

FOOTBALL GAME DURING FAIR

The athletic director of Plymouth high school advises us that plans are being made for a game of football between the local squad at Elizabeth City. Nothing definite has been accomplished as yet, but it is practically assured that the game will be played.

The baseball grounds will be converted into a parking space for automobiles during the fair, and it is probable that the football game will be played on the school athletic field. When plans have been completed we will make an announcement through these columns.

Candidate For Governor Speaks Here Next Week

Hon. A. W. McLean, Democratic candidate for governor of North Carolina, will speak here at the court house next Tuesday afternoon at one o'clock.

This speaking is being well advertised by the county Democratic committee and it is expected that a large crowd will be here to hear this splendid speaker. Mr. McLean will speak during the recess hour of court on that day, using the auditorium of the court house.

It is especially urged that all people who are interested in the development of North Carolina be in the auditorium promptly at one o'clock, so that they will not miss any of the speech.

A cordial invitation is extended to the ladies.

SKINNERSVILLE NEWS

Mrs. Clinton Everett spent the week-end in Edenton as the guest of Mrs. P. H. Bell.

Mr. and Mrs. Edward Sprull and daughter, Miss Mary Jane of Windsor were guests of Mrs. Pattie Sprull Sunday.

Rev. R. L. Hethcox held his regular appointment at Rehoboth Sunday morning at eleven o'clock.

Mr. W. E. Blount and daughter, Miss Donnie, spent Saturday and Sunday in Elizabeth City.

Mrs. M. L. Wiley, Mrs. Stark Holtton and son, George, were guests of Mrs. M. J. Elliott Sunday afternoon.

Mr. Jack Swain, Mr. and Mrs. T. J. Swain and children spent Sunday with Mrs. Henrietta Swain.

Mrs. A. B. Holmes of Charlotte, is here the guest of her parents, Mr. and Mrs. W. E. Blount.

Quite a number of Skinnersville people are attending the evangelistic meeting at Plymouth.

Mr. and Mrs. Guilford Davenport are attending the Chowan Fair this week.

NOTICE

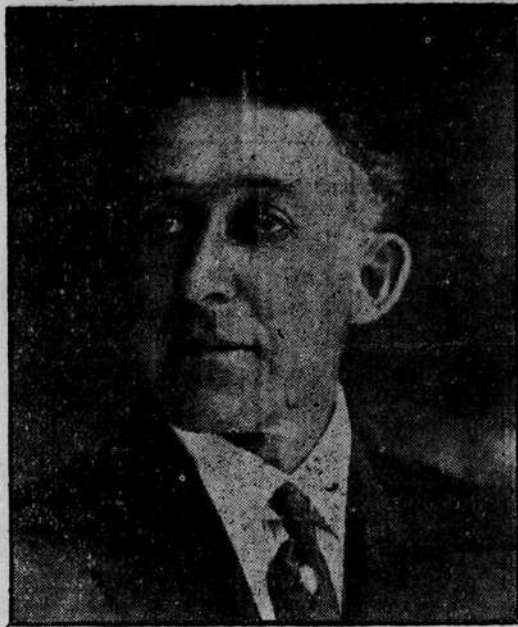
Bids will be received by the Board of Commissioners of Washington County, North Carolina, at the Court House in the Town of Plymouth in said County, until October 30th, 1924, at 10 o'clock A. M., when they will be publicly opened, for the purchase of \$10,000 School Bonds of Washington County, payable exclusively out of taxes to be levied in Mackays High School District, Washington County, North Carolina. The said bonds are coupon bonds, in denominations of \$500 each, dated August 1st, 1924, and payable on the first day of August, \$500 thereof in each of the years 1927 to 1946, both inclusive, bearing interest at the rate of six per cent per annum, payable semi-annually, both principal and interest being payable at the Chemical National Bank, in the City and State of New York.

Bids must be accompanied by a certified check upon an incorporated bank or trust company, payable to the order of the Treasurer of Washington County, North Carolina, for two per centum of the par value of the bonds bid for, to secure the County against any loss resulting from a failure of the bidder to comply with the terms of his bid. The right is reserved to reject any bids or to accept the bid most advantageous to the County.

ADDIE L. BRINKLEY, Clerk,
Commissioners,
Washington, North Carolina.

LEAMAN-COSTAN REVIVAL MEETING BEGINS SECOND WEEK OF CAMPAIGN

Large Crowds in Attendance at All Services. Tabernacle Packed for Two Services Sunday.



MEL G. LEAMAN
EVANGELIST

The Leaman-Coston Evangelistic Party, now conducting a revival in a large wooden Tabernacle on the Hampton lot, began the second week of their campaign Tuesday morning with the largest morning crowd that has yet attended.

The meeting, which began last Wednesday, has been largely attended every service. The Tabernacle was practically filled last Saturday night to hear the evangelist in a gripping discourse on "The Division of the Bible." For nearly an hour he gave himself to showing the people God's dealings with man in other Dispensations, and closed with an appeal to come back to the "Old Book" which is God's revelation to man.

Approximately five thousand people heard Mr. Leaman at two services Sunday in two o'clock powerful discourses. At three o'clock he preached a stirring message on the "Signs of the Times," bringing to the minds of the audience some startling facts concerning Bible prophecy and their fulfillment. Mr. Leaman stated that there was not one prophecy in the Bible which was to be filled before the second coming of Christ that had not already been fulfilled, and warned the people to be ready to meet Christ at any time. At the night meeting he brought a message on "The Unconscious Backslider." It

was a discourse directed mainly at the church members who are living in sin. Again Mr. Leaman warned them of their indifference toward God, and plead with them to let go their sins and come back to the Christ who has the power to save.

Mr. Leaman is a powerful and earnest speaker, and the effects of his preaching can already be seen in Plymouth. He is a fearless preacher of the Gospel and plain spoken in his condemnation of sin.

Chorister J. C. Coston, who is in charge of the music, is developing a large choir of about two hundred voices of men and women who have given their services and talents to the support of the meeting.

A large number of business men are voluntarily closing their places of business for the morning services which last one hour, from ten until eleven.

Cottage prayer meetings were inaugurated Tuesday; three being held in homes throughout the town to pray for the salvation of the lost in Plymouth. Mrs. Darden, Mrs. Overton and Mrs. Gaylord all opening their homes for a service. These services will continue each day in the different homes, and it is hoped that they will be largely attended by the women to pray for the salvation of Plymouth.

FOOTBALL GAMES
Charlottesville, Va.
Thursday, Nov. 27, 1924.
Round trip tickets at fare and one half on sale November 26th, limited to November 28th

NORFOLK SOUTHERN R.R.
Special sleeping cars will be operated from Kinston, New Bern, Wilson, Goldsboro, Washington and other points as the volume of business requires. Secure reservations now.

For further information apply to or write any Ticket Agent or

J. F. Dalton
General Passenger Agent,
NORFOLK, VA.

NOTICE OF SALE
UNDER AND BY VIRTUE of a power of sale embraced in a mortgage executed by Julian W. Allen and wife, to A. L. Owens, on the 12th day of October, 1918, and recorded in Washington County in Book 67, Page 512, the undersigned mortgagee will expose at public sale to the highest bidder for cash on the 15th day of November, 1924, at the courthouse door in Plymouth, North Carolina, at 12 o'clock noon, the following described real estate:

That tract of land formerly belonging to Geo. Allen and devised by him to his wife, Levinia L. Allen, during her natural life and then to her children in fee simple, lying and being in the County of Washington, adjoining the land of Gabe Ange on the south by the lands of Geo. L.

Bowen on the west by the lands of E. R. Allen and the road leading from Plymouth to Bath, N. C., on the east by the lands of John L. Roper Lumber Co.
This the 15th day of October, 1924.
A. L. OWENS, Mortgagee.

TO SPEAK HERE MONDAY AT NOON

Mr. Harry M. Jacobs, President of the Chamber of Commerce of New Bern, N. C. will address the voters of Washington County at the Court House immediately after the adjournment of court at noon Monday October 20th. All voters interested in Port Terminals and lower freight rates for North Carolina are requested to be present, the ladies being invited to attend also.

Gus Holmes of Creswell, was here Monday.

Dr. D. B. Mizelle

DENTAL SURGEON
in Plymouth every day except Monday prepared to do all kinds of Modern
DENTAL WORK

SUBSCRIBE TO THE BEACON

Experience Develops Efficiency

I am the Democratic candidate for Treasurer of Washington County, and was placed on the ticket through the action of the Democratic primary held on June 7th of this year.

It is being argued by my opposition that the fact that I have held this office for some time is sufficient reason to displace me and place some other person in the office. It is a fact that I have held this office for a period of eight years and it is also an undisputable fact that I have discharged the duties of the office, so far, exactly as the law requires. There is no need for me to state that the first years of my duties as treasurer were easy and smooth. If I were to make that statement I would be guilty of telling a bald-face lie. The duties at first were strange and difficult for me, and at times I really regretted having these duties to perform. I gathered information from every authentic source possible and as time passed I gradually became more accustomed to the requirements of the office, and now I truthfully believe that I am better prepared, by reason of my eight years' continuous contact with the duties of this office, to keep the wheels running more smoothly than any other man in Washington County.

I do not mean by that statement that I am any better equipped mentally and intellectually than other men of the county. I know that there are scores of persons, maybe hundreds, in the county who are better qualified educationally than I am, but I believe that my past experience has given me a knowledge of the affairs of the county, financially, that is a valuable asset to any person who is to control such a position. Experience of eight years in any vocation where practical application is employed must develop a familiarity with the rudiment and works demanded that simplifies the duties to a great extent. I believe that I am equipped to handle the office of treasurer to the satisfaction of every true and loyal citizen of Washington County.

Some may also advance the argument that continued service will develop a laxity and carelessness of the conduct of the office. In reply to this I can only invite attention to the records that have been kept by me during these eight years. I mean this as an open invitation to any person who is sufficiently interested to take the trouble of ascertaining for himself exactly the status of the records of my office.

I have no derogatory remarks to make against my opponent, and from what association I have had with him I have learned to respect him as an upright gentleman of the highest order.

I will appreciate the vote and support of the people of Washington County in the election to be held November 4th, and I sincerely trust that eight years of faithful service will not be held against me by the people whom I have been serving.

With the highest personal esteem for my opponent, with the earnest hope that you will support me and the assurance that I will serve you to the very best of my ability, I am,

Respectfully yours,
A. L. HOLMES.

Mr. G. H. Parrot of the Bruce Greater Shows, who will be here during the Fair, was in town on business Wednesday.

Mr. D. O. Newberry of Norfolk, was in town Tuesday.

Atty C. E. Thompson of Elizabeth City was a business visitor here Tuesday.

THE MAINE PORT TERMINAL

The advantage to be derived from the development of water routes is well illustrated by the experience of Maine which has only this year completed the first state-owned terminal at Portland, on a site donated by the municipalities. The state has invested \$1,500,000 in building a modern type of pier with ample freight handling equipment; adapted both for overseas and coastwise traffic. The need of this pier was so great that during the construction as fast as one portion was completed it was put to use for the accommodation of ships. Self-sustaining from the beginning. During construction a new line of steamships between Portland and New York was inaugurated. Early in 1923 a portion of the pier was so far completed as to permit its use by a line of steamships running from Portland through the Panama Canal to Pacific points. This season the pier is being fully utilized both for coastwise business through the Panama Canal, and for trans-Atlantic business; and during the past summer its use so increased that only a few weeks ago a steamship loaded with wood-pulp from Europe could not be accommodated at the state pier which was that day being used to its full capacity.

Even during construction when only partially in use, the pier as an operating proposition has paid its own way. For the twelve months period ending June 30, 1924, the receipts have exceeded operating expenses by more than \$10,000. With the pier complete and in full operation and with the building up of the business to a normal figure, the pier should show a very substantial surplus applicable to paying interest and other charges on the investment.

Benefits to the State
The benefits to the state from the provision of this modern water-front terminal have been the development of new steamship lines, the lowering of freight rates, the widening of old markets and the development of new markets for new products. This has been particularly true with reference to the business carried on between Maine and the Pacific coast states. Through the medium of cheaper water transportation a shoe manufacturer in an inland city of Maine can ship his shoes to Portland by rail and at the state pier load them aboard a Pacific coast steamship for transportation through the Panama Canal and land his shoes at any port on the Pacific coast at a transportation cost considerably below that of any shoe manufacturer at St. Louis who must pay rail rates from his factory to this same Pacific coast market.

Rates Compared
Various water lines for the year ending June 30, 1924, have been over \$500,000 or more than 20 per cent of the state's investment in the state terminal, and this result has been achieved during a period in which the pier was still incomplete and used to only a part of its full capacity.

Water Service Superior
Transportation by water, regardless of the route, has been found advantageous to shippers because of the certainty of the service rendered by vessels sailing on regular schedule. This has been an important factor in the development of business through the state pier. The shippers between Maine points and New York City can move their freight with certainty and in about half the time by water that would be consumed in the movement of the same freight by an all-rail route. The ships engaged in the Pacific coast trade on the freight moved through the state pier in one year's time between Maine and the Pacific coast by way of the Panama Canal the savings in freight rates, over what this merchandise would have cost for rail carriage across the continent, have amounted to approximately one-quarter of a million dollars.

On the water line between Portland and New York City the railroads and water carriers have made a difference in rates which average around \$100 per ton, and the result so far is a saving of more than \$50,000 on freight rates in a year's time. The total savings in freight moved through the state pier and transported by the trade run on regular schedules and

LOCAL NEWS

Mr. O. O. Jackson, manager Smith Motor Company, returned Monday from Washington with new model Studebaker automobile. It is a beautiful machine and has attracted quite a bit of attention.

Mr. A. F. Johnston of Roper, was in town for a while Tuesday.

Mr. S. E. Davenport of Beasley was a business visitor here Tuesday. Mr. Wesley Hardison of the Beasley force made a business trip to Washington Monday.

Mr. T. J. Swain spent the week-end in Norfolk.

Mr. J. C. Swain of Skinnersville was in town on business Monday.

Messrs. R. W. Johnston and T. J. Swain made a short business trip to Wenoona Tuesday.

Mr. J. F. Ausbon and Mrs. C. S. Ausbon and little son returned from Durham Tuesday afternoon.

The evangelistic meetings being conducted here by the Leaman-Coston party are being well attended by people all over this section. Messrs. Wesley Hardison and Dan Satterthwaite motored to Mount Olive Sunday.

Mr. W. D. Peal of Creswell was a business visitor here Monday.

Quite a number of our people are attending the State Fair at Raleigh. There are many who are also attending the Chowan Fair at Edenton this week.

Mr. W. T. Alexander of Creswell was in town Monday.

Mr. E. S. Blount, county, was in town Tuesday afternoon.

Mr. W. C. Burgess and Miss Vivian Swindell of Belhaven were Plymouth visitors Sunday afternoon.

Mr. Lou Craft of Norfolk has been visiting his brother, Mr. C. C. Craft, this week.

Mr. Len Reddick, county, was a business visitor here Tuesday.

Mrs. L. D. Barco of Roper was in town shopping Tuesday.

Miss Corinne Bell of Skinnersville was in town shopping Tuesday.

Just a short while before the fair opens. Have you prepared your exhibits and made arrangements to attend?

Mr. O. O. Jackson made a business trip to Charlotte last Friday.

Messrs. J. W. Read, T. L. Smith and Rev. O. W. Sawyer left Monday for Raleigh, where they attended the State Fair.

shippers know within a day or two when their consignments are due at any point.

The greater speed as well as certainty of movement of water freight may be appreciated when we consider that, taking the country over, the average freight car on our railroads moves less than 30 miles a day. An interesting comparison of the movement of freight by water and by rail is shown in the transportation of grain on the Great Lakes and thence by rail to Southern ports. The average Lake rate on wheat from Duluth to Buffalo for about three years has been just under 3 cents per bushel, equivalent to one mill per ton mile. This same wheat moved by rail from Buffalo to New York City, if destined for the export trade, is carried at the rate of 7.1 mills per ton mile, and if for domestic markets at 9.7 mills per ton mile. In other words, in transporting wheat by Lake-rail route from Duluth to New York City the transportation charges for that part of the distance carried by rail is from seven to ten times the charges for carrying that same wheat by water.

The people of Maine are eminently satisfied with the result of their undertaking to date and look forward to the continued growth of freight movement by water routes to such an extent that another pier will soon be needed at Portland to accommodate the growing business of the Maine industry.—F. H. Fay, of Fay, Spofford and Thordike, Consulting Engineers in planning and building the State Piers at Portland, Me.