

THE MORNING STAR

WILMINGTON STAR COMPANY, INC. Wilmington, N. C.

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FULL ASSOCIATED PRESS REPORT.

PUBLISHERS' ANNOUNCEMENT.

THE MORNING STAR, the oldest daily newspaper in North Carolina, is published daily except Monday, at \$6 per year, \$3 for six months, \$1.50 for three months, 50 cents for one month, served by carrier in the city, or by mail.

THE SUNDAY STAR, by mail, one year, \$1; six months, 50 cents; three months, 25 cents.

ADVERTISING RATES may be had on application, and advertisers may feel assured that through the columns of this paper they may reach all Wilmington, Eastern Carolina and contiguous territory in South Carolina.

Obituary sketches, cards of thanks, communications espousing the cause of a private enterprise or a political candidate, and like matter, will be charged at the rate of 10 cents per line, or if paid cash in advance, a half rate will be allowed.

Advertisements discontinued before expiration of contracts are charged transient rates for time actually published. Payment for advertising is not made until the following week, unless otherwise specified.

Editorial and News No. 61. Call either if the other doesn't answer.

COMMUNICATIONS, unless they contain subjects of a purely local nature, are not accepted for publication unless they contain the real name of the author, unless the same, not necessarily for publication, but as a guarantee of good faith.

Saturday, January 4, 1913.

Our idea of a budding orator is one that opens up as a flowery speaker.

Columbia's square meals were probably originated by some old ruler.

Plans have about been perfected at Oyster Bay to keep the limelight from flickering so's you'll notice it.

Woodrow Wilson wants his inauguration to be simple. The thought of his inauguration so far as the people are concerned is simply grand.

China wants to borrow \$200,000,000, but those who have the money to lend ought to know that they can make safer and better investments in the South.

"We want a dollar to go further," says a writer who was complaining of the high cost of living. We prefer to have a dollar to come closer instead of going further.

Economic rural transportation and travel demands modern highways. Educational and rural betterment are the biggest questions of the day in North Carolina.

North Carolina's income during the past two years has failed to meet her expenses. In that respect, North Carolina is simply in the same boat with the balance of us.

Today is January 4th. It is a notable day for the reason that from now till the 4th of March the intervening time is only three months till the inauguration of President Wilson.

It is all right to have ancestors but people should ascend from them instead of going right on descending from them. Some of us don't give our ancestors a square deal.

January, February and March are the months during which it is well to keep busy with the split-log drag. Every community ought to have a committee on holes in the road.

An English editor was excluded from this country because he charged that King George has two wives. This country fails to remember what happens to those who interfere in family affairs.

The Wilmington papers announce the capitalization of a company to build a railroad from that city down the "wedge" to Carolina Beach. And thus the finest beach along the Atlantic coast is soon to be reached by train as well as by boat.—Charlotte Observer.

Col. Roosevelt is threatening to write some secrets about our war with Spain in 1898. Let him rip. He might give us a chapter on his experience in capturing a large amount of limelight that belonged to the actual hero of San Juan Hill. The mystery that hangs over San Juan is how the colonel managed to be a spectator at Kettle Hill and got credit for the bold dash which he witnessed in a way from a reserved seat.

The Greensboro Record observes: "The esteemed Columbia State, always eager for harmony, tenders some advice to the Democrats of Tennessee in the election of two United States Senators. The party is split into factions in that State, but the Columbia paper suggests that they can all get together on Joseph R. Wilson, a brother of the President-to-be. If he is anything like the Governor he will do."

We give the State credit for making a capital suggestion. Cap'n Willie never would have made it if he did not know that Joe Wilson would make good. Tennessee would make no mistake in sending one more Wilson to Washington.

A STATE HIGHWAY POLICY.

Says the Durham Herald:

"We do not know how it is in other counties, but in this county the trouble with macadam roads is that the road builders seem to think they never need repairs."

Counties which take care of their roads after they are built and become a great public asset, have found out that it requires from 5 to 20 per cent of the cost of construction to keep a rural highway in proper repair.

Unless a regular road tax is levied for maintenance, or a maintenance fund is reserved from bond issues, there can be no systematic method for caring for good roads after they are built at great expense.

The neglect of roads after they are built will result in gradual and steady waste of the investment that has been made in their construction. Such neglect is not intentional as a rule, but is because of a lack of thought and need of experience, the latter hard to get owing to the frequent changes made in officials under our system of rotating officials.

When there is no special need of it, we have about come to the conclusion that the best way to take care of good roads after they are built is to put them in the hands of a county road commission, with alternating terms for its members so the majority can always have experience and knowledge of their duties.

We are glad to note that Governor-elect Craig is going to be North Carolina's "good roads governor", for which The Star nominated him early last Summer. In consulting with Lieutenant Governor-elect E. L. Daughtridge in Asheville a few days ago, the next Governor declared that "he wants and considers imperative an advanced policy for road building", such a policy as "will give the State an effective share in the work of systematic road construction."

That sounds good, and the best part of it is that the State has in its competent and progressive State geologist, Dr. Joseph Hyde Pratt, a man fully equipped with the technical knowledge and experience to inaugurate a satisfactory rural highway system in the State.

It is needless to urge that the State should have a highway plan and carry it out with the co-operation of the counties. When roads are built by the various counties they should be surveyed and constructed with a view to being sooner or later linked up in a great system that will connect the various commercial centres of the State. A lot of money can be wasted in building roads at random without conforming to some county or State plan that will assure the best results.

Building roads involves a large amount of science and skill. Road construction should be started right, and permanent highways should be built by approved methods under the supervision of one who knows the best methods. An expert is all the better for that kind of work, and that is one thing that the counties must recognize if they expect to build standard roads.

It isn't every intelligent man who knows how to either locate, lay off or construct a road and devise plans for its maintenance, so it must be largely through the State that the counties should be started out right in the really progressive undertaking or building country roads. Those who have given thought to this subject know that the way to start right is under the eye of an engineer and expert road builder. Roads should be located by an engineer who can secure correct grades and make provision for proper drainage and disposal of storm water, all of which figures in the ultimate economy of both construction and maintenance. A road improperly located and poorly constructed will sooner or later prove to be an expensive utility. We have seen good roads seriously damaged because storm water was flowed off on the wrong side and not drawn away from the roads by culverts at the danger points and of proper size to carry away an overflow that an engineer would be sure to figure on. The employment of engineers and experts means economy in the long run, and it is right here that the State can be of most assistance to the counties.

The State can not be expected to build roads for any county, but in the initial work and supervision it can save the counties vast sums of money that may be misspent in the location, construction and maintenance of roads. Since the expense of employing engineers and expert supervisors would fall rather heavily upon a county which desires to build modern highways, it would mean an immense saving to the counties and the State to have a State road commission composed of the State geologist and a sufficient number of engineers and supervisors of construction to cover different portions of the State. The State could be divided into road districts, if necessary, with an engineer and supervisor for each district so they could devote their services to the several counties in a district when road construction is to be undertaken or when highways get into trouble from high water, erosion or other causes.

The expense of maintaining a corps of engineers and supervisors under State auspices would be greatly less than if it were left to each county to secure competent men for the purpose.

Many of the technical features of road building are too great to be left to experiment at the hands of incompetents, though there are hundreds of men who think they can lay off roads and build them as well as Col. Goethals, under whose skillful attention the Panama canal has been constructed. By having a board of engineers and supervisors, the State can relieve the counties of many problems and much expense. It is not necessary for an engineer or supervisor to be always on the spot and they could divide their time between several counties that may be engaged in road construction.

Good rural highways are so absolutely necessary to the progress and development of the State and its huddled counties, that it would be economical for the people if the Legislature at its approaching session would establish a State good roads policy as an absolutely necessary piece of constructive legislation.

Dr. Pratt has a plan to suggest, and while we are not acquainted with all its details, we are prepared to believe that in a general way it will meet the situation in North Carolina. North Carolina is a State of such varied and immense resources that the best legislation that could be enacted would be measures to bring about their complete development.

Next to railroad transportation, we know of nothing that would be such a great factor in developing the State than highways that would cheapen rural transportation and afford the means of traveling with more comfort and saving of time.

THE PARCELS POST IN NEW YORK

The disposition in large cities seems to be to go slow in patronizing the parcels post instead of the express companies. No doubt, however, Uncle Sam will get all the business he will be able to handle for some time.

He may really get more than he bargained for, since he is rather doing business in the dark, or as an experiment, as it were. In New York, this view of it is taken by the Journal of Commerce:

"Preparations for making the parcels post system effective seem to be practically complete in this city; and so far as can be learned, elsewhere as well. The plans are, of course, not as inclusive or successful as they would have been had there been a more adequate appropriation for the purpose, and the degree of their usefulness in practice will depend much upon the extent of the demand for the new service. Just what that demand will be has not yet been clearly indicated. It is likely to depend at the outset very largely upon the transfer of business by department stores and mail order houses from the express companies to the postoffice. Some concerns are planning to make this transfer at once; others are still in doubt. Time must be allowed also for the development of individual demand for the new service."

The government has made special arrangements in the large cities by furnishing more room to the postoffice officials for handling the anticipated increase of business. The appropriations cover the increased expense of hiring extra clerks, paying necessary expenses, and purchasing auto-delivery wagons for the free delivery of parcels. This means a number of government chauffeurs, and the probability is that sooner or later the government will be sending automobile delivery cars into the rural districts where there are good roads.

Uncle Sam is in this predicament, however. He is in a new business in which he has no trained employees. He charges lower rates than the express companies and yet he has gone a step further than the express companies whose charges are greater. While the express companies deliver packages in cities, the government proposes to deliver packages from house to house in the cities and the country as well. It stands to reason that the government will be under greater expense in doing that kind of business than will the express companies, and just how the government is to do it without a loss, it depends on what the future will show. To deliver a package a mile to five miles away, on which the carrying charge is from 5 cents to 25 cents, is a proposition for economists to figure on.

So far as concerns the slowness of New York merchants to transfer their business from the express companies to the parcels post, it can be ventured that they will patronize both. It requires some time for them to figure out the relative cost of sending packages certain distances, but they will soon have traffic managers doing all that. The big houses will have to employ superintendents of transportation who will see to it that packages will go by express or parcels post, whichever rate is cheaper, perhaps the express rate in some instances and the parcels post in others.

The parcels post system is going to involve a great many possibilities, and it is left to a Democratic administration to demonstrate its practicability and efficiency in a country which does not own its own transportation lines.

BUYERS AND SELLERS CLOSER TOGETHER.

The parcels post may not suit everybody, but it is here and everybody may as well make the most of it. Those who neglect to do so will get left. Live people will adjust themselves to changed conditions, and while we are to witness a kind of revolution in

light transportation and a consequent revolution in some of our methods of doing business, we may as well make as much out of it as anybody else. The Greensboro merchant who made use of it the first day the government inaugurated its cheaper carrying system set the pace for those who have been slow to avail themselves of a brand new opportunity. The Greensboro Record tells us how he was ready to adapt himself to the change, as follows:

"One merchant in Greensboro is happy over the parcels post. He has always had trouble with the express companies, and is forever in a controversy about overcharges. Yesterday he had an order from an adjoining town for a small bill of goods to be shipped by express, but realizing that the parcels post was effective, he sent the goods by mail and all it cost was eight cents, while the express charges would have been 25 cents. This merchant sells lots of silk stockings and he is going to advertise a cut rate sale, for he can send them by parcels post and save money to his customers."

The above comports with what The Star said yesterday to the effect that the parcels post is going to emphasize the importance and necessity of advertising. Live merchants are going to reach distant consumers through the newspapers, unless they wish to confine their business to their circumscribed locality. However, since many merchants will make a specialty of filling orders from a distance, it will become necessary for them to advertise in order to reach the trade from abroad as well as at home. It is everybody's game, and the strong probability is that most everybody will take a hand in it.

Advertisements of bargains are as liable to catch a customer a hundred miles away as they are to attract a home purchaser. The parcels post simply places buyers and sellers closer together, and the sellers who will make the most by means of it will be those who advertise the most.

CURRENT COMMENT.

A movement was started some time ago to hold an exposition in 1913, showing the progress of the negro people during the past fifty years in manual, agricultural and industrial pursuits. A bill is now before Congress calling for an appropriation of two hundred and fifty thousand dollars as Federal aid for this enterprise; this sum will be supplemented by fifty thousand from the negroes themselves and doubtless by other contributions from the public. Such an exposition would be both interesting and valuable. It would stimulate the colored people to worthy endeavors and would quicken in them the desire for those traits and things that make men useful. It is to be hoped that Congress will grant the appropriation asked for.—Atlanta Journal.

The visit of Mr. R. E. Rice, the land and industrial agent of the Norfolk Southern Railroad, to Charlotte is an event in which the city boosters will feel interest and gratification. Mr. Rice has demonstrated in his work for the Norfolk Southern during the past few years that he produces the goods. He is in this section of the State getting acquainted with the country and city and their advantages and opportunities. Within a short while he will begin to issue attractive printed matter advertising Charlotte and this section for manufacturing enterprises, dairy farmers, stock growers, truckers, farmers, etc. Charlotte may confidently expect to get results from the Norfolk Southern's publicity work. This system is planning great things for the State of North Carolina. It must depend for its prosperity upon the prosperity and the development of the country which it traverses. It will be in operation to Charlotte probably within 10 months and it is going to begin doing things in this city and section immediately. The big idea that has been in the minds of the people of Charlotte regarding the coming of the Norfolk Southern has been that it will put Charlotte in touch with all of eastern North Carolina, giving the manufacturers of this city a greatly enlarged market that is easily accessible and providing a large territory that will regard this city as one of its principal markets. However, this is not all by any means. By aiding in bringing new capital and home-seekers to Charlotte and this section the new railroad will doubly demonstrate its usefulness.—Charlotte Chronicle.

The State is behind in its finances \$750,000. It falls that much short of meeting its running expenses. The remedying of this condition is a task which will develop itself as a matter of course. This condition is not really a problem, for it is a condition that has been created by a faulty tax system and it can be easily met by a renovation of this system. As to how this shall be accomplished plenty of advice will be given the Legislature. Some which has been already advanced seems to be worthy of attention for manifest merit. In The Newton Enterprise this week, Editor Williams advocates the segregation plan that has worked so well in Ohio, West Virginia and some of the Northern States. The operative idea of this plan is in the division of the subjects of taxation. By this plan, certain kinds of taxes are given exclusively to the State and others exclusively to the counties. The State, through a tax commission, levies and collects its own share of the taxes, in person or by the boards of commissioners and sheriffs of the counties, while the counties, through their commissioners or tax boards and sheriffs, look after their share, independent of the State and all other counties. The rule in States working under this plan is that from all public service corporations, from inheritance, incomes and licenses, the counties get the tax on property, real estate and personal, and on polls. It seems certain this plan would operate largely to the benefit of the counties while it yet might leave some hurt-

ling for the State to do on its own account.—Charlotte Observer.

CARD FROM FATHER DENNEN.

At the risk of being considered a crank, I must ask you to publish this article.

W. F. Rutland, in your issue of January 2nd, seems to take a pessimistic view of law and justice in this community. He says it is useless to appeal to grand juries for the enforcement of law, and declares that grand juries have found presentments that were never acted on.

I must confess I do not know the duties or obligations of grand juries. I gathered, however, from the charges of various judges, that it was their duty to inquire into and investigate thoroughly every infraction of the law, and present the same to court for its action. Whether this was in the form of a presentment or a true bill or anything else, I would not know. But I thought if any such action by the grand jury was taken, the court would take notice of it.

I have no reason to doubt W. F. Rutland's assertion. But if what he says is true, then a far more serious condition is presented to us.

The criticism of my first article pertained to what appeared as laxity in the minor courts of serious infractions of the law. Mr. Rutland's article would imply that there is something wrong in the superior courts. This seems monstrous.

There was a time when the legal profession guarded jealously the dignity and majesty of the law. And it seems to me, if Mr. Rutland is correct in his charge, that profession should take the first steps to bring about a healthy respect for law and justice.

C. DENNEN.

HAPPENINGS AT DUNN

Death of Postmaster Jackson—Unusual Prosperity in Harnett (Special Star Correspondence).

Dunn, N. C., January 3.—The death of Mr. T. J. Jackson a few days ago, who was postmaster here, caused a vacancy for his unexpired term. His bondsmen, Messrs. P. T. Massena, Dr. Chas. Highsmith, M. B. Wilson and Geo. E. Pope met Tuesday and appointed Mr. Eugene T. Lee, who will act until December 22nd, of this year, when this term expires. Mr. Lee is a very capable and efficient young man and his appointment is giving great satisfaction.

The New Year was ushered in by the usual clamor of bells and whistles, and every manufacturing industry in the town began work the next morning on full time.

The past year has been one of unusual prosperity for the town and surrounding community. There is not a vacant house in town and it is impossible to get one unless you are on the lookout and have in an application several months ahead. And there are new buildings going up all the time. There will be several brick stores built here this Spring and Summer, as plans have already been perfected for five large buildings.

Elder W. M. Monson, who has been serving the Primitive church here for several years, and was also a partner in the ten cent store, has accepted a position with the Metropolitan Insurance Co., at Fayetteville, and will move his family down in a few days to take charge of his new work.

Mr. John E. Wilson has bought out the Shuttle factory which was under the management of J. L. York, and will continue the business. Mr. York will operate a block factory, getting block ready for the shuttle factories.

Dr. G. K. Patterson, formerly of Winston, has purchased the dental offices of Dr. O. L. Wilson and will take up the practice of his profession here in a few days. Dr. Wilson will return to his old home at Kinston and will open offices there.

TRAPEZE PERFORMER KILLED.

Falls 14 Feet Through Unfastened Gate and Breaks Her Neck. Pontiac, Mich., Jan. 2.—Mrs. Emily Sawyer, a trapeze performer, fell 14 feet through an unfastened trunk gate at a local theatre this afternoon and broke her neck.

Mrs. Sawyer, whose home was in Buffalo, was having an elevated dressing room when the gate, against which she leaned, gave way.

All Wilmington Coughing!

Death from a gun-shot wound less to be feared than death from pneumonia.

A great number of our city's men, women and children have colds and coughs today. The air seems to be fairly laden with these throat and lung troubles. There is great danger of contracting pneumonia or consumption from them. Nearly every one has his beginning in a cold or cough, and many people die of pneumonia.

A sudden chill, stinging fever, sore throat, hoarseness, running nose, racking cough, rattling and wheezing in chest, painful breathing, signify that your cold borders on pneumonia.

There are many remedies offered for colds, but there is one certain, reliable article that we know of—Dr. ELLIOTT'S COLICURE. It will soothe and subdue the inflamed, sore, bronchial tubes and lungs. It wards off pneumonia. It checks cough at once. Cuts a cold short. Don't wait to see if your cold or cough wears away of itself, as pneumonia may come over night.

Test it first by sending a postal for a free sample. Address: A. MEEB & CO., Baltimore, Md. But, to have no delay, get a regular bottle of the remedy; price, 25 cents. From your druggist, or direct from the manufacturer. Write for the best advice we can give to avoid pneumonia. (ADV.)

The Advantages of Drinking BAKER'S COCOA

The Cocoa of High Quality

lie in its absolute purity and wholesomeness, its delicious natural flavor, and its perfect assimilation by the digestive organs.

As there are many inferior imitations, be sure to get the genuine with our trade-mark on the package

WALTER BAKER & CO. Limited ESTABLISHED 1780 DORCHESTER, MASS.

1908-1913

Happy New Year!

To our Friends—one and all—who have assisted us in making this—OUR FOURTH YEAR—the Largest We Have Ever Had.

Hoping to receive a continuance of same through Honest Methods and Courteous Treatment, we are Yours Truly,

Boylan & Hancock

7 NORTH FRONT STREET

HALF PRICE!

ALL COAT SUITS and COATS will be SOLD at HALF PRICE.

Dress Goods

SHORT LENGTHS in WOOLEN DRESS GOODS at HALF PRICE.

CASH SALE. CASH SALE.

A. D. BROWN

"CHATT-A-NOOGA" Plow if you want to know which Plow the intelligent Farmer selects to suit his soil, as well as his employees, and when you satisfy the one who is to use the Plow, you satisfy your Corn, Cotton, Tobacco, or what ever your crop might be.

Write for our prices, on the numbers below: 43, 62, 63, 70, 77, 71 1/2.

J. W. MURCHISON & CO. Wholesale Hardware. Wilmington, N. C.

DEPOSITS MADE ON OR BEFORE THE

2nd of January

Draw Interest from the First.

The First of the Year is a Good Time to Begin to Save.

Home Savings Bank 115 NO. FRONT ST. ORTON BLDG.

ENGINE GASOLINE

PERFECT FUEL FOR ALL GASOLINE ENGINES

MORE POWER MORE RUNNING HOURS FOR LESS MONEY

DROP US A CARD if you operate a Gasoline Engine and we will show you how to Save Money on your Fuel bill.

CAPE FEAR OIL CO., Wilmington, N. C.

Kerosene, Gasoline and Lubricating Oils.

BIJOU

Dr. Skinner's Wonderful Invention—Come Gulsepp's Good Fortune—Come. The Ancient Port of Jaffa. The Road Violet.

U. S. ENGINEER OFFICE, WILMINGTON, N. C., Jan. 2, 1913.—Sealed proposals for furnishing main pipe will be received at this office until 12 M., Feb. 1, 1913, and they publicly opened. Information on application. Sealed bids, Jan. 2, 1913, at 10:30 a.m.