

CRIPPLE RAILROADS.
 cannot be denied that the policy of Mr. Roosevelt inaugurated tends to cripple very seriously the transportation interests of the United States. As a result of the legislative enactments, the States are being deluged with anti-railroad propaganda and a vague threat as to his future recommendations for further legislation, it has become impossible for a railway corporation to obtain additional capital on terms just at the time when the failure of hundreds of millions of dollars is imperatively required to use railway facilities to an extent not to enable the roads to handle increasing traffic of the country. From many sections show that trunk-line systems have been called to abandon, for the present, at least, many of their most expensive plans for improvement that involve the distribution among men and sellers of materials many millions of dollars. The iron and steel industry is beginning to feel the effects of decreased traffic from railways, and there is fear that the depression will spread to other lines of business. A substantial basis for fear that Roosevelt administration may be numbered as one which began in a period of universal prosperity when was not a cloud on the horizon and which ended in a general business depression. Fear that this may be true is not shared by politicians but is shared by the conservative business of the country. One of the illusions of this was the recent action of a chamber of commerce of the Chattanooga, Tenn., in adopting resolutions urging conservative legislation. After referring to the action of the Legislatures of several States "to add to the wholesome legislation of the National Congress laws which are, in our judgment, unfair and unjust to the railroads which have been such important factors in the upbuilding of our country, and especially of the Southern States," the resolutions express the opinion that such legislation is the result of a mistaken and mischievous public sentiment. The resolutions further, "that we deplore a public sentiment and such an unfair and unjust legislation aimed at railroads, especially of the South, that we recommend to all fair-minded citizens of our State and to members of our present Legislature, who we are confident, are earnestly desirous of doing only what is in the best interests of all the people, the present unjust warfare on railroads which is being waged in States be not encouraged, and that in the State of Tennessee, least of all, a warfare prove disastrous to the material development of the industry of the State and the well-being of her people."

GOVERNMENT OWNERSHIP.
 either or not government ownership of railways may be advocated in national platform of either of the political parties next year, the question has been brought forward prominently that it is certain to be discussed before the national convention if not afterward. Plenty of material for intelligent discussion is afforded by the experience of other countries where government ownership has been undertaken on a greater or less scale. Up to present time the American people have heard principally from the states of public ownership and had only the beauties of the same presented to them. There are, however, two sides to the story and will probably be presented before the national convention meet. One of the first things that the American people will want to know will be whether or not government ownership is profitable as a business proposition. They will find much valuable information on this point in the experience of the Austral-Asian colonies of Britain with public ownership management of industries of all kinds and in the experience of British with the ownership and management of public utilities. The claim has been made that government ownership is profitable and that the same can be used for the reduction of taxes. A careful investigation of the matter will show that about the only case owned and managed by a government that yields a net profit is the special railway system of Germany where the railway tax-payers and where transportation charges are deliberately kept up to a level that will yield revenues to the government in excess of those required by the imperial parliament. Railroads are kept so high that a considerable increasing proportion of the cost in Germany moves by water, and the only low rates in the empire are in the making of which the government deliberately discriminates in favor of the export business of certain sections.

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SITUATION IN AUSTRAL-ASIA.
 Supporters of government ownership in Australasia claim that it is profitable, but their public debts and taxes go on increasing and an examination of their book-keeping methods show that "profits" are often the result of including proceeds of the sales of public land, timber and property of other kinds which should be credited to capital and not to profits, while expenditures for maintenance which should be charged to revenues are charged to capital. A final show down will have to come when convertible assets run out and when no capital refuses to come in. That day may not be far distant as some of the States have already reached the end of their borrowing power. In the British cities that have embarked on municipal ownership the same results are being brought about. Municipal indebtedness is increasing very rapidly and profits on municipal business enterprises are shown only by the manipulation of accounts by neglecting to make proper allowances for depreciation, and by charging expenditures for the benefit of these enterprises to the general municipal funds. The British people are finding out that business is more or less speculative and that when the government begins to speculate with the money of the tax payers the result is generally disastrous. Another claim on behalf of government ownership and operation that will not bear close examination is that it results in greater efficiency of service. The street railway system of Glasgow is usually pointed to as a model of an efficiently managed public enterprise. There is not an American city of the same size that would be content with such street railway service as exists in Glasgow. In order to make both ends meet the municipality is compelled to confine its service to the territory in which it can depend upon a heavy traffic. The municipal lines have not been extended into the suburbs and only those wealthy enough to afford private conveyances are able to live in the suburbs. Instead of carrying passengers long distance for a single uniform rate of fare the Glasgow line charges in proportion to distance. The result is that the poorer classes are congested in the central part of the city and a very large proportion of the total population is housed in tenements with an average of three or four persons for each room. As a result sickness is increased and the death rate is very high.

BRITISH EXPERIENCE.
 It is the uniform experience of British cities that municipal enterprises are behind the times. Cities with horse car lines were reluctant to sacrifice the capital invested and change to cable. When they changed to cable they were equally reluctant to change to electricity and in many municipalities horse cars and cable cars are still running. When a British municipality has embarked in the gas business it wants to preserve a monopoly of the lighting within its territory and is slow to go into the electric light and power business itself or to permit private enterprise to do so. As a result Great Britain is behind the world in the development and use of electric light and power and there are British cities with populations of one hundred thousand or more without electric light plants. One of the effects of this is that Great Britain is behind other countries in the manufacture of electrical machinery and appliances of all kinds.

NEWTON REJOICES.
 Bond Election Carries and Great Improvements for the Place are Anticipated—Box Factory in Full Blast.—Mr. John Sherrill Badly Hurt.
 Special to The Observer.
 Newton, April 1.—Our citizens are greatly rejoicing this afternoon over the fact that the bond election held to-day has been carried, and the steady improvements that have been made during the past year will be greatly increased. Although it is still several hours to the closing of the polls the issuing of \$15,000 school and \$75,000 improvement bonds is a settled fact, 1 o'clock having seen the majority vote cast in favor of the bonds. Our town will now have better graded school facilities, besides water works, a new electric light plant, and it is understood that cement sidewalks will be laid up and down the main street from one end of town to the other. The steady improvement that has been going on for two years will now advance by leaps and bounds. The Newton Hosiery Mill now has its box factory in about full blast and is making all the boxes needed in its large establishments. Mr. C. M. McCorkie and Mr. L. F. Long, of North Newton, have moved their houses nearer to the street, preparatory to making extensive improvements.—Mr. George McCorkie has completed the interior renovation of his home opposite the square, and lumber is being hauled on the ground ready for great improvement in St. Hubert's school house. Mr. John Sherrill, of Catawba, was very badly hurt last Friday by being thrown from his horse and injuring his shoulder. His nephew, Dr. Chas. S. Hall, of Elmwood, and Dr. Jud Long, of Newton, are attending to him.

MARRIAGES.
 A Coming Wedding.
 Special to The Observer.
 Newton, April 1.—Miss Daisy Reid, of Maiden, and Mr. Clarence Boggs, of Claremont, will be married at the bride's home on Wednesday. Miss Reid is the daughter of the late Frank I. Reid and Mr. Boggs is one of Catawba's most prosperous young farmers.
 MARRIAGES—Brown-Setzer, at Newton Brown-Setzer, at Newton.
 Special to The Observer.
 Newton, April 1.—Miss Eula Setzer, daughter of Mr. L. M. Setzer, of Newton, and Mr. Ed Brown, greatly surprised their friends a few days since, when their marriage was announced. It seems the ceremony had taken place some time ago and they had succeeded in keeping it a secret.
 Easter Reception.
 Special to The Observer.
 Winston-Salem, April 1.—The "Twin City Club's" annual Easter reception to-day was the crowning social event of the season. It was attended by many out-of-town visitors and the "400" were in high glee throughout the day and until after 12 o'clock to-night, when the club's most brilliant and successful reception ever given terminated.

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W. G. JOHNSTON, OF MOORESVILLE.
 Special to The Observer.
 Mooresville, March 31.—Mr. W. G. Johnston died Tuesday morning at the age of 59 years, at the home of his brother, Mr. E. C. Johnston, who lives near Mooresville. Mr. Johnston had been in bad health for some time and had just returned from a trip to Florida, where he had gone for the benefit of his health.
 Mr. Johnston had no family, as he had never married. He was a member of Prospect church, where his remains were laid to rest yesterday. The funeral services were conducted from the home by Revs. Pharr and Davidson.
 Mr. F. J. Terry, of Spencer.
 Special to The Observer.
 Spencer, April 1.—Mr. F. J. Terry, aged 24, an employe on the Southern Railway at Spencer, died at a hospital in Salisbury last night, following an illness of only a few days from typhoid fever. He leaves four brothers, a sister and a father, who live at Hillsboro, to which place the remains were sent.
 Capt. A. Mangum, of Durham County.
 Special to The Observer.
 Durham, April 1.—Capt. A. Mangum died at his home in the northern part of this county to-day. He was about 85 years of age. His only son was Representative A. G. Mangum, of Gaston county, in the recent Legislature. He is survived by his wife and several children and a great many relatives. He was a brother of the late Dr. A. W. Mangum, of Chapel Hill, and a cousin of Senator Wily P. Mangum. The funeral and burial will take place to-morrow.
 Mr. John W. Jones, of Gaffney, S. C.
 Special to The Observer.
 Gaffney, S. C., April 1.—Mr. John W. Jones, who was probably Gaffney's oldest citizen, died last night just after 12 o'clock at the home of his son, Mr. J. Dudley Jones, on Limestone street. Mr. Jones was born in York county in June, 1819, and would have been 58 years of age if he had lived until June 1st, when he was prominent in church work and wherever he lived always filled an official position in the church. He has been ruling elder in Limestone Presbyterian church ever since he has been a resident of Gaffney.
 He was noted, while he lived in York county, for the proverbial hospitality which was always characteristic of our Southern homes. Your correspondent has known Mr. Jones ever since he can remember and feels that he has sustained a personal loss in his death. He leaves two sons out of a large family of children. They are Mr. J. D. Jones of Gaffney and Mr. Willie Jones, of Texas. The funeral will take place to-morrow at 2 o'clock and will be conducted by Rev. S. B. Harper, assisted by Rev. J. B. Wilson.
 Mr. Charlie Josey, of Maiden.
 Special to The Observer.
 Newton, April 1.—Mr. Charles Josey died at his home in Maiden this morning from consumption. Mr. Josey was one of Maiden's first citizens and for many years had been boss of Union factory, but a year ago ill health compelled him to quit work. He was twice married—first to Miss Lee, who died several years ago, leaving one child, and then to Miss Huit, daughter of Mr. J. T. Huit, with one child survive him. The funeral will take place to-morrow at 1 o'clock at May's Chapel.

FOREMAN BEATEN BY FIREMAN.
 Special to The Observer.
 Spencer, April 1.—In a personal altercation on the yards of the Southern Railway Company here to-day Foreman J. A. Linn, of the car department, was severely beaten by Fireman D. L. Beasley, of Spencer. A collision had occurred between two locomotives and Foreman Linn placed the blame on Fireman Beasley, one of the engines. Angry words followed and Beasley climbed down from his cab and with a pair of knuckles knocked 19 holes in the head of his foreman, who was badly used up before the combatants could be parted. Beasley was bound over to court under a bond.

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