

ROANOKE BEACON

ANL

THE WASHINGTON COUNTY NEWS
Published Every Friday in Plymouth, North Carolina

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\$1.50 A YEAR 75¢ SIX MONTHS

Address all communications to the Roanoke Beacon, Plymouth, N. C.

Entered as second-class mail matter at the Postoffice, Plymouth, North Carolina, under the act of March 3rd, 1887.

FRIDAY, FEBRUARY 28, 1930

Condems Big Weddings

We thoroughly sympathize with Mrs. William Jeffries Chewing, who, as Margaret Couzens, eloped in order to escape big weddings, which she declared "are messy."

Without advising young ladies about to commit matrimony to elope we call their attention to the argument of this young lady against big weddings:

"With a regular church wedding it is necessary that the engagement be announced several weeks ahead of time, and all your friends, out of kindness of their hearts, begin giving parties and dances and other things in your honor, with the result that by the time the date of the wedding has arrived, you are utterly worn out."

The Beacon and News has observed just such proceedings in Washington County and the result is just as stated. However, if there are young ladies in our baliwick who insist upon big society weddings, with the whirl they entail, send in the news and our society column will tell your friends about them.



Bailey vs Simmons

The fight is on. Political speeches are being made every day and night. Politics will be at the front for the next three months and everybody will be wondering who will be North Carolina's Democratic Nominee for United States Senator.

Josiah Bailey's supporters say that he will be the successful candidate while those supporting Senator F. M. Simmons say that he will be the successful candidate. No one really knows, but all indications are that there will be a hot but friendly fight among these two politicians.

For many years Senator Simmons has gone to the United States Senate from North Carolina. He has been faithful to his State while many contend that he was not faithful to the party who put him in office in that he failed to support the ticket during the last National election.

Senator Simmons is in the same position that many of our preachers were after that election. He should, in order to keep peace in the Democratic family, offer his resignation and get out. His formerly solid congregation is broken and divided. Many feel that he is getting old. That the time is ripe for him to resign and give someone else an opportunity to represent this State in our national government.

The Beacon and News takes no stand for either of these two capable men. There is a preference, but the successful candidate will be supported in the election.

Both the Republican and Democratic State organization is going to attempt to enforce the law as to Republicans voting in the primary. It is plainly stated that a Republican cannot vote in a Democratic primary and everything possible will be done in order to avoid this all over the State by both Democrats and Republicans.

RHEUMATIC PAINS "AWFUL"

"Sargon did more for me in a few weeks time than everything else combined did in 25 years and gave me a nine pound gain in weight besides



MRS. ELIZABETH MILLER

"For years I was crippled up with awful rheumatic pains in my arms and legs. I was very nervous and had awful headaches. I'd suffer with gascolic and smothering spells after meals, and the glands in my throat and neck would swell to the size of apples. I was so weak and rundown and lost so much flesh nobody thought I'd live. I've taken 4 bottles of Sargon, my rheumatic pains are almost gone, the swelling in my glands is hardly noticeable, my nerves are strengthened and I haven't had a headache since the second bottle. Sargon Pills relieved me entirely of a chronic case of constipation." Mrs. Elizabeth Miller, 129 Hillside St., Asheville.

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1930 Whippet

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1830
1930



One Hundred Years of Progress

THE "Great Highway of the Union" they called the Petersburg Railroad 100 years ago. A pretentious name for a fifty-nine mile railroad! But one that future years were to justify.

Reaching only from Petersburg, Virginia, to a "point one and one-half miles below the falls of the Roanoke River", near the North Carolina Line, the Petersburg Railroad was the first of more than 100 railroads, later to make up the Atlantic Coast Line Railroad Company, that wrought a transformation in every phase of the life of the entire Southeast.

Here, along the coast, one hundred years ago, was a land already old, its cities long established, but dependent upon trade and upon an agriculture faced by growing competition.

Everywhere progress was impeded by the lack of transportation.

Planters along the coast and rivers could float their crops to market; a slow and risky process, but the only one available. Those of the interior must haul their produce to the nearest navigable water, usually at a cost too high for any but the most valuable commodities.

Small wonder that the building of the Petersburg Railroad, the Richmond and Petersburg, the Wilmington & Raleigh and many others was welcomed by the farmers and merchants and travelers of the time.

New towns sprang up along the rails. New lands came into bearing. New impetus was given to settlement and trade and travel.

But hard times lay ahead for the early railroads. There were long, lean years when crop failures and money panics, lack of credit and the necessity of constantly rebuilding and enlarging their facilities threatened their existence.

Today, because of fast, reliable railroad transportation, the coastal lands, once used only for staple crops, send unnumbered trainloads of fruits and vegetables to the markets of less favored sections. Florida, once considered more of "an obstacle in the coasting trade than as an economic province", reaps a harvest of gold from its citrus fruits and vegetables and is the Mecca of millions of vacation seekers.

Industries undreamed of a few years ago now find in this section most favorable conditions for their plants.

The double track of the Atlantic Coast Line between Richmond and Jacksonville forms, in truth, the "Great Highway of the Union", over which there moves a commerce vastly greater and more valuable than even the far-sighted founders of the Petersburg Railroad could have imagined. A network of lines throughout the Southeast enables many an otherwise isolated section to market its produce and gives encouragement to sound development.

The South today is a land of unlimited opportunity. It faces the future with confidence. The Atlantic Coast Line, whose constituent companies have aided the growth and progress of this rich section for the past century, is continuing to make steady and far-reaching improvements in its facilities and service so as to contribute, in increasing measure, to the development the coming years shall bring.



ATLANTIC COAST LINE

The Standard Railroad of the South

(This is the third of a series of advertisements by the Atlantic Coast Line Railroad, commemorating the centennial of its earliest constituent company—the Petersburg Railroad Company)