

The Carolina Watchman

A Home Newspaper Published in the Interest of the People and for Honesty in Governmental Affairs.

VOL. IX No. 13

SALISBURY, N. C., WEDNESDAY, MARCH 12TH, 1913.

WM. H. STEWART, EDITOR

GREEKS CAPTURE TURKISH FORTRESS.

Janina, Key to Possession of Epirus Province, Falls With 32,000 Men.

Athens, March 6.—The Turkish fortress of Janina, key to the possessions of Epirus Province, with its garrison of 82,000 men, surrendered to the Greek army today after a defense which stands out as one of the most brilliant episodes of the Balkan War.

The surrender was preceded by a fierce bombardment continuing two days and nights. Every available gun, including heavy Howitzer lost by the Serbian artillery, was brought to bear on the forts defending the beleaguered city.

Thirty thousand shells were fired by the Greek guns during the five-day bombardment. Gradually the Turkish batteries at Bisani, Manolira, Sakni and elsewhere were silenced.

The Greek commanders, by a feat, led the Turks to believe that their attack would be made from the right. As soon as the attention of the defenders had been distracted, the Greeks hurled large bodies of infantry on to the Turkish left. The Ottoman troops, utterly surprised, fell back in disorder.

Batteries on the heights of Bisani, the mainstay of the defense, had been unable to stand the pelting of the shells and were reduced to complete silence at 11 o'clock yesterday morning.

The Greeks pushed their forward movement during the afternoon and occupied the Turkish batteries on the Sakni and Elia hills, capturing all the guns and 110 artillerymen. Then the Greek battalions gradually deployed on to the plain in front of the city itself.

The Turkish flight immediately became general. Whole detachments were scattered to panic and joined in a mad race into the city. The Greek troops followed almost to the walls.

With all the defending batteries in the hands of the Greeks and the Hellenic soldiers at the gates of Janina, Essad Pasha, Turkish commander, at 6 o'clock this morning sent messengers to Crown Prince Constantine of Greece, announcing the surrender of the city and all the troops under his command.

The fall of Janina was announced by the crown Prince to the Greek War Office.

Wild enthusiasm reigned in the streets of Athens on announcement of the news. All houses were decorated with flags. Excited people thronged the thoroughfares singing the Greek National anthem.

About \$73,000 Spent in Making Wilson President.

Washington, March 6.—Woodrow Wilson's inauguration as President of the United States cost approximately \$78,000. The expenditures of the citizens' inaugural committee was about \$48,000, while the receipts from all sources were approximately \$84,000. The deficit of \$14,000 will be made up from the guarantee fund of \$83,000 which was subscribed in Washington. The joint congressional inaugural committee spent about \$25,000 appropriated by Congress.

The Cause of Rheumatism

Stomach trouble, lazy liver and deranged kidneys are the cause of rheumatism. Get your stomach, liver, kidneys and bowels in healthy condition by taking Electric Bitters, and you will not be troubled with the pains of rheumatism. Charles B. Allen, a school principal, of Sylvania, Ga., who suffered indescribable torture from rheumatism, liver and stomach trouble and diseased kidneys, writes: "All remedies failed until I used Electric Bitters, but four bottles of this wonderful remedy cured me completely." Maybe your rheumatic pains come from stomach, liver and kidney troubles. Electric Bitters will give you prompt relief 50c and \$1.00. Recommended by all druggists.

OFFICIALS SEE FRIEDMANN GIVE TESTS

Inoculation Followed Lengthy Consultation Between Berlin Physician and Surgeons.

New York, March 9.—In a 80-minute clinic late today Dr. Friedrich Friedmann's vaccine was given a test in the presence of United States Government officials. The several cases treated are to remain under Government inspection and upon their development will depend the official report. It was announced that Doctor Friedmann had furnished the Federal representatives with specimens of his bacilli culture and that clinical observations would continue to be made by them.

The Government physicians, acting under orders, they stated, declined to discuss the case. Doctor Anderson, it was said, would leave for Washington late tonight or early tomorrow while Doctor Stimson would remain here to watch the effect of the vaccine upon the patients.

The inoculation followed a lengthy consultation between Doctor Friedmann and the Government surgeons and more than an hour of study of the history of the prospective patients. The seven persons to be treated, all adults, were brought in from various wards of the hospitals where they were patients and one by one given injections of the vaccine. Two of them were suffering with pulmonary tuberculosis and the others respectively with tuberculosis of the knee, the elbow, the ribs, the urinary tract and the kidneys. Each gave specifically his consent to the inoculation.

Observers at the clinic said that Doctor Friedmann had remained free from nervousness throughout and that the work of inoculation had progressed smoothly. The patients were taken to the hospital.

"Doctor Anderson has explained the intention of the Government to conduct a series of clinical tests with Doctor Friedmann's vaccine," said Doctor Goldwater, superintendent of Mount Sinai Hospital, after the clinic. "Doctor Friedmann has supplied him with specimens of the culture and clinical observations will be made by the Public Health Service of Washington."

"Our special contribution is to admit special cases of surgical tuberculosis which have not been operated on so that the Government could make a test. The cases treated by Doctor Friedmann in the hospital tonight were moderately advanced and if anything remarkable happens it will surely mean a successful test of the cure. I believe Doctor Friedmann is sincere in his belief that he has found a cure but as to the outcome time alone will show that."

To Annex the Isle of Pines.

Pittsburg, March 9.—Announcement was made tonight by Thomas J. Keenan of this city, president of the American Association of the Isle of Pines, that a petition directed to President Wilson and the Senate, requesting annexation of the island will be put in circulation tomorrow in this country and the Isle of Pines. The petition states that 6,000 Americans who reside or have property interests in the Isle of Pines are anxious to have action taken to make the island permanently a possession of the United States. The Isle of Pines, the petition states, has become a distinctively American colony, citizens of the United States owning over 95 per cent of the land and constituting a majority of the population.

Are You Constipated?

If so, get a box of Dr. King's New Life Pills, take them regularly and your trouble will quickly disappear. They will stimulate the liver, improve your digestion and get rid of all the poisons from your system. They will surely get you well again. 25c at all druggists.

LID ON IN SOUTH CAROLINA.

No More Liquor to be Delivered in Anderson by Express Companies.

Anderson, S. C., March 9.—L. R. Whitlow, local agent for the Southern Express Company, has announced that there will be no more shipments of liquor delivered from the Anderson express office. The ultimatum issued by Mr. Whitlow is based on instructions issued from headquarters at Chattanooga, Tenn., which in substance advised him of the passage of the Webb bill by Congress.

Mr. Whitlow says that only a few straggling shipments of whiskey have been received in Anderson since the Webb law passed both branches of Congress, and most of these packages were delivered Friday, those not being delivered are now being held to be returned to the shippers. Henceforth, it seems, the liquor consumers in Anderson will have to ride the water wagon.

Work is to be begun here within the next few weeks on the erection of a church building to be known as the Holiness Tabernacle. The members of the congregation, numbering some 20, are circulating an appeal for aid, and have secured several hundred dollars of a fund of \$1,000 proposed to be used in erecting the building. The pastor of the church is Rev. D. R. Brown. The church was organized a year or so ago, and services are now held in a cottage.

The Dog Eater Still Living.

This report comes from a reliable source and we believe it to be true, that one day last week, so it is said by a truthful man, that this varmit went to the home of Mrs. McNeill about four miles west of Troy and was seen by Mrs. McNeill who was frightened when she saw it run under her house during the day. She made haste to get the children in the house and close the doors for protection until help came. According to the description it was larger than a dog and of a pided color, with straight ears and had rings around its tail. Now, in all seriousness, if Mrs. McNeill saw this animal and described it as reported, there can be no mistake about it being true for she is one of the county's best women, a lady of intelligence and refinement. There is something loose in the country that is dangerous to dogs and perhaps to man as well.—Troy Montgomerian.

Make Credit a Matter of Business.

In South Carolina a very respectable element of the farmers thought the repeal of the lien law would cure this evil of indiscriminate credit. I was never one of them, because I have always believed that a man had an inalienable right to mortgage anything that he pleased. I may be wrong, but I see no remedy except the repeal of the criminal statutes which, in so many instances, are all that give value to a mortgage. Then and not till then will credit be a matter of character. It is a common saying among certain business men: "I would rather have a second mortgage," or "do not care how many mortgages he puts on the stuff." Just as long as that attitude is encouraged by statutes and laws, just so long will it be impossible to reform rural credits or begin co-operative credit societies.—E. W. Dabbs, in The Progressive Farmer.

Doctor Rowe III.

Asheville, March, 9.—Rev. J. J. Rowe, D. D. one of the most prominent members of the Western North Carolina Methodist Conference, and the pastor of Central Church of this city is quite ill, suffering from an attack of the grippe.

ROWAN COUNTY COMMISSIONERS.

Regular Monthly Meeting Held at the Court House Last Week.

The board of county commissioners met in regular monthly session at the court house on Monday of last week, all members being present, and transacted all business coming before it. There was nothing of any real importance and most of the business taken up was of a routine nature.

Superintendent Thomason of the county convict force reported 47 convicts, five white males, 40 colored males and two colored females.

It was ordered that J. B. Cornelison be appointed road supervisor in Providence township.

County Physician E. W. Currie reported one death at the county home last month and that there was a good deal of sickness among the county charges during the past month but that conditions were greatly improved.

It was ordered that E. B. Lentz be allowed \$40 a month as janitor.

Representatives in behalf of the Stokes Ferry road appeared and pledged the right of way and surveying to complete the road to Tyack's store.

W. A. Steele and others asked for a road scraper in Scotch Irish township, and it was ordered that a road scraper and plows be purchased for said township.

Arthur Davis was named as road supervisor for Cleveland township.

Overman & Co., being the lowest bidders, were awarded the contract to furnish the supplies for the ensuing month.

It was ordered that the Stokes Ferry road be surveyed.

Mrs. Patterson reported 14 inmates at the county home, 10 white and 4 colored and also one death during the past month, that of Mrs. Tina Bain.

It was ordered that Mrs. Patterson purchase wire for the hog lot at the county home.

The report of the grand jury for the February term of Rowan Superior Court was read, acted upon and ordered filed.

Don't Burn off Your Fields.

Don't burn corn stalks in order to prepare the land. A farmer wrote to me today asking what would be the difference between turning under a heavy growth of dead peavines and cornstalks and burning them. In a heavy growth of peavines he will have organic nitrogen enough to be as valuable as a ton an acre of fertilizer with 8 per cent ammonia and that would be worth \$10 to \$12 an acre. He would lose this in the burning, and would lose the humus-making material, and would have left only the potash and lime that were in the growth burned. In many places he would lose as much as an acre of the land would sell for.—W. F. Massey, in The Progressive Farmer.

Best for Skin Diseases

Nearly every skin disease yields quickly and permanently to Bucklen's Arnica Salve, and nothing is better for burns or bruises. Soothes and heals. John Deye, of Gladwin, Mich., says, after suffering twelve years with skin ailment and spending \$400 in doctors' bills, Bucklen's Arnica Salve cured him. It will help you. Only 25c. Recommended by all druggists.

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 lines 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 unsound, 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."

"I 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 meeting in conference. In such a conference all matters at issue should, in a spirit of fairness on both sides, be discussed in all their 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 co-incidental 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 prosperity in the State increased from \$223,244,693 in 1900 to \$537,716,210 in 1910, an increase of \$305,881,517, or 136 per cent, as compared with an increase of 100.1 per cent for all of the other States. Even 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 56 per cent for men's clothing to 453 per cent for boots and shoes and 483 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, eight-eighths of 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, 93.4 per cent; Concord, 100.8 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, 252.2 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 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 adding 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 essential 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 citizen. 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 railways to North Carolina, I have done so as one who feels his responsibility 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 to demand 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 every 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 silo and the great savings in expense which it makes in the cost of winter feeding for his live stock. The folder 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 the 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 best 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 hay makes an excellent and most valuable food for dairy cows, as it contains the needed protein and supplies the muscle-making material 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 300 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 ferment, a certain amount of which