

# THE GOLDSBORO NEWS

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## PORTS AND TERMINALS, FOR NORTH CAROLINA

Whether or not the Port Construction bill is endorsed by the voters in November depends upon how thoroughly its advocates succeed in getting it to the minds of the people. It is a herculean task to put any positive proposition fully before the people in so short a time. It is natural for the voters to put in a negative ballot on a proposition that has not become familiar through long and detailed discussion. The difference in voting a positive and a negative ballot is about the same as going up a hill and going down a hill. It's harder to go up than to go down.

Governor Morrison thinks, and no doubt correctly, that if he could get a majority of the people within range of his eyes when he discusses the matter, the public would be convinced beyond a doubt. While the Governor has so far been the leading champion of the measure he rightly regards it not as his particular proposition, but rather that of the agent, inspired by time and circumstance, in bringing before the State the possibility of the fulfillment of a great dream which has from time to time floated across the vision of our race for more than a hundred years. The growing wealth of our State, the imperative need, for juster freight rates, the desire to save the accident and homogeneity of our people as a great social and economic unit, by developing east and west contact among ourselves rather than maintaining over-grown north and south currents continually draining our resources to other States, and finally the need to secure additional transportation facilities to keep pace with a rapidly increasing demand—all these so synchronous that for the first time in our history this great vision of the fathers is possible of realization.

If were the Governor right, he has come to feel so strongly, not only the logic and the practicability of the idea but the timeliness for its realization that he has not been able to keep himself from going his whole strength for it. There was neither personal or political reason why he should do so, nothing to gain for himself in any way by taking the risk of failure, nor anything to gain personally by succeeding. It was a great effort that should be made. Nobody else was making it, therefore he had to. And like Nehemiah, who was doing a great work in rebuilding the walls of Jerusalem and just could not be induced to come down he is permitting nothing to stand in his way of getting the great thought before the people, and trusting that to translate it into reality. It is a constructive idea, substantial in fact, realistic in implications, and vast in possibility. It is of the higher order of statesmanship, and any man who whistles it out of his mind has simply never grasped its appeal.

Why It Is Not a Political Question  
Some of the friends of the measure seem to feel aggrieved that it has not been made a party measure by Chairman Dawson and other leaders. This complaint is not well founded from the standpoint of the supporters of the proposition. It would appear, upon consideration, that a majority of the party membership has made up its mind for them. The Democratic party has been and will continue to be in charge of the State government, but no questions of widespread interest to its officials and leaders cannot commit the party until there has been a reasonable expression of the minds of the people. Legislators were perfectly willing to make it possible for the people to express themselves on the subject and the popular vote is for that very purpose. It had been known in advance that a majority of even Democratic sentiment was for the plan. Democratic legislators would no doubt have been willing to pass it without a referendum. But this was not known, and is not known today. Sentiment has not had time to crystallize. Make a question like a Democratic measure possible support by all Republicans automatically is cut off. Make it a Republican measure and Democratic voters shy from it. Make it neither, but submit it to the judgment of all, and it has only good political philosophy, but is in fact the course that all just questions take before the public in their formative period. All manly parties must necessarily act in this way towards questions upon which public opinion has not taken form and substance. Third parties and blocs pioneer ideas, but they do not administer government. It is no discredit to either of the parties in this State that they not espoused

the port plan as a party measure, nor is it an indication that the plan is not absolutely sound, feasible and desirable.

The action of the legislature in passing the road bond bill without a referendum has been cited in this connection. The two cases are not on all fours. Road improvement was in an advanced state of evolution; public bodies and private citizens had been for years declaring for more road improvements; every political platform had contained a good road plank for a long time; sentiment for more improvement was widespread, pronounced, and unmistakable. Specific measures had been discussed through several legislatures; the leadership of both parties was grouping through these legislatures for ways and means of carrying out what was already a widespread public demand. Nothing was required but the mere mechanism of doing what every body wanted done. The bond issue was the result. No such condition exists regarding the port plan. It is essentially in its educational stage.

As a Corrective of Freight Rates  
Unless everybody has been grossly deceived for many years and is still deceived, there is a burden of discrimination in freight rates upon this State that is staggering. Some seek to explain or to extenuate it, but none deny it. Of course the railroads have no hostility towards this State as such. There has been but one primary principle in the laying of freight rates, the principle of putting on all the traffic would bear. The trouble in this State has arisen from the fact that competitive rates elsewhere were too low, and where a low rate was established in one place or section, a too high one had to be put on elsewhere to offset it, and with this fundamental error at the beginning, neither the law making bodies nor the regulatory commissions, nor even the railroads themselves have been able to change it. But unless all reasoning on this point is at fault, the creation of water transportation, will correct it automatically so far as this State is concerned. This article cannot go into the intricacies of freight rates. There is neither rhyme nor reason in the whole subject. But since they are arbitrary from start to finish, it is time for any State that has the power to do so to take care of itself with equally arbitrary measures. We may not be able to put any sense or logic into existing rates, but we may throw the fear of the Lord into their hearts if they have any heart. The discrimination against this State exists because the railroads have followed the line of least resistance and no power has arisen strong enough to stop them. Water transportation and a western connection will be that power, unless everything that we have heard in the past years on the subject is false.

As a Supplementary Means of Transportation  
The volume of traffic is so rapidly increasing, with railroad facilities standing still, that it is but a question of a year when the development of the State will be handicapped for the lack of facilities. In addition to the burden of exorbitant rates, unless east and west lines of railroads are developed with supplementary water transportation. It is quite absurd that the Seaboard from Wilmington to Rutherfordton, the State built road from Beaufort to Charlotte and Asheville, the C. F. & Y. U. from Wilmington to Mt. Airy, and the Coast Line out of Wilmington, should mean nothing more than a little local business fed into and from the north and south division of these roads, when there is at the end of them all a water connection which need only to be opened to connect us with the whole world, to bring into our service a cheaper north and south freight route than the railroads can ever offer, and invite, and most certainly bring to our State a great volume of the ocean going commerce of the world.  
Why has not this commerce come before? It is often asked, followed by the statement that if there had been ships to come in there would have been ports to receive them. The answer is no concentrated effort has been made to develop water borne commerce, that the railroads have been content to let that the State has never been in a position to fight for it, and there has not been enough interior business to develop it in spite of unfavorable conditions. But all this is changed now. The opening of the Panama canal, the construction of the inland waterway, the increasing volume of business in the State, the legal possibility of checking off railroad opposition, the

construction of highways and the development of truck transportation, have made a new world in the last ten years. But such water transportation as we had before that time had been killed and no correlation of the forces and conditions now in existence has heretofore been possible so as to again bring about the shipping of which we stand so badly in need. In ten years the width of our highways will have to be increased, and without the addition of water transportation the railroads will be utterly inadequate to take care of the business. For we may look for further railroad development in this State unless it is forced in an east and west direction.

Yearly the local business goes more and more to motor transportation, with the railroads paying more and more attention to the long haul. The north and south roads now have their termini in distant States. Their truckage will be devoted more and more to the long haul. As the long haul becomes more and more important on account of the competition of motor vehicles for local business their great trains north and south will be a kind of "here she comes and yonder she goes" affairs. More and more we will be at the mercy of their convenience. Every shipper knows that railroad service is now but poor. What will it be in ten years with things going as they now are?

What would a city be with streets running only one way, with no cross traffic, no squares, no right angle currents of life? Why should not rail and motor transportation meet water transportation bearing commerce to and from all parts of the world and distribute it in cross currents to the north and south lines that we now have? Why be content to have streets running only one way when we can have them check-boarding the whole State?

As a Unifying and Diversifying Force  
But there is even a broader aspect to this subject than one of mere freight rates and transportation adequacy. It is the one of maintaining our social unity, the homogeneity of our people and the versatility and perpetuation of our own genius. The most profound effect upon a people arise out of economic forces and commercial currents. If, when we have the ordering of these forces so that they may be made to contribute to the unity, variety, and individuality of our people, we would be blind indeed not to so order them. Take a cross section of North Carolina from mountain to sea, and what a variety of topography, of industry, of products! Yet what a homogeneity of people. This solidarity of people can be maintained only by keeping the utmost variety of our own people, and the variety of life which is produced by climate, soil and occupation can be maintained only by close east and west contact and will be utterly lost if North Carolina continues to be for many more years only the stopping points of trains dashing through from New York to New Orleans. The country is becoming although too much alike. In the old days I have been pushed off the sidewalks in Wilmington by bands of rollicking sailors. Today Wilmington is as dull as a frow.

Suppose the east could buy apples and cabbage from Western North Carolina instead of northern New York, suppose the truck and early products of the east could be sold to the Piedmont and the west suppose in short, that our people could trade with themselves in the products which some have to ship into and others have to ship out of the State, what a vast contribution this alone would be toward maintaining our unity as a State and developing an internal commerce which does not exist today. This internal and unified development was the dream which the fathers had when before the days of railroads they sought to open the streams to build plank roads, to connect rivers by canals; the same dream which later existed in the minds of the man who laid the rails from Morehead to Asheville from Wilmington to Rutherfordton and from Wilmington to Greensboro and Mt. Airy. They talked not because circumstances arose over which they had no control. The building of trans-continental lines to New York and Philadelphia and the fixing of railroad rates to those ports so cheap that normal lines of development were cut off produced a trail of direful effects that could not be cured with. But the time come when they may be met. Let the commercial trail and the truck run along the lines of the old trails and we shall no longer be a State of blighted possibilities but one of ten fold more activity and prosperity.

The Practicability of the Plan  
But it may be objected, all this is well enough provided the plan works. Will it work? It will not work itself. But it can be made to work if physical fact and logical deduction are worth while. This idea of making a basing point on our coast is not new. It was worked out some years ago and considerable interest was aroused. It needs only a little rail connection to link our ports as the shortest route from the middle west for all the products which go to the sea. Every one of these States some years ago in some way showed an interest in the idea and expressed a desire to see it carried out. Not only would this be the shortest route to portions of Europe but the shortest route from the middle west to the Pacific coast through the Panama canal too. And 90 per cent of ships which go through the Panama canal could now come up the Cape Fear to Wil-

ilmington so far as draft is concerned. With port facilities it is not reasonable to suppose that the coal of Tennessee and Kentucky would not soon seek to the sea by this route. Ships of the world ply to ports where freight is offered. The rehabilitation of the C. F. & Y. V. and its connection with the west would offer a tonnage that would attract ships in swarms. The north and south lines would be compelled to develop their east and west lines as a result. The Seaboard would force a connection at Beaufort with the Clinchfield. The sounds and river would swarm with light draft craft delivering commerce from the large ports to the smaller one, there to be taken up by an ever increasing fleet of trucks supplying contiguous territory and the Piedmont and west. The name is too large not to be pursued, the responsibility is too great to be ignored, the advantages so apparent that the risk becomes insignificant.

## OUR AUTUMN FASHION EDITION

The News this morning presents its readers with its annual Fall Fashion Edition in an effort to show just what is to be worn this Fall and Winter by men and women and where this can be secured.  
Twice a year, in the Spring and in the Autumn The News presents these fashion editions and they have always met with popular favor and have proven of advantage and of interest to our readers and advertisers.  
This edition today is probably more comprehensive and complete than any previous edition and we trust and believe that it will be doubly interesting and entertaining.

## GOLDSBORO TOBACCO MARKET SPEEDS UP

According to figures published in The News this morning more than three quarters of a million pounds of tobacco were sold on the floors of the warehouses in this city during the past week for a price of \$85.425.75.

Considering that practically no tobacco was sold on the first two days of the week and that only a small amount was disposed of yesterday, it might be said that this was a three days sales record, something of which Goldsboro's market might well feel proud.  
Since the day of the opening the Goldsboro market had made wonderful gains in the price paid for the weed and in the number of pounds sold and everybody connected with the warehouses and the growers themselves are well pleased.  
Of course Goldsboro does not expect to become the largest tobacco market in the world, but it will not

be long at the present rate of progress before it will be well up among the leaders.

## WE THANK YOU

The Goldsboro News is always appreciative of any effort on the part of any one of its readers for any assistance given it in the matter of collecting news. It has often been said that a town is what its people make it, that a home is what its inhabitants make it and that a newspaper is what its patrons and the public in general care to make, not only in the matter of advertising but in news as well.  
No matter how large a newspaper may be, makes no difference if it is the biggest and best newspaper in the world, it cannot depend entirely upon the efforts of its own staff men to make it complete.  
The news story "phoned in" the tip given a reporter by the man on the street, in fact any bit of news given a paper is always appreciated.  
The Goldsboro News carries as much or more local news than any paper of its size in the state. This is made possible through the cooperation of our friends and the general public. For all of which we are "very much obliged" and we ask you to continue the good work.

Read—"If your wife had an accident when she was out in her car yesterday."  
Greene—"Oh, it didn't amount to much."  
"Neither she nor the car hurt."  
"No, only a little paint knocked off."

## MASONIC NOTICES

Regular communications of Goldsboro Lodge No. 634 A. F. & A. M. second and fourth Monday evenings in each month at 5:00 p. m. in Masonic Hall over People's Bank. All members are requested to be present and visiting Master Masons cordially invited.

W. S. LEROY, W. M.  
J. E. F. HICKS, Secy.  
Regular convocation of Goldsboro Chapter No. 29, R. A. M. second and fourth Thursday evenings in each month at 8:00 p. m. in Masonic Hall over People's Bank. All members and visiting Companions are asked to be present.

ED. F. TAYLOR, H. P.  
W. A. CARTER, Secty.  
Regular convocation of Goldsboro Commandery No. 26 Knights Templar first and third Thursday evenings in each month at 8:00 p. m. in Masonic Hall over People's Bank. All members and visiting Sir Knights cordially invited to be present at all meetings.  
FRED B. CROWSON, Em. Com.  
W. A. CARTER, Recorder

## Message From Pope is Received in U. S. A.

Washington, Sept. 20.—A second message from the Pope was received today by the Holy Name Societies in conjunction here with three Justy cheers for the pontiff's health, lead by Cardinal O'Connell, papal legate to the sessions.

Another high pontifical message, broadcast in the stadium of Catholic university by Archbishop Daugherty, of Philadelphia, in the presence of Cardinal O'Connell and the great crowd yet gathered for the convention, opened the day's proceedings which ended with a pilgrimage to Mount Vernon.

## Chiropractic Easy to Take

QUESTION—"My health has been falling now for the past year and I have been advised by my doctor whom you are adjusting to take Chiropractic Adjustments. I am nearly sixty and I am wondering if Adjustments will be painful; please advise.

ANSWER—"If you know anything about our methods, you know that we do not use drugs of any kind, and that our results are accomplished for the correction of the CAUSE of disease. You should not feel that Adjustments are dangerous or painful. We adjust babies, older children; the middle-aged and elderly folks with equally good results. The Chiropractor who is properly trained has command of the most accurate and surest method that is known today for obtaining results, regardless of the age of his patient. All that we ask is the chance to prove by actual performance the superior value of Chiropractic. Until you have this personal experience, our best recommendation is the scores of patients who have been restored to health.

GIVE CHIROPRACTIC A CHANCE

## Dr. Maude E. Weidman

PROFESSIONAL BUILDING  
PHONES: Res. 489; Office 479 Goldsboro, N. C.

## Safety First Cot-Tone-O

"If you are a sufferer from rheumatism try a bottle of Cot-Tone-O, a new discovery with a record of ninety per cent cures and a guarantee with every bottle. Cot-Tone-O is an internal treatment that penetrates the nerves, veins, muscles, bones, the entire system, and destroys all rheumatic germs. Try this treatment and if you are not benefited after taking we will gladly return the price paid." Cot-Tone-O is on sale in Goldsboro, N. C., by all drug stores.



DO YOU SEE THAT?  
YES AND I'VE GOT ONE JUST LIKE IT

## Peoples Bank & Trust Co.

We invite YOUR Banking Business

It makes you feel good to have money in the Bank We invite Your Business

The man who has a nice balance to his credit in our bank can always smile. His money is SAFE; he knows the Reliable MEN of known financial standing and business ability conduct the affairs of our bank. We take an interest in our customers. We are always glad to advise with our customers. We keep all business matters confidential. Come in.

## Goldsboro Damp Wash Laundry

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ECONOMICAL FAMILY SERVICE  
O. M. BRENDEL, Prop.

## REAL ESTATE, RENTALS AND INSURANCE

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Agent for The Manhattan Life Insurance Co.

## The New Smithfield Tobacco Warehouse

Thornton & Lancaster, Props.  
BACK OF THE OLD BURNED CENTRE BRICK LOT.  
Smithfield, N. C.

Clean active competition is the life of all business, especially tobacco warehouses. It leads to better services and higher prices to the grower.

We have provided the competition, and with trained, experienced tobacco men have helped to make SMITHFIELD as good a market as there is in the state on which to sell you tobacco. We have sold many barns that were divided on other markets, and in practically every case our prices have been equal or better. Prices are holding up well and in the main are satisfactory, quality considered.

We treat all alike, and guarantee our prices to equal the best. Bring us a load. We will appreciate it, and try to show our appreciation by careful attention and the best of service and prices.

We list a few of our sales in the past few days. Ask any of them.

W. T. Sewell, Smithfield, R. 2, 7 lots	\$32.42
J. F. Thornton, Benson, R. 3, 7 lots	28.01
Ellis Langdon, Duke, R. 1, 13 lots	29.52
Bynn Stephenson, Angier, R. 1, 5 lots	29.71
I. A. Hill, Oaks, R. 4, 4 lots	29.08
A. R. Thompson Pine Level, R. 1, 7 lots	34.37
Andrew A. Brown, Selma, R. 2, 3 lots	33.67
Smith & McDaniel, Fayetteville, R. 2, 3 lots	25.50
L. B. Braswell, Princeton, R. 1, 5 lots	29.43
Clinford McKinney, Pikeville, R. 2, 5 lots	26.59
Sherwood Johnson, Lillington, R. 1, 5 lots	31.41

A TRIAL IS ALL WE ASK

## The Friendly Warehouse

Follow the pointing signs into Smithfield, "To the New Smithfield Tobacco Warehouse."