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Friday, February 27, 1914

MONOPOLY AND POLITICS.

The address of Senator Borah of Idaho at Columbus yesterday is decidedly the clearest definition of differences between Republicans and Progressives on the monopoly issue which has recently been made. At a "get together" dinner designed to reunite Republicans and Progressives, (the success of the project is somewhat in dispute), the Idaho senator sharply emphasized the difference between Republican thought on the monopoly question and the counsel of "such leaders of the Progressive party as former Senator Beveridge of Indiana and George W. Perkins of New York. "The senator freely admitted the inequities of the Chicago convention, but is unable to see that the millions of men and women who constituted the Republican party could be changed in character or purpose by the wrongdoings of an antiquated and moribund system of holding conventions." He regards the system which resulted in the revolt as broken down, and directs attention to the purposes of the leaders of the "party of protest" on perhaps the most important issue before the country.

Mr. Borah warned his progressive hearers of the consequences of government sanction of monopoly. "I cannot imagine a more harmonious affair than my friend Beveridge as attorney general and Mr. Perkins as the head of a board engaged in the regulation of monopolies," he says, and depicts the consequences, as he views them, of administration along that line.

Mr. President, our institutions, and the legitimately earned property of this country, are just as safe and no safer than the average standard of citizenship is high, and monopoly destroys self-reliant, independent citizenship—the only guarantee under heaven or among men for a republic. A republic is strong enough to destroy but never could be strong enough to regulate monopoly. Some of these days all political parties, because the people will rise in their might, will take up this proposition of monopoly and declare in terms unmistakable that a republic and monopoly cannot exist under the same flag—will declare that we will put the man in jail who organizes a monopoly and practices monopoly, as quickly as a man who organizes a combination of thieves and takes our property in another way. Do not misunderstand me to oppose regulation and control within certain lines, but regulation and control should always be in aid of and for the purposes of destroying monopoly.

REGULATING RAILROAD CAPITALIZATION.

No one of the administration's anti-trust measures is meeting with more general approval than that to regulate the issue of securities by common carriers. The public generally, including many prominent and public spirited business men, are for it. The

managements of numerous railroads have given their advocacy. And in congress the only question is that of working out details. There are several reasons for this unanimity of opinion. Scandalous financial operations of the past by which stockholders and shippers have suffered are fresh in the memory of the public and often emphasized. Recent instances of gross mismanagement demonstrate that the practice is not altogether obsolete, speaking mildly. The carriers desire rate increases partly to overcome the bad effects of past mismanagement and realize that without federal supervision of their financial operations rate increases would be impossible of attainment.

There are obvious difficulties to be overcome in the enforcement of such a law. Its chief good effect will be through the publicity to be given the issue of railway securities, the uses to which funds so realized are to be put, and the general condition of the property. Any measure which falls short of those accomplishments will be practically useless.

The spectacle of Governor Colquitt of Texas again in wordy revolution need cause no surprise. The Texas executive knew perfectly well that his request for a personally conducted invasion of Mexico would be denied. Two years ago similar demonstration at Austin occasioned an answer which the Governor cannot have forgotten, but the temptation to let the world know what he would do if he were running things seems too much for him.

Wonders never cease. The house of representatives is opposing a plan for financing the Alaska railroads on the "general ground" that it is expensive!

WALT MASON RICHES.

The more cold coin a fellow collars, the hungrier he gets for dollars. When he is young and short of troubles, he says: "Some fifty thousand roubles will be a fortune quite imposing; when I have that I won't go nosing around in search of extra kroners, like some old greedy money loaners. By that time I'll be old and wise, so I'll sit down and take it easy." But when he has that bunch of knickers, he says: "Oh, chee! the fortune builders would laugh to scorn my paltry savings—mehinks I hear their bound ravines! So I'll go forth and nail a million—I will, so help me Colonel Lillian!" Then through the changing marts he wanders, and all the sunny years he squanders, and travels at a pace that's killing to get the kopeck and the shilling. And when he's old and frail and battered, his heart worn out, his system shattered, from toiling up Gain's crooked track, he looks upon his handsome package, and sighs: "It is a measly bundle, and my old bones I'll have to trundle until my meagre roll is padded with other millions to it added." Then Death comes up, the Doom that wrecks us, and soaks him in the solar plexus, and in his shroud morticians wind him, and all his seeds are left behind him.

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Advocates Mr. Shipman.

Editor of The Gazette-News: It appears that our present congressman is to have opposition in the primaries and district convention this year and the party ought to unite on a good man who would make a strong candidate. This way of office-seekers forcing themselves upon the people is becoming distasteful. Why not go back to the old way of the people selecting the man, instead of the candidates "nominating" themselves? We want a man nominated who possesses a compact organization of our forces and a campaign which would inspire every democrat in the district to take off his coat and go in to win. He should be a man who knows the people and one acquainted with their needs.

Out in this section of the district, the name of former chairman, M. L. Shipman has been frequently mentioned for some time in connection with the congressional nomination. In fact, not a few democrats have expressed the opinion that he would be the most acceptable candidate the party could name. Mr. Shipman has a wide personal acquaintance in the district and his splendid record as a democratic worker is known of all men of all parties. He has the reputation of being a "man who does things" and his record, both as an official and a party worker, fully justifies this estimate of him. During the first term he served as district chairman, the people were impressed with his capacity for organization and the energy he put into the campaign. His activities in the public eye since that time have added greatly to the public estimate of him as a staunch democrat and a patriotic citizen. I believe Mr. Shipman would enthuse the young men of the district more than any candidate the party could name and they are a factor to be reckoned with.

In a word, the name of M. L. Shipman will do to conjure with, and if the party should determine to send him to congress, he would certainly put the tenth district on the map. He has more influence in Washington than half the representatives there. What say you, democrats, to sending a live wire to congress next time. Speak out and let the folks know what you think about it. Yours very truly, R. W. LOVINGOOD, Senator 28th District, Murphy, N. C., Feb. 26, 1914.



(Conducted by the National Woman's Christian Temperance Union.)

GETTING THE BANK HABIT.

To the Temperance Society of the M. E. Church we are indebted for the following interesting figures: The per capita average liquor consumption for the nation as a whole is about 23 gallons. For Kansas it is 3.69 gallons. The total Kansas consumption of alcoholic beverages, estimated on these three typical counties, is 6,239,601.81 gallons per year. Had the state used its due portion of 23 gallons per capita, the total consumption yearly would be 38,891,827 gallons.

On this basis of estimate Kansas paid as her liquor bill \$5,303,666.04. This allows \$4 per gallon for whiskey and 50 cents per gallon for beer. Had the state paid its quota of the liquor traffic's receipts, the bill would have been \$34,608,329 instead of \$5,303,666.04.

Kansas saved during the past twelvemonth, and saves each year, \$29,206,263. A saving of \$18 for every man, woman and child within the state! No wonder there is an average of \$800 in the bank for every single family.

Where the liquor that is shipped into Kansas goes may be surmised from the statement of the agent of the Santa Fe railway, Junction depot, Topeka. In making his report to the county clerk he attaches this statement: During the past month we have delivered 175 shipments of liquor. LESS THAN ONE DOZEN WERE DELIVERED TO NATIVE-BORN AMERICANS! The remainder had been delivered to Russian and Mexican laborers.

THE NATIVE AMERICAN IN KANSAS HAS FORGOTTEN THE LIQUOR HABIT! BUT HE HAS THE BANK HABIT IN A VIRULENT FORM. And the same may be said of the native American in other states.

ADVANCE IN TEMPERANCE SENTIMENT.

Noting the "amazing progress" made in the anti-alcohol sentiment, Sir Thomas Barlow, at the International Congress of Medicine held a few months ago in London, said that "in the army and navy it has been astonishing." While many societies and philanthropic agencies have done their share, this beneficent change is due, above all, he declared, to "the growth of altruistic conscience among young officers—even in the crack regiments—and their consequent influence upon the behavior of the men.

In commerce the change is as great. Heads of business houses much prefer abstaining employees, and soon learn that the "never tipsy" tippler is useless. In travel, by motor and train, the community has learned, apart from sentiment, that alcohol takes away control and spoils nervous reaction—"the contention we have always made."

In the hospitals there is nothing less than a revolution as regards the use of alcohol. "The doctor's example," said Sir Thomas, "is all important, and he must no longer fear to be thought fanatical." In the cure of drunkards what is needed is a "conspiracy of help" by abstaining doctors, nurses and friends, whose example helps the patient. "We must not be ashamed of the faith that is in us," declares this noted physician, who has been an abstainer for many years.

A FITTING MONUMENT.

Recently the Christian young people of St. Louis protested against the erection of a monument in one of the city parks to the late Adolphus Busch, brewer, their resolution setting forth that "a monument to his memory means a monument to the liquor traffic with which his whole life was identified." Whereupon one of the city papers thus pertinently commented: "The youngsters made a mistake. They should have helped erect the monument, contributing liberally to it. They easily could have found skeletons enough of those who had been starved to death by the use of Adolphus' chief brew to have erected a fine shaft. The grinning skeletons, with here and there a bottle of Anheuser-Busch would have made a shaft to the heavens and every child would have been benefited by the warning thus placed in the public park."

WAGE EARNER AND DRINK.

The liquor traffic pays to wage earners in the manufacture of liquor less than \$48,000,000 annually. But 75 times as much is paid to wage earners by the total number of manufacturers.

It is better, therefore, that one saloon keeper should lose his job than that 74 of his patrons should lose their jobs.

LIFTING POWER OF GOOD LAWS.

There is no epigram current more misleading and fallacious than the one that says: "You can't make man virtuous by law." This is just what can be done and is being done by all legislative bodies: that is the accomplishment of civilization. The educative power of law has transformed the barbarian into a civilized nation, abolished the long train of outlawed barbarisms. Let lawmakers and voters take note of the fact that society is being elevated by wise legislation.—Rev. Jenkin Lloyd Jones.

DRINK HOT TEA FOR A BAD COLD

Get a small package of Hamburg, Brest Tea, or as the German folks call it, "Hamburger Brust Tee," at any pharmacy. Take a tablespoonful of the tea, put a cup of boiling water upon it, pour through a sieve and drink a teacup full at any time during the day or before retiring. It is the most effective way to break a cold and cure grip, as it opens the pores of the skin, relieving congestion. Also loosens the bowels, thus driving a cold from the system.

Try it the next time you suffer from a cold or the grip. It is inexpensive and entirely vegetable, therefore safe and harmless.

RUB BACKACHE AND LUMBAGO RIGHT OUT

Rub Pain and Stiffness away with a small bottle of old honest St. Jacobs Oil

When your back is sore and lame or lumbago, sciatica or rheumatism has you stiffened up, don't suffer! Get a 25 cent bottle of old, honest "St. Jacobs Oil" at any drug store, pour a little in your hand and rub it right into the pain or ache, and by the time you count fifty, the soreness and lameness is gone.

Don't stay crippled! This soothing, penetrating oil needs to be used only once. It takes the ache and pain right out of your back and ends the misery. It is magical, yet absolutely harmless and doesn't burn the skin. Nothing else stops lumbago, sciatica and lame back misery so promptly!

POLICE COURT

The following cases were called in Police court this morning, with Substitute Judge H. B. Stevens presiding: Oscar Tate, colored, was fined \$5 and the costs for violating the automobile ordinances. R. E. McDonald was fined \$1 and the costs for speeding. Tom Norville was found not guilty in a case of a disorderly nature. Beulah Redman was found not guilty of assault and, in a case of disorderly nature, prayer for judgment was continued.

A Question of Weight.

Teacher—How many ounces in a pound? Roy—Well, un says it depends on where you deal!

HERE AT HOME

Asheville Citizens Gladly Testify and Confidently Recommend Doan's Kidney Pills.

It is testimony like the following that has placed "Doan's Kidney Pills" so far above competitors. When people right here at home raise their voice in praise there is no room left for doubt. Read the public statement of an Asheville citizen: Mrs. W. A. Wilson, 231 N. Main St., Asheville, N. C., says: "I am always ready to recommend Doan's Kidney Pills when I hear of anyone having trouble from disordered kidneys or weak back. All I said in the endorsement I gave them some years ago, holds good. I had weak back and my kidneys were disordered. At times I was nervous and dizzy and could not sleep well. In the morning when I got up, I felt all tired out. It was then that I used Doan's Kidney Pills, procured from Smith's Drug Store. They made me feel stronger and better in every way." For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, New York, sole agents for the United States. Remember the name—Doan's—and take no other.

Swannanoa Laundry

Phone 70

A trial is all we ask. We treat your laundry white.

They all see it now—what Henry Ford saw years ago—that the light, strong, quality car, sold at a low price, best meets the demands of all the people. Now they're all following where Henry Ford led.

Five hundred dollars is the price of the Ford runabout; the touring car is five fifty; the town car seven fifty—f. o. b. Detroit, complete with equipment. Get catalog and particulars from

D. C. Shaw Motor Co.

Phone 2288—J. A. Richardson, Mgr.

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will lift that FOG of POOR EYESIGHT. We sell roof glasses because you prefer to buy good glasses. SHUR-ONS, neat, attractive, lasting, efficient—all an eyeglass can be. Sold here.

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ALL KINDS OF FUEL FOR EVERY PURPOSE

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New Parlor Suits AND SHIPMENT OF Davenport

await you inspection here, Call and see them.
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ASHEVILLE, N. C.

Capital \$100,000
Surplus and Profits \$140,000

OFFICERS:
James P. Sawyer, Chairman of the Board.
T. C. Coxe, President. J. E. Rankin, Cashier.
Erwin Sluder, Vice-Pres. C. Rankin, Asst. Cash.

WORK LESS

COOK WITH GAS

IT ALSO PAYS

Ranges \$15.50 to \$25 Cash or Credit

Asheville Power & Light Co.

Phone 69

STREET CAR SCHEDULE IN EFFECT JUNE 22, 1913

ZILICOA AND RETURN	6:00, 6:15, 6:30 a. m.
RIVERSIDE PARK	6:30 and every 15 min. until 11 p. m.
DEPOT VIA SOUTHSIDE AVENUE	5:30 a. m. and every 15 minutes until 1:35 p. m.; then every 14 minutes until 3:45 p. m. Then every 15 minutes until 11:00.
DEPOT VIA FRENCH BROAD AVE.	6:00 and every 15 minutes until 11:00 p. m.
MANOR	5:30, 6:00 a. m. and then every 15 minutes till 11:00 p. m.
CHARLOTTE STREET TERMINUS	5:30, 6:00 a. m. then every 15 minutes till 11:00 p. m. 11:30 car comes through. Return leaves end of line 12:00.
PATTON AVENUE	6:00 a. m. and every 15 minutes till 11:00 p. m.
EAST STREET	6:00 a. m. and every 15 minutes till 11:00 p. m.
GRACE VIA MERRIMON AVENUE	6:00 a. m. and 6:30 a. m. Then every 15 minutes till 10:30 p. m. Then every 20 minutes till 11:00 p. m.
MILMORE	6:15 a. m. and then every 15 minutes till 11:00 p. m. Then every 20 minutes till 11:00 last car.
DEPOT & W. ASHEVILLE VIA SOUTHSIDE AVE.	5:30 a. m. and every 15 min. until 11:00 p. m. last car.

Sunday schedule differs in the following particulars:
Car leaves Square for Manor at 6:00 a. m., return 6:15.
Car leaves Square for Depot via Southside Ave. 6:15, 6:30, 7:00, 7:30, 8:00 and 8:30. Cars leave Square for Depot via French Broad Ave. 6:15, 6:30, 6:45, 7:15, 7:45 and 8:15.
Car for Depot leaves Square 8:45, both Southside and French Broad.
First car leaves Square for Charlotte street at 6:00 a. m. and every 15 minutes until 4:30 next 8:45.
First car leaves Square for Riverside 8:30, next 8:45.
First car for West Asheville leaves Square 6:15, 7:00, next 8:30.
With the above exceptions, Sunday schedules commence at 9 a. m. and continue same as week days.
On evenings when entertainments are in progress at Auditorium the last trip on all lines will be from entertainment, leaving Square at regular time and holding over at Auditorium. Car leaves Square to meet 8:30 night train, 30 minutes before schedule of announced arrival.

SOUTHERN RAILWAY

Premier Carrier of the South

Schedule Fixtures Published as Information Only and Not Guaranteed EFFECTIVE MONDAY, JANUARY 4, 1914.

ARRIVES FROM—	Eastern Time	DEPARTS FOR—	Eastern Time
No. 5. Brevard and Lake		No. 6 Brevard and Lake	
Toxaway 11:50 a. m.		Toxaway 5:30 p. m.	
No. 7 Brevard and Lake		No. 8 Brevard and Lake	
Toxaway 6:15 p. m.		Toxaway 9:00 a. m.	
No. 9 Savannah and Jacksonville		No. 10 Savannah, Jacksonville	
..... 2:10 p. m.		..... 4:10 p. m.	
No. 11 Washington, New York, Norfolk and Richmond		No. 11 Cincinnati, St. Louis, Memphis & Louisville	
..... 2:45 p. m.		..... 2:05 p. m.	
No. 12 Cincinnati, Louisville, Memphis, St. Louis		No. 12 Washington, Norfolk and Richmond	
..... 2:05 p. m.		..... 2:25 p. m.	
No. 13 Charleston and Columbia		No. 14 Atlanta, Charleston and Washington	
..... 9:15 p. m.		..... 7:00 a. m.	
No. 15 N. Y., Philadelphia, Washington		No. 16 N. Y., Philadelphia, and Washington	
..... 10:05 a. m.		..... 7:00 p. m.	
No. 18 Murphy & Waynesville		No. 17 Waynesville and Murphy	
..... 6:50 p. m.		..... 8:30 a. m.	
No. 20 Murphy & Waynesville		No. 19 Waynesville and Murphy	
..... 1:47 p. m.		..... 3:30 p. m.	
No. 22 Waynesville		No. 21 Waynesville	
..... 9:00 a. m.		..... 7:55 p. m.	
No. 21 Goldsboro and Raleigh		No. 22 Raleigh and Goldsboro	
..... 7:40 p. m.		..... 9:10 a. m.	
No. 27 Charleston and Columbia		No. 27 Chicago and Cincinnati	
..... 7:30 p. m.		..... 7:50 p. m.	
No. 28 Cincinnati and Chicago		No. 28 Columbia, Charleston and New Orleans	
..... 10:15 a. m.		..... 10:25 a. m.	
No. 30 Washington, N. Y. and Richmond		No. 35 Memphis, Chattanooga and New Orleans	
..... 2:40 a. m.		..... 10:30 p. m.	
No. 36 Memphis, Chattanooga and New Orleans		No. 36 Washington, Richmond and N. Y.	
..... 6:50 a. m.		..... 7:10 a. m.	
No. 41 Atlanta, Macon and New Orleans		No. 42 Atlanta, Macon and New Orleans	
..... 11:15 a. m.		..... 8:30 p. m.	
No. 102 Bristol, Knoxville & Chattanooga		No. 101 Bristol, Knoxville & Chattanooga	
..... 10:55 p. m.		..... 7:10 a. m.	

Through sleeping cars daily to and from New York, Philadelphia, Baltimore, Washington, Richmond, Norfolk, Charleston, Cincinnati, Memphis, Jacksonville, Savannah, St. Louis, Louisville, Atlanta, Macon, Birmingham, Montgomery, Mobile and New Orleans.
Pull dining car service trains No. 6, 10, 11, 13, 17, 23, and Buffet dining car No. 14 and 16.
Through cars Goldsboro and Waynesville.
ALEX. H. ARLEN, City Pass. & Ticket Agt. J. H. WOOD, Div. Pass. Agt.