

OLD NORTH STATE FINLEY'S THEME

RELATION OF SOUTHERN RAILWAY COMPANY TO NORTH CAROLINA.

FREIGHT RATES. DISCUSSED

President of Southern Railway Company Guest of Goldsboro Chamber of Commerce at First Annual Banquet.

Goldsboro, N. C.—President Finley, of the Southern Railway Company, who was one of the speakers at a banquet given Friday evening by the Goldsboro Chamber of Commerce, spoke on "The State of North Carolina, with special reference to the relations of the Southern Railway Company to the State and what the management of that Company is endeavoring to do for the State."

Mr. Finley said that he proposed to speak in the profound conviction that the interests of the State will best be promoted by policies that are best for the interests of the people and for the interests of the railways. He said:

"A great deal has recently been said on the subject of the Virginia Cities rates from the West. It is most important to have a clear understanding regarding the conditions that have led to the establishment of the Virginia Cities rates. I shall refer to this matter only so far as may be necessary to make clear the responsibility for the establishment of those rates."

Mr. Finley pointed out that, prior to the time when the roads operating through North Carolina began to compete for Virginia Cities business, the rates on that business had been established by lines which did not touch North Carolina. He showed that the roads making these rates traversed more densely populated regions and have a greater density of traffic than the lines in the South, and said:

"The fact that some of the roads operating through North Carolina have competed for the Virginia Cities business at the rates established by these other companies, but at a margin of profit at which they could not afford to carry all of their business, does not, in any way, make them responsible for the Virginia Cities rates."

"It is now well known, however, that conferences have been in progress between representatives of the State of North Carolina and the railways in an effort to reach an understanding on questions as to the effect of the Virginia Cities rates on points in North Carolina. The railways, in deference to the sentiment of the people of the State on the subject and not because they consider the carrying of such business at present tariff rates economically unwise, have offered, in connection with a proposed adjustment, now in process of being worked out between the State and the railways, to withdraw from the business from the West to the Virginia Cities through North Carolina. It is also proposed that the effect of the Virginia Cities rates on points in North Carolina shall be considered in conference in an effort to reach an agreement as to reasonable adjustments which may be put into effect through an order of the Interstate Commerce Commission. I will not burden you this evening with other features of the conferences between the State and the railways. It is my most earnest hope that the negotiations, thus entered upon, may result in removing every ground of controversy between the people of North Carolina and the railways on this subject."

"It would, I believe, be most unfortunate if the people of any State and the railways, which are so important to their progress and development, should become involved in controversy on questions of railway charges. Much the better plan, in my opinion, is that of holding a conference, in such a spirit of fairness and of mutual respect, as to which all the economic relations and every effort should be made to arrive at an amicable agreement that will work substantial justice. I believe that, if after full and free conference in which all facts and arguments presented shall have been considered in a spirit of reciprocal fairness, any questions remain as to which agreements can not be reached, they should be submitted to those tribunals which have been constituted by the laws of the land for their adjudication."

States Great Progress. Referring to the dependence of production upon highways to market, Mr. Finley said it was not a mere accident that the progress of North Carolina in recent years had been coincident with the development of more efficient transportation agencies. Re-

viewing the splendid achievements of the people of North Carolina as shown by United States Census figures, he summed up the agricultural progress of the State by showing that the total value of farm products in the State increased from \$233,834,693 in 1900 to \$537,716,210 in 1910, an increase of \$303,881,517, or 130 per cent, as compared with an increase of 100.1 per cent for all of the other States. Ever more noteworthy were the statistics of manufacturing showing a gain in the value of manufactured products in North Carolina from \$85,274,083 in 1899 to \$216,656,055 in 1909, an increase of \$131,381,972, or 154 per cent, as compared with 80.7 per cent for all of the other States, every manufacturing industry in the State, with the single exception of turpentine and resin, showing increases ranging from 66 per cent for men's clothing to 459 per cent for boots and shoes and 463 per cent for mattresses and spring beds. He drew the conclusion from the statistics of agriculture and manufacturing that economic conditions in North Carolina are exceptionally favorable to progress and development. As showing that the progress of those parts of the State served by Southern Railway lines compares most favorably with other parts of the State, Mr. Finley pointed out that, in the twenty-year census period from 1890 to 1910, covering the first sixteen years of the corporate existence of the Southern Railway Company, eighteen North Carolina cities with a population of 2,500 or more in 1910 had shown a growth of more than 80 per cent, these cities being Asheville, with 83.3 per cent increase; Hickory, 83.6 per cent; Statesville, 98.4 per cent; Concord, 100.5 per cent; Winston-Salem, 111.6 per cent; Mount Airy, 117.4 per cent; Shelby, 124.3 per cent; Hendersonville, 131.7 per cent; Graham, 151.7 per cent; Burlington, 180.2 per cent; Lexington, 189 per cent; Charlotte, 194.3 per cent; Mooresville, 233.7 per cent; Greensboro, 379.2 per cent; Gastonia, 457.5 per cent; Thomasville, 557.1 per cent; High Point, where the increase could not be expressed in percentage for the reason that the population which had grown to 9,525 in 1910, was so small in 1890 that it was not returned separately by the census; and Salisbury, combined with Spencer and East Spencer, suburbs which owe their existence to the shops of the Southern Railway, showed an increase of 144.4 per cent.

Speaking of the helpfulness of the Southern Railway Company to the territory traversed by its lines, Mr. Finley pointed out that one of the ways in which it is contributing to the development of North Carolina is through its large expenditures in the State, its payments within North Carolina on account of wages and taxes alone being each year in excess of the total amount of freight revenue collected within the State.

Mr. Finley said that the Company's helpful co-operation is available for every community in the State. He told of the organization and activities of the Greater Western North Carolina Association, and said the Company would be glad to participate in a State-wide movement of the same sort if carried on under the auspices of the State or through a responsible organization similar to that in Western North Carolina. He said that, in addition to an agent of the Land and Industrial Department located in the State and the representation of the Department of Farm Improvement Work by an Assistant Manager at Charlotte and Field Agents at Greensboro and Asheville, North Carolina shares with the other States traversed by its lines in the services of the Company's Dairy Agents and Live Stock Agents. Under a scholarship provision made by the Company, three North Carolina boys are receiving the benefits of the full four-year agricultural course in the North Carolina Agricultural and Mechanical College. Telling of the recent appointment by the Southern Railway and associated companies of four Market Agents to assist in the successful marketing of agricultural and horticultural products from territory along their lines, Mr. Finley said that one of the first concrete propositions undertaken by these agents was that of aiding in the effort to find the most advantageous markets for 50,000 cans of tomatoes put up by the Girls' Tomato Clubs of North Carolina.

Southern Not in Politics. In conclusion, Mr. Finley said: "The Southern Railway Company does not participate in the politics of North Carolina or of any other State traversed by its lines. There was a time when support by the railways of policies deemed expedient to the preservation of our civilization was urged upon them as a patriotic duty. I think we may all rejoice in the awakening of public conscience and the elevation of public standards that would condemn any return to those conditions. In abstaining from political activity in the State, the Company has not surrendered any of the fundamental political rights to which it is entitled in as full measure as any other business enterprise or any individual citizens. These rights include the sacred right of petition—the right to be heard in argument and protest before legislative bodies, the courts of the land and administrative tribunals. They include the right to make such a presentation of facts before the bar of public opinion as I am endeavoring to make this evening. In availing myself of this right, all that I ask from

the people of the State of North Carolina is, and I have no doubt that it will be accorded, fair consideration of all questions affecting the relations of the Southern Railway Company to the State as economic questions.

"I have spoken to you tonight not as one viewing your situation from without, but as one who is in thorough sympathy with your ideals and aspirations. In speaking of the relations of the railway to North Carolina, I have done so as one who feels his responsibilities in the management of an agency of vital importance to the development of the State. My attitude toward the people of North Carolina is that of one whose earnest desire it is to be useful and co-operatively helpful, and who, though he may have made errors of judgment, has always been sincere.

"The Old North State has a history of which her sons may well be proud. She was the first formally to declare her independence of the British Crown and has ever been among the foremost of the States in thought and action. She is, as the census figures show, among the first of the States in present-day progress and I have no fear that, with her splendid natural advantages and through the co-operation of her enterprising citizens and her railways, she will continue to hold that proud position."

SILLO REDUCES FEED COST

How to Build a Good One With Ordinary Farm Tools Told in Southern Railway Folder.

How the average farmer, using ordinary farm tools, at an expense of only \$65.00 can construct a silo with a capacity of 55 tons—enough silage to feed 20 cows 40 pounds per day for four months—is told in a booklet just gotten out by the Live Stock Department of the Southern Railway, a copy of which will be mailed free to any farmer addressing request for same to Mr. F. L. Word, Live Stock Agent, Southern Railway Building, Atlanta, Ga.

"Where there is Live Stock on the Farm There Should be a Silo" is the title of this booklet which tells of the advantage to the farmer of having a silo and the great saving which it enables him to make in the cost of winter feeding for his live stock. The figures given are taken from the practical experience of a Tennessee farmer who built a silo on the lines indicated twenty years ago, who finds it as good as new today, and feels that it has paid for itself many times over every year.

Secretary of Agriculture Wilson has recently declared that the Southeastern states constitute the ideal section of the United States for live stock raising and must be looked to in future years for the nation's food supply. To stimulate interest in the live stock industry and to aid farmers to successfully follow this line, the Southern Railway has established its Live Stock Department which is giving undivided attention to this work.

ECONOMY IN DAIRY.

The problems of dairying are not at all mysterious or difficult of solution. It is a question of obtaining a cow that will give the most milk for the feed consumed, and in supplying that cow with the feed which will make milk. These, together with good care, as care is ordinarily understood by the man who is successful in handling live stock, will make the dairy herd profitable and highly successful.

GOOD DAIRY FARMER.

A good dairy farmer has been described as "a good general farmer plus the love of cows." This is a good definition, because the man who does not have a fondness for satisfaction in caring for them seldom turns out to be a very capable and prosperous dairy farmer.

SILAGE FOR CALVES.

Calves at the age of three or four months will consume some silage if care is taken to pick out the leafy portions for them. It does not take them long after this before they will consume a considerable quantity of silage.

SHREDDED FODDER AND CLOVER.

Shredded corn fodder combined with clover has made an excellent and most valuable food for dairy cows. It contains the best protein supplies for growing animals.

SILAGE FOR ONE ACRE.

A yield of 12 tons of silage may easily be obtained from one acre of corn. Allowing 30 pounds of silage as a daily ration, one acre of corn will furnish four cows with silage for 200 days.

SHED FOR SUNNY DAYS.

A good covered shed well bedded with straw, will make a fine place for the cows to lie in on days when they can not go out in the fields. It will also help you to get a nice lot of manure.

FEEDING JUST ENOUGH.

In feeding cows do not give them more than they can use readily. Any feed that is left in the mangers after the cows are through will naturally represent a certain amount of waste.

My Friend Pat

A Story of Colorado and the Emerald Isle

By WILLARD BLAKEMAN

When I was prospecting in the gold fields of Colorado and had made what I believed to be a strike I put some gold dust in one pocket for expenses and specimens for assay in the other, and started on foot down the mountain for Denver. On the way I fell in with a young Irishman, very ragged, with a bundle tied up in a red bandanna handkerchief and a short pipe in his mouth, at which he was pulling lustily.

"Good mornin' to you," he said cheerily.

"Good morning, Pat," I replied.

"How did you know my name was Pat?" he asked.

"By your brogue."

"Is it very broad?"

"No; but broad enough to give you away as a resident of the Emerald Isle."

"Northern Irish, is it?"

"I suppose so. What are you doing out in this country?"

"Oh, I came to dig for a fortune."

"And havin' made it you're going back home to enjoy it?"

"What makes you think I've made my fortune?"

"Oh, by your eminently respectable appearance."

"Well, now, that's lucky!"

"Why so?"

"Because I'm sadly in need of a loan, and since I've made a fortune it'll be safe for you to favor me."

I laughed at the Irish wit, and the way the young man had caught me in a trap. I was feeling somewhat set up, for I believed I had struck a fortune myself. Besides we gold seekers in those days were prone to help one another.

"How much do you want?"

"Enough to take me to Ireland—a matter of \$100."

"I can't do that much for you, but I might spare \$50 to get you to New York. Couldn't you make up the rest in some other way?"

"Half a loaf is better than no loaf."

We went on to Denver together, and I was greatly amused by his humor and an original way he had of saying things. I sold my mine for enough to make me independent for life and got a few hundred dollars for a first payment. By this time I had become so friendly with my traveling companion that I advanced him the whole sum needed to take him to Ireland. I believed he had made the failure nearly all gold hunters make, and since I had been one of the few fortunate ones I was ready to give him a tiny bit from my bonanza.

"Where'll I send it?" he asked.

"You needn't send it at all. As soon as I get that deal closed out I'm going to Europe, and I'll see you there."

"Well, you'll find me on the estate of the Earl of Ballygarach. At any rate, inquire there for me."

"A tenant of his?"

"No."

"What's your place there?"

He hesitated, and it seemed to me he was trying to invent a reply, so I gave him a shake of the hand and said goodby. I felt sure I was making a loan that would never be repaid, but I'd had to invent stories myself about my hole in the ground in order to obtain means to keep on digging, and I wouldn't have thanked any one to question me too closely. As I turned away from him I saw a peculiar look in his eye.

"Why do you look at me in that way, Pat?" I asked. I had always called him Pat, though his name was John Curran.

"I can't make out why you're lending me this money. Unless you give me your address, that I may return it, or your promise to see me in Ireland I refuse to take it."

"All right; you have my promise to see you in Ireland."

"Don't you go back on me by not coming," he added, and we parted.

The sale of my hole in the ground was conditional, and some months elapsed before the purchasers had satisfied themselves that the property was what I claimed for it. Then, after all, I was obliged to take a good deal of the stock in the company that was formed in part payment, but this didn't bother me, for I had great confidence in the value of the mine. Indeed, I eventually became very rich.

It was a year after the sale before I found myself independent to do what I pleased, and I set off on a tour around the world. My course was entirely uneventful, and I had always a desirable visit Ireland and, after seeing England to my heart's content, crossed the Irish channel. But I regretted feeling obliged to hunt up my debtor. I didn't need the money I had loaned him, and I didn't believe he would be in condition to pay it. To tell the truth, I had no idea I would find him on the estate of the Earl of Ballygarach or that I would find him at all. This opinion was not based on the belief that he was dishonest, for he had an expression that invited confidence, but on the fact that necessity knows no law, and his necessities had probably forced him to invent all he had told me.

After visiting the principal cities in southern Ireland I worked my way northward and one day brought up at

a little town near the estate of the Earl of Ballygarach. I rode out to the place in an Irish two-wheeled cart and, stopping at the manor house, asked the butler if he could tell me of a man of the estate of the name of John Curran who about a year before had returned to Ireland from America. The servant gave me a blank stare, then led me into a reception room, invited me to be seated and went away.

Presently he returned and said that the earl was not at home and he was the only one who could give me the information. Mildly desiring that I should make myself at home in the library if I liked—till his lordship's return. Since I was not averse to nosing among books I assented.

An hour passed in this way, when the butler entered and said that luncheon would soon be ready and asked if I would like to go to my room. Though I didn't like such trespassing, I was not averse to being entertained by an earl and his lady, so I followed the man upstairs. What was my astonishment on entering the room assigned me to see my baggage there.

"How did this come here?" I asked.

"Mildly sent to the lun for it, sir."

I brushed up a bit and went down stairs again. The butler announced luncheon and led me into the dining room. I was received there by a very pretty young woman, who said to me:

"My husband will not return for an hour or two, and, since he does not like to have any one who calls during his absence turned away, I have taken it upon myself to make you at home. He is very fond of Americans and would never forgive me if I let one of them go away without some entertainment."

I protested that I had only called to learn of the whereabouts of one John Curran, whom I had met in Colorado, and the lady replied that the earl would give me any information in his possession on his return. She entertained me delightfully at luncheon, doing everything in her power to make me feel that I was welcome. Her voice was sweet and sounded still sweeter from the rich brogue of an Irish lady. She expressed great interest in America, and kept me telling her of the country, the people and our customs. Just as we were about to rise from the table there was a sound of wheels without, the front door was thrown open, and a man stalked into the dining room.

Great heavens, he was Pat!

The moment he saw me he advanced, and, grasping my hand, gave it a vigorous shake, saying:

"You've come at last, have you? I vowed that if you didn't come soon I'd go back to America to find you." Then, turning to the lady, he added:

"This is the gentleman I've been looking for."

"I supposed he was when he asked for John Curran, who had come from America a year ago."

"Well, I'm John Curran myself," added the host, "and I was Earl of Ballygarach when we were trudging together in Colorado, though I didn't know it. When I went out there were three lives between me and the title, but two of them had died, and I had heard that the third, my uncle, was very ill. I was trying to get home, but I didn't know what I should find here. I might find an estate waiting for me, and I might not be able to repay your loan; but, by Jove, old man, that was a queer thing for you to do—letting me have that money to get home with."

I said something about his honest countenance, but my conscience was not clear, and I didn't help the matter much. So I made light of the whole matter, mentioning the spirit that animated men who lived in new countries, their disposition to help one another, their respect for the softer sex and their harshness with anything unmanly. Lady Ballygarach was much interested in this account of a people she had never mingled with, though I fancied that it was because her husband had been one of them.

The earl then asked where I had put up, saying that he must send at once for my luggage, but his wife informed him that she had sent for it whereupon he commended her highly and declared she was a trump.

The earl kept me a guest several weeks, during which he entertained me royally. He told me that he was a younger son in another branch of the family; that his father wished him to enter the army, but, having no fortune and being in love with the girl who was now his wife, he had preferred to go to America to seek his fortune. While away his father and his older brother had died, and his uncle, the earl, a bachelor, had taken the death of his father and brother and left him with no one to call upon for funds, and, as he had before told me, his uncle would not have helped him if he had asked for help.

I confess the chance in my case was great from when I had known that the earl intended that I should be a stranger in addressing him by his title, and, as far as Lord Ballygarach was concerned, I was upon me.

"Never mind that. Call me Pat, it became so far Americanized while in your country that these British-earl's name sound ridiculous."

"Do you object to your title, Lady Ballygarach?" I asked.

"Not a bit of it," her husband replied for her. "What woman would?"

"During the rest of my visit I called the earl Pat."

I became so fond of Pat that I found it difficult to tear myself away from him. He had had just the experience to make a man of him.

When I left him it was with the promise that he would return my visit in the land where we had both been poor. He did so, and my success as a miner enabled me to return his hospitality in kind in my own home.

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EXECUTOR'S NOTICE TO CREDITORS.

Having qualified as executor of the last will and testament of R. A. Denton, deceased, late of Franklin county, this is to notify all persons having claims against his estate to present the same to the undersigned on or before the 14th of March, 1914, or this notice will be filed in favor of their recovery. All persons indebted to said estate will please make immediate payment. This March 14th, 1914.

W. M. RUFFIN, Executor.