is a bigger work—that of developing the state along all lines.

In a speech at the beginning of the Bentonville fair, he stated that he was as versatile as the celebrated Dr. Jekyll and Mr. Hyde, and so on that occasion he would be first Frank Page and then Fred A. Olds.

Col. Olds' strong forte is History, and in his talk on the roads of this state, he naturally fell into his old theme—History. He told how life in North Carolina was quickened by the first rail road, and how later both transportation and travel were greatly advanced by the opening up of the plank road in 1849 from Fayetteville to Salisbury, thus planting the idea that has developed into our fine system of modern automobile roads. He stated that only four states of the union now outrank North Carolina with its road system. Twenty four thousand men are working every day on North Carolina highways. Quoting from the Manufacturer's Record of October 16, 1924, he proved that North Carolina's superb system of highways has been miraculously brought about under a system of bonds that does not cost the people one penny, no, not even those who own cars and buy gasoline; for our system of transportation has been worked out with such rare ability as to cause every penny to come back to the people in the form of investments paying high dividends. He concluded his speech by saying that he was itching to live long enough to see this splendid agricultural section traversed by one of the best highways in the state.

Then, speaking for "Fred A. Olds," he stated that he was thrilled to know that he was standing on the ground that witnessed the last bloodshed between warring nations on the American continent, but was saddened to see an utter lack of public interest in this historic ground. He compared the battle field of Bentonville, where he then stood, to Yorktown, the scene of the last battle of the Revolutionary War. "The Yorktown battle field," said he, "is National property, and is studded with statues and markers."

He commended the people for the fair that they were holding, and declared that such would engender the community spirit. He urged them to organize with the same grip of efficiency with which the people of Catawba county have organized, which is the best county in the United States with the exception of Pennsylvania County. He stated that cowpeas, butter and sweet potatoes have put Catawba as one of the highest ranking counties commercially in civilization, and these very commodities from Johnston county ought to be themselves upon every market, north, south, east and west.

Col. Olds' speech received closest attention by all who were present. He was kindly received by the Bentonville people, and he made them a very charming address.

Besides Col. Olds' speech, there were other features of the day which contributed to the success of the fair. First of all, the exhibits were decidedly creditable, particularly those belonging to the woman's department. Then a program of storytelling by

STILL WORKING ON CAR. FLA. SHORT CUT

T. C. Young, President of The Association, Presides at Banquet Meeting at Rowland

SEVERAL BOOSTERS' TALK

The Wilson short automobile route from North to South through North and South Carolina, which the Carolinas-Florida Short Route association has sworn to win or "bust" was given further impetus at a delightful banquet at the Rowland hotel at Rowland Tuesday evening. Boosters for this most logical of all the routes proposed through North and South Carolina to Florida were there from Smithfield, Fayetteville, Lumberton, and across the line in South Carolina, from Dillon, Latta and Florence, guests of Rowland members of the association, and besides the inspiration and solid welding of purpose and perfecting of plans in after-dinner talks, it was a most delightful occasion.

Mayor R. F. Graham, after full justice had been done in discussion of the well-prepared and well-served banquet, turned the meeting over to Mr. T. C. Young, of Smithfield, president of the association. Mr. Young briefly set forth some of the reasons for the faith that is in him and others who are laboring on this project without pay. They have satisfied themselves, he said, that beyond any question this is the shortest—shortest by 153 miles—route from Richmond and the North to Florida, and that it will be hard-surfaced from Virginia to the South Carolina line earlier than any other route. Pressure recently has been brought to bear, he said, to forsake the proposed route from Fayetteville via St. Paul, Lumberton, Rowland, Dillon, Latta, and Florence, and pull for the proposed route via Laurinburg, but the route through Robeson is considered more logical, the grade is better, and if energy and determination do not fail it will be improved sooner than any other route and will attract tourists.

Mr. Young called on Mr. Husk of Fayetteville, who is one of the most determined and clear-headed boosters of this route. Mr. Husk demonstrated by map traced from a Rand-McNally, that this route, Washington to Tampa, is almost exactly straight, as straight as any route could be, and that in the towns alone through which it passes in North Carolina there is a population of 64,500. He showed how it would attract Federal aid by reason of the fact that it ties up Washington with Morehead City, with Fort Bragg, and with the naval base at Charleston and with Paris Island. He declared that the plan is not to fight any other proposed route but to present the outstanding advantages offered by this route, advantages given by nature and which cannot be equalled by any other route.

Mr. Dickson of Fayetteville, Mr. Meeks and others of Florence, Dr. Stackhouse and Mr. J. W. McKay of Dillon, Mr. H. E. Stacy of Lumberton, and several others discussed the proposed route at length, all expressing their absolute faith in the route as the most logical that has been proposed. Mr. Stacy recalled that about a year ago a banquet was held at this same hotel, that at that banquet some gentlemen from South Carolina were present, and State Highway Commissioner McGirt was induced to promise to match from the S. C. line below Rowland on to Lumberton the gravel road from the S. C. line to Dillon. Contract for that highway was let on the 30th of last month, and now South Carolina is being called upon to match North Carolina in this short route.

And South Carolina is nothing loath to do that same, according to the capable and purposeful gentlemen who were there speaking for the Palmetto State. In fact, Mr. McKay allowed that if they didn't mind South Carolina would match North Carolina like she did on that other proposition, by being there first.

Mr. Stacy recalled that at a recent meeting of the association in Fayetteville Commissioner McGirt said that the highway from Lumberton to Fayetteville is the next to be hard-surfaced in the Third district, and with the construction of that highway a most important link of the short route will be built.

Mr. McKay was appointed a committee of one to get up an auto-booster trip across South Carolina to see what stretches need attention first, and he was promised any assistance needed.

The meeting broke up about 10:30 with a vote of thanks to the Rowland gentlemen for their hospitality and with the distinct feeling on the part of all present that this short route is worth working for and has every advantage to offer over any other proposed route.

Present from Lumberton besides Mr. Stacy were Messrs. D. P. McKinnon, W. K. Bethune, and J. A. Sharpe.

Small Distilling Plant Captured
Federal officers captured a distilling plant on Middle Creek about six miles from here last Wednesday. The still had been moved but the plant and several implements were taken. Several barrels of mash which were ready to be run off were also found. No arrests were made.

Will Work On



Louise McDonnell, 21, San Francisco shop girl who inherited \$85,000, says that she will keep on working at a department store glove counter. Half of the money she will give to her mother and some of the remainder will be used to educate her younger brothers and sisters.

STRIFE IN CHINA SUDDENLY ENDED

Mukden, Oct. 24.—Ending of the war with the Chinese Central government was officially announced in a communique issued at the headquarters of Chang Tso-Lin here at three o'clock this afternoon.

The communique stated that Feng Yu-Siang was in possession of Peking, that President Tsao Kun had taken refuge in the legation quarter of the capital city; and that Wu Pei-Fu, commander of the central government armies, was in full flight.

Retreat of the Central government armies at Shanhaikwan had been cut off, it was declared.—Associated Press.

Pine Level and Hepzibah

Regular monthly services at the Pine Level Baptist church next Sunday, November 2, also on Thursday night will be "The Human and Divine Natures Contrasted." Reports from the Association will be made. A full attendance of the membership is desired. Sunday subjects as follows: eleven a. m.—"Divine Teaching on Material Prosperity;" at seven p. m.—"Our Citizenship in Heaven."

At Hepzibah on Sunday at three o'clock p. m., the Laymen's Federation of Smithfield will conduct a most interesting service. They make music one of their special features. Their singing will be accompanied by a number of musical instruments. Let everybody turn out and enjoy this service.

JAS. W. ROSE, Pastor.

DEATH OF WALLACE A DISTINCT SHOCK

Secretary of Agriculture Succumbs at Hospital After Brief Illness; Underwent Operation

TOXEMIA POISONING

Washington, Oct. 25.—Henry C. Wallace, Secretary of Agriculture, died at 4 o'clock this afternoon at the Naval hospital of toxemia poisoning which developed after an operation performed last week in an effort to relieve sciatica. He was in his 59th year.

Death came peacefully after long hours of unconsciousness, and after medical science was unable longer to check the ravages of the poison. At the bedside were Mrs. Wallace and their daughter, Miss Ruth. No other members of the family were in the city.

Dr. Joel T. Boone, one of the White House physicians who had been in constant attendance since the Secretary was taken to the hospital, issued the following statement:

"The Secretary died at 4 o'clock. He slept very quietly, Mrs. Wallace and her daughter were present. Immediate cause of death was bacteremia, and the contributory cause was cholecystitis, inflammation of the gall bladder."

The death of the Secretary, although expected throughout the day, came as a shock to official Washington, and to his many friends both in the city and the country. After the operation Mr. Wallace began to improve, and it was thought that he was convalescing rapidly.

As late as Thursday night, the Secretary's condition was not considered alarming, and at that time Mr. Wallace instructed Dr. Boone that the agricultural department might issue a denial of a recurring report that he expected to resign his Cabinet post about the first of the year. The report had persisted for some time, and several friends were prepared for such a step because of the Secretary's health.

His condition after the operation became serious Friday, as an infection developed and the poison began spreading through the Secretary's system. Despite every effort of physicians his condition steadily grew worse.

As soon as Mrs. Wallace returned to her home from the hospital, President and Mrs. Coolidge called upon her to offer their condolences.

Later, in a letter to Mrs. Wallace, the President said:

"I am writing to you of the shock and of the great sorrow that has come to Mrs. Coolidge and myself with the news of your distinguished husband's death. Though we had followed with much solicitude the reports from the beginning of his illness, it had not seemed possible until the very end, that this great loss could come to the country."

"I do not need to tell you that all of us who had been associated so long with him share with you in the sorrow which this hour has brought. His loss will be indeed a grief to the entire nation, for his fine qualities and able untiring services had endeared him to all the people. Coming from private life to the post of Secretary of Agriculture at a time when its administration was surrounded by acute and unprecedented difficulties he brought a particularly effective equipment of wisdom, industry and executive capacity. Through their unsparing application he achieved a splendid series of successes in behalf of the restoration and rehabilitation of this supremely important national interest. His work has won for him the unstinted confidence of all citizens, as his high character and appealing personal qualities gained for him the affection of all who enjoyed the privilege of intimacy with him."

"To you and the others of his family I extend for Mrs. Coolidge and myself the profoundest of condolences. We want you to know that we share with you alike in your sorrow, and in the pride that must be yours as you contemplate the splendid legacy that his great career has left to you and to all who are nearest to him."