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MUCH SHIPPING ON PASQUOTANK

Excellent Water-Transportation Facilities Have Made For Betsey's Progress.

Hardly a city on the Carolina seaboard has better transportation facilities than are enjoyed by Elizabeth City. Connected with Norfolk by the Lake Drummond Canal, in touch with the proposed inland waterway, with a splendid harbor and good ware house accommodations, the town is indeed fortunate as compared with those which are dependent entirely upon the rail roads for transportation.

The principal transportation companies plying the Pasquotank river and tributary waters are four in number. They are the Pasquotank and North River Line, the Wanchese Line, the Peoples Line, and the Eastern Carolina Transportation Company.

The Eastern Carolina Transportation Co.

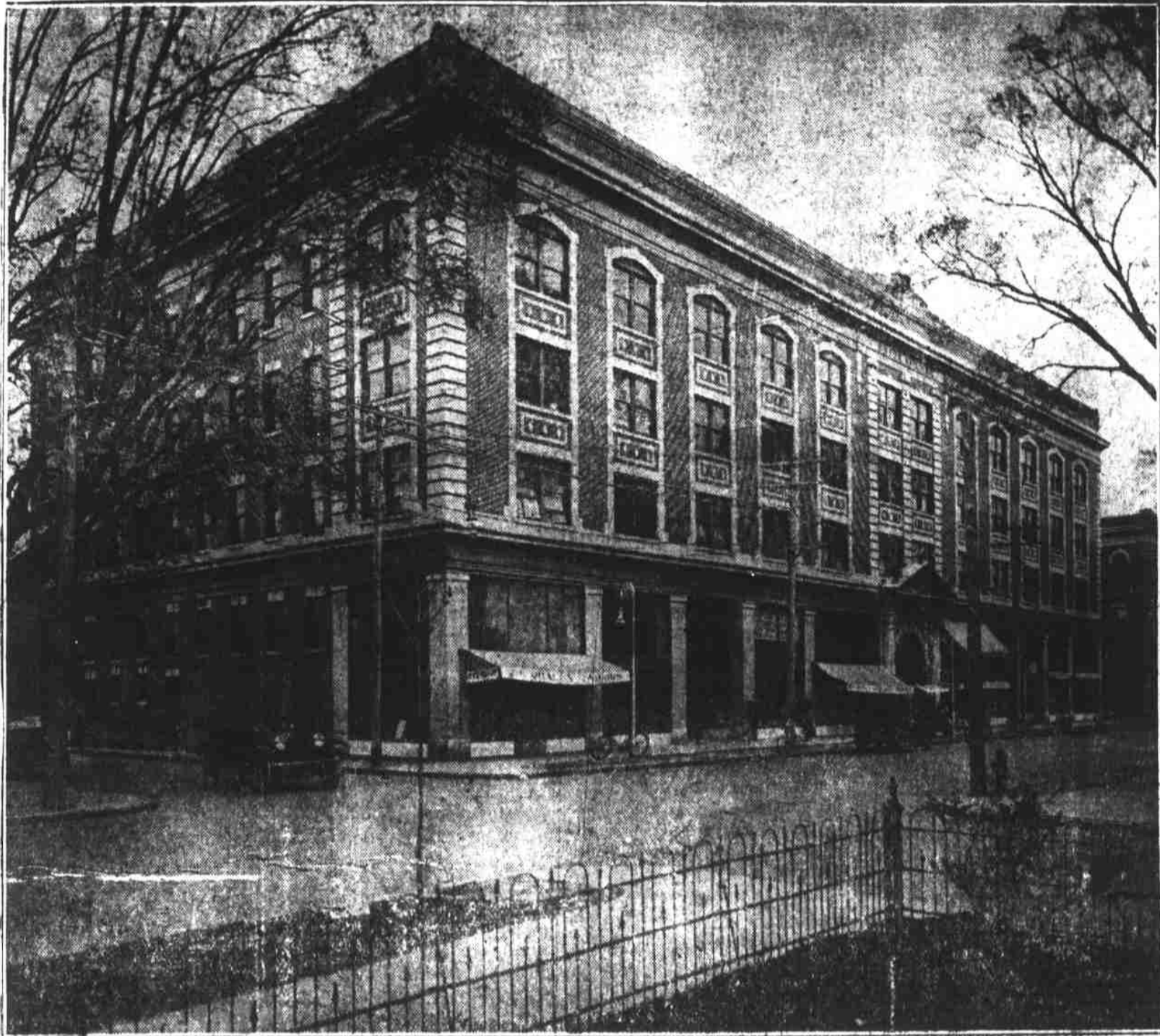
The Eastern Carolina Transportation Company is the carrier which makes the first bid for the patronage of the pleasure seekers who yearly visit Nags Head, Elizabeth City's famous and unique summer resort. This Company's boat, the Trenton, plys regularly between Elizabeth City and Manteo, the capital of Roanoke Island, stopping at Nags Head throughout the year. Except in the summer months the boat leaves Manteo at five o'clock in the morning, reaching Elizabeth City at ten, and returning leaves Elizabeth City at one thirty p. m., arriving at Manteo at six thirty. In the summer, however, the schedule is changed and the boat makes connection with the train arriving here at two thirty p. m. and still reaches Nags Head before dark. Visitors in Elizabeth City have called this trip from here to Nags Head one of the most delightful that they have ever experienced. The Norfolk Southern is now selling excursion rate and week end tickets to Nags Head from points all along its line and travellers on this road may have their baggage checked through to Nags Head at any station between Charlotte and Norfolk.

The present service offered by the Eastern Transportation Company is a great improvement on that previously given patrons of this line. It was only last year that this line was bought out by a stock company headed by D. B. Scott, at which time the steamer Trenton replaced the old gas boat, the Hattie Creel.

The Peoples Line

The Peoples Navigation Company operates the 'Annie', a vessel of 68 tons capacity, and the 'A. L. Page', of 94 tons, well equipped craft both between Norfolk and Elizabeth City. I. N. Fentress is the general manager, and Miss Ollie Owens is the local agent in Elizabeth City.

The Page and the Annie both carry forty passengers comfortably, with all the conveniences that could be wished for on board the boats. The Page



THE HINTON BUILDING

A Sample of the Sort of Structural Simplicity and Architectural Beauty That Has Kept Pace With Elizabeth City's Rapid March Toward That Commercial Supremacy For Which All Are Striving.

makes the passage of the Albemarle and Chesapeake canal and the Annie that of the Dismal Swamp Canal.

The Annie leaves Elizabeth City on Mondays, Wednesdays and Fridays, and the Page on Tuesdays, Thursdays and Saturdays. It takes only nine hours for the former to make the trip to Norfolk, and the Page does it in a few hours more, 16 to be exact. The vessels both carry a great deal of freight between the Tidewater Virginia metropolis and the metropolis of Tidewater Carolina. Many travelers prefer the water route between the two to the rail, and the passenger traffic is heavier than one would think.

The Peoples Line is very popular here, and Miss Owens is a splendid business woman. She manages the company's business here excellently. Mr. Fentress, the general manager, is a fine man. He is well known here as well as in Norfolk, and is in a large measure responsible for the upbuilding of this very valuable service.

The North River Line

The North River Line is a popular Northeast Carolina boat service out of Elizabeth City. It operates the combination vessel, Annie L. Vansciver. The route is via all Pasquotank and North River Landings to Barnett's creek, the terminus. The Vansciver is the largest and best equipped steamer in these waters. She makes a daily round trip and maintains an excellent schedule. Another boat in the service of the North River Line is the Kitty Hawk, combination, to all the principal landings on Currituck Sound with a tri-weekly service except in the potato season, when the service is daily for the benefit of the planters along the sound

shores.

Currituck and Elizabeth City people are the owners of this line. D. R. Scott is the agent here. On Sundays excursions are run to Nags Head when the season is on, that is, in June, July, August and September. Many local people will patronize this line this summer for this special service.

The benefit that the North River Line has been to Elizabeth City and the people of the points through it connected with the Picture City has already been immense. It is probable that in a few months the present "fleet" will have to be augmented by other vessels, or larger ones put on in their stead. The two boats are hard worked in the trucking season to get the produce of the Currituck and Camden farmers here for shipment to the North. Most of the total truck production of these counties is carried on and below their deck to the docks here.

The Wanchese Line

Hatteras, quaint old banks village to the landward of the famous Diamond Shoals; Englehard, a prosperous Hyde county town, and other points are connected with Betsey by the Wanchese Line, which operates five boats out of this port. Connections are had here.

This line offers an exemplary service to the banks South of Elizabeth City. Travel over it affords a passenger a trip through a sound country filled with interest, and an agricultural region unsurpassed in the world. Hatteras is the nearest place to the "Graveyard of the Atlantic," the most treacherous spot on the entire Atlantic Coast and probably in the world, but the pas-

sage on the 'inside' is smooth, pleasant and always safe. Englehard and the other Hyde county landings are centers for truck shippers, fishermen and so on.

Roanoke Island is also touched at, and considerable business is carried on by means of the Wanchese boats between it and the Northeastern metropolises. Competition makes details like accommodations, and reasonableness of fare, carefully heeded. The men in charge of the vessels, too, are chosen for experience and thoroughness.

The Wanchese Line is conducted by expert transportation men, who know every detail of the business and the wants of the patronage in the Eastern Carolina sounds. The connection with the Norfolk Southern makes the service all the more efficient, since it puts the sound country people on a continuous route in any direction they choose to travel. They freight sent from the points on the line to the North over the N. S. is of a tremendous tonnage.

CHAUTAQUA THE BEST YET

Chautauqua week ended Wednesday evening in the big tent here with the presentation of "The Man from Home" by the Avon Players. The appreciation of the people of this section of the 'Seven Joyous Days' afforded them this educational institution was evidenced in the large number attending every performance and in the hearty reception of each number presented, but most of all by the great increase in the number of guarantors asking Chautauqua to return to Elizabeth City next year. An abundance of good things for all fill the week's program. The prediction that this Chautauqua would prove even better than last year's was

soon verified. To the children there was always something of especial interest and the lecture and pictures of "Bright Eyes and Wild Hearts of the Northern Woods" by Chauncey J. Hawkins will perhaps stand out in their memories as the greatest event of the week, closely rivalled by Springer, the Master of Magic.

To music lovers, Elmer Crawford, the Wizard of the Violin Colangelo, the young Italian director, and Marguerite Neekamp, soprano of the Boston Oratorio company will no doubt be given first place, although to the audience in general the beautiful old-fashioned songs that from time to time appeared on the program, notably in the Southern melodies by the Chautauqua entertainers and "The Songs our Grandmothers used to Sing" by the Boston Oratorio artists, gave a pleasure that grand opera could not bestow.

To the most thoughtful minds seeking for inspiration and light bearing upon the questions of the day Dr. S. Parks Cadman's 'Modern Babylon' and Montaville Flowers' 'Rebuilding the Temple' were decidedly stimulating and refreshing.

But to the Confederate Veterans and their sons and daughters, the sweet face and the courtly grace of Mrs. LaSalle Corbett Pickett will be remembered apart from all other numbers of the Chautauqua program, and her reminiscences of the 'Friends of Yesterday' will be retold to children's children.

Superintendent Downey presented in his series of lectures on child development the best and most vital in modern educational thinking and in addition did more than any other one person to diffuse the Chautauqua spirit through the week's stay.

CITY MANAGER GETS TO WORK

Betsey Ready to Take First Rank Among Progressive Towns of the State.

The administration of municipal affairs under the city manager plan of government is working like a piece of well oiled machinery.

It is admitted no less by those who opposed him than by those who favored him that J. C. Commander, the town's first city manager, is on the job, and the effect of having a man at the head of the municipal government who is giving to its conduct his entire time and attention is making itself felt in every department of the city's affairs.

Saving the town money has always been Mr. Commander's hobby and this is one of the first things which he has given his attention since his election to the new office. To go into detail would require too much space, but here is one instance of the sort of work Manager Commander is doing:

When he took charge of the affairs of the town a barge loaded with paving bricks had just docked here and the matter of getting these bricks where they are needed demanded immediate attention. Under the old system it was nobody's business to hire men to work for the town. As a result, heretofore when a barge of brick had to be unloaded G. W. Switzer, the local contractor who is now doing most of the city paving, proceeded to hire a force to undertake the job and for his trouble in securing and supervising these men he was allowed by the town ten per cent of the wages paid the men. Under the old system, and no doubt Mr. Switzer managed the matter as well as any contractor could have done under the circumstances, it cost the town \$557 to unload one barge of brick. "That's too much", said manager Commander. "I will let the chain gang do it." As a result the present barge of brick will be unloaded at a cash outlay of about \$150 and even with the cost of the chain gang added to this amount there is still a saving of over 33 1/3 per cent on the barge.

Another of Mr. Commander's hobbies when he was on the board of Aldermen was the matter of keeping the town clean. It was he who was always discovering that some private sewer was emptying in to an open waterway and making it self a nuisance in some section of the city. The very first morning after he became City Manager the grass growing between the buildings and the sidewalk along Water Street was chopped down, and if that has been done before except in a clean up week this writer has never observed it. Since that time the work of making the whole town clean has been going forward apace. If one who is well acquainted with the usual conditions of the space back of the Hinton Building, Kramer Building and the Bee Hive will take a look at these back lots today he will see that a marked change has been wrought there. The rake, the hoe, and the shovel have been busy and places that have been breeding places for flies have been re-

(Concluded On Page Four)