

### Real History Of Stars and Stripes

#### No Two Wars In Which America Has Engaged Were Fought Under Same Flag

An American flag was once sold red.

Another American flag was once green and white.

Still another was red and yellow.

American flags, in fact, have had a little of about every color there is.

They have borne rattlesnakes, pine trees, and mottoes in Latin that most good citizens today would be unable to interpret.

And though the Stars and Stripes were officially 150 years old on June 14, 1927, historians of the flag are coming more and more to the conclusion that while the stars are 150 years old on this date, the stripes go back to about 1705, or earlier, and that they are Dutch stripes which came into American ports on East India Company merchantmen.

The stock tale that has been handed down to school children for generations is that George Washington went to Betsy Ross and asked her to make a flag, and she did, and Congress approved it June 14, 1777, and that's how Old Glory was born.

It is a pretty story and is not without foundation, but behind the events that took place in the back room of Mrs. Elizabeth Ross' house in Arch street, Philadelphia, there is a history of the flag that to most people is new.

From about 1705 on, Dutch merchantmen had been seen in New York harbor flying their flag of thirteen red and white stripes, with a red cross in a white field in the upper left corner.

In 1776 there was flown in Virginia a flag of thirteen red and white stripes. From the lower right to the upper left hand corners wriggled a rattlesnake. In the white stripe next to the bottom was the command, "Don't Tread on Me."

When George Washington went to Boston to take command of the Continental forces, he was accompanied by Philadelphia troops who carried a flag of 13 blue and white stripes.

In January, 1776, Washington saw raised over his headquarters in Cambridge, Mass., a flag of 13 red and white stripes. In place of the blue field and the white stars, however, were the crosses of St. George and St. Andrew of England.

From this it can be seen that there was in America at least four flags with 13 stripes before the Betsy Ross flag appeared in 1777. From this, also, it can be seen that the fact that there were 13 colonies, one for each stripe in the flag, was pretty largely a matter of coincidence.

It was in May, 1777, that the Continental Congress appointed George Washington, Robert Morris and Colonel George Ross to plan a flag for all the colonies.

Colonel Ross picked out the maker of the first Stars and Stripes. She was a niece of his by marriage, 25 years old, a Quaker, beautiful, and a widow. She was struggling along trying to make both ends meet by running the apothecary shop that had been willed to her.

It is generally supposed that George Washington drew the rough sketch of the first Stars and Stripes. Where he got the idea for the stripes is not hard to see. Where he got the idea for the stars is not definitely known, and perhaps never will be.

It is legend, but the history that Washington suggested six-pointed stars, because they were easier to make, but that Mrs. Ross showed him how easy it was to cut a five-pointed pattern, and so the flag was made with five-pointed stars.

It was three weeks after Mrs. Ross received her order that Congress approved the flag she had made. Later, they paid her 14 pounds sterling—about 170—to make some more.

There are but a few of the bits of little-known history about the United States flag. There are many others. No two wars in which the United States has engaged have ever been fought under the same flag.

The Betsy Ross flag received its baptism of fire at Fort Mifflin, N. Y., August 2, 1777, some six weeks after it had been officially adopted, but it was little used during the Revolution.

The War of 1812 was fought under a flag of 15 stripes and 15 stars, ten stripes having been added after the admission to statehood of Vermont and Kentucky. These extra stripes were removed in 1818.

The Mexican War of 1846 was fought under a flag of 22 stripes. The Civil War of 1861-65 was fought under a flag of 35 stars, and the Spanish-American War of 1898 was fought under a flag of 48 stars.

### Henry Ford Has Family Reunion

#### Henry's First Horseless Buggy Visits Ritz Kin; Wonderful Progress Is Made

Every day is a big day in the life of Henry Ford, but three of his days in particular have been tremendously important, historically, to him and also to the rest of the world.

There was that day away back in the early 'nineties, when he chugged forth upon the streets of Detroit with his first "horseless buggy."

There was the day in 1908 when he introduced the first of the now famous Model T Fords.

Then there was that day—just a few days ago—when, with his son Edsel at the wheel, he rode the fifteen-millionth Ford automobile off the assembly line at the great Highland Park plant.

The true significance of the first of these three days was apparent to no one at the time. To be sure, the noisy, jerky, little horseless carriage was the first automobile Detroit had seen and, for that matter, one of the first three the world had seen. But no observers it was just a curious sort of freak vehicle—a toy. Even Henry Ford himself, had not yet dreamed of the tremendous development of automobiles that was to follow in its wake.

Likewise, the world was unaware of the importance of that day in 1908 which saw the advent of the Model T Ford car. Automobile manufacturers were multiplying by that time; the automobile already had passed the plaything stage and was showing promise of becoming a factor in transportation. But only Henry Ford and a few of his closest associates foresaw that the long line of descendants of that first Model T Ford would revolutionize automobile manufacture, and perhaps more than anything else in the development of paved roads, and place the automobile within the reach of almost every family in America.

But on that late spring day in 1927, when the fifteen-millionth Ford came off the assembly line, the whole world knew it was a day of days in the history of the automobile and of American industry and life in general.

On the day before the Ford Motor Company had issued an official announcement that a new Ford automobile "superior in design and performance to any now available in the low priced, light car field," would be introduced during the present summer. The announcement meant that the fifteen-millionth Ford marked the beginning of another long line which may play an even greater part in providing improved transportation for the masses.

The completion of the fifteen-millionth car was the occasion for a celebration in the Ford organization. Eight of the men who helped build the first Model T motor and who are now executives of high rank in the organization, supervised the assembling of the fifteen-millionth motor and stamped it with the motor block numbers "15,000,000."

When the entire car had been assembled, Henry Ford and his son Edsel, who is president of the Ford Motor Company, drove it from the Highland Park plant to the administration building of the company at Dearborn. There it was met by Mr. Ford's first automobile, the old "horseless carriage," and by the first of the long line of Model T Fords.

While news and motion-picture cameras clicked, Henry Ford drove his little gas buggy of the early 'nineties around the area where the three most famous cars in history had met. Also he talked in his characteristic manner to newspapermen and others who had gathered.

Mostly he talked of that little old first car.

"I was proud of that car," he said, "but almost everybody else in Detroit either laughed at it or ran from it. I remember one day a family party jumped out of a buggy and ran as I approached with my car. The horse wasn't afraid, though. While the family scurried up the road, the horse moved off to the side of the road and began to graze."

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### "The Fifteen Millionth Ford"



The closing of the third eventful era in Ford automobile production was featured at the Ford factory recently when the original Ford was tied up with the first model "T" car and the fifteen-millionth. At which time an announcement was made that a new improved Ford would soon be on the market. Above, Henry Ford and his son Edsel, with that first small "Ford."

### Local Hotel Management Changed Hands Wednes'y

#### Mr. and Mrs. H. C. Flemming, Of Norfolk, Are Now In Charge

One of the best assets of any town large or small, is a good hotel.

Wednesday of this week Mr. and Mrs. H. C. Flemming, of Norfolk, a gentleman and lady highly respected by all who know them, secured a two year lease on the local hotel, with the privilege of five years, and are now in active management of same. This change promises to give Farmville one of the cleanest and best hotels in this section of the state. We welcome a change.

For some months it has been the practice of the many traveling men covering the south eastern part of Virginia and the north eastern part of North Carolina, to make out their schedule so as to spend as much time as possible in Norfolk so they could eat at Mrs. Flemming's. Her table was always loaded with the many good things to eat seldom found at the average small town hotel or boarding house, and the atmosphere surrounding same was such that all were glad of an opportunity to stop there.

Farmville always welcomes good folks to make this their home and we are sure that our citizens are more than glad to welcome Mr. and Mrs. Flemming here and to take charge of our local hotel.

Mr. and Mrs. Flemming will be glad for the people of Farmville and community to drop in and get acquainted, as they (like all of us) hate to be strangers in any place they live.

The Treasury Department estimates a \$500,000,000 surplus for the year, which shows how really easy it would be to have permanent Mississippi flood relief or farm relief if Washington actually wanted to co-operate.

Just about the time some of us got into Dixie cylinder automobile group our brains took up golf and again left us with nothing to talk about.

### Youth Shoots Man Who "Squealed"

#### Albert Benton, Of Nash, Fires Load Of Buckshot Into C. O. Tant

Rocky Mount, June 14.—A 14-year-old boy rests today in the Nash county jail at Nashville, charged with manufacturing whiskey and then seriously and probably fatally shooting a Nash county citizen because he furnished officers with information which led to the seizure of the still which, it is alleged, the boy was operating.

The law is Albert Benton, of the Bailey section of Nash county, while the victim of his shotgun is C. O. Tant, who, according to officers, is not expected to recover from wounds which he received this morning when the lad waylaid him on the highway and fired a load of buckshot into his body at close range.

The shooting followed a raid several days ago when a still alleged to have been operated by the boy was taken. Officers state that the boy, who was scheduled to appear in juvenile court at Nashville tomorrow to answer charges of violating the prohibition law, threatened at that time to "get" the man who give information about the still to the authorities, and this morning as Mr. Tant drove his team down the highway near the lad's home he made good his threat.

Several persons who were nearby when the shooting occurred, captured the boy and took him to Nashville, where he was turned over to Sheriff Griffin, who stated this afternoon that he was being held in jail pending the outcome of Mr. Tant's injuries and the determination of his status under the juvenile court law.

Officers noted the boy as having made threats since his arrest to kill a deputy sheriff and other officers of his home community if given an opportunity.

An insurance company tells us that the all hunting and golf in the summer are the three most dangerous sports. We always thought that something the matter with golf—being as how the Scots GAVE it to us.

### Pitt Bootlegger Leaves Hurridly

#### Sheriff Whitehurst Asks Him A Question And John Harris "Checks Out"

Greenville, N. C., June 16.—The story of how an alleged member of the illicit whiskey traffic disappeared Saturday night, leaving his filling station and store in the hands of customers, was told this morning by Sheriff Whitehurst as he continued his efforts to apprehend those connected with the case.

The man that left his filling station in the hands of the law and his customers, was John Harris. He operates a place on the Greenville highway three miles from Greenville, but so far has failed to make his appearance at the office of the sheriff to acknowledge repossession.

The apprehension of Harris came about in a most surprising way—not to the sheriff, but to Harris himself.

The representative of the law had seated himself in front of the filling station, apparently "killing" time, but in reality, waiting for the owner to return.

He didn't wait long. Harris drove by in an automobile. He went down the road a short distance, turned around and came back. An assistant ran out to the car and whispered something. Harris got out of the car on the opposite side from the sheriff and disappeared in the dense swampland with something in his arms. He returned a few minutes later, and was confronted by the sheriff.

"How about the five gallons of whiskey you just carried in the woods?" the sheriff interrogated.

Harris didn't wait to offer any explanation of apology for his haste, but dived through the woods not to return to reclaim his whiskey or the filling station.

The sheriff returned to the store and found that the assistant had also vanished, leaving several customers standing around waiting for service.

### Pitt Boys And Girls Camping

#### Demonstration And Farm Clubs Spending This Week At Camp Leach

Greenville, June 14.—Between 75 and 100 girls and boys, representing the home demonstration and agricultural clubs of the county left this morning for annual encampment at Camp Leach. They will be joined by similar organizations from Beaufort county, and the remainder of the week will be spent in studying the various problems confronting the American home and farm of today.

Members of the clubs began gathering at the court house this morning shortly after eight o'clock. At nine o'clock registration books were opened, and in less than thirty minutes fifty-four girls representing at least twelve of the fifteen home demonstration clubs, had registered.

Fourteen youths from Stokes and Simpson, the only agricultural clubs in the county, swelled the total registration to sixty-eight, and it was expected that several other members of the girls' clubs would be picked up along the route to Camp Leach.

The courtesies presented a lively scene with the boys of prey girls standing in front of the building this morning waiting for trucks to be loaded with provisions and paraphernalia to be used during the encampment period. Representing some of the most thrifty and progressive communities of the county, these young women were the cynosure of numbers of people acquainted with what they are doing in behalf of the sections in which they live.

At ten o'clock practically all of the large trucks had been loaded and were speeding on their way to Camp Leach. The club members were not so fortunate, however, as considerable difficulty was experienced in getting an adequate number of automobiles to carry the crowd. Some of those who promised to take a load were prevented from doing so on account of unforeseen difficulties. But Miss Ferguson, visiting worker at the County Demonstration department, was not to be daunted by such slight intimation in plan, and in the whole the crowd were on their way much sooner than expected.

The fifteen demonstration clubs are the pride of Pitt county people, a member of the department stated this morning, and it is hoped to bring about more intensive organization work through the annual encampment. An effort will also be made to increase the number of agricultural clubs by next season. Mr. Arnold stated this morning before his departure.

Safe ocean air service for officers Orville Wright, "Commercial service" says Secretary Hoover—and while experts disagree as to why boy throat lozenges getting our vocal cords in trim again to celebrate early performances of how unknown young American eagles.

### Farmville Is In Good Condition Financially

#### Auditor's Report Shows Town To Be In Good Shape Financially; Books Kept In Good Shape

#### MANY ITEMS OF INTEREST

#### Bonded Indebtedness Reduced \$36,000.00; Water and Light Department Settles Deficit Of \$19,602.57 and Has Surplus Of \$786.39 to Begin New Fiscal Year; Much Spent On Public Improvements.

On page two of this issue will be found an audit of the town's finances. This is not the entire auditor's report but is that part showing receipts and disbursements for the past two fiscal years.

This report should be of vital interest to every citizen of Farmville and should be carefully studied in order that every citizen should know the financial condition of the town, where the finances come from and how they are spent.

One item of interest noticed in the Auditor's report (Schedule not published) was that the Bonded Indebtedness, totalling \$258,700.00 was reduced \$36,000.00 during the two years under audit.

Other items of interest taken from the auditor's report not shown in the published list are:

Total Current Liabilities, \$1,199.44, a decrease of \$1,965.39 from that on April 30, 1926.

Surplus, Excess of Current Assets over Current Liabilities, \$44,631.66, an increase of \$23,579.99 over the surplus on April 30, 1926.

Excess of Capital Assets over Capital Liabilities, \$904,319.91, an increase of \$33,590.60 over April 30, 1926.

Total Surplus, April 30, 1927, \$448,942.57, an increase of \$62,176.65 over April 30, 1926.

It will be noticed that the operating expense of the Water and Light Department for the two years was \$47,887.68 while the receipts from same were \$68,886.76, giving a profit of \$20,999.08, of which \$9,425.10 was spent on expanding and improving the department; \$19,602.57 took care of a deficit of that amount on April 30, 1926; leaving a surplus on April 30, 1927 of \$983.39.

While the Water and Light Department was making this profit, the second it was also furnishing the town with free street lights and hydrant water for fire-fighting.

There was a total of \$15,558.26 spent on local improvements the past two years.

From the schedules showing uncollected taxes for the years 1926-1926 inclusive, we find there is an amount of \$7,480.12 due.

The heading of "General" Auditors, A. M. Pullen & Co., Certified Public Accountants of Raleigh and Richmond, took occasion to say the following:

"The books and records during the period under review were kept in a highly satisfactory manner, and we most heartily approve the policy of the board in employing a man who can give his entire time as Clerk and Treasurer of the Town."

### Kinston Youths In Lindbergh Parade

#### Three Cars Behind Lindbergh And His Party At Capital Last Sunday

Kinston, June 15.—The good fortune of being able to get a close-up view of Col. Charles Lindbergh and members of his official reception committee was that of "Nub" Tate and three companions at Washington Sunday.

In leaving Washington to start back home, Tate found himself with his ancient Ford in a peculiar predicament when in parking he became involved in a traffic jam and was instructed by motorcycle officers to drop in the line of parade, his three cars behind the one occupied by Col. Lindbergh and high officials of Washington.

Needless to say, after the fright and excitement of the thing was off, Tate and his companions were glad for being able to "fall in" the line. They were in the parade two hours, during which time they only viewed fifteen blocks they said.

Asked how Lindbergh looked, Tate said he appeared embarrassed, and seemingly out of place at times. The party which was comprised of Tate, Simon, Edith "Nub" Tate and Raymond Phillips, started back to Kinston Sunday afternoon.

No wonder, because the national failure of Lindbergh's first solo flight from America to Europe—which gives promise that the Trans-Atlantic air line will not be delayed with hot dog stands in the days to come.

Chalderagh ate only a sandwich and the Chamberlin-Levins crew consumed only one sandwich each while flying from America to Europe—which gives promise that the Trans-Atlantic air line will not be delayed with hot dog stands in the days to come.