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TUESDAY, JULY 22, 1924.

**THE REFERENDUM**

We are told by the Press that the Governor will submit the report of the Ship and Water Transportation Commission to the General Assembly with the recommendation or suggestion that they submit it to a vote of the people. This is interesting but it is far more interesting to know what the legislature will do about it. The legislature or its members are the direct representatives of the people who are charged by the people with the duty and responsibility of carrying out their wishes or mandates by passing the necessary laws, etc. The existing legislature does not feel obligated to abide by or carry out the recommendations or suggestions of the Governor in all cases. In the identical matter under consideration they declined to adopt his recommendation when he presented it to them at the beginning of the regular session. At that time—eighteen months ago—having decided not to accept his recommendation by converting it into law there remained two alternative courses of procedure: (1) to submit the question to a direct vote of the people, or (2) to appoint a Commission of experts to investigate the entire proposition and report back to them the facts of the case together with their conclusions and recommendations. They adopted the latter course and the natural inference is that they will act directly and finally on this report of the Commission.

The Governor has great confidence in this cause, appreciates its benefits to the State and feels assured the people will ratify it and so do we under fair conditions. In fact we are confident that the merits are so pronounced the people will ratify and gladly accept them as soon as they understand and appreciate what they mean to the State. But it takes much time and enormous effort to educate the entire citizenry of a state on any proposition however simple and meritorious. This might have been easily accomplished eighteen months ago but now there will be little time to reach the people between the adjournment of the special session and the November elections. Moreover, at these elections there will be presented national, State, County and municipal issues and candidates in numbers beyond the ability of the average voter to intelligently grasp. To this situation we have no doubt the General Assembly will give due consideration. They will doubtless give due consideration also to the fact that the Commission they appointed was composed of nine men who represented both sides of the proposition in their personal views; that North Carolina does not contain a more upright, intelligent, competent or representative body of business men; that these men have spent fourteen months in arduous toil and conscientious effort in complying with

their instructions; that they have submitted a comprehensive report couched in simple, clean cut language and free from ambiguity of any kind; that this report with the accompanying evidence contains all facts and data essential for intelligent and final legislative action by the assembly; that the conclusions and recommendations of their commission are unanimously agreed to by the members; and finally that the legislature is amply warranted in placing implicit faith in the ability, impartiality, fairness and honesty of purpose of these nine men of their own selection.

There are other considerations that may determine the action of the legislature and one of the most important is that of precedent. To realize what is meant by this we must understand that the proposition under consideration is simply a question of internal improvement for the State and by the State. We have examined all records available to use and fail to find a single case in which the General Assembly of North Carolina has asked the people to vote on a proposed internal improvement by the State. In every case the legislature has taken definite and final action without a vote of the people. Deeming 75 years sufficient for establishing a precedent we invite your attention to Chap. 82 of 1848 in which the State through the Board of Improvement, subscribed \$2,000,000 of the \$5,000,000 capital stock of the N. C. R. R. Co. In Sec. 51 of the same Act we find a subscription of \$40,000 for improving the Neuse River and \$25,000 for improving the Tar River. In Chap. 129 of 1852 the Charter of the N. C. R. R. was changed and in Chap. 22 of 1854 the State subscribed an additional \$1,000,000 to the stock of the railroad. This was accomplished by the legislature acting alone, as representatives of the people. In Chap. 23 of 1848, the State subscribed to three fifths of the capital stock of \$30,000 of the Fayetteville and Western plank road and issued 20 year bonds for the purpose. In Chap. 91 and 92 of 1848-49, the State subscribed to three fifths of the capital stock of \$200,000—afterwards increased to \$500,000 of the Cape Fear Navigation Company. In Chap. 126 of 1850 the State subscribed to \$900,000 of the stock of the Atlantic and N. C. R. R. and to \$2,000,000 of the N. C. and W. Ry. In Chap. 132 of 1855, the State subscribed two-thirds of the amount necessary to complete the Atlantic and N. C. Ry. In Chap. 288, of 1855, the State subscribed \$1,200,000 to the capital stock of the Western North Carolina R. R. In all of these cases the legislature acted alone and final ly.

In recent years the General Assembly acting alone has voted appropriations and contributed contributions for the construction of railroads, highways, etc. among which we name the following: To the Mattamuskeet R. R. Co. \$101,327. To the F. K. and Alleghany R. R. Co. \$505,000 to the Stateville Air Line R. R. Co. \$132,400. To the Watauga and Yadon River R. R. Co. \$55,260. To the Wilkesboro and Jefferson Turnpike Co. \$65,000. To the Transcontinental R. R. Co. \$7,250. The State highway law \$3,000,000 and supplement to same law \$15,000,000. To the East Province R. R. Act for the Appalachian and Western N. C. R. R. Co. upon compliance with certain conditions a maximum sum of \$10,000,000. We also invite attention to Chap. 165 of public laws of 1921 authorizing bond issues for the permanent enlargement and improvement of the State's Educational and charitable institutions; to Chap. 162 and 163 covering bonds for permanent improvements and appropriation for maintenance of the State's institutions. Each and all of these have been definitely and finally resolved by the legislature and solely because this is their function as representatives of the people. Does any one question for a moment that an overwhelming majority of our people heartily approve the acts of their representatives in establishing

our present school system, the building up of our fisheries and sea food industries, the development of our agriculture through the State Extension and home demonstration service, the maintenance of our institutions for the proper care of the wards of the State, for the maintenance of health, etc. and last but not least our magnificent highway system which provides free and quick communication between all parts of the State and has received, but recently, international recognition as the best system for study by our South American friends? In fact it can be confidently asserted that ninety to ninety-five per cent of our people would support the foregoing Acts of our legislature with regard our public institutions and public policies as to internal improvements and especially as to our highway and school system. And speaking of the confidence of the people our legislature realizes full well that our reconstruction days have passed and that it was their immediate ancestors who drove from our legislative halls the schemers, crafty lawyers and lawyers, recently freed negroes, who were intent on leaving our people already blind white and worse than bankrupt because helpless. They know that our people will endorse their decisions when honestly presented as to their trust representatives.

We are convinced also that the legislature will consider and determine that the proposed internal improvement should not and will not not a heavy financial responsibility to the State, which seems to be feared by some who probably have failed to measure the results of similar action by other states. As we learn from our personal investigation, all such proposals have taken care of themselves. If they have taken care of the interest and principal investment, they have also provided for maintenance and betterment. It is one thing that the proposed port Commission will be a skillful administrator as those of other States, similarly employed.

From the legislation of the regular session of the existing legislature we are confident they are not afraid of responsibility in handling the present proposition. We believe that when they meet they will realize that the proper and final resolution of the report of their State Ship and Waterway Commission is their function and their responsibility as part and parcel of their job. They know or can readily find out what their constituents wish them to do in the premises and being leaders as well as representatives they must determine whether to adopt or reject the proposition submitted to them. This is their privilege and likewise their obligation. The two are inseparable and should enjoy the privilege without assuming the responsibility. In a word if the Governor's original recommendation is right, and the Commission is right, and it is the right thing for North Carolina to do then it should be adopted by the legislature and responsibility for failure will rest with the legislature and can't be shifted.

We think the Governor and the Commission are right and that it is a most wise and beneficial thing for the State to undertake. All agree that there is an unjust and unfair freight discrimination against the State of North Carolina amounting to at least ten million dollars annually. We are convinced this estimate is far too conservative. All agree that this can be removed and that it can be removed permanently by State action only. This means simple justice and fair play to our people. It disclaims any idea or intent of injury to others.

We think that the solving of this question involves a sacred obligation for our people. Divine Providence in His Infinite Wisdom has bestowed on North Carolina 1200 miles of navigable rivers, enormous and invaluable, yet, matchless, inland seas, bays and

ports to connect them and our highways and railways with our sister states and with the outside world by ocean shipping. We are not using them but permitting them to lie practically idle. We are burying these wonderful talents for which we will be held responsible at the last final accounting. We owe it to our posterity to afford them the best and most economical system of combined highway, railway, inland, waterway and high sea communication possible and we can accomplish all this by catching the vision of our fathers and through a sane, sensible and business like development of the gifts the Lord has showered upon us. Will our legislature catch this vision and act on it in the Special Session? We think so and further that they will not say to their constituents "let George do it."—E. P. Glenn.

Luke Lamb      Robt. L. Grooms  
**LAMB & GROOM**  
ATTORNEYS-AT-LAW  
Office next to Anderson Crawford Co.  
Telephone No. 74  
Williamston, North Carolina

**NOTICE**  
I wish to take this opportunity of telling my customers that I will be from my printing office for about two weeks beginning Monday, July 21 and that I have made arrangements with The Enterprise Publishing Company to handle all work needed or wanted by my patrons while I am away.  
Thanking you for your past favors,  
SIMON HILLEY

**P. B. CONE**  
Dentist  
Office Over The Farmers and Merchants Bank  
Hours 9-12 and 1-5  
Office Phone No. 9, Res. Phone No. 16

**NOTICE OF SALE**  
Under and by virtue of power of sale contained in Two certain deeds of trust executed by E. J. Whitaker and wife to E. S. Peele, trustee which is of Record in the office of the Register of Deeds of Martin County, N. C. the same being recorded in Book R2, page 527, and 530 records of Martin County, dated 22nd day of April, 1924; default having been made in the payment of the indebtedness secured thereby, and in fulfillment of said notes having made demand on me to foreclose the same, I will offer for sale at public auction for cash to the highest bidder at the Court house

door of Martin County on the 15th day of August 1924 at 12 o'clock M. the following real estate to-wit:  
Beginning at an iron stake at Whitaker's line; S. W. Whitaker's line; a straight course to Crisp line to an iron stake; thence a West course to a gum corner; Osborne and Fulford's corner, thence with Osborne's line a Northerly course to an iron stake; Elshmond Highsmith's corner; thence with Highsmith's line to an iron stake C. C. Whitaker's corner; thence with Whitaker's line to the beginning, containing 19 acres, more or less.  
This the 12th day of July 1924.  
E. S. PEELE, Trustee.  
Martin and Peel,  
Attorneys.

**WANTED: REGULAR AND TRAN-**  
sient boarders. Good rooms and accommodations. Rates reasonable. See Mrs. J. C. Crawford, Hampton Street.  
**ROOMS FOR RENT**  
Two rooms for rent. Good location and well equipped for light house-keeping. Apply at Enterprise office.

**WANTED: REGULAR AND TRAN-**  
sient Boarders. Good rooms and accommodations. Rates Reasonable. See Mrs. J. C. Crawford, phone 48.

**WANTED: Men or women to take**  
orders for genuine guaranteed hosiery for men, women and children. Eliminate darning. Salary \$75 a week full time, \$1.50 an hour spare time.

Beautiful Spring line.  
International Stocking Mills.  
CHAIR REPAIRING  
I am in a position to bottom all chairs and all men in any way desired. I also upholster old chairs. Give me a trial. W. R. Rogers, Washington street (near Spiller's store) Williamston, N. C. **WAZZ AM UOV**

**HOW'S THIS?**  
HALL'S CATARRH MEDICINE will do what we claim for it—cure your system of Catarrh or Discharge caused by Catarrh.  
HALL'S CATARRH MEDICINE consists of an Ointment which quickly relieves the catarrhal inflammation, and the Internal Medicine, a Tonic which acts through the blood on the mucous surfaces, thus restoring normal conditions. Sold by druggists for over 40 Years. F. J. Cheney & Co., Toledo, Ohio.

# BARGAINS!!

## IN USED CARS

If you are in the market for a second hand car come to see me before buying. I have many values to be seen in Buicks, Studebakers and FORDS. Good ayments if desired. DONT WAIT.

# B. R. Barnhill

"The Ford Man"

Williamston      ::      North Carolina

# Harrison Bros. & Co's.

## BIG JULY SALE!

<p>One special lot of Ladies' Comfort slippers plain toe, one strap, sale price \$ 1.50</p> <p>Special lot of Ladies' Linen Dresses. The best bargains of the season \$ 3.75</p> <p>Special assortment of Voile Dresses assorted colors and sizes \$ 3.52</p> <p>Good quality 72x90 sheets of white at 98c</p> <p>Special lot of Silkateen dresses, as sorted, strip and check, sale price \$ 3.75</p> <p>Special lot of Men's Summer Suits that will surprise you, sale price \$ 5.62</p> <p>Special lot of Young Men's Suits. You should have them while our stock is complete in sizes, sale price \$10.88</p>	<p>One table of Ladies' and Children's Oxfords. These are the best values you have seen for the price, pr. 98c</p> <p>One special lot of patent leather dress Oxfords with one strap, pr. \$ 2.25</p> <p>One table of Valenciene and torchon laces, on sale per yard 5c</p> <p>One special lot of Ladies' Shirt waist in white and pongee, sale price 88c</p> <p>One special lot of Ladies' and children's gingham dresses 98c</p> <p>1 special lot of Ladies' House dresses. They will surprise you when you see them, sale price \$ 1.13</p>
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**SPECIAL BARGAINS ALL THROUGH THE WEEK. COME IN & SEE THEM. WE WILL BE GLAD TO SHOW THEM TO YOU EVEN IF YOU ARE NOT READY TO BUY.**

# Harrison Brothers & Co.

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are lingering and annoying.  
The very best relief apply  
**VICKS**  
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Over 30 Million Men Used Vicks