

# ALL PULLING TOGETHER!!

## WILLIAMSTON MARKET FOR TOBACCO

WILLIAMSTON OFFERS EXCEPTIONAL ADVANTAGES FOR MARKETING THE TOBACCO CROP THIS YEAR. THREE INDEPENDENT WAREHOUSES WILL BE OPEN WHICH WILL SELL TOBACCO ON THE AUCTION PLAN. BRING YOUR TOBACCO HERE AND BE SURE OF FAIR AND HONEST TREATMENT. MR. T. JONES TAYLOR WILL BE AT THE CO-OP. WAREHOUSE AND ALL CO-OP MEMBERS CAN DEPEND ON CAREFUL ATTENTION BEING PAID THEIR TOBACCO.

### The Williamston Market Will Open On Wednesday, September 3, 1924

IF YOU WANT THE HIGH DOLLAR FOR YOUR TOBACCO THIS SEASON, THEN WILLIAMSTON IS THE PLACE. NEW WAREHOUSEMEN, NEW BUYERS, AND SOME OF THOSE WHO WERE HERE LAST SEASON. ALL WORKING TO MAKE A BETTER MARKET.

This Space Contributed and Paid for by the Following Well-known Business Men and Firms:

Lindsley-Lilley Ice Company, Manufacturers of Pure Raw Water Ice.  
Wilson Lamb  
The Leader Store, Dry Goods  
Blount Bros., General Merchandise  
Pete Fowden, Insurance

F. L. Edwards Co., Undertakers and Licensed Embalmers.  
B. R. Barnhill, The Ford Man  
B. S. Courtney, Furniture  
R. G. Harrison, Farms for Sale  
Lamb and Coburn, Attorneys

Culpepper Hardware Co. Hardware  
Margolis Bros. and Brooks, Dry Goods  
W. R. Orleans, Dry Goods  
Harrison Oil Co., "Texaco People"

#### UNCLE SAM HAS HIS HEROES IN PEACE-TIME AS WELL AS IN WAR

Records of bravery and of heroism equal to the deeds of daring performed by those patriots who have faced shot and shell of an enemy country are not lacking among the army of employees of the United States government. While the hardships encountered and the loss of life are not so great in numbers as those recorded in actual warfare, nevertheless, they bear mute testimony to the valiant service rendered by these faithful servants of the people, bent on performing the onerous and difficult tasks assigned them.

And the praises of these heroes are not sung in either prose or poetry. They are not broadcast throughout the land. There is no Congressional Medal of Honor bestowed on them; no decoration of any kind awaits them. There is not even so much as a citation for bravery and meritorious service performed in the line of duty. But these faithful employees of Uncle Sam never complain. They are not seeking notoriety. They are being content to carry on their daily labors without thought of reward other than that which goes with the consciousness of duty fulfilled.

There is no class of employees of the government that faces more actual perils of life and limb and are subject to more vicissitudes of the elements in their daily routine than some of the men who carry the mails over some of the more difficult of the star routes. These men are not paid salaries but work under contract, awarded under the law as a result of competitive bidding. It might be said that they differ from all other government employees in that they fix their own salaries.

When it is pointed out that during the past two and a half years 55 carriers have lost their lives while in

the performance of duty, it will be seen that the tasks assigned them are hazardous in the extreme.

There are star routes scattered throughout the country where "seas of mail" are considered of slight moment and where the perils encountered from ice packs and fogs many times result in death or serious and permanent injury.

To the city dweller a reference to the mail man brings a picture of the gray-coated carrier who delivers his letters and packages unhampered to any great extent by wind or weather. But the denizen of the rural district thinks of him as the driver of a horse-drawn or motor vehicle, whose arrival is regarded as an event in the daily life of the occupant of the farm, putting him, as it does, in touch with the outside world and with his fellow man.

In January of this year Reinhold Dreahn, carrier on the star route between Buffalo and Murchison, South Dakota, fell a victim to duty. For several years Dreahn had been making twice-a-week trips between the two hamlets, encountering all sorts of weather conditions but never failing to carry out his part of the contract with the Post Office Department. He had started from Murchison as usual on a certain Saturday and when he did not put in an appearance the next day at Buffalo, a search was made for him. He was found just one mile outside of town with both hands and feet frozen. He was dead when discovered and it is estimated he had been exposed to the intense cold for over sixteen hours. The theory advanced for his death was that, becoming exhausted from a hard day's work and while attempting to crank his car, he fell and was not able to recover his senses before he succumbed to the cold of the night.

Records of the Post Office Department show that among the most dangerous and difficult routes served by rural carriers and star route contractors are those extending from Newport to Otter Rock, Oregon, Ellison Bay to Detroit Harbor, Wisconsin; Rocky Bar to Atlanta, Idaho, and from Sandusky to Kellys Island, Middle Bass and Put-in-Bay, Ohio. Probably one of the most hazardous experiences that ever befell one or more of Uncle Sam's mail carriers was that of the Hitchcock brothers, carriers on the routes out of Sandusky. Some winters ago, while endeavoring to deliver mail to residents of some of the smaller islands in Lake Erie they were caught in a storm and running ice. They were carried down the lake by the resistless force of a drift in which they had become wedged. The carriers were given up for lost by the excited islanders. A cablegram wired to Kelly Island read:

"Look out for the carriers; they are fast in the ice and drifting that way."

But the two men, after many efforts were rescued. They were in an exhausted condition and so completely covered and weighed down with ice as to be helpless. Their caps were frozen fast to their heads and their clothes so loaded with ice that the wearers were unable to bend.

On arrival at home their friends were obliged to cut and tear away their ice-encased garments. After changing clothing a bushel of ice that had fallen off in the process was swept from the floor. The craft used by Uncle Sam's carriers to deliver the mails to these points on Lake Erie is a combination sailboat, rowboat, ice yacht and sled.

The star route from Ellison Bay, the northernmost post office in the Door County peninsula to Detroit Harbor, Wisconsin is one that is covered by carried entirely by water, crossing the famous passage called "Death's Door."

During the months when navigation is open, that is, from May 1 to November 1, carrying the mail on this route

is a comparatively safe occupation, and free from difficulties. It is during the winter period, however, from November 1 to May 1, that the carrier has more than a man's size job on his hands.

Let the postmaster at Detroit Harbor tell his own tale.

"The chief difficulty encountered while crossing Death's Door in winter," he says, "is drifting ice fields. The ice bridge that forms in extremely cold weather hardly ever remains for more than a few days at a time. It is speedily dissembled by shifting gales and currents. Sometimes this breakup occurs so suddenly that the carrier is caught out on the ice with his horse, sleigh and mail. It is at these times that the proximity of the U. S. Coast Guard station at Plum Island is a Godsend. One such incident took place some few years ago. The breakup occurred while the carrier was transporting the mail to this side over the ice with horse and sleigh. The ice became so thoroughly broken up that in a very short time the carrier found himself on an ice cake barely large and heavy enough to hold him and his equipment. The Coast Guard crew, having noticed his plight, came to the rescue. They succeeded in getting a line out to the carrier and then towed the whole cake over the solid ice and the carrier was enabled to walk onto more solid ice and thereby reached the mainland."

The most extensive star route in the United States is from Price to Vernal, Utah. It is 121 miles long and for the fiscal year ended June, 1923, the cost of maintaining it was approximately \$96,700. As high as 20 or more tons a day of mail matter—mostly parcel post—are handled over this route.

The longest routes are from Two Harbors to Grand Portage, Minn. and from Midland, Texas to Lovington, New Mexico. These routes are each

143 miles in length.

#### CLEANING, DYEING & PRESSING

I have opened up a pressing establishment at my home on Sycamore Street and am in a position to do pressing, cleaning and dyeing and to repair clothes at reasonable prices. Work called for and delivered.

WILLIE THOMPSON.  
7-28-1m

#### NOTICE

Commissioners held at the Mayor's Office on the 7th, day of July, 1924, was ordered to collect all outstanding taxes at once in order to make my settlement with the town of Williamston, N. C.

All persons owing taxes to the town of Williamston will take due notice and pay their taxes at once as I will be compelled to advertise all taxes not paid by August 1st.

J. O. MANNING, Tax Collector.  
July 7th, 1924.

#### Gained Ten Pounds

Mrs. George S. Hunter, of Columbus, Ga., says she suffered severely with female troubles.

"I had to go to bed and stay sometimes two weeks at a time," says Mrs. Hunter. "I could not work. My periods were irregular and I got very thin. I went from 110 pounds down to less than 100. My mother had been a user of

### CARDUI

The Woman's Tonic

and she knew what a good medicine it was for this trouble, so she told me to get some and take it. I sent to the store after it and before I had taken the first bottle up I began to improve. My sides hurt less and I began to mend in health. I took four bottles in all during the last few months. Cardui acted as a fine tonic. I am well now. I have gained ten pounds and am still gaining. My sides do not trouble me at all and my periods are quite regular. I know that Cardui will help others suffering from the same trouble. Take Cardui.

E-101

## RACES RACES! RACES!

BOAT RACES, SWIMMING RACES,  
BATHING BEAUTY CONTESTS at

### Pamlico Beach

FRIDAY, SATURDAY AND SUNDAY,

## August 8-9-10

Barbecued and Brunswick Stew dinners  
Music by Martin's Orchestra  
Dances Friday and Saturday nights  
A Good Time for All

Program—

### Friday August 8

Barbecue Dinner,  
Swimming races, boat races,  
Prizes given in each event. No entrance fee  
Concert—Dance

### Sat. August 9

Barbecue Dinner, Concert Dance

### Sunday Aug 10

Barbecue and Brunswick stew

Bathing Beauty Contest  
1st, 2nd, and 3rd prizes given

Every body Invited