

THE HICKORY DEMOCRAT.

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Tuesday, June 22, 1915

Friday's Statesville Landmark says: Chairman Mills and Messrs. Matheson and Little of the Iredell commissioners, and Chairman Brown and Mr. Holler of the Catawba board, were in consultation in Statesville Tuesday with Mr. N. A. Cock of Charlotte, attorney for the Southern Power Company, with reference to the Power company's property at Lookout Shoals.

The dividing line between Iredell and Catawba, which was the one thing discussed at the former conference of the Catawba and Iredell commissioners, was not mentioned at this meeting. The Iredell folks expect to hold to the center of the river. An assessment of \$100,000.00 was agreed upon for the portion of the Power Company's dam in Iredell. The property of the construction company will be assessed by the local assessors. The holdings of the Power Company in Iredell will of course be materially increased when the work at Lookout Shoals is finished.

In the matter of a bridge across the river at Lookout, it was agreed that the county engineers for Iredell and Catawba and the engineers of the Southern Power Company meet at the site of the proposed bridge on the 20th, take measurements and estimate the cost of the bridge, a report of the estimate to be made to the Catawba and Iredell commissioners, who will consider it at their regular meetings on the first Monday in July; and a further conference between the commissioners of the two counties will be held July 12th, when it is hoped the bridge question can be finally determined.

Citizens of Mooresville and south Iredell interested in the Mooresville river bridge, have proposed that Iredell and Catawba take over the Mooresville and Statesville-Buffalo Shoals bridges and make them free bridges (they are now owned by private parties and are toll bridges), and that the proposed bridge at Lookout be a free bridge. A delegation was before the Iredell commissioners at their last meeting to urge that this be done. It is understood that the Catawba commissioners favor the plan. The Iredell commissioners have not definitely passed on it, but Chairman Mills is opposed to it. He does not think Iredell should entertain the proposition in the present state of the county's finances. Later it might be deemed advisable. If the present bridges remain toll bridges, as is more than probable, the proposed bridge at Lookout will also be a toll bridge to put it on an equal with the others.

The South is a land that has known sorrows; it is a land that has broken the ashen crust and moistened it with tears; a land scarred and riven by the plowshare of war and billowed with the graves of her dead; but the land of legend, a land of song, a land of hallowed and heroic memories. To that land every drop of my blood, every fiber of my being, every pulsation of my heart, is consecrated forever. I was born of her womb; I was nurtured at her breast, and when my last hour comes, I pray God that I may be pillowed upon her bosom and rocked to sleep within her encircling arms.—The late Senator E. W. Carmack, of Tennessee.

Notice.

Subscribers in the city, who fail to get their paper on Tuesdays and Fridays will please let us know at once. It will take our carrier boys some time to learn where each subscriber lives and we are very anxious to get the paper to each and every one. Don't fail to call our attention to any irregularities in delivery.

Piles Cured in 6 to 14 Days
 Your druggist will refund money if PAIN OINTMENT fails to cure any case of Itching, Bleeding or Protruding Piles in 6 to 14 days. The first application cures Itching and Rest. 50c

Items of Current News.

Ex-Governor Thomas J. Jarvis died at his home in Greenville Thursday night, aged 79. He was one of North Carolina's most prominent men.

If it was stated officially that there had been intimations from Great Britain recently that a reply might be forthcoming soon to the American note of March 30, protesting against the illegality of the order-in-council of its restrictions on non-contraband commerce with Germany through neutral countries.

Formal notice that United States mail pouches destined for Sweden had been broken open in England and their contents tampered with was submitted to the State Department at Washington by W. A. F. Ekengren, the Swedish minister, with a request for appropriate action.

Peril of American settlers in the Yaqui valley, Mexico, brought orders for the dispatch of three cruisers for the Mexican west coast and authorization to Admiral Thomas B. Howard to land and expeditionary force if he thinks best.

Within historic Independence Hall at Philadelphia—the anniversary of the battle of Bunker Hill—there was formed an organization whose object was to promote the creation of a new league of nations with a view to preventing wars. William H. Taft was elected president.

Lieutenant Reginald A. J. Warneford, the young Canadian who recently gained fame by blowing to pieces a German Zeppelin over Belgium, was killed Thursday by a fall of an aeroplane at Buc, France. Lieut. Warneford was piloting the machine, had as a passenger Henry Beach Needham, an American writer, who was also killed.

High Price of Zinc Saved Kidnaped Man in Old Mine.

Joplin, Mo., June 15.—James H. Worth, millionaire mine operator, of Joplin and Indianapolis, owes his life to the high price of zinc. Held prisoner in an abandoned zinc mine, he had been left to perish, and doubtless would have done so had not two prospectors, Roy Cardwell and Sam Huston, gone into the old mine today and discovered Worth, who had been there in the drift five days. He was unconscious when found, but was soon revived. The high price of ore caused the prospectors to enter the drift in hope of finding zinc overlooked by former operators.

Worth says he was accosted at a Joplin hotel by a stranger, who said he was desirous of looking at mining land. The stranger introduced his business partner. Worth does not remember the names of the men, but says they drove with him to the abandoned mine. In a remote drift, he was bound gagged and tied to a piece of mine timber. The kidnapers attached along fuse to one of his feet and the other to the end of a box containing dynamite. The fuse was lighted, and one man told him:

"It will reach the dynamite in 12 hours, and, if the rats don't get you first, this will finish the job."

The rescuers discovered that the men in walking about had accidentally cut the fuse.

Young Man's Demonstration of Courage.

Those who are inclined to grumble at the comparatively light physical or financial blows dealt them by an adverse fate are invited to consider the experience of James Keith, a student at Jefferson Medical College in Philadelphia. About a year ago the young man fell out of one of the college windows, sustaining a spinal fracture and injuring one leg so badly that it had to be amputated. The remaining leg became paralyzed, but in spite of his grievously crippled condition Keith determined to complete his college course and he has now taken his final examination for a degree. The world needs an occasional inspiring example of his sort. The average man is prone to discouragement under the rude buffetings of fortune and is likely to admit himself defeated in the battle of life by a blow of much less severity. What James Keith may be able to accomplish in later life under his tremendous handicap seems problematical, but the courageous spirit that has carried him through the past year will undoubtedly enable him to find his work and do it.

Dyspepsia is America's curse. To restore digestion, normal weight, good health and purify the blood, use Burdock's Blood Bitters. Sold at all drug stores. Price, \$1.00.

Getting Rid of Cocklebur.

I have some black swamp land in corn this year. This land has been growing cockleburs for the last five or six years, and after we lay by the crop they generally cover the land, and will be five or six feet high by the time the crop is gathered. I want to put a winter cover crop on this land and, in view of the cockleburs, what would be the best crop and when should it be put in. Could I sow a crop when the corn is laid by and keep down the cockleburs? There has never been any clover on this land.

Why any one would let cockleburs year after year and stock it with seed is rather hard to understand. You could have cleared the land of cockleburs by keeping them mown off before seeding, and now, with the land seed, it will take several years to do it. I hardly think that anything sown in the corn will avail, though you might try peas, and after cutting and shocking the corn disk all down and plow under the peas and burs and lime the land and then sow one bushel of rye and 15 pounds of crimson clover seed, sowing the rye first and then the clover seed and brushing them in with a smoothing harrow. Then you can turn under the clover if it succeeds, or the rye in spring, and cultivate the land in a clean hoed crop and you may be able to get rid of some of the cockleburs. But the best way to get land rid of any vile weed is to never allow them to seed on the land.—W. F. Massey in Progressive Farmer.

MRS. MABEN WAS MADE WELL

By Lydia E. Pinkham's Vegetable Compound and Wants Other Suffering Women To Know It.

Murfreesboro, Tenn.—"I have wanted to write to you for a long time to tell you what your wonderful remedies have done for me. I was a sufferer from female weakness and displacement and I would have such tired, worn out feelings, sick headaches and dizzy spells. Doctors did me no good so I tried the Lydia E. Pinkham Remedies—Vegetable Compound and Sanative Wash. I am now well and strong and can do all my own work. I owe it all to Lydia E. Pinkham's Vegetable Compound and want other suffering women to know about it."—Mrs. H. E. MABEN, 211 S. Spring, St. Murfreesboro, Tenn.

This famous remedy, the medicinal ingredients of which are derived from native roots and herbs, has for nearly forty years proved to be a most valuable tonic and invigorator of the female organism. Wherever everywhere bear willing testimony to the wonderful virtue of Lydia E. Pinkham's Vegetable Compound.

Why Lose Hope.

No woman suffering from any form of female troubles should lose hope until she has given Lydia E. Pinkham's Vegetable Compound a fair trial.

If you want special advice write to Lydia E. Pinkham Medicine Co. (confidential) Lynn, Mass. Your letter will be opened, read and answered by a woman and held in strict confidence.

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Seaboard Air Line Railway

"The Progressive Railway of the South," TRAINS LEAVE CHARLOTTE, EFFECTIVE MAY 30, 1915.

EAST AND NORTH BOUND.

No. 14—5:05 A. M.—Through train to Wilmington with parlor car attached. Connects at Hamlet with train for Portsmouth, Norfolk, Raleigh and all points north. Also for all points south and C. & W. for Charleston. Dining car, sleeping cars, vestibule coaches and sleepers connect at Washington and New York, connecting at Maxton for A. C. L. points north.

No. 34—10:10 A. M.—For Raleigh, Weldon and all local points.

No. 20—5:05 P. M.—For Wilmington, sleeper car passengers can stay in all night at Wilmington. This train connects at Hamlet for Savannah, Jacksonville and all points south and north. Arriving Washington 7:10 a. m., New York 8:55 p. m.

No. 16—7:50 P. M.—Handles local sleeper Portsmouth-Norfolk, connecting at Monroe for Atlanta and all points south and southwest with fast train for Norfolk, Richmond, Washington and New York, through steel vestibule coaches, Pullman electric lighted sleeping cars to New York, dining cars Richmond to New York.

WEST BOUND.

No. 15—9:05 A. M.—Local for Rutherfordton, connecting at Bostic with C. & O. for all points on that line to Johnson City Tenn. Connects at Lincolnton with C. & N. W. for all points.

No. 31—3:25 P. M.—Local for Rutherfordton, from Raleigh, and Weldon connecting at Lincolnton with C. & N. W. for points on that line.

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OUR PUBLIC FORUM

II—L. E. Johnson
 On Two-Cent Passenger Rates

The farmers of this nation are vitally interested in railroad rates and equity between passenger and freight rates is especially important to the man who follows the plow for very little but he is a heavy contributor to the freight revenues.

Some of the states have a two cent passenger rate and whatever loss is incurred is recovered through freight revenue. The justice of such a procedure was recently passed upon by the Supreme Court of West Virginia and the decision is so far-reaching that we have asked L. E. Johnson, president of the Norfolk and Western Railway whose road contested the case to briefly review the suit. Mr. Johnson said in part:

"Some ten years ago, passenger fares were fixed by the legislatures of a large number of states at two cents a mile. As a basis for such economic legislation, no examination was made of the cost of doing the business so regulated, nor was any attention given to the fact whether such a rate would yield to the railway companies an adequate or any net return upon the capital invested in conducting this class of business.

"Such a law was passed in West Virginia in 1907. The Norfolk and Western Railway Company put the rate into effect and maintained it for two years. Its accounting during these two years showed that two cents a mile per passenger barely paid the out-of-pocket cost and nothing was left to pay any return on capital invested. It sought relief from the courts. Expert accountants for both the State and the Railway Company testified that the claims of the railroad were sustained by the facts. Two cents did not pay the cost of carrying a passenger a mile. The State, however, contended that the railroad was earning enough surplus on its state freight business to give a fair return upon the capital used in its passenger as well as its freight business. For the purposes of the case, the railroad did not deny this, but held to its contention that the State could not segregate its passenger business for rate fixing without allowing a rate that would be sufficient to pay the cost of doing business and enough to give some return upon the capital invested in doing the business regulated. This was the issue presented to the Supreme Court. Its decision responds to the judgment of the fair-minded sentiment of the country. The Supreme Court says that, even though a railroad earns a surplus on a particular commodity by charging reasonable rates, that affords no reason for compelling it to haul another person or property for less than cost. The surplus from a reasonable rate properly belongs to the railway company. If the surplus is earned from an unreasonable rate then that rate should be reduced. The State may not even up by requiring the railroad to carry other traffic for nothing or for less than cost.

The decision is a wholesome one and demonstrates that the ordinary rules of fair dealing apply to railway companies. The fact that one makes a surplus on his wheat crop would never be urged as a reason for compelling him to sell his cotton at less than cost. It would not satisfy the man who wanted bread to be told that its high price enabled the cotton manufacturer to get his raw product for less than cost. In this case the court reaffirmed the homely maxim that each tub must stand upon its own bottom."

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