

WILL COMBAT PELLAGRA

Organization Formed to Study Its Mysterious Nature and Check Its Spreading Sweep.

Columbia, Special.—The National Association For the Study and Prevention of Pellagra was formally organized Thursday at the conclusion of a two days' conference on pellagra attended by more than three hundred physicians, the first meeting of national scope held in this country for the study of this disease. Dr. J. W. Babcock, superintendent of the South Carolina State hospital for the insane, Columbia, was elected president of the association; Dr. William A. White, superintendent of the United States hospital for the insane, Washington, D. C., vice president, and Dr. George A. Zeller, superintendent of the State hospital for the insane, Peoria, Ill., secretary-treasurer. Later a vice president for each State interested in the movement will be named.

An official pellagra congress, to be held under the auspices of the association, is scheduled for June, 1910, in Peoria, Ill., which city was chosen without a contest.

The association, following the presentation of forty-odd addresses and papers by men prominent in the medical profession, covering a wide range of investigation of pellagra in the United States and foreign countries, unanimously adopted the following resolution, presented by Dr. J. Howell Way of the North Carolina Board of Health:

Dr. Way's Resolution.

"Resolved, That this conference recognizes the widespread existence of pellagra in the United States and urges upon the national government the necessity of bringing its powerful resources to bear upon the vital questions of its cause, prevention and control.

"Resolved, That while sound corn is in no way connected with pellagra, evidences of the relations between the use of spoiled corn and the prevalence of pellagra seem so apparent that we advise continued and systematic study of the subject, and, in the meantime, we commend to corn growers the great importance of fully maturing corn upon the stalk before cutting the same.

"Resolved, That the work of this conference be brought to the attention of the various State and Territorial boards of health and they severally be urged to specially investigate the disease, particularly as regards its prevalence, and that they also see that the proper inspection of corn products sold in the various States be had."

In another resolution adopted, Dr. Babcock was recognized "as the father of the movement for the study and control of pellagra in America."

Disease Attacks All.

One of the most interesting addresses of the conference was delivered by Dr. Sara A. Castle of Meridian, Miss., who made the somewhat startling statement that of the many cases of pellagra which she had treated since it was first recognized in Meridian, six of the patients were socially prominent in the city, and five of these died. It is not necessarily a disease confined to the poor, according to a prevailing popular impression, declared Dr. Castle. All of her patients were eaters of corn-bread and grits. She stated also that several of her hookworm patients subsequently developed pellagra and died.

Dr. J. M. Buchanan of the State hospital, Meridian, Miss., addressed the conference on the treatment of cases in that institution. A number of other addresses were delivered at the closing sessions.

COTTON CROP 10,000,000

President of National Ginners, Association Says Most Southern States' Product Will be Much Less Than in Past Years.

Memphis, Tenn., Special.—J. A. Taylor, president of the National Ginners' association, Friday issued the following bulletin:

"Complete returns indicate a maximum crop of 9,780,000 bales, not including linters or repacks. Minimum figures 9,486,000.

"The heavy falling off is over the belt except in Georgia and the Carolinas, where there is about as good a crop as last year on a little smaller acreage.

Maximum report by States: Alabama 969,000; Arkansas 644,000; Florida 60,000; Georgia 1,870,000; Louisiana 239,000; Mississippi 958,000; Missouri and Virginia 58,000; North Carolina 648,000; Oklahoma 587,000; South Carolina 1,185,000; Tennessee 253,000; Texas 2,309,000. Total 9,780,000.

"The ginners say the small yield is largely due to the smallness of bolls and low yield of lint. As the crop is so near ginned we will probably not make our December estimate."

The cotton crop in 1908 was 11,581,829 bales, while in 1907, the yield was 13,550,760.

To Build Temporary Shops.

Newbern, N. C., Special.—Receiver Harry K. Wolcott, General Manager E. T. Lamb and J. E. Gould, superintendent of motive power on the Norfolk & Southern Railroad, reached here Monday and spent the day taking in the situation and planning for temporary shops for the N. & S. to replace the burned shops. A force of men worked all day Monday on a temporary building for a machine room. A 399-horsepower engine has been brought from the Congdon mill of the Roper Lumber Company and a locomotive will be used to furnish steam for the same. In a few days the machine room will be ready to do temporary repairs, etc.

Monday morning a large force of men was put to work cleaning up the debris of the fire. Superintendent Gould gave orders that all shop men who cared to work for \$1.50 a day be put to work cleaning up and the work be pushed as rapidly as possible. There are perhaps seventy-five men at work clearing out the burned timbers, taking out machines, etc.

Eight Burned to Death.

New York, Special.—Iron-barred windows prevented the escape from death by fire of eight workers in Robert Morris & Sons' comb factory in Brooklyn Monday and five other men probably were fatally injured in making their escape from the building. William Morrison, son of the owner of the plant, lost his life in the flames while trying to reach the safe and close its doors. His father was among the injured.

Luckily there were only forty employees in the factory when the fire started, for the spread of the flames was rapid in the inflammable comb material.

Many men jumped from the third floor and were injured. Those who rushed to the rear found the windows barred and there met their doom. Nearly all of the victims were Italians.

At Work on His Data.

New York, Special.—Dr. Frederick A. Cook, the explorer, is at a quiet place away from New York preparing his North Pole data for submission to Copenhagen University.

A statement issued Monday night by his lawyer was:

"Dr. Cook's time was so invaded while in New York, and he was under such surveillance by persons seemingly interested in his movements and those of his counsel and friends, that he decided to continue the work upon the data for Copenhagen in a quiet place away from New York."

To Decide Polar Question.

Washington, Special.—To pass on the question as to whether the North Pole was discovered before 1909, that is as to whether Dr. Cook reached it a year prior to Commander Peary, the board of managers of the National Geographic Society Monday appointed the following committee: J. Howard Gore, Rear Admiral John E. Pillsbury, and Dr. C. Willard Hayes.

Farmers Congress Treated to Music. Raleigh, N. C., Special.—Beyond question one of the very finest of the many striking features of the farmers national congress was the religious services in the Academy of Music, Sunday afternoon. Ample space was reserved for the delegates, and remainder of the building being filled by Raleigh people. The service was under the auspices of the chamber of commerce. On the stage were one hundred and fifty selected singers, representing the choirs of the Agricultural and Mechanical College, Peace Institute, St. Mary's and Meredith Colleges and the band of the Third Regiment.

Big Railroad Conflagration.

Newbern, N. C., Special.—Fire Saturday morning at 2:15 destroyed the entire shops with the exception of the paint shop, office and store room. The loss to buildings and machinery is complete. The carpenter shop, car shop, boiler room, machine shop and round house were destroyed and in addition two passenger cars, three freight cars and engines 114 and 41 were lost.

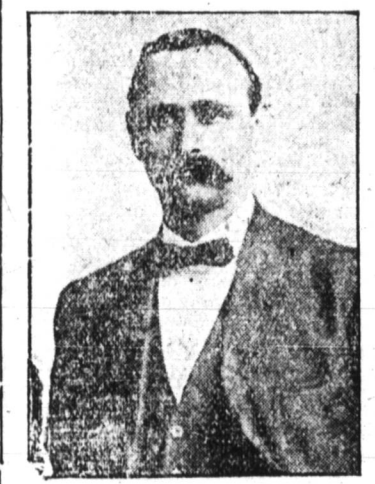
GOOD ROADS FOR THE APPALACHIANS

Answer to Question How to Get Them—Appropriate the Money and Spend it Intelligently.

Mr. M. L. Shipman, commissioner of Labor and Printing, North Carolina, addressed the Good Roads Congress, recently held in Asheville, in the following clear and pointed suggestions, which we print in full as helpful in the great campaign of education along this line as a basis of our continued progress and development:

"Mr. President and gentlemen: The object of this meeting has been clearly and tersely stated: 'How can we obtain good roads in the Southern Appalachian Mountains?'

To this the obvious answers are: I have the will to get them; get the money to build them; spend the money right. These things mean, of course, the collective will, the concerted action, the unselfish purpose of the whole people. And that is an ideal without education. The first step therefore is to preach, to demonstrate, to insist; to advertise and illustrate; to repeat and reiterate. There will be need too of tact, need of statesmanship, need of patience. The instruction must be concrete, in words of one syllable, in examples of dollars and cents. Before the collective impulse is obtained, there will have to be individual conviction—conviction and conversion, too, of a people who are strong in the tenacity with which they cling to old ways, cautious before they are led to accept new doctrines. There will have to be a propaganda of unity among a people prone to dif-



M. L. SHIPMAN.

ferent—a non-partisan ambition among a people fertile in politics and suspicious of motive.

"How are we going to do it? How are we going to win for ourselves as a principle that which we individually endorse and about which collectively we are so apt to divide?

Believes in Good Roads. I would not be taken as speaking as a pessimist. I believe in good roads as a theory, and I believe in their future among this people as a fact. If I suggest temperamental difficulties as opposed to physical ones, it is because of my confidence in the worth and stability and potency of my people. When they want good roads they will get them. Trust the mountain character for that. The thing is to make them see that they want them. Here it would be worse than useless for me to attempt to set forth the advantages of good roads over bad ones. It would be idle for me to go into the question of how the roads should be built, when the time comes to do the actual work of construction. In this respect I know that I am not an expert, but from sad experience. In common, I take it, with many another who is here today, I have built roads, or assisted in constructing them, myself. And I have ridden over my own handiwork afterwards—hub deep—and cursed it as I rode. The bitter humor of the old-fashioned method of road building has already sunk deep into the understanding of the people. When the time for the great revival comes, and the people will not regret their sweat.

But let us in the spirit of confidence that should characterize this meeting, confess that old prejudices are slow in dying among us. In spite of improvement here and there, in spite of healthy and slowly leavening agitation now and then, the work yet almost awaits its start. Among other things, some of us have incidentally—now and then—"dabbled" in politics. When we haven't gone in swimming ourselves, we have observed others sailing their unstable crafts on the sea of statesmanship. And we have also observed that the easiest way for any ambitious servant of the people to commit legislative harikari by means of political shipwreck, has been to pass a road law for his county. This question of good roads is one calling for the broadest statesmanship rather than any brand of politics, but even measures of statesmanship must be executed by politicians. In any handling of this question, therefore, the politician must be considered and protected—not only for his own good, but for the good of the cause itself. For politicians are not good martyrs unless there is an issue in the role, and we must not expect to pave our roads with the political corpses of self-sacrificing legislators. Under such a system, even those roads that we have would speedily fall into a state of sad disrepair—not to say innocuous desuetude.

Out of Politics. The matter of roads, therefore, should be, in as large measure as possible, taken out of the hands of county determination. By this I do not mean, of course, to advocate a

centralized system under the complete control of either state or nation. But there should be given an incentive to the counties and townships to declare for, and take themselves for, good roads in return for and in consideration of assistance from the state at large. To the end of highways that shall be properly constructed, that shall be judiciously planned and that shall be the logical parts of a system destined to net-work the state with pike and by-road, each adequately constructed and maintained, I take it that the greatest measure of success will follow upon the highest uniformity of conception and construction. Once the state is as thoroughly committed to the principle of good roads as the people are to good schools, there will be at once the end of haphazard method and ill-defined plan. The old religious conception of the moral advantage of a rough and "marrow" way has been relegated finally to the realm of allegory. That is where it belongs. "Facilis descensus avari" may have once been true. Our aim now ought to be to make the way to market equally broad and equally smooth. It is to an industrial and commercial haven that we must look for the broadest measure of moral expansion. The road that is narrow is now the road preferred by vice and shunned by virtue. The church and the school house seek the highway. Heretofore, the very vital need which every resident of our country districts has felt for improved highways has, in a sense, contributed through jealousy and contention to postpone and hamper the good work. Who of us has not sickened at the spectacle of county wrangles over road routes? Who, if he has ever yielded so far to ambition as to sit on a county board, has not prayed fervently to be delivered? Or, if he has been merely a spectator of their troubles and an auditor of the abuse and scandal heaped upon their defenceless heads, has not taken satisfaction in the thought that his troubles, at least, were not complicated by the laudable desire to shoulder those of his friends and neighbors? From the very nature of the case, the county unit is too small an one to permit of the proper mapping of even its own roads.

Individual Work. However well the work may be done in the individual county, and there are brilliant examples—it must inevitably, if performed with sole regard for such a unit, not only result in discord and lamentable dissension, but it must also fall of its best opportunity, in scope, in purpose and in progressive economy. What we need, therefore, in these comparatively smaller counties of the west, is a system of road building, declared upon and endorsed by the state, which will aid the county in its work, while at the same time giving full scope for the exercise of county enterprise and the enlistment of county pride.

Already there is in the state policy towards schools a feature that it seems to me is a direct precedent and justification of the general plan that I have in mind on this road matter. I refer to the fund from which we are establishing the rural school libraries. I have not the figures at hand, nor am I proposing to deal in figures, (even a statistician must now and then take a day off in the interest of truth) but we all know the gratifying success and extension which has followed the execution of that policy. In short, the state sets aside a fund, raised by taxation out of the whole people, and says to every school district in the state: "See here, do you want a library in your school? Then go to work to get one."

State Aid. Raise a certain amount and the state will supplement the fund in your district, out of the fund collected from the whole people, whether they qualify themselves for libraries or not. We know the result and it took but a superficial knowledge of human nature to forecast it. There is something of the trader in us all—and a little more—if reports of some down-easterners alleged experiences be true—in us, of the west, than in others. The state is dotted with rural libraries, selected by the far-sighted and cultured heads of the educational department, which were purchased by the people with voluntary donations of their means because they wanted to get the benefit of the state fund. As a result, there have been placed in the hands of the poor the magic means whereby their souls are stirred to rise. There have been placed before the wondering eyes of those rifting in darkness the radiant visions of the fields of light which they may hope to win; there has been held forth to a groping ambition and fettered genius the golden wand of opportunity and inspiration. Who can measure the volume or gauge the current of the swelling flood of influence for good set in motion by this one simple device, the beauty of which is its utter democracy of operation, from centralized charity or patronage. And have we not in the library method and the kindred policy of the state towards the special school tax districts—the lesson and the inspiration that shall, on a large scale, make feasible, practicable and enduring the great and universal system of roads which is to bless our country?

Suppose the state were first to commit itself to a great mountain-to-the-sea turnpike, beginning, say at Asheville and terminating at Wilmington. Suppose that to encourage the construction of feeders to this great arterial highway it were to issue its bonds in adequate amount, and deposit them with the state treasurer to be delivered in proportion to bonds issued by the several counties for roads within their borders, planned and surveyed in accordance with the comprehensive suggestion and advice of an expert and far-seeing highway commission? Would not such a plan stir the local pride in each county? Would there not be a rush on the part of the people to obtain their proportionate benefit of that for which they would all be proportionately taxed? Would the counties and the people not catch the fever of doing the right thing, as well as seeing the

right thing to do while neglecting to do it? It would be "up to" the people. It would mark the end of bickering and usher in the era of concerted action. Each county would have its vote, each township would have its say, each citizen would have his voice. The result would be the results of the majority—Vox Populi making a sober, instead of its too-often drunken choice.

Hope of West. It is out of some such policy as this—which I have roughly suggested—that I conceive must come the hope of Western counties for adequate roads. We have here the richest heritage of nature, but nature seems to gauge the measure of her rewards to men by the measure of men's toil. Through the years in this mountain country we have been approaching a destiny limited only by the way in which we meet the condition that holds it in leash. The condition is transportation. Transportation is spelled in syllables of roadways. When we of the mountains look upon our massive hills, when we consider our rich but deep-lying valleys, when we contemplate the wonders of our high-lying yet fertile isothermal coves, when we gasp in calculation of our water powers and the wealth of our pungent forests, when we dream of the mineral riches that core the hearts of our eternal crests; when we translate these opportunities into terms of transportation, we are apt to sigh for the levels of the east in anticipation of our own Herculean task, forgetting in the realization of the work the infinite quality and quantity of the infinite. So far, we are as miners working placer gold in pans. We have not such a shaft. So far, and truly, we have not had the capital upon which to realize our heritage.

Railroads and Manufacturing. Here and there a railroad has burrowed into our mountains. Along the railroads we have prospered in manufacturing, in mining, in the smallest proportional way in the transportation of our products. The railroads are the arteries of trade, leading from the mountains to the plains and to the sea. Where are the veins of that trade, the lateral system wherein must circulate the blood of our body of civilization? Shall we keep them clogged, as now, with humors and misgivings? Or shall we take a physis for our health? It is to our interest to join the state in the effort to bring our resources into easy reach of all men? Is it to the state's interest to share with us the expense of accomplishing speedily and for all time what we, unaided, could accomplish only superficially and with travail?

No policy such as has been hinted could, of course, escape two classes of critics who are always with us. We might safely count, I am sure, on the objection of some constitutional lawyers and on objection, on the same ground, from some legal laymen fond of referring to Magna Charta and the Bill of Rights as the "greatest documents ever written." We might also count, to a surety, on the vociferous objections of certain parties at home and elsewhere, who, at the mention of bonds for any purpose, are apt to froth at the mouth between loud cries of "pay as you go," and gasps of "Putting a burden on posterity."

In answer to the constitutional students it might be suggested that state aid to roads is founded on precedent running into and behind the "Dark Ages," and so good that some of the roads that resulted stand today as models after the passage of time as vast that not even hieroglyphics can record its beginning. Also that the constitution of the United States would be a better working document if the present government do more toward extracting the usefulness out of the "Post Road Clause" and that the state certainly contains nothing prohibitory and much out of which the power could be logically construed. While to our friends of the "pay as you go" morality for the people (they without exception are willing to take credit for themselves) might be answered their gasping soliloquy for "posterity" in the phrase of that gifted senator, whose name I do not now recall, who once replied to a similar platitude: "Posterity, Mr. President, what in the hell has posterity ever done for us?"

For my part, as to posterity, I believe that we can best serve our progeny by serving ourselves; that we can assure them the opportunity of happiness and prosperity by leaving them a land developed and fit for their hands, and by leaving them, through such development, the means and the culture to appreciate and promote it.

We Are Posterity. "Posterity!" We are posterity. In charge of it, responsible for it and to it. In the words of the German proverb, "Das ewig uns Hinans"—"the eternal springs from us." Teach this to our mountain folk, simply, plainly, honestly. Woo them away from their prejudices, fire them against the doctrine of "let well enough alone" in this campaign for improved highways. Teach them by example, in patience, and in charity for faults that are as superficial as the storm-scar on their hills, and the good roads movement—the next in order of our progress towards wealth and learning, morality and peace, will find at their hands a response the stronger for its delay and a courage the surer for reflection before battle.

The intimate relationship sustained by the press to all agencies of progress is sufficient guarantee that it may be relied upon to supply its full quota of the ammunition needed in this educational warfare against ignorance in road construction. The press is always ready to sacrifice any needed proportion of its service on the altar of public good, and is ever ready to encourage measures looking to the development of the country along the lines of morality, education and industrial progress.

A GOOD BELLE TO RING. Jack—Why do you call Miss Prettione a silent belle? Tom—I kissed her the other night and she never tolled.—Boston Transcript.

PEARY ENDORSED BY SCIENTISTS RECEIVES MEDAL.

Washington, Special.—For having reached the North Pole, Commander Robert E. Peary was voted a gold medal by the National Geographic Society.

The board of managers of the Society accepted unanimously the report of its substitute committee of experts, who had examined the explorer's records and proofs, and found them to be conclusive of his claim that he had reached the Pole.

Report of the Committee. The substitute committee, to which was referred the task of examining the records of Commander Peary in evidence of his having reached the North Pole, beg to report they have completed their task.

Commander Peary has submitted to this substitute committee his original journal and records of observations, together with all of his instruments and apparatus and certain of the most important of the scientific results of his expedition. These have been carefully examined by your substitute committee and they are unanimously of the opinion that Commander Peary reached the North Pole on April 6, 1909.

They also feel warranted in stating that the organization, planning and management of the expedition, its complete success and its scientific results reflect the greatest credit on the ability of Commander Robert E. Peary and render him worthy of the highest honors that the National Geographic Society can bestow upon him. (Signed)

"Henry Gannett,

"C. M. Chester,

"O. H. Tittman."

Resolutions.

The resolutions adopted by the Society were as follows:

"Whereas, Commander Robert E. Peary has reached the North Pole, the goal sought for centuries.

"Whereas, this is the greatest geographical achievement that this Society can have opportunity to honor, therefore,

"Resolved, that a special medal be awarded to Commander Peary.

"Resolved, that the question of whether or not anyone reached the North Pole prior to 1909 be referred to the committee on research with instructions to recommend to the board of managers a substitute committee of experts who shall have authority to send for papers or to make such journeys as may be necessary to inspect records and that this action of the Society be communicated at once to those who may have evidence of importance."

FARMERS' JUNKET TO DURHAM TOBACCO FACTORIES.

Raleigh, Special.—The national farmers' congress, now holding an annual meeting here, was piloted to Durham to see the great tobacco factories of the American Tobacco Company and to Greensboro to inspect the cotton mills of the Coles.

More than five hundred delegates, coming from almost every State in

the Union, enjoyed the junket, which was made on a special train. The visitors were delighted with the reception given them everywhere.

Ambassador Bryce and Secretary Wilson of the Department of Agriculture at Washington, two of the most remarkable men of the age, were in the party and made short talks in both of the towns.

HOO KWORM GOES HAND-IN-HAND WITH PELLAGRA.

Columbia, Special.—Pellagra and hookworms travel hand-in-hand and in their death-dealing work.

Where the pellagra is found, there also may be found the hookworm, in many cases, at least, being his way to the vitals of the patient, and, until the hookworm is routed, the successful treatment of the coexistent pellagra is useless to attempt. The battle against pellagra, therefore, involves the training of the artillery of the scientific world upon the hookworm.

This new development in the

investigation of pellagra was brought out Wednesday afternoon in an able paper dealing with this disease prepared by Dr. F. M. Sandwith, of London, Gresham professor in physics, which was read before the International Conference on Pellagra by Dr. J. W. Babcock, superintendent of the South Carolina Hospital for the Insane, and the prime mover in the organization of the meeting. One hundred and fifty prominent physicians and scientists from all sections of the United States are in attendance.

RUMOR ABOUT EX-PRESIDENT ROOSEVELT FALSE.

New York, Special.—Another of those apparently absurd rumors that bob up almost every time a prominent man gets out of direct touch with the world, went skipping over the country Friday concerning former President Roosevelt. This will-o'-the-wisp had it that Mr. Roosevelt had been killed in Africa and because of the dangers of African hunting freshly imprinted on the public mind by

Mr. Roosevelt's magazine articles, there was some uneasiness until Douglas Robinson, Mr. Roosevelt's brother-in-law, said emphatically that he took no stock in such reports. Mr. Robinson branded the first vague reports of the day as false and when informed that later rumors had it that he (Mr. Robinson) had been advised by cable of Mr. Roosevelt's death, he authorized another vigorous denial.