

Rowan County Herald

AND THE CAROLINA WATCHMAN

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RAILROAD WORKERS SEEK PAY BOOST

Spencer Established 41 Years Ago

Over Million
Employees Will
Make Demand

Deed For Land
Was Executed
February 8, 1898

Other Tracts Purchased
Later By Southern
Railway Company

RAPID GROWTH
MARKS HISTORY

(By W. D. Kizziah, Register of
Deeds of Rowan County)

The first deed conveying the land where the town of Spencer is now situated, was made on February 8th, 1896 when Robert Partee, colored, deeded 101 acres to John S. Henderson, who in turn made a deed to the Southern Railway Company. Other tracts were purchased from John S. Henderson and others and the price was from \$25.00 to \$30.00 per acre. All of the land or most of it was wood land and where the Spencer park is now located was in 1896 a forest with a dirt road leading out from the main line of the railroad through the park and towards Gobbel's Mill.

The Southern originally intended that the shops should be built at Charlotte, but one of the officials who had studied the locations along the line decided that Spencer was the half-way point between Atlanta and Washington and that the shops should be located at this point.

On March 23, 1896, a large body of laborers were marched out into a field three miles north of Salisbury and began clearing off the land and grading on a huge scale. The Southern Railway company on this date began the construction of one of the largest railway shops in the south and soon the woods and fields were transformed into a huge industrial plant that was to put over a million dollars per year into circulation in Rowan county.

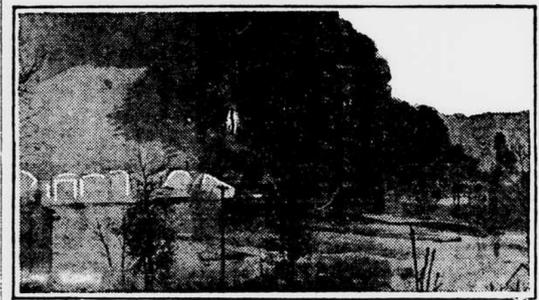
The erection of the Southern shops at this point meant a new day in the industrial life of Rowan county which had shown only a reasonable development since the Civil war. Streets were laid off and new homes sprang up in the village that was soon to become the source of the largest pay roll in the history of the county and probably the largest in the state. The new town was given the name of Spencer, after the president of the Southern Railway company, Samuel Spencer.

Within the period of about ten years the size of the shops and the entire plant were increased; many additional men were employed and hundreds of road men living at other points moved their families to the new railroad town and built homes. Most of the employees own their homes and take great pride in keeping the premises clean and attractive. The town has always been well managed and the citizens are law-abiding in the highest sense. The people of Spencer point with pride to the neighborly spirit of the citizens. Among the first citizens were the late W. P. Young whose children still live in the town; A. J. Burch, C. P. Gary, W. A. Kizziah, D. J. Miller, John Hatley, D. C. Eagle, B. F. Van Cannon, T. E. Swicegood and many others, some of whom have passed away.

Another important factor in the commercial life of Spencer and the community is the gigantic transfer business done at the Transfer shed. It is a policy of every railroad company to locate their transfer sheds at strategic points on the system so that they will be in close proximity to the largest freight classification yards. In this way, cars loaded for all points in the country can be placed in through trains and sent on their destination with little delay. A transfer station must be a place not only for the consolidation of business for com-

House Passes Local Option Liquor Bill

400,000 Homeless In Nation's
Flood Zone Along Great Rivers



News Pictures of flood scenes, Pittsburg to New Orleans, down the Ohio and Mississippi river basins, all tell the same story of record flood peaks, loss of lives and great property damage. Fires, started from toppling and bursting oil tanks in Cincinnati but added new horrors and losses. Top photo shows raging fires, caused by oil and gas spreading over the flood water from bursted tanks there. Second to top a crew of a Coast Guard unit leaving Chicago for flood duty. 800 Coast Guards, 200 boats, 12 airplanes, and 24 portable communication outfits were sent into flood territories, the biggest mobilization of Coast Guard for flood relief in history. Third from top, a thrilling rescue of a critically ill citizen from flooded home. Lower photo, scene as in all flooded towns as citizens flee to the hills for safety.

Will Rid Town Of Stray Dogs

From the Spencer Journal
Mayor Fowler requests everyone, who sees a stray dog, gallivanting around town, to get in touch with the city office as he is desirous of ridding the town of these creatures. It would also be a good idea for the citizens of Spencer to keep close check on their dogs as it was reported that a mad dog was killed in East Spenser after having bit several other dogs in that neighborhood.

Will Present Play

From the Spencer Journal
The high school will present a play "Glad Rags" sometime in the near future. A coach from the Triangle Production Co. of Greensboro will come here to coach the cast. Local talent will be used and a good production is in the offing.
At 2 p. m. Tuesday in the auditorium, Clemens, the Puppet Master will present his famous Marionettes in "King Cole," a comedy in 3 acts.

Cotton Mills Slowed By Floods And Labor Rows

Week's Report
Shows Decline

Activity Slows Down To
Mild Tempo Despite
Large Number Of
Unfilled Orders

Washington, Despite the large number of unfilled orders on their books, activity in cotton textile mills in the Carolinas and other centers throttled down to a slower usually wide mill margins apparent-earlier weeks this month. The bureau of agricultural economics reported that there is a scarcity in goods available for immediate delivery.

The industry was hampered by floods and labor troubles in some sections. The volume of sales of unfinished cloth was about equal to the volume of the previous week, with mill prices unchanged. The reported volume of retail sales was above that of a year ago, but probably smaller than last week, the bureau said.

Purchases of spot cotton by domestic mills although small were about equal to the moderate volume of the previous week. Inquiries were more numerous than in the preceding week, but the scarcity in offerings of needed qualities restricted buying according to reports. Indications are that purchases included a wide range of grades and staples.

The lower grades of good character apparently moved more freely than in recent weeks. The rate of domestic mill activity was reduced somewhat from the unusually high levels reached earlier in the month. The seasonally adjusted index of domestic mill activity was 134 per cent of estimated normal for the week ended January 23, against 141 per cent in the previous week and 109 per cent a year ago. The volume of unfilled orders accumulated by domestic mills continued unusually large and there is still a scarcity of goods reported available for immediate delivery, according to the bureau's report.

Unfinished cotton cloth sales were again restricted to a moderate volume in the New York wholesale market, according to reports. The total volume of sales was apparently below mill output for most kinds of goods. Selling was reported to be confined largely to goods in second hands which are not directly from mill stocks. Prices of these goods declined during the week but mill prices for cloth were mostly unchanged.

Advances in prices of important finished cotton goods items, notably outing, flannel, knit goods, and work clothing, during recent weeks have accompanied increased buying, according to trade reports. The untempo this week as compared with ly narrowed a little, particularly for unfinished goods. Retail sales continued above a year ago although the total volume was apparently a little smaller than in the previous week.

NEW POST OFFICE
FOR NEWTON
Newton—Mark Ervin, United States District Attorney, announced completion of negotiation for the sale of the St. Hubert Inn lot to the postoffice department for the location of a \$60,000 building. Bids will be asked immediately, he said.

Plan To Restore Appomattox Soon

Will Create National Park
With Monuments To
Figures In Surrender

Work will begin soon upon the restoration of one of the most significant shrines to be found on American soil, the village of Appomattox, Virginia, the scene of Lee's surrender to Grant in 1865.

A national park will be established at Appomattox which will comprise about a thousand acres. In addition to bringing the village back to its pre-war condition and erecting suitable markers and monuments, the park will become a natural beauty spot filled with trees and flowers.

A fifty-acre lake will be made by building a dam below the ford in the Appomattox River, which flows through the park area.

Appomattox presents a striking contrast to what it was when the soldiers wearing the Blue and Gray entered its precincts at the close of the war. It was then a flourishing, attractive village; it is now, for the most part, crumbling into decay, a victim of the elements of nature and a prey of vandals.

Among the buildings to be featured in the restoration program will be the old court house, which stood in the center of the village but was later destroyed by fire; the ancient brick tavern, which was a stage-coach stop in bygone days, and the McLean house in which Lee and Grant met to arrange the papers of surrender.

The Confederate cemetery in the area contains the grave of one Union soldier, and it receives the same care and attention as those of the Southern dead. Each Memorial Day all the graves and decorated with flags and flowers and appropriate exercises are held.

A granite marker stands on the site of the old court house and bears the following inscription: "Here Sunday, April 9th, 1865, after four years of heroic struggle in defense of the principles believed to be fundamental to the existence of our government, Lee surrendered 9,000 men, the remnant of an army still unconquered in spirit, to 118,000 men under Grant."

U. N. C. STUDENT MISSING

Chapel Hill—Allen Robert Barbano, 23, of Oneida, N. Y., student at the University of North Carolina, has been missing since January 15, when he went to New York for a basket ball game.

Huffman Resumes Practice Of Law Here; Declines Post With Social Security Board

E. W. G. Huffman this week resumes the practice of law in Salisbury, after serving four years as Clerk of the Ways and Means Committee in Washington. His offices are located in the Wachovia Bank and Trust Company building.

The Social Security Board recently tendered Huffman a position as attorney with the board in Washington but because of his desire to remain in Salisbury and promotion of other interests, he declined the offer.

Huffman began the practice of

Wet Leaders Act Swiftly Before Dry Forces Can Rally

Refuse 58-56, to Consider
Referendu mMeasure

'Railroaded', Drys Say

Raleigh, The House of Representatives ignoring vitriolic protests from drys, voted on the third and final roll call 67-43 Wednesday to allow county option on the liquor question.

As the House cleared its major hurdle of the session and the General Assembly continued at its record-breaking clip, which, leaders said, presaged early adjournment, the Senate passed the almost equally controversial tobacco compact bill, which will become law tomorrow.

A vote on the county option bill came after the wets had won a victory by the scant margin of two votes in refusing to consider the Hutchins prohibition proposal, which came before it on a minority report and provided for a State-wide referendum to ban the manufacture and sale of intoxicants. Fifty-six representatives favored consideration of the bone-dry measure, and 58 opposed it.

Dr. J. E. Stokes Dies At Salisbury Home

Dr. J. Ernest Stokes, prominent as a surgeon throughout the south, died at his home in Salisbury Monday afternoon at 5:30 o'clock. Funeral services were conducted Wednesday afternoon at 3 o'clock from St. Luke's Episcopal church, of which he was for year an official member.

He had not been in good health for several years and had not been very active in his profession for two years or more.

Surviving are his wife, the former Miss Rebecca Marsh, and one daughter, Miss Rebecca Stokes.

Dr. Stokes came to Salisbury as a young man from John Hopkins where he had been sistant to the eminent surgeon, Dr. Howard A. Kelly. With Dr. John Whitehead he established the Whitehead Stokes sanatorium which for many years was a leading hospital. He was a member of the Southern Surgical association and the American College of Surgeons.

N. C. STREAMS RISE

Raleigh—Eastern North Carolina streams, already swollen, continued to rise but no damage was caused by moderate inundations.

20 Per Cent Raise Will Be
Requested Sometime
This Spring, Accord-
ing To Plans

DETAILS BEING
WORKED OUT

Washington.—While the labor dispute is raging in the automobile industry, the ground work is being laid for labor issue in the railroad world.

A million or more railroad employees are soon to demand increases in wages, with the expectation that railroads will stoutly resist putting any more pay in the envelope. All the major railroads that operate in North Carolina are involved, in the demand that is to be made in the early spring, and which may call for long negotiations and study by government agencies.

For more than five months the 21 brotherhoods and employees' organizations affiliated with the Railway Labor Executives association have prepared the program of demands, and others are working out the details of what they will ask.

The latter programs have been held back to await decisions on the amount to be sought by the five train-operating unions, including the engineers, firemen and engine men, conductors, trainmen and switchmen.

The five now have called for a 20 per cent increase. Executives of the Eastern railroad are reported to have decided on a united front in opposition to the boost, and their example is expected to be followed by the rest of the roads.

Vehemence with which both sides advance their arguments indicates the controversy will be a protracted one.

The last big railway wage dispute came in 1934 and was long deadlocked, the deadlock even including rejection of a plea from President Roosevelt. The conferences here with the managers dragged for weeks. Finally President Roosevelt took a hand and asked that the reduction agreement be extended for "at least six months."

The union men refused this plea also. Finally, on April 26, an agreement was reached across the conference table by the union men and road executives. It provided that two and one-half per cent would be restored on July 1, 1934, the same amount on January, 1935, and the remaining five per cent on April 1, 1935. The pay has remained unchanged since the latter date.

The labor men contended that actually they were working under the 1928 basic pay, no general upward adjustment having taken place since that time. They declare the roads are about to enter a period of unparalleled prosperity, that the roads have cut expenses "to the bone" and that each slight increase in business means a considerable increase in net operating revenue.

On the other hand, the roads submit that they have just lost some \$120,000,000 yearly revenue by reason of the Interstate Commerce commission's refusal to extend the emergency freight rates, and they cite also last summer's order by the ICC reducing passenger fares to two cents a mile for coach service, and removal of the surcharge for Pullman travel.

They point, also to the unions' threatened drive backward by bills already in Congress, for a six-hour day, a reform which it is estimated would cost the roads almost \$700,000,000 a year in added wages.