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MOTOR CARS FOR RURAL MAIL CARRIERS, IS ORDER

Postmaster General Orders the Elimination of Bicycles and Motorcycles.

Washington, July 26.—Postmaster General Burleson issued an order Saturday prohibiting the use of bicycles and motorcycles in the rural delivery service after January 1 next. Mr. Burleson says after that date carriers must use automobiles instead of motorcycles and bicycles.

According to an official statement given out at the department there are approximately 8,000 routes upon which bicycles and motorcycles are used to carry the mails. It is held by the department that this type of vehicle does not have the carrying capacity needed for the parcel post service. The elimination of this kind of vehicle, the department says, will also tend to equalize the working conditions of the carrier force as carriers using motorcycles are especially liable to injury which results in great expense to the government since the passage of a law by congress authorizing the government to pay for injury and death to postal employes while on duty.

Ensign F. G. Blasdel, U. S. navy, who is attached to the division of naval militia affairs in the navy department will leave Washington July 27 on a tour of inspection of the North Carolina naval militia and to assist the state authorities in the installation of a comprehensive and a proper system for the accounting and care of federal property loaned to the state of North Carolina for the use of naval militia.

Ensign Blasdel will first confer with Adjutant General Young at Raleigh and will later accompany General Young on an inspection of the naval militia at New Bern, Washington, Belhaven, Hertford and Elizabeth City.

Chief Yeoman Elley will accompany Ensign Blasdel on the trip and will be assigned for duty with the naval militia of North Carolina temporarily under the supervision of the inspector-instructor, Lieutenant E. H. Connor.—Parker Anderson.

SUBMARINE SINKS AMERICAN VESSEL

Leelanaw Filled With Flax is Torpedoed off Coast of Scotland.

London, July 26.—The American freight steamer Leelanaw bound from Archangel, Russia, for Belfast with a cargo of flax, was torpedoed and sunk Sunday by a German submarine off the Northwest coast of Scotland.

Captain Belk and the crew were saved, landing at Kirkwall in their own boats. Keen interest was displayed in British official circles today over the news of the torpedoing of the Leelanaw, but comment was withheld until the receipt of further details which the Admiralty has requested.

Tomorrow the Leelanaw's crew will be sent to Dundee, where the American Consul will take their depositions. American officials will make a rigid investigation especially with regard to the point whether the crew was removed before the torpedo was fired, as the Leelanaw was carrying a conditional contraband cargo from one belligerent port to another.

The Leelanaw left New York May 17, with a cargo of cotton consigned to Russia. She was detained at Kirkwall but was released June 26 with permission to proceed to Archangel, where the cotton was discharged amid a cargo of flax was loaded for Belfast.

which place they notified the American Consul at Dundee of the sinking of the vessel.

An official statement of the German Government issued April 18, 1915 set forth that flax is contraband of war.

The Leelanaw was commanded by Capt. D. B. Belk. Her crew consisted of seven officers and 32 men and she was owned by the Harby Steamship Company.

The Leelanaw was formerly called Earnwell. She was 280 feet long and of 1,924 gross tons.

Under the name of Earnwell she was wrecked some years ago in a tropical storm off Colon and the steamship company abandoned her to the insurance underwriters. The latter brought the vessel to Norfolk where she was rebuilt and sold.

RALEIGH POSTOFFICE TO BE REORGANIZED

Office of Assistant Postmaster Will Be Abolished; Few Salaries Reduced.

Washington, July 27.—At the request of Representative Poup, the postoffice department today decided to send inspectors to Raleigh at once to reorganize the office force and to determine whether the government will make use of the Rogers-Drake building near the union station, which was built for the government's parcel post station. The inspectors will leave here either tonight or tomorrow.

The new plan will abolish the office of assistant postmaster and according to report, the entire clerical force will be organized. Some will receive higher salaries, others will be reduced, and it is not at all improbable that several new clerks will be added to the present force.

It is learned from a reliable source that there is not much chance of the government making any further use of the Rogers-Drake building. Recent investigations have convinced the officials here that Raleigh already has ample building space to take care of the mail matter for the next 10 years. There is a station at the depot and the new main office is well equipped to handle all other mail that comes to the state's capital, it is said.

The regular force of inspectors that has been reorganizing the postoffices in the south was called to Lynchburg, where they will be for the next two weeks. At the request of Mr. Poup, the department decided to put a new force of inspectors in the field in order that the Raleigh office might have immediate attention.

COTTON SITUATION NEXT BIG PROBLEM

President's Note to Great Britain Will Be Based on the Principles of International Law.

Washington, July 26.—The cotton situation is going to receive considerable attention from this time on. Great Britain is in position to hit a severe blow to the Southern king if she decides to do it. Already the attitude of Great Britain has crippled American commerce in cotton. President Wilson does not intend to call Congress together to retaliate against Great Britain for her restrictions but he will demand that the rights the United States is entitled to on the high seas be respected.

The President's note to Great Britain will be based upon the principles of international law. It will say in effect that Great Britain is resorting to illegal practices to "starve out" Germany.

It will contend: (1) That Great Britain has failed to establish a real blockade around Germany; (2) that its policy of blockading neutral Nations is illegal, (3) that its list of contraband and non-contraband articles is arbitrary,

and improper.

The President will remind Great Britain that the United States has a right to trade with neutral countries of Europe and that it is up to her to determine if goods are being transhipped to Germany, and to deal directly with the Nation which allows it. The American shipper who sells to a neutral country is not responsible for transshipments to Germany.

Great Britain will be told that the United States cannot recognize her blockade until she puts a line of cruisers across the German ports that front on the Baltic Sea. The President will maintain that Great Britain has no right to interfere with American shipments to neutral ports unless she is positive that the products of the United States are being transhipped to Germany from such ports.

Cotton will not be favored by the President in dealing with Great Britain. The principle involved will interest him and not any particular crop or factory product.

The exports in cotton for the year of 1915, ending July 31 will not be far from those of the year 1914.

What is to become of the next crop, the one about to be harvested, no one can predict. Senator Hoke Smith and others who see through Gloomy Gus glasses seem to think that cotton is to be very low if Great Britain continues her present policy. Mr. Harding of the Federal Reserve Board is more hopeful.

One thing is certain, and that is, Germany will not get any cotton if Great Britain can prevent it. That is the way the matter stands. Great Britain claims that Germany has been securing her cotton supply through the Scandinavian States of Denmark, Norway and Sweden, and her purpose is to stop that practice.

Great Britain has seized some cotton at sea, and taken it into her prize courts.

The President's forthcoming note will deal with all of these things.

NEWS OF THE WEEK FROM WEST HICKORY

Important Items and Locals from That Hasting Little Town.

West Hickory, July 27.—Mr. Thomas Cook and son, Victor, and daughter, Miss Rosie, went to Asheville on the excursion Saturday.

Mr. Frank Williams, who had been here for several weeks visiting relatives, went to Alta Vista, Va., Sunday.

Mr. P. A. Carpenter of Cherryville, is a regular visitor in our town.

Miss Jimmie Parson has returned to her home in Anderson, S. C. She has been here for several weeks visiting Mrs. Ed. Hammond.

Little Nellie Ross, daughter of Mr. and Mrs. Charlie Ross, died Monday morning. The bereaved ones have the sympathy of the community.

Mr. John Milan and family have moved into their new cottage in Longview.

Mrs. Gertrude Delever of Granite Falls, spent the week end here with her sister, Mrs. Josephine Starnes.

Mrs. Rosa Tolbert has returned after spending several days with her sister in Asheville.

Miss Lillian Abernethy is visiting relatives and friends at High Shoals.

Miss Mary Propst has returned from a several months stay at Newton.

Mrs. Forest Rhyme and children are visiting at Granite Falls.

Miss Arcola Beck has returned after spending several weeks with relatives at Granite Falls.

Miss Irene and Ophelia Berry returned to their home at Drexel Sunday after spending several days here visiting relatives and friends.

Mr. C. C. Freeman of Lexington, was here last Friday visiting his brother, Mr. J. M. Freeman.

Miss Jo Moore left yesterday for Covington, Ky., where she will spend some time on a visit to relatives.

OUR PUBLIC FORUM

VII.—Hon. Elihu Root

On Woman's Suffrage

The question of Woman Suffrage is an issue before the American people. Twelve states have adopted it, four more states vote upon it this fall and it is strongly urged that it become a platform demand of the national political parties. It is therefore the privilege and the duty of every voter to study carefully this subject. Hon. Elihu Root, in discussing this question before the Constitutional Convention of New York, recently said in part: "I am opposed to the granting of suffrage to women, because I believe that it would be a loss to women, to all women and to every woman; and because I believe it would be an injury to the State, and to every man and every woman in the State. It would be useless to argue this if the right of suffrage were a natural right. If it were a natural right, then women should have it though the heavens fall. But if there be any one thing settled in the long discussion of this subject, it is that suffrage is not a natural right, but is simply a means of government, and the sole question to be discussed is whether government by the suffrage of men and women will be better government than by the suffrage of men alone."

Into my judgment, sir, there enters no element of the inferiority of woman. It is not that woman is inferior to man, but it is that woman is different from man; that in the distribution of powers, of capacities, of qualities, our Maker has created man adapted to the performance of certain functions in the economy of nature and society, and woman adapted to the performance of other functions.

Woman rules today by the sweet and noble influences of her character. Put woman into the arena of conflict and she abandons these great weapons which control the world, and she takes into her hands, feeble and nerveless for strife, weapons with which she is unfamiliar and which she is unable to wield. Woman in strife weakens, she weeps, she is repulsive; as far removed from that gentle creature to whom we all owe allegiance, but to whom we confess submission, as the heaven is removed from the earth.

The whole science of government is the science of protecting life and liberty and the pursuit of happiness. In the divine distribution of powers, the duty and the right of protection rests with the male. It is so throughout nature. It is so with men, and I, for one, will never consent to part with the divine right of protecting my wife, my daughter, the women whom I love, and the women whom I respect, exercising the birthright of man, and place that high duty in the weak and nerveless hands of those designed by God to be protected rather than to engage in the stern warfare of government. In my judgment, this whole movement arises from a false conception of the duty and of the right of both men and women.

The time will never come when the line of demarcation between the functions of the two sexes will be broken down. I believe it to be false philosophy; I believe that it is an attempt to turn backward upon the line of social development, and that if the step ever be taken, we go centuries backward on the march towards a higher, a nobler and a purer civilization, which must be found not in the confusion, but in the higher differentiation of the sexes.

OUR PUBLIC FORUM

VIII.—C. E. Schaff

On Railway Investments

President Wilson, recently referring to our railroad problems, said in part: "They are indispensable to our whole economic life and railway securities are at the very heart of most investments, large and small, public and private, by individuals and by institutions. . . . There is no other interest so central to the business welfare of the country, as this. No doubt, in the light of the new day, with its new understandings, the problem of the railroads will also be met and dealt with in a spirit of candor and justice."

When the first citizen of the land stresses the importance of understanding such problems, certainly the American plowman can venture upon the problem. C. E. Schaff, president of the M. K. & T. railway company, when asked to outline the relation of the public to railroad investments, said in part: "It may be said that the railroad world is encumbered with a lot of phantoms which exist only in the popular fancy. For instance, because there have been a few so-called 'railroad magnates' whose names have figured prominently in finance, many people have come to believe that the railroads of the country are largely owned by a few rich men. As a matter of fact nothing could be farther from the truth. Out of the colossal sum of twenty billion dollars of American railroad securities, less than five per cent is now, or ever has been, in the hands of these men who have figured prominently in the newspaper headlines, while the other 95 per cent is in the hands of over two million investors, large and small, who in many instances have certain modest savings of a lifetime into these securities in order that they might lay away a competency for old age. When, therefore, the value of these securities is depressed or perchance destroyed, the hardship is a hundred-fold greater upon thousands of every-day citizens, than upon the handful of millionaires, good or bad, who have figured prominently in railroad circles."

Hundreds of millions of dollars of the assets of our great life and fire insurance companies, savings banks, trust companies, educational and fiduciary institutions are invested in railroad bonds—and the moment, therefore, that the soundness of these bonds is called into question the financial stability of these myriad institutions—directly affecting the welfare of millions of policy-holders and bank depositors—is gravely menaced. During the last several years, many millions of dollars representing depreciated values, have been charged off the books of concerns like those enumerated above. American railroads have become a vital part of the very wool and fabric of the nation. Their continued efficiency is absolutely essential to the smallest community in the land.

In blindly striking at the railroads our blows fall not merely upon thousands who have committed no wrong, but, in the last analysis, upon ourselves. We should remember how interdependent we have come to be in this mighty world of ours—that each is in truth become more and more his brother's keeper, and that we need to act and think circumspectly, lest in our mistaken zeal we destroy those who, like ourselves, need whatever of this world's goods the toil and sweat of years has bequeathed to them."

OUR PUBLIC FORUM

IX.—Peter Radford

On "Back to the Soil With Wall Street"

When Wall Street wants good business men she usually goes back to the soil to get them. That financial thoroughfare is said to be honeycombed with men who have plowed barefooted, who have drunk branch water, eaten cornbread and molasses and slept on the floor in their early days. A man is more capable of holding the reins of business who knows how to drive a team of mules, shear a sheep or put a ring in a goat's nose. A man is better equipped to meet the problems of life who in his youth has walked the log across the creek to get to school, courted the girls at husking bees and pitched horse shoes Saturday afternoon. A man who has spent the moonlight nights of his youth possum hunting, going to protracted meetings or occasionally turning down the community at a spelling match has the right sort of stuff in him to make a good business man. The active officials of most of the large business organizations of America it is said were, with a very few exceptions, raised on the farm, and could swim the creek, pitch hay, chop wood, milk the cows or slop the hogs as easily as they can run world-wide business institutions.

First Regiment Breaks Record

Morehead City, July 26.—Today's program at Camp Glenn was begun early this morning when the entire regiment was inspected, after which a maneuver took place, the regiment attacking an imaginary enemy in position. The record practice course was followed by a regimental parade, the former surpassing any previous record made here, the latter reflecting much credit upon the commanding officer.

COMPANY A LEADS.

In the record practice course company A was placed at the top of the column with 8 men qualifying as experts, the requirement being 210 or better, out of a possible 250, with Corporal W. A. Elrod leading his Company with a record of 227.

Receivership Named For Nashville Municipality.

Nashville, Tenn., July 27.—Mayor in Chancery Robert Vaughn was named receiver for the municipality of Nashville today by Chancellor Allison. A few minutes later Mayor Hillary E. Howe, City Treasurer Charles Myers and City Commissioners Robert Elliot and Lyle Andrews were suspended from office by Circuit Judge Mathews in proceedings instituted under Tennessee's new "custer law."

The receivership suit was brought by Miles Burns, who since has resigned the office of city comptroller, and other citizens. The ouster suit was instituted by a number of taxpayers, the law requiring that at least 10 sign the petition.

J. M. Wilkerson recently resigned as city commissioner. Andrews, Burns, Meyers, and Assistant Treasurer W. H. West are under indictment in connection with the disappearance of books and records from the comptroller's office. West's whereabouts is not known.

Russians Still Hold Teutons From Warsaw.

London, July 27.—The magnitude of the German enveloping movement in the eastern field is absorbing the attention of the British official and public. Latest reports show that General Von Buslow's 30,000 cavalry have returned southward from Riga and are within eighty miles of the railway connecting Petrograd and Warsaw. In this way the northern German line is closing in on the main northern railway artery to the Russian capital while the southern army similarly is approaching the main southern artery running to Odessa. The Times declares human history has shown no parallel to this great involving moment which involves results to Russia and the western allies comparing with Russia's resistance to a mongol invasion. The Times believes the operations are a real danger to the whole system of railway defenses of which Warsaw is the center. The newspaper points out that the fall of Warsaw will have a grave significance for the west as it will mean Russia's power to resume a successful offensive will have been indefinitely postponed and that the principal bases for offensive operations will be in the hands of Germany.

Today's Petrograd official statement saying that the Germans have been thrown back at one point of the Farwar river, brings some relief to London, as the military observers hold that the final results depend on Russia's holding her positions until climatic conditions impose a barrier to the full realization of the German plans. Reports from other military fields with the exception of the Italian frontier where the Italians claim to have taken 1,600 prisoners show comparative inactivity.

HICKORY WATER POWER.

An Opportunity That Has Been Standing Still and Nobody Able to Tell Why.

To the Editor of The Observer: I am always interested in anything that promises growth and development for western North Carolina.

My idea has always been that the future of western North Carolina lies in the proper development of its splendid water power and the conversion of this power into electric energy. Power to drive motors in manufacturing enterprises is what is most needed. My reason for writing this is to direct attention to the development of these powers. Considering conditions in the line of business, anything to be motor driven, the basis for investment in industrial enterprises, and the large number of highly lucrative development already made, of water power sites in the South, together with the limited number of available and feasible sites in the South for hydro-electric development, it is one of the wonders and mysteries why and how it is that the one of 9,000 horsepower at Hickory, N.C., on the great Catawba River, has not been developed. All the conditions are highly favorable at that point for a development and also for a successful operation and consumption of the entire power output, and then some more. The site has been open for development since 1908. Has been surveyed and resurveyed many times, is chartered by the State, organized, and bonds have been issued. But no development has been made.

Hickory is a thriving little city, and has many and some quite large industrial enterprises. The International Harvester Company has a very large plant there. Several cotton mills, two or three hosiery mills; several furniture factories and a large chair manufacturing plant. Besides, there are many other quite large industries. In fact the city of Hickory as acquired much of its impetus, growth and vitality because of the contemplated development of its water power on the Catawba River at that point. There is nothing of any real or substantial nature standing in the way for an immediate and most exceedingly economical development of that water power site, and why it has not been grabbed at and accomplished is beyond comprehension. The State of North Carolina gave it a charter under the name of the "Water-Power Electric Company of Hickory, N.C.," in 1906. This is the only water power site left undeveloped on the Catawba River. It has a water shed area in the mountains of western North Carolina of 110,000 square miles.

Besides other mineral ores of various kinds, some near to and others within easy reach of the dam site, there is an abundance of potash rock which has been investigated by an expert engaged in the line, who pronounced it a most excellent potash rock for extracting acids for fertilizers, and to make other chemicals. Within 20 miles are deposits of tin ore, limestone and a large deposit of very high grade magnetite iron ore. And not far up in the mountains are several deposits of several thousand acres of titanium ore.

Western North Carolina is full of mineral ores of nearly every kind known. All of these ores can be smelted most economically by electrical application as this proposed hydro-electric plant. The Water-Power Electrical Company of Hickory, N.C., has something to do with two kinds of types of smelting furnaces. One of them a Hot Blast jacketed furnace and the other an electric smelting furnace and process for electrically producing steel direct from the ore, especially from magnetite ore, and also producing a superior gas by-product that will be almost equal in horsepower to the original electric power required to operate the whole plant. GEORGE P. PELL. Raleigh, July 25.