

# MILLS AND MARKETS

## AMERICAN FLAG BOYCOTTED.

Statement Given Showing that the United States Government is Fostering Merchant Marine of Foreign Countries by Reason of Vast Freight Hauls Given to Panama—The Need of Fostering American Merchant Marine—One Interest Protected and Not the Other.

The week seldom passes but that some outstanding event happens which demonstrates the need of a healthy merchant marine by the United States government. The following letter was issued some time ago by the Merchant Marine League under the caption, "The American Flag Boycotted by the American Government."

"We want to present for your consideration what we think is an outrage. This country is spending millions of American dollars in digging a canal at Panama which will be, in times of peace at all events, under the present conditions, solely for the benefit of the merchant marine of our German, British, Norwegian, French and Japanese friends, and cannot be considered in any way money well spent for the benefit of American commerce. American business interests or the American flag for the reason that we have practically no American ships, and the American flag does not wave from the masthead of anything in the way of an American merchant marine.

"On the isthmus there are only American engineers, foremen and skilled mechanics. These are employed exclusively, though at higher wages than those for which foreigners can be procured.

## OTHER LINES FOSTERED.

"The dredges, engines, boilers, locomotives, rails, tools, equipment and supplies of every character are purchased in this country, although the cost is usually more than that at cost in Europe. Practically everything is being purchased under the joint resolution of June 25th, 1906, which provides that the purchase of such things shall be restricted to articles of domestic production and manufacture from the lowest possible bidder, unless the President shall in any case deem the bids or tenders therefor to be exorbitant or unreasonable; thus carrying out the policy of protection to American labor and American enterprise, which is probably the only right one in view of the fact that American money is 'paying the freight.' Everything that has been undertaken and everything that has been done down there, with one significant exception, is thoroughly American in every way, and that exception is that all the goods are being transported in foreign vessels under foreign flags, by foreign seamen, and the profit therefrom all goes to foreign shipping corporations.

"As a result of this in the harbor of Colon and in adjacent waters no ship will be found flying the flag of the United States, unless one of the four vessels of the government transport service or a warship should happen to be there.

"The 200,000 or 300,000 tons of coal now being used annually on the isthmus, the lumber, the machinery and the supplies of all descriptions, not conveyed by the great steamers of the government line, are being carried entirely by foreigners.

## BUT SIMPLE JUSTICE.

"If an American manufacturer asks \$50,000 or \$100,000 for a given piece of machinery, and it can be purchased in Europe for \$10,000 or \$20,000 less, the American is given the contract. But if a foreign ship bids \$1,000 for carrying that machinery from New York or any other American port to the canal, and an American ship bids \$1,100 or \$1,200 for carrying it, on account of the higher wage scale in this country, the foreigner gets the business every time. That is to say, protection rules one transaction and free trade the other, with the result that the construction of the Panama canal, instead of giving American maritime interests, is actually killing off and destroying what little is left of our American merchant marine in these waters; for, in addition to the reasons already given, these foreign ships, having outward cargoes to Colon guaranteed, are thereby enabled to take return cargoes from West India ports away from such American vessels as might already have had that trade.

"We wish to say, in your judgment, this is a question of justice. Just that American laws should protect American labor and industries on land and deny protection to American interests on the high seas? If American manufacturers, mechanics, farmers, miners, lumbermen, etc., are entitled to preference from their government in this great national work of building the isthmian canal, why are not American ship-owners, sailors and ship-builders also given some measure of support, instead of the building of the canal with American money being used as a weapon, as already stated, to ruin what little we have left of the American merchant marine?"

## REPORTED FAVORABLY.

"It is true that the committee on Interstate and Foreign Commerce has reported favorably to the House of Representatives a resolution, which passed without any division whatever in the Senate, applying to the transportation of materials and equipment to the Panama canal exactly the same principle of protection or preference which regulates the purchase of materials and equipment.

## As a measure of simple justice, we ask the influence of your publication in an effort to have that bill pass in the House.

"It is asserted by European steamship companies and their agents, who have influential representatives and attorneys at Washington lobbying against the passage of this resolution, that its adoption would at least double the cost of transporting materials and equipment to the Canal Zone. It is not only possible, but may be true, that American ships would, in the beginning at least, have to charge a little more for the same reason that American machinery and other articles cost more; but it is also doubtless true that if the Congress were to adopt this resolution there would quickly be such competition for the business among American shipping companies, backed by American enterprise and ingenuity, that before very long vessels protected by the Stars and Stripes would be upon every ocean, because of their modern methods of doing this work at less cost than that at which foreign boats have ever attempted to do it.

"There is no other place on earth where freight is carried so cheaply as it is by the steamships of the Great Lakes, as a result of the installation of the methods referred to; and what

is true upon fresh water can be quickly made true upon salt water."

## SHEETINGS FOR CHINA

Consensus of Opinion That Approximately 10,000 Bales Have Been Taken of Sheetings and Drills—Condition Show Material Improvement—Selling Price Satisfactory—Surplus Stocks Napped Goods and Gingham.

Textile Manufacturers' Journal.

The most interesting feature in connection with the export market at the present time is the report that business in standard sheetings has been done for China. There are all sorts of rumors as to the size of this business, but unusual secrecy is being observed by those who are in a position to know about the details of the transaction. It is certain that business has been done. While the agents for the mills who are said to have supplied the goods refuse to confirm or deny the report, yet outside information is sufficiently reliable in character to justify the statement that China has bought standard sheetings. The general consensus of opinion seems to be that approximately 10,000 bales have been sold for China, which amount is divided between standard sheetings and standard drills. Accounts differ as to the product of this class of goods taken, but from one source the statement comes that three-fourths of the amount sold consisted of drills and one-fourth of sheetings. On the basis of 10,000 bales in the aggregate, this would make a purchase of some 2,500 bales of sheetings.

Whatever the actual amount has been, it is important that some interest has been shown in standard sheetings, with the possibility that a well-known accumulation of this quality of goods has been absorbed. Reports have been more or less general of late that a certain amount of this accumulation has been taken by the home trade and if the entire amount is now out of the way it will be a load off the minds of a good many. There are those, however, who are disinclined to credit the report of recent business, claiming that this is the revival of an old transaction which took place in January and which was reported in these columns. It is claimed that the reason publicity was given to the matter at this time was because a certain portion of the goods bought came in transit to New York and were seen by those who made the most of the matter to influence the raw material market. But underneath this mass of report and gossip there can be discovered the potent fact that standard sheetings have been taken by China.

As to prices, it makes comparatively little difference whether the specific transaction occurred in January or February. From what can be learned it is evident that the selling price was very satisfactory under conditions. One report has it that standard sheetings were sold at 6 3/4 cents, 2 off. While this must be regarded as a very favorable figure to-day, the basis for figuring must be on the cost of these goods, which were made a good many months ago. It would be interesting, if it were possible to determine, to discover the amount of depreciation which has occurred since this accumulation was effected by the mills. That it is a sore point with the manufacturer and with his selling agent is an undoubted fact. This accumulation has been a matter of some comment and discussion than almost any other market condition in a long time and undoubtedly it will be for the best interests of the market as a whole, if it can be eliminated as a market factor.

It is an interesting question whether converters have any surplus stock or whether the purchases have been the result of actual necessity. While in a great many instances it is believed that the latter is the case, yet there are those who feel that the favorable price situation and the belief in the possibility of higher prices has influenced them to operate without any positive assurance that their purchases would be absorbed. No one anticipates, however, that there will be a disposition to offer these goods on the market, as has been the case in certain periods. As far as narrow goods are concerned, the printer is not an active operator to-day, and the majority are thought to be covered for some time to come.

So far the developments on lines of napped goods have been fairly satisfactory to sellers. In a good many important instances the production for the season of good-sized mills is under orders, and manufacturers have nothing to be apprehensive about. There are other lines, however, which are not sold up to this extent, but agents for these goods anticipate little difficulty in moving their product eventually. On lines of Canton flannels the price, it is believed, will be sufficiently attractive to guarantee the sale of the product generally.

A good many claim that the level of prices has been fixed too low, and that there is little or no profit to the manufacturer in making goods on this level. The competition on Canton goods has seemingly increased, which is likely to result in favor of the buyer. Considerable increase of business in staple gingham, particularly of Southern make, has been noted of late, owing to the fact that Eastern goods cannot be delivered within a satisfactory time. Some unusually large sales have been reported in various quarters of the market. The dress gingham situation is substantially unchanged, though every day makes the statistical position better.

## No Race Suicides There.

American Wool and Cotton Reporter. "There is no race suicide among our present foreign population in mill centres, and in consequence, there will be a reasonable supply of good help in the mills, and the daughters of the present foreign operatives within three or four years, as the present intention of thousands of parents is to give their children schooling until they reach the age when they can go into the mills, and then they will become the best class of future mill-operatives. Whether or not the second generation will be so prolific is a question, but probably not, as the same generation are well Americanized."

# LESS THAN HALF COST

- 30-H. P. Liddell Automatic Engine
- 40-H. P. Ball Automatic Engine
- 100-H. P. H. S. & C. Throttling Engine
- 100-H. P. Ball Automatic Engine
- 14" x 36" Murray Corliss Engine
- 14" x 36" Allis Corliss Engine
- 18" x 36" Allis Corliss Engine
- 18" x 42" Frick Corliss Engine
- 20" x 42" Green Corliss Engine
- 22" x 28" Allis Corliss Engine

SPLENDID VALUES, MUST BE SOLD IMMEDIATELY.

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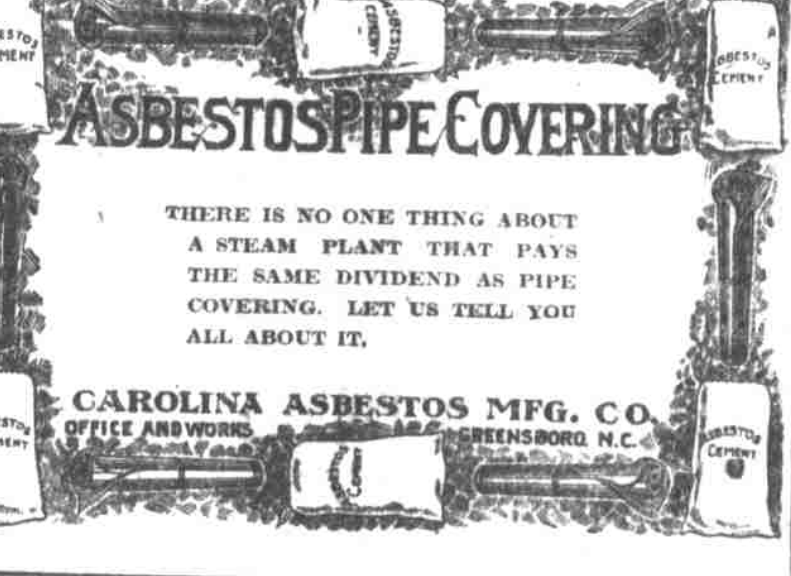
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CARDS DRAWING SPINNING FRAMES



SOUTHERN OFFICE AT CHARLOTTE EDWIN HOWARD, AGENT.

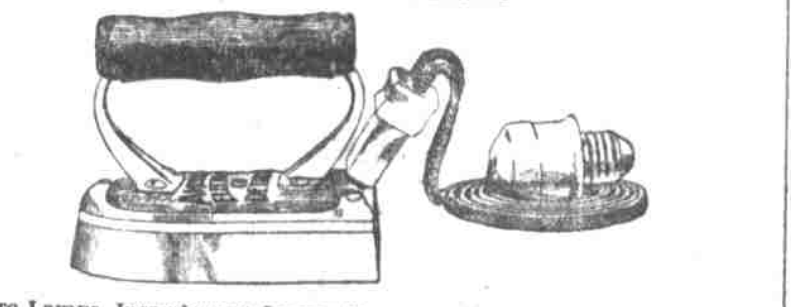
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Complete stock of highest grade Electrical Supplies carried in our Southern store, Charlotte, N. C.

to \$5.75; yearlings \$5 to \$6.50; lambs \$5 to \$7.50.

## Liverpool Cotton.

Liverpool, Feb. 22—Closing cotton: Spot in fair demand; prices 4 points lower; American middling fair 5 1/8; good middling 5 1/2; middling 5 1/4; low middling 4 7/8; good ordinary 4 1/2; ordinary 4 1/4. Sales 10,000 bales, of which 1,800 were for speculation and export and included 5,700 American. Receipts 18,000 bales, including 10,000 American.

## New York Cattle.

New York, Feb. 22—Beaves, receipts 4-92; Steers \$6.10 to \$6.80; bulls \$5.50 to \$6.50; cows \$2.25 to \$4.25; dressed beef 10 to 12c. Calves, receipts 2,500; veals \$6 to \$11; culled \$4 to \$5.50; barnyard calves \$2 to \$4.50; city dressed veals 19 to 20c; country dressed 9 to 10c. Sheep and lambs, receipts 14,000; sheep \$2.50 to \$5; no choice here; lambs \$7 to \$8.50; culled \$5 to \$6; yearlings \$5.50 to \$6.50. Hogs, receipts 14,400; State and Pennsylvania hogs \$6 to \$6.75; few \$6.55; pigs \$6.50 to \$6.75.

## Naval Stores.

New Orleans, Feb. 22—Receipts: 112 barrels rosin; no turpentine. Exports none.

## Thought for Texas, Too.

Houston Post. Says the Charlotte Observer: "A humane legislature will not experiment with the insane, the most pitiable and helpless of all our people." Showing that Elder Caldwell's thinking apparatus is running in perfect form and capable of disseminating advice that is worthy the attention of even the majestic Legislature of our own Imperial Texas.

## Beware of Frequent Colds.

A succession of colds or a protracted cold is almost certain to end in chronic catarrh, from which few persons ever wholly recover. Give every cold the attention it deserves and you may avoid this disagreeable disease. How can you cure a cold? War and try Chamberlain's Cough Remedy? It is highly recommended. Mrs. M. White, of Butler, Tenn., says: "Several years ago I was bothered with my throat and lungs. Someone told me of Chamberlain's Cough Remedy, and I began using it and it relieved me at once. Now my throat and lungs are sound and well." For sale by W. L. Hand & Co.

## TO CURE A COLD IN ONE DAY.

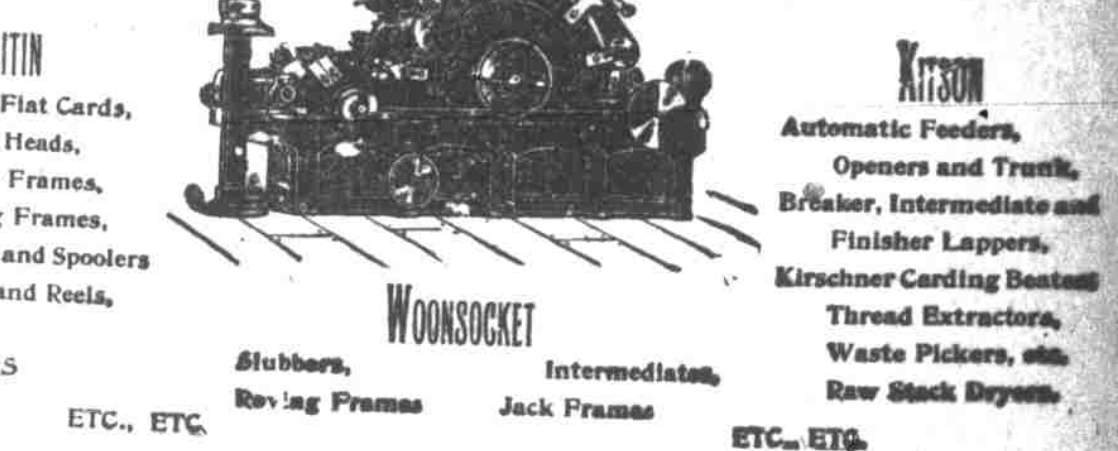
There is a cure for colds, coughs, croup, whooping cough, influenza, and all the ailments of the throat and lungs. It is called Chamberlain's Cough Remedy. It is a simple, safe, and effective remedy. It is sold in every drug store. Price, 25 cents per bottle. For sale by W. L. Hand & Co.

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Automatic Feeders, Openers and Trunk, Breaker, Intermediate and Finisher Lappers, Kirschner Carding Beaters, Thread Extractors, Waste Pickers, etc., Raw Stock Dryers, ETC., ETC.

## MAD INDIAN RUNS AMUCK.

Unidentified Navajo Chief, Returning to His Reservation From a Visit to Washington, Savagely Attacks and Wounds Several Persons in Cincinnati Passenger Station—Finally Overpowered by Passengers and Station Attaches.

Cincinnati dispatch, 21st. With an ear splitting war whoop, an unidentified Navajo Indian war chief ran amuck in the Union station to-day and fatally stabbed and cut Mrs. Anna Devord, of Huntington, W. Va., and Max Meyers, of Cincinnati, and seriously wounded Joseph W. Gordon, of Cambridge, Ill.

The Navajo, with four Sioux chiefs from Kansas alighted from a crowded Chesapeake & Ohio train. As the passengers stepped from the train the Indian with a yell drew a long knife and started through the crowd, slashing right and left. Mrs. Devord was walking along the station platform with a child in her arms. The Indian had buried the blade in her back and then slashed her across the body and arms. She fell insensible to the platform. The child was not hurt. The Indian attacked Myers as Meyers fell the Indian ran toward Gordon. As the Indian's blade penetrated Gordon's clothing and flesh, passengers and station attaches rushed on the madman and hurled him prostrate to the platform. The Indian struggled desperately to free himself but the dagger was knocked from his hand and he was taken in charge by the police. The Indian had been in Washington to see the Secretary of the Interior.

## FOR RENT:

- 5-Room Cottage on Park road.....\$18.00
- 5-Room Dwelling, 1805 Boulevard; water, electric lights.....\$27.50
- 6-Room Dwelling, 402 W. Third St.....\$18.50
- 6-Room Dwelling, with bath room, Jackson Ave., Piedmont Park.....\$18.00
- Frame Warehouse on Southern Railway, Second Ward.....\$16.00

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Distributor Builders' Supplies Charlotte, N. C.

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## CLING FAST WOOD FIBRE PLASTER

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