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RICHARD LITTLE BROKE RECORD FOR MILE RUN MAKES THE COURSE IN 4 MINUTES, 12 1-5 SECONDS

Hickory Boy Breaks Both Amateur and Professional Records on His Privately Constructed Track Near Connelly Springs on Wednesday of Last Week—Past Record as an Athlete—Congratulations.

Richard Little of this city broke both the amateur and professional records for the mile run on his privately constructed track two miles west of Connelly Springs on Wednesday afternoon of last week. The time was 4 minutes, 12 1-5 seconds. The previous records were held by John Paul Jones, amateur, at 4 minutes, 14 3-5 seconds and the professional by B. E. George of England, 4 minutes, 13 1-5 seconds.

Doctor Mandott of Harvard, who was present and directed the physical examination just before the race said that Little was at the height of perfection physically.

Little's record as an athlete is unimpeachable. He has never received a penny for his services, and has run and made his records merely as a pastime.

A large crowd was present from this city. The surrounding country turned out in full force. The husky mountain farmers placed Little on their shoulders and carried him two miles to his dressing quarters, amid the shouts and cheers of the crowd.

Seven Harvard men witnessed the meet. Taber of Brown, who recently ran with Jones

He made a percentage of 97 which was as high as has ever been made for a boy under 20 years of age. In 1911 he was a student at Lenoir college and had charge of the track work. Next year he will be at Harvard. He has been given the highest honor possible at this institution. He was elected captain of the Harvard track team, which alone is enough honor to stop on. This place is conferred only upon those in the highest standing. When he dons the Harvard "H" and goes out on the field next September to steer his team, to victory it ought to make every Southerner proud because it is the first time a Southern boy ever filled a captain's place on any of Harvard's teams.

He should be a grand inspiration and model to every North Carolina boy. He has shown what a boy can do by preserving himself. And the greatest thing of all he has demonstrated that one can be an athlete and a mental genius also. While at Lenoir college he had the distinction of being the best English scholar they had ever had. He won three of the highest medals and prizes at this institution in 1911. He has a remarkable memory having memorized three

of Shakespeare's Plays, including Hamlet; Tennyson's In Memoriam, and the third canto of Byron's Child Harold.

LIST OF CONGRATULATIONS.
"Allow me to congratulate you on the grand record you made. It again brings North Carolina to the front in gallantry, courage, determination, and manhood. The same determined spirit that has made you win yesterday, was the embodiment of Vance, Bagley, Whiting and other gallant North Carolinians. Allow me to thank you for the people of our entire state."
LOCK CRAIG.
"I saw your picture in a New York paper this morning and it made tears of joy come to my eyes when I read in large print 'Richard Little of North Carolina Breaks World Record,' America is proud of you; North Carolina loves you. The entire North Carolina delegation at Congress will honor you if you come to Washington. I will even take you around to see 'Woody'."
LEE S. OVERMAN.
"Congratulations on your record. From experience I feel that it will be a long time before it will again be lowered."
JOHN PAUL JONES.
"Accept congratulations for your run. Hickory should be most proud of you. Your state after that but Cornell must come next. Accept the flowers and loving cup we are sending as a small token of our esteem for you."
CORNELL TRACK TEAM.
Accept our heartiest congratulations. We feel proud that our track captain



stayed with Little until the last quarter when Little left him between 60 or 75 yards.

Richard Little is only 20 years old, and is a son of Mr. and Mrs. J. Pink Little of this city. Mr. Little volunteered at the early age of 16, and fought through many bloody battles in the war between the states. He was made 1st Lieutenant of the 28th North Carolina Regiment, which position he filled with honor.

Richard Little's athletic career began in 1908 when he was spending a few days at Lake Toxaway and here met James A. Dixon, the great Cornell runner and trainer. Richard at that time was only thirteen years old. In 1911 he won the Southern Championship for the mile and in 1912 he won the South Atlantic Championship for the high jump, clearing the bar at 5ft. 11 1-2 in. At Cornell last year he made an unqualified jump of 6ft. 2 in. which at that time equaled the best. He qualified for a strength contest between Harvard, Cornell, Columbia, Yale, and Princeton. He wore the Cornell colors and caused her team to win the pennant.

COMMENT

Industrial Servitude

We call attention to an article on the front page of this week's Democrat, on Freight Rate Discrimination, by Mr. John Mitchell of the local bar. If you have been permitting yourself to occupy the easy going neutral position on this subject, read it and see that in this movement, which has for its purpose the uplifting and bettering of industrial conditions in North Carolina, the state has a right and is demanding of its every citizen an enlistment in the cause whose termination is going to mean our ultimate emancipation from "Industrial Servitude".

It is a beautiful sentiment which we permit ourselves to indulge in that kindles the fires of patriotism to the end that we may in a proper way honor and pay respect to the memories of a patriotic ancestor, but more beautiful still are the happy reminiscences which were preserved in the lives of this ancestry, by memories burdened with the recollections of deeds which made possible the opportunities we have today. The present generation found North Carolina burdened with a system of unjust taxation; a system which fastened itself upon us just at the dawn of our present industrial age; one which we have had to fight at every step and stage of the progress we have thus far made. Shall we leave this system as a heritage to the generation which is to follow us, the same as it was left to us as the heirs of our predecessors?

Years ago a small tax which was placed by England on American tea, provoked the revolts of the "Boston Tea Party", which revolt kindled the spirit of patriotism that in the end gave birth to American Independence. For five years the railroads of North Carolina have been levying a tax burden of \$5,000,000 a year on the people of this state, and against this system of taxation there has only been raised an occasional voice of protest which has not been heard. Today North Carolina is organizing that it may enter an organized protest against the grafters' greed. It asks you for your services. Are you with the railroads, or are you with the State?

Who Asked for Primary?

The appointment of the postmaster at this place seems to be one of the greatest problems that Hickory has had to face for some time. As Mr. Webb seemed unable to decide who should receive the appointment, we have had a letter primary, which is now in full blast, but this method is proving very unsatisfactory, as some of the candidates say only one half of their supporters have received a letter from him and others say at least twenty five of their men have not received one, while others say all their supporters have received letters. This is manifestly unfair. A number of men who signed a petition for different ones of the candidates have not received any notice that a primary was to be held, and seem to be surprised when they hear of it. We would like to know who furnished the list of names to Mr. Webb, for it seems one half the patrons of this office were omitted. The men on the rural routes from Hickory are not included in this primary at all, and that are very much incensed over it, as they feel that they are as much entitled to a vote for the postmaster at this place as the patrons of the office who live in the corporate limits and have their mail delivered by the city carriers. This looks like there is a "nigger in the wood pile" somewhere.

Mrs. Ferguson Dead.

Mrs. Laura R. Ferguson, widow of the late Col. W. B. Ferguson, died at her home in Waynesville Saturday evening following an attack of acute indigestion. She was the mother of Mrs. A. A. Snuford Jr. of this city.

Mr. and Mrs. J. Bowles, Miss Clara and Mr. and Mrs. R. W. Stevenson spent Sunday at their old home in the country.

shall be a world champion. It is grand. HARVARD TRACK TEAM.

Richard Little Visits Charlotte.

"Richard Little the world's greatest mile runner was in our city today, the only man, or at least he should be called a boy, who ever while still an amateur broke the professional record. President Taff's visit to our city did not create much more excitement. The Selwyn lobby was filled with admirers who wanted to see and touch him. It must be very annoying to be great. Everywhere Little went some one was after him. He wore a plaid cap and everyone in town wanted a cap like the champion's. By night there was not a plaid cap to be had at any of the clothiers. Many of them had made special wire orders to fill the demand.

"Richard is a model champion in every respect. With all the honor he has been paid and now captain of the greatest track team at the greatest university in America, having done something no other living human ever did, with all this he is unassuming and entirely void of being 'stuck up'. It takes a 'man' to be this way. He is a grand inspiration to the manhood of our state; we are proud of him, just as much so as Hickory is, and when he runs his last race at the great intercollegiate game next May Charlotte is going to be there on a special train. We hope many more times this summer," — Charlotte Chronicle.

LOCAL AND PERSONAL

Mr. Fred Murphy spent Saturday in Newton.

Mr. and Mrs. J. R. McGill spent last Sunday in Chester, S. C.

Dr. J. B. Little and family of Newton spent Sunday in this city.

Miss Mary Ramsay has returned home from a visit to Statesville.

Mrs. Banner and son of Greensboro visited relatives here last week.

Misses Frank and Rose Martin are visiting Mrs. T. T. Pettus of Wilson.

Mrs. Walter Martin of Canton is visiting relatives and friends in this city.

Miss Ida May Yow of Thomasville is visiting Mrs. John M. Stephens.

The colored ball game, Hickory vs. Lenoir, resulted in a 2 to 9 victory for Hickory.

Attorney W. A. Self went to Newton, Monday, to attend to some legal business.

Mr. and Mrs. James Shuford and little son took an automobile ride to Newton Sunday.

Dr. and Mrs. Paul Ingold Merrill of Wilmington, Del., are visiting Mrs. L. R. Whitener.

Mr. J. L. Smith of Gastonia is spending some time with his daughter, Mrs. L. B. Gwin.

Miss Maude Abernethy attended commencement at Concordia College at Conover last week.

Miss Alda Killian is home from John Hopkins Hospital where she underwent an operation for appendicitis.

Misses Estelle and Lula Lee Wolfe left last week for an extended visit to relatives in Monroe and Charlotte.

Miss Azalee Davidson of Richard Baker Hospital has returned home after a visit to her father, Capt. T. M. C. Davidson of Statesville.

Mrs. W. A. Rudasill and Master W. A. Rudasill left Tuesday to visit her parents in Richmond, Va., Mr. Rudasill will join them later.

Mr. and Mrs. J. G. Garth and little daughter, Charlotte, are expected home Friday after spending some time visiting relatives in Tennessee.

We regret very much to learn of the illness of Mrs. S. F. Watson. She was taken to the Richard Baker Hospital Monday for treatment for an attack of appendicitis. We hope her speedy recovery.

Mr. Oliver Litaker has received quite a number of letters from different manufacturers of steel rails, etc., wanting to furnish material for the construction of the electric car line from Hickory to Henry River. From what we can learn he and Frank McComb seem to be perfectly satisfied to drive the roan horse.

Mrs. Joe Person.

The news of Mrs. Joe Person's death, which occurred in Santa Fe, New Mexico, June 12th, has brought sorrow to the hearts of many people all over North Carolina, as she was well known and loved throughout the state. Forty-seven years ago she began the sale and manufacture of the well known remedy which bears her name, and her success has been notable. She was a remarkable business woman, and it was not alone that her remedy had merit, but it was the undaunted spirit of the woman which had largely to do with her success, and there was always a welcome for her wherever she went.

Mrs. Person was a woman of broad views, actuated by the most generous impulses, and her financial success enabled her to show her kindness of heart in a practical way. Her capacity for meeting and overcoming difficulties made her a distinctive figure among women. She had an uplifting influence upon all with whom she came in contact. It was a pleasure to be with her as she had such a happy sunny disposition, always an optimist.

Mrs. Person had many friends in Hickory. Her sister, Mrs. J. B. Beard, left here with her June 7th, to make an extended trip through the western states and Canada, hoping the trip would be beneficial to her. On their arrival in Santa Fe she was taken seriously ill and only lived a short while. She leaves three sons and a daughter, Miss Josie who has made her home in Hickory. We extend to the bereaved family our deepest sympathy.

Obituary.

John Pinkney Deltz, born May 7th, 1886, died June 14th, 1913, aged 29 yrs., 1 mo., and 7 days.

In the year, 1905, he was married to Miss Marie Robbins, of this union two children were born. A year ago he became afflicted with cancer. He sought relief at a number of hospitals. For the past few months he made his home with his parents on 9th Avenue and all that human kindness could do was sympathetically given him, but it was God's will and way that he should not recover from his illness in this life. His patience and resignation under affliction was great. He was a member of Holy Trinity Lutheran Church. His pastor conducted the funeral service Sunday morning and his body was laid to rest in the city cemetery.

A Card of Thanks.

We wish to thank our friends and neighbors for their kindly assistance through the illness and death of our son and husband.

Mrs. J. P. Deltz.
Mr. S. P. Deltz.
Mrs. S. P. Deltz.

Fell Dead in Pulpit.

Quite a little excitement was created at a negro church, St. Paul, about two miles west of Forest City, Sunday, when the preacher named Helton dropped dead from heart failure. Helton had preached a sermon to his congregation and while concluding fell to the pulpit floor and expired. As told by one of the deacons his last words were: "Lord I'm coming and coming now." Helton was about 45 years of age and had been pastor of the church for two years.

\$15 IN CASH PRIZES WILL BE GIVEN AWAY

Chance to Secure Cash Prizes by Studying the Advertisements of Firms in The Hickory Democrat of Today's Issue.

Can You Figure Out "Who is Who?"

An interesting puzzle is represented on the last page of The Democrat today, in the "Who is Who?" Puzzle advertisement.

This is an opportunity for you to secure a cash award of either ten or five dollars—just find out Who is Who.

There are 39 advertisements, business men of Hickory alone being represented. No names are mentioned in any of the advertisements, but in each one will be found suggestions that will aid one in seeking, whether individual, firm or corporation.

To the person furnishing the most complete and correct list of names, a cash prize of \$10.00 will be paid.

For the second best list \$5.00 will be paid.

In the event that two or more people are tied for the first prize, then the second prize will be annulled, and the total \$15.00 will be divided equally among the tying contestants. Each advertisement is numbered. The contestants should set down the number of the advertisement, following that with the name of the firm of which he or she believes it implies.

The awards will be made by judges whose names will be announced later. An official list of the advertisers in the "Who is Who" has been made out and will be used by the judges.

Use one side of the paper and make the list as legible and neat as possible. Lists may be submitted to this office by mail or otherwise, until noon, June 24. One has equally as good a chance in submitting lists in the last hour as in the first.

The awards will be announced and the correct names of the advertisers and their business will be published in The Democrat one week from today, June 26th. All lists should be addressed to "Who is Who" Contest Manager of The Hickory Democrat, Hickory, N. C. Mail or send to this office. The puzzle is open to the world, and nobody is barred. Get busy at once and land "Who is Who."

\$125,000.00 A YEAR OR \$350.00 A DAY: HICKORY'S CONTRIBUTION TO THE RAILROAD'S GRAFT

An Adjustment of Freight Rates Would Mean More Growth for Hickory in the Next Two Years Than it Has Had in the Past Ten—A Hypothetical Case if Passenger Rates Were Similar to Those in Freight Traffic—A Glimpse at the "Reflected Relief Plan" of the Railroads—Importance of the United States Supreme Court Decision as an Aid to us in Our Fight Against Unjust Discrimination.

To the Editor:

During these times we are accustomed to hearing much of Progress and "Progressives" and the resulting prosperity and ultimate betterment of general conditions which may be reached when we have successfully carried out some of our progressive programs. During these same times we are hearing the "Conservative" express his optimistic belief in the future of our industrial and commercial life as he advocates his "Leave alone" policy, saying that "Things will eventually adjust themselves." With each there is a singularity of purpose—the improvement of conditions under which we live—the dividing line between them being the same as that which divides them in their opinions as to the proper means of securing these much needed benefits.

Before North Carolina to-day is the most weighty problem of industrial career—that of reaching a satisfactory solution of a policy of Freight Rate discrimination which has been pursued against us since the days of our commercial infancy. Then back to the question of how are we to solve this problem? Are we to continue in the beaten paths of Conservatism, or the "Leave Alone" policy and forever suffer the ills we have, or are we going to adopt the real progressive and aggressive policy of self protection "by taking arms against this sea of troubles and by opposing end them"? For many years the great majority of us have lived in ignorance of the conditions which have surrounded us, and as a result we have unconsciously pursued such a policy as would give the transportation companies, doing business in this state, absolute freedom in the carrying out of their graft exacting plans. Since we did it through ignorance we may not deserve any credit for having pursued such a policy, yet it has resulted in our benefit to this extent we have tested the consciences of the railroads and find them to be conscienceless. To you who believe in the integrity and disposition of the railroads to do justice to the people of this state in the matter of freight rates, what answer or apology can you make for their conduct during these years of graft extraction when they might have shown us a little consideration by displaying a disposition to correct some of the abuses under which we have been living?

But we often hear the statement made that we have grown to be prosperous under conditions as they have existed in the past and that we will continue to prosper despite this unjust discrimination. In part we concede this to be true, for our growth in the past decade has been so marvelous that we have learned to believe that all things are possible in North Carolina.

The city of Hickory has had a marvelous growth for the past few years, for even this Freight Rate Discrimination has not served to strifle the energies and enthusiasm of the determined forces that have promoted its growth and development. If such success has been possible under the conditions that have existed in the past, it is only in imagination that we can see what its growth would have been, had the efforts of its builders not been hampered by this unjust discrimination against its people. We believe that with this condition removed Hickory's growth in the next two years will exceed that of the past ten, for when we realize that the railroads are collecting in graft from the shippers of this city, approximately \$350,000 every day in the year, we marvel at its record of the past, and turn with hope to the future day when this burdensome tax will no longer be required of us. Of the total annual freight revenues of the combined railroads of the state, amounting to, \$24,550,000.00 Hickory contributes \$670,000.00 or approximately 2 1-2 per cent of the \$5,000,000.00 which all the

Railroads operating in North Carolina, are annually collecting unjustly from the people of the state. Hickory is paying its 2 1-2 per cent or a total of \$125,000.00 per year, or approximately \$350.00 per day. Mr. W. S. Gilbert at the request of the Chamber of Commerce investigated conditions as they exist at this point, and in his report gave as his opinion that a reduction in freight rates of one cent per hundred pounds would save the shippers of this city \$40.00 per day. However this well merited confidence and belief which we have in our state does not justify us in a policy of inactivity, for we have seen that when we are least active, the railroads are ever ready to take advantage of the opportunity to levy their unjust taxes upon North Carolina genius, initiative and energy. With this disguised system of taxation in operation; exacting its annual toll of five millions of dollars from the state, can we continue to go forward along the industrial and commercial lines which we have planned? If we are to judge by all experience has taught us it seems that we cannot.

With opportunities and conditions the same, the survival is always to the fittest, but when this equality of opportunities is taken from us our growth becomes speculative and uncertain, our survival problematical, if not impossible. It is the shadowing of our industrial existence by this inequality of conditions that is leading strength and cooperation to the most important and far reaching fight that the people of North Carolina have engaged in for years. During past years our thrift and energy have done much to counteract and minimize the influence of this unreasonable discrimination, but in doing so we have placed an unnecessary burden upon increased efficiency; that we may be able to promptly meet the bills of the unscrupulous graft collector; for a term less mild than graft would hardly give adequate meaning to the system under which the transportation companies operate.

As illustrative of this system here is what your situation would be if it were effective in the passenger traffic department. If you were in Cincinnati wanting to come to Hickory and applied to the Southern Railway for a rate to this point, its agent (we will say for the purpose of illustration) would name you a rate of \$12.65 as the price of your ticket. You immediately think that he has made a mistake and to be certain that he has, you inquire the price of a ticket to Danville, Va., and find that it is \$8.80. This startling discovery leads you to further inquire regarding the rate from Danville back to Hickory and you are informed that it is \$3.85. A single glance at these figures reveals the whole story of the system under which rates are made, for you have discovered the fact that the rate from Cincinnati to Hickory is through rate from Cincinnati to Danville; plus the local rate from Danville back to Hickory. While this is only an illustration as to passenger rates, it is an actual condition that you would meet in moving a car load of freight from some Western city to this point. Theoretically your shipment would move to some Virginia city and then back to Hickory while as a matter of practice it never reaches the Virginia city but is stopped here, thus saving the transportation company the expense of the double haul between this point and the through rate point which in the imagination of the railroads is supposed to exist somewhere up in Virginia. However, when it comes to paying your freight bill, you find that the situation has entirely reversed itself, for instead of being confronted by a theoretical situation you find yourself facing the necessity of having to pay freight on this double im-

(Continued on second page.)