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Democrat and Press, Consolidated 1905

GO-TO-CHURCH DAY

NEXT SUNDAY

The movement for every body to go to church next Sunday is gaining headway. Cards have been distributed inviting all to make their arrangements for attending church. It is desired that all shall go on Sunday morning, but if that is impossible, go to the evening service.

What a splendid thing it will be to see every body on their way to the house of God, and what an inspiring sight for a church full of people to face the minister in every house of God in the town. This is Go-to-church Day in Charlotte, and in a great many other towns throughout the United States.

It is to be hoped that this will be the beginning of better things in this whole country, and that the practice of church attendance will be begun in many a case, that will continue through to the end of life.

The Old Hickory Tavern.

By COL. G. M. YODER.

It is the object of the writer in this complicated historical sketch to say something about the origin and erection of the old Hickory Tavern House that was located on the old Island Ford road.

What little we know about this old tavern has been gathered from traditional history, and but little of it could be collected, as it happened so long ago that all the people who lived in its surroundings have since died and consequently when they died this history was lost to present living generation. We suppose that the original road was first cut out by immigrants, travelers and private citizens, as was the custom in those days to get into the interior of the country to seek homes.

Then, at this time, it was Burke County, and Morganton was the county seat, which was located in 1778, 135 years ago, and, according to tradition, was then the western terminus of this road. Now the important question is, did Burke County make this a public highway or not? Tradition tells us further that when Gen. Morgan left Gilbertown, now in Rutherford county, with the captive prisoners taken at the battle of King's Mountain, he came by the way of Morganton on his way to deliver them at some point in Virginia. On his way to Virginia he came down the Island Ford road by the old Hickory Tavern House (afterwards built) and went in to camp at Vaughn's Field afterwards known as Vaughn's Old-fields, now West Hickory near where the Piedmont Shops are now located. This happened about 133 years ago. Eight years afterward it became Lincoln county. Now did Burke county make this a public highway during these eight years or not? Then we will suppose that Lincoln county had to build a road from the Catawba river to the present Burke county line.

Now we will come nearer down to the supposed time when the original Hickory Tavern was built, and give the legends showing why it was called Hickory Tavern. The first legend is that a beautiful hickory shade tree stood before the door in the yard and received its name from the hickory tree. Then there is another legend told that some person passed the house and the man was whipping his wife with a hickory switch, and this is a reason given why it was called Hickory Tavern.

When the Hickory Tavern was built, there lived a man by the name of William Ashe in that vicinity who sold his farm about the year 1820 and went to Haywood county but the house had been kept as a public inn for the entertainment of travelers. He had a daughter who married Jacob Dietz and while Ashe was in Haywood county, kept writing for them to come there, so he concluded to go, but when he got there he didn't like the country and got the blues and came back in about a week. Then the property passed into the hands of John Wilfong Seignor who gave it to his daughter, Mollie, who afterwards became the wife of Henry W. Robinson. When Dietz came back this house was unoccupied. He rented it and lived there two years. This was about the year 1826. During these two years he didn't keep travelers and the inn was abandoned as a house of entertainment. Then Joe Mahaffey opened one at his house about five miles east of the old Hickory Inn which he kept open until his death. This house is now the property of James Miller near St. Timothy Lutheran Church. Then the old

Interesting Subject at the Reformed Church Sunday Night.

All are interested in Heaven. All have loved ones there. All expect to go there. Then the questions, "What is Heaven?" "Who live in Heaven?" "Shall we know each other in heaven?" contain the keenest interest to each and every one. These questions will be answered in a service of scripture and song at the Reformed church next Sunday night.

The program will be similar to those rendered in this church some time ago, and is being arranged with great care. Some of the best singers in Hickory will sing.

TEACHER FINED FOR WHIPPING PUPIL.

Rev. H. G. Kopenhaver, principal of the Startown High School, was convicted in justice's court here Saturday for exceeding the limit in administering punishment to a pupil. Rev. Kopenhaver was fined \$3.00 and the costs, from which he appealed to the Superior Court. His bond was fixed at \$50.00, which he gave.

This is the first instance in a good many years where a school teacher in this county was fined for excessive punishment of a pupil. At the trial the evidence brought out and testified to by six witnesses alleged that he had beaten the boy with a hickory stick two and one-half feet long and three-fourths of an inch thick. This stick was used in the school room as a pointer. As a result of the punishment the boy is said to have suffered great pain and has not yet fully recovered. Rev. Kopenhaver said the boy had given him considerable trouble all during the school and that only the day before had cautioned him to do better or he would be forced to severely punish him.

The case was tried before Justices S. E. Killian and L. R. Whitener. The defendant was represented by Atty. W. C. Feimster, of Newton, while Atty. C. L. Whitener, of this city, prosecuted. The case attracted a large crowd to the trial, and created considerable interest.

Hickory Tavern was scarcely occupied by any person. When West Miller returned from the west he lived in it for several years. Then we think Bob Raby lived in it for a number of years. At the time the railroad was being built no one was living in it. Before the railroad was built the writer used to travel a great deal through that section of the country and found it interspersed with black jack shrubbery, and found it to be the home of seed ticks, the gicker and all kinds of reptiles. In 1861 we went up to the old Hickory Tavern to view the place and found a depot among the black jack shrubbery. This property has since grown into a populous city with all kinds of business and different manufacturing plants which is an honor to Catawba county. This history was only written as a feeder for some other person to write a better one.

HAS NEWTON FOUND THE SAME?

The Answer Is Found in the Straight-forward Statement of a Newton Resident.

We have been reading week after week in the local press of Hickory citizens who have been rid of distressing kidney and bladder troubles by Doan's Kidney Pills, and we have often wondered whether the same high opinion of this medicine is to be found in our neighboring towns. This frank and earnest statement by a well known and respected resident of Newton will set this doubt at rest.

N. J. Cloer, Pine St., Newton, N. C., says: "Doan's Kidney Pills proved very beneficial to me. I had pains through my back and kidneys. My kidneys were sore and the action was irregular and painful. I could not straighten after bending over. Soon after I used Doan's Kidney Pills, I felt better. They soon made me well. I have recommended them before and am glad to confirm my endorsement."

For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, New York, sole agents for the United States. Remember the name—Doan's and take no other.

To Decide Fair Question February 14

At a meeting of the Catawba County Fair Association held in Newton last week a committee was appointed to investigate the different sites in the county where the fair has been asked for. This committee will report to a citizens' meeting on February 14, at which time an organization will be perfected and stock issued. The plan most freely discussed is to buy a tract of land and the company, which will be formed, will erect permanent buildings. A delegation from Conover met with the association and asked that a site be selected in or near that town. Other places suggested are Newton, Hickory, Startown and St. James.

South Fork Items.

Hickory, R-1, Jan. 26.—No important news in this vicinity. All is very quiet and everybody attending to his own business.

Since the holidays are past, and with these pretty, delightful days, the farmers have gotten down to hard work on their farms. The general health in this vicinity is fairly good.

D. L. Leonard, the great potato raiser, is running three wagons with potatoes, hauling them to Charlotte and Gastonia.

Charles Brown has moved to Dolph Whitener's place where he will be tenant this summer.

Charles and John Shuford and families have moved to Virginia, and are located five miles from Clover Station.

Jacob Dellinger, who runs a saw-mill at Red Oak, has moved his family to that place.

Enloe Yoder, the county surveyor, is kept very busy and is about ten days behind in his work. Last Thursday he went to Lincoln county to do some work near Daniel's Church for a Mr. Rink. He has surveyed another route from the Ramsour bridge to the Hickory road.

P. R. Yoder will soon have a saw mill on his farm to cut up his timber. John Sharp is to do the work.

Charlie Yoder has killed eight hogs that netted him 3000 pounds of pork. He lives near Daniel's Church in Lincoln County.

The Yoder school is progressing finely under the management of Russell Whitener.

A box supper was held at Oak Grove school house last Saturday night and about \$20.00 was

HARVEY GARRISON IS 101 YEARS OLD

Charlotte, Jan. 23.—Harvey Garrison, of Mallard Creek township, Mecklenburg county, will be 101 years old tomorrow, January 24. Mr. Garrison is the oldest man in the county, and, as far as known, the only man in the county who lived to be 100 and over. Mr. Garrison's 100th birthday, last year, was made the occasion of a great gathering of friends throughout the country at his home. Many from the city went out to join the birthday party and to felicitate Mr. Garrison upon reaching such a remarkable age. His 101st birthday will find him hale and hearty, actively attending at work on his plantation and vigorous in mind and body.

Mr. Garrison was born and reared in Mecklenburg county. For 50 years he has been a ruling elder in Mallard Creek Presbyterian church and for 60 years a magistrate. He was the father of the stock law in Mecklenburg, and a leader in many of the most important affairs of the county. He was six years old when the first steamship crossed the Atlantic, has lived through the term of every President except Washington; was 13 when the first locomotive engine was harnessed to a train of cars; was 32 when the Mexican war was on; has voted in every presidential election from Martin Van Buren to Woodrow Wilson; was 36 when the first telegraph message was sent.

When he was born the world was to wait 93 years before the first man flew in a heavier-than-air machine; to wait 80 odd years for the advent of the motor-driven vehicle; to wait 70 or 80 years for the advent of the telephone.

He was 29 years old when ether was first used by Dr. Crawford Long, of Georgia, in a surgical operation. He was two years old when the Battle of Waterloo was fought and was about 40 years old before there was a mile of railroad in North Carolina.

Sam and Earl Yoder are busily engaged in gathering up eggs from the country stores and shipping them to different markets.

Jacob Anthony, of Jacob's Fork township, sold 100 acres of Hoghill pine land to some saw mill men for \$6,000.00.

Resolutions of Respect.

WHEREAS, our Heavenly Father in his infinite wisdom has seen fit to remove from our midst our friend and co-worker, Mr. Abner Julius Payne.

RESOLVED: That we offer the following resolutions as an expression of our love and esteem:

1st. That we, the members of the First Methodist Sunday School, Hickory, N. C., bow in humble submission to God's will.

2nd. That he was faithful and true to every trust.

3rd. The announcement of his departure brings sadness to our hearts. We extend to the bereaved relatives our tenderest sympathy.

4th. That a copy of these resolutions be sent to the family, that they be spread upon the permanent record of our Sunday School, sent to each of our town papers, and to the North Carolina Christian Advocate.

R. L. CLINTON
W. C. THOMPSON
W. A. RUDASILL
Committee.

Newton Route 4 Items.

Miss Elmira Whitener visited her sister Mrs. Ed Miller in Hickory Tuesday.

The Crowdertown local of the Farmers' Union held an open meeting last Friday night, at the Killian school house, Messrs. J. Y. Killian, W. J. Shuford, H. K. Foster and others made short interesting talks in behalf of the Union. The United Farm Women furnished music for the occasion, which was enjoyed very much.

Mrs. M. E. Coulter better known as "Grandma Coulter", who has been making her home this winter with her daughter, Mrs. Raymond Robinson, is visiting her son, Mr. C. C. Coulter near Startown.

Mrs. Elijah Huffman, who has been paralyzed for the past six years, is still cheerful and otherwise in good health.

Mr. Will Whitener who recently married Miss Ruth Thornburg, will farm for Mr. A. L. Baker of the Dutch Dairy Farms the coming year.

Mr. W. P. Ennis took his daughter, Lilla Mae, who has been ill for several days, to Hickory Thursday to a physician.

Messrs. Sid Whitener and Milton Rameur of Minerva, attended the Farmers' Union open meeting at Killian school house Friday night.—Catawba County News.

Every Sunday Services at St. Andrews.

Church going people of East Hickory will receive with interest the announcement that St. Andrews Church at Lenoir College will, from this time on, be open each Sunday morning and evening for public worship. One combined duty and pleasure every christian needs to cultivate is the habit of regular Sunday worship. We trust that the citizens of East Hickory will avail themselves of this opportunity to form the good habit of regular Lord's day worship.

Mr. Rufus Jones, of Happy Valley, was in the city Monday visiting relatives.

GOOD ROAD MOVEMENT BEGINS IN ALEXANDER

Statesville, Jan. 23.—Statesville furnished the speakers at a mass meeting held in Taylorsville yesterday in the interest of a \$100,000 bond issue for road improvement in Alexander county. The meeting, which was held in the courthouse, was presided over by J. H. Burke, of Taylorsville, and was largely attended. The speakers were Hon. W. D. Turner, Mayor L. C. Caldwell, Messrs. N. B. Mills, C. V. Henkel, R. T. Weatherman and R. V. Tharpe, all of Statesville. The sum of \$100,000 will give the county a few real good roads, which will be sufficient to convince the skeptical of their great value and result in further road work.

Men Who Make the World.

Men who make the world of to-day are making The Youth's Companion what it is to-day. It is very much more than The Companion you may remember; no higher in purpose, but more lavish in material—larger and improved with special Family Pages, Boys' Pages, Girls' Pages, and a constant supply of serials and shorter stories.

The editorial page of information, comment, science and events will keep any man well informed, while the Family Page helps on home improvements and ideas, and both boys and girls have special pages for themselves.

You do the family a good turn when The Youth's Companion "as it is today" is sent to the home. Fifty-two issues a year—not twelve. More reading than is found in any monthly magazine at any price.

You may not know The Companion as it is to-day. Let us send you three current issues free, that you may thoroughly test the paper's quality. The Youth's Companion, 144 Berkeley St., Boston Mass. New Subscriptions Received at this Office. adv't

Drank and Smoked Entirely too Much.

Washington, Jan. 23.—The American people drank 70,000,000 gallons of whiskey, smoked 4,090,300,000 cigars and puffed 8,711,000,000 cigarettes during the six months ended December 31, according to figures announced today by Commissioner Osborn of the international revenue bureau.

Revenue collected from distilled spirits amounted to \$85,862,712, the whisky tax being \$16,142,854; tobacco, \$41,296,493; corporation tax, \$3,110,790; cigarettes, \$10,899,000, and cigars, \$12,270,000.

The total collection of taxes for the six months totalled \$167,647,905, an increase of \$4,175,630 over the corresponding period for 1912.

St. Andrews Lutheran Church, EAST HICKORY.

Rev. Jno. D. Mauney, pastor. Sunday School—9:30 a. m. Morning Service—11 a. m. Evening Service—7 p. m. Services will be at St. Andrews regularly each Sunday Morning and evening. All are cordially invited to the services.

His Stomach Troubles Over.

Mr. Dyspeptic, would you not like to feel that your stomach troubles were over, that you could eat any kind of food you desired without injury? That may seem so unlikely to you that you do not even hope for an ending of your trouble, but permit us to assure you that it is not altogether impossible. If others can be cured permanently, and thousands have been, why not you? John R. Barker, of Battle Creek, Mich., is one of them. He says, "I was troubled with heartburn, indigestion, and liver complaint until I used Chamberlain's Tablets, then my trouble was over." Sold by Grimes Drug Co. and Moser & Lutz.

ASK COURT TO MAKE EXPRESS FOLK TOTE IT

Lynchburg, Va., Jan. 23.—In order to circumvent a North Carolina statute, which prevents the shipment of liquor into the Counties of Mitchell, Avery, Rutherford, Cherokee, Macon and Jackson and the towns of High Point, Morehead City, Trinity, Jamestown, Guilford College, Friendship and Chapel Hill, an effort was made in chambers here today to secure from Judge H. C. McDowell of the Federal District Court a mandatory injunction requiring the Southern Express Company to receive at Bristol, Va., liquors intended for personal use in these communities. Judge McDowell, however, held that his court lacked jurisdiction, and the application was denied.

Since December 1 the express company has been declining shipments because of the North Carolina statute in connection with the Webb law. It is claimed that the shipment in the case was not in violation of the Federal law, and for that reason North Carolina cannot prevent a shipment that is not prohibited by the Federal statute.

It is probable that the Bristol Distributing Company, the complainant in the case, will seek relief in the Bristol Corporation Court and appeal from there to the Federal Supreme Court, in order to have that tribunal rule on the constitutionality of the North Carolina statute.

Alfalfa in Catawba County.

By H. K. FOSTER.

Every farmer in this county can have a small piece of alfalfa by exercising a little care and attention to details. With bran and cotton seed meal at present high prices, one or two acres in alfalfa will greatly cut down the amount of money paid out each year by the farmers for expensive feeds. Here are some plain directions for growing alfalfa, and remember these directions must be followed exactly if success is to result.

First. Select a well drained soil with no wet or "sprouty" places in it. If the land is wet it must be drained with tile. Alfalfa will not grow in a wet soil.

Second. Apply four tons of ground limestone per acre and plow under, doing a good job of deep plowing; next put on a good heavy coat of manure and four tons more of ground limestone per acre and harrow and mix the same with the soil with a disk harrow.

Third. Drill in 300 pounds of 16 per cent acid phosphate or basic slag and 50 pounds Muriate of Potash per acre and sow to cow peas or soy beans.

Fourth. Turn under the cow peas or soy beans in late summer apply 500 pounds 16 per cent acid phosphate or basic slag and 100 pounds of muriate of potash per acre. Inoculate the soil with some soil from an old alfalfa field, or inoculate the soil or seed with some of the artificial cultures generally advertised in the farm papers. Prepare a good, fine seed bed and sow 20 pounds of seed per acre in September. About the 15 of the month as a rule, will be the best time. By sowing at this time of the year trouble from weeds and crab grass will be avoided. In using the large amount of ground limestone recommended, the farmer should remember that the large amount applied will furnish a plentiful supply for the use of the alfalfa for a very long period of time. Attempts to supply growing alfalfa with lime by top dressings later have not been successful as a rule. Put on plenty of lime and be done with it. The farmer should not pay a high price for the ground limestone. As a matter of fact, it is now possible for ground limestone to be obtained at very reasonable prices in car lots in bulk at many points in this section. In starting alfalfa on the farm, do not attempt too much at first. Better only one or two acres at most, started properly and made a success, than to have a failure on four or five acres.

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The three months old child of Mr. and Mrs. Lonnie Bumgarner who live three miles east of the city, died Friday afternoon and was buried Saturday at Bethlehem Lutheran Church.

In Memoriam—William Wilson Finley

The Board of Directors of Southern Railway Company having assembled in special meeting this first day of December, 1913, and being advised of the death, at his home in Washington on November 25, 1913, of William Wilson Finley, for the past seven years President of Southern Railway Company, adopts the following minute to be spread on the records of the Company and to be published in the newspapers of the South.

WILLIAM WILSON FINLEY was born at Pass Christian, Mississippi, on September 2, 1858, and entered railway service in New Orleans in 1878. During the succeeding twenty-two years he had a varied experience, earning steady promotion and a growing reputation, in the traffic departments of several railroads and in charge of traffic associations, in the west and southwest. In 1895, soon after the organization of Southern Railway Company, he began, as Third Vice-President in charge of traffic, his service for this Company in which, with an interval of a few months in 1899, he continued until his death eighteen years later.

He became President of this Company in December, 1906, at a moment when the work of gathering in and welding together its lines into a consolidated system had been done. The map had been made. There are no more miles of railroad included in the system today than there were when he became President. His task was, therefore, complementary to the work already done and the history of the development of the property during the past seven years is the history of how he conceived and accomplished that task of conservation and progressive development. During his administration the revenues of the Company increased 20.85 per cent. (comparing 1913 with 1907), but what is even more his achievement, the balance of income available for dividend (but largely put back into the property) increased 209.07 per cent.

This record of material success is in no small measure the result of Mr. Finley's policy and practice of building and strengthening a working organization of the Company so far as concerns personnel. He inaugurated and steadfastly enforced a rule of promotion to fill vacancies within the organization, by recognition of demonstrated merit, with the result that he secured and conserved that loyal identification with the interest of the South and of the Company, and that sense of personal responsibility in all ranks of the service, which is one of the most valuable assets the Company has today.

On the public side of his responsibility Mr. Finley developed largely during the past seven years. Convinced of the duty of accepting the changed conditions in respect of the administration of industry incident to the governmental policy of regulation of the railways by public authority, he was nevertheless keenly impressed with the apparent lack of understanding on the part of the public of the problems of railway management. He, therefore, devoted much of his time to the discussion of such questions before representative audiences in all parts of the country, but chiefly in the South, and the effect upon public opinion of his

frank, straightforward and manly utterances and patiently iterated doctrine has been long recognized, but was remarkably demonstrated by the expressions which have been received since his death from public bodies throughout the South. He did much in this way to correct a sentiment from which all railway property has suffered in recent years—a sentiment which has found its expression in an erroneous belief that a railway takes from the public more than it gives, and his effort in word and deed was to restore a just balance of understanding of the economic necessity, to every citizen in his daily life, of a well maintained, honestly administered and prosperous transportation system.

In other ways also he gave expression to a broad view of the identity of interest between the welfare of the railways and that of the public. He lent active co-operation to the chief educational, industrial and commercial interests of the South, and a moral support to every movement which is making for the welfare of the South, but perhaps his greatest service of this nature was his successful campaign for the promotion of better agriculture.

Gently born and gently bred, it was Mr. Finley's fortune to be thrown upon his own resources at an early age and without the advantages of a university training and experience usually enjoyed by his associates; it was, therefore, a peculiar satisfaction to him and to his friends that in 1910 he received, with the assurance that it was no mere decoration, a degree of Doctor of Laws from Tulane University at New Orleans, the principal seat of learning in the community where he had spent his youth.

On the personal side, Mr. Finley was essentially a gentleman; he demonstrated on many occasions the combination in his character of those qualities which may be expressed by the words modesty and courage. He was fair and just in all his dealings, courteous to all men, slow to anger, but fierce in his resentment of injustice to others. Partisan in his love for and belief in the South and its future and in the Southern Railway as an important factor in that community, he convinced his associates that he never allowed partisan feeling to colour his judgment to such an extent that he could not always see the other side; but a policy once determined he set about its accomplishment with a characteristic belief in the potency of persistence and an unhesitating use of all the power at his command.

He had at all times the confidence, the respect and the good will of this Board and of every member of it, and in his death the Board and every member of it feels the loss of a friend of charming personal qualities as well as an official associate of commanding ability.

The Secretary is directed to express to the surviving members of Mr. Finley's family the respectful sympathy of this Board and to transmit to them a suitably engraved and attested transcript of this minute.