

SHORT LINES HAVE ROUGH SLEDDING

Small Railroads in State Hard Hit By Provisions of Justice Act

NO RELIEF IN SIGHT

Meeting Held Yesterday in Raleigh by Representatives to Devise Plans to Overcome Alleged Injustice But Nothing Can Be Done Until Legislature Assembles

Representatives of the short lines of railroads in North Carolina held a meeting in the rooms of the Raleigh Chamber of Commerce yesterday to try and devise some plans whereby as one of the men present expressed it "they would not be completely annihilated by the working of section 2, of the Justice act" passed by the last Legislature regarding the long and short haul rates now in effect in this State.

Present at the meeting were Messrs. John F. McNair, of the Lumberton and Southern Railway; A. J. McKinnon, and A. J. Steed of the Maxton-Alma and Southbound Railway; L. C. Parker of the Virginia and Carolina Southern; A. D. Fowles of the Eastern Carolina Railway; H. P. Edwards of the Atlantic and Western; W. A. Blue of the Aberdeen and Rockfish; I. L. Hawley of the Rockingham Railway; W. P. Price and F. J. Sizemore of the Carolina and Yadkin River, and B. M. Terrell of the Warrenton Railroad.

Since the new freight rates were put into effect, following out the report of the State Freight Rate Commission and passed by the extra session of the General Assembly, the long and short haul rates of the Justice act have also been put into effect with the result that the short line railroads in the State assert that they have been placed in an embarrassing position.

Mr. McNair stated yesterday that the application of the long and short haul clause of the Justice act has taken 75 per cent of his road's business or in other words has almost paralyzed his road.

That the same is partly true of the other lines was stated by representa-

tatives who were here at the meeting yesterday. All of them say that they are hard hit.

Relief Committee Named.

A committee was appointed to devise some plan whereby this alleged injustice to the smaller roads may be overcome but the roads repre-

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Atlantic Coast Line Railroad Co.

To Shippers and Receivers of Freight in North Carolina:

On October 14th, 1914, the provisions of the New North Carolina Freight Rate Law (Chapter 20, Public Laws, Extra Session of 1913), familiarly known as the "Justice Act," became effective under the Proclamation of the Governor of North Carolina. New tariffs or rates for the transportation of freight between points in the State of North Carolina have been filed with the North Carolina Corporation Commission, and with all the Agents of the undersigned Railroad Company.

The provisions of the new law make some radical changes in the transportation of freight within this State, and in order to prevent confusion on the part of the shippers and receivers of freight, it is deemed proper to call these changes to their attention. In addition to the changes made in the rates heretofore existing, the new Law prohibits one railroad from meeting specific competitive rates of another rail or water line, unless intermediate rates are reduced to the same level, and to this extent competition between different routes will hereafter be prevented by the Law of North Carolina.

Special attention is called to the new form of these tariffs. They require that when freight is to be transported over a joint-haul by more than one carrier, the shortest route must be used in order to secure the lowest rate. If the shipper does not desire his freight forwarded by the shortest route indicated in the tariff, but desires it forwarded by another route, it will be so forwarded, but the rate charged must be for the actual distance by the route directed by the shipper, even though it be the longer route.

Freight transported between points on this line will under the terms of the law, be forwarded by the route over which this line's lowest rate is obtained, and the said lowest rate will be applied; provided, that if the shipper instructs that the freight be forwarded by another route, it will be so forwarded and the rate applicable by said other route will be applied.

The rates from junction points reached by two or more lines are no longer the same via all lines. Freight delivered to this line for transportation from such junction points will be forwarded via the route which this line's lowest rate is obtained, whether entirely over this line or over a joint-haul route; provided, that if the shipper designates another route, the freight will be routed accordingly, and the rate via such route will be applied.

ATLANTIC COAST LINE RAILROAD COMPANY,

Wilmington, N. C., October 14, 1914.

By JAMES MENZIES, Freight Traffic Manager.

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—"The International Mutual Cooks and Pastry Cooks Assn. Adolph Meyer, Sec'y."

ROYAL BAKING POWDER

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REPORT REGARDING TRADES OF STATE

Conditions of Employment of Very Satisfactory Nature During the Past Year

Commissioner of Labor and Printing Shipman on yesterday gave out advanced sheets of his forthcoming report regarding the trades of the citizens of the State. The report follows:

"Conditions of employment have been of a very satisfactory nature during the past year. Lack of opportunity has not been responsible for any noticeable amount of idleness. Skilled labor and farm labor have been in demand. There is and has been considerable difficulty in securing satisfactory domestic servants. The need of responsible employment bureaus is felt from time to time, but the department has hesitated to encourage anything along that line on account of the great opportunity for fraud. It is noticeable that there is a constant demand for the better workmen in the trades. This is the class of man that gets the price that makes the average as high as it is, and the one who is last to feel the effect of depression in the trades.

"It is a matter of much regret that there are not more schools for manual training in operation in the State. There are a few of these in the city schools, probably half a dozen all told, in addition to the State institutions, which are by no means sufficient to take care of the demand.

"Wages show a small average increase over last year. The cost of living also shows an increase, but it is believed that this is the result of the increased cost of doing business—deliveries, etc., and the fact that there are constantly being added numbers of hands through which the commodities must pass between producer and consumer. It is probable that the standard of living is being raised among the wage-earners, which would account in some measure for the increase in cost of living.

"The average wages in the different trades reported are as follows: Blacksmith, \$2.00; boiler-maker \$2.64; brickmason, \$4; cabinet-maker, \$2.25; carpenter, \$2.27; conductor, \$3.50; electrician, \$5.00; machinist, \$2.11; mechanical engineer, \$4; molder, \$3; paper hanger, \$4.50; plasterer, \$4.18; plumber, \$4.33; printer, \$3; wagonmaker, \$2; woodworker, \$1.75.

"Per cent who read and write by trades is as follows: Blacksmith, journeymen, 33; apprentices, 90; boiler-maker, journeymen, 100; apprentices, 100; brickmason, journeymen 91; apprentices, 87; cabinetmaker, journeymen 85; apprentices 90; carpenter, journeymen 83; apprentices 92; conductor, journeymen 100; apprentices, 100; engineer, journeymen, 100; apprentices, 100; machinist, journeymen 82; apprentices 84; mechanical engineer, journeymen 100; apprentices 100; molder, journeymen 95; apprentices 75; paper hanger, journeymen 100; apprentices 100; plasterer, journeymen 100; apprentices 100; plumber, journeymen 100; apprentices 100; printer, journeymen 100; apprentices 100; train-maker, journeymen 100; apprentices 100; wagonmaker, journeymen 90; woodworker, journeymen 95; apprentices 100.

"The age at which apprentices should enter trade in reported as follows: Blacksmith, 15; boiler-maker, 18; brickmason, 16; cabinetmaker, 17; carpenter, 17; conductor, 21; engineer, 18; machinist, 16 1/2; mechanical engineer, 16; molder, 17; paper hanger, 16; plasterer, 17; plumber, 17; printer, 16; textile worker, 18; trainmaster, 21; woodworker, 16.

FUQUAY MARKET BOOMING.

Monday's Sales 50,000 Pounds Above Record of Season.

Fuquay-Springs, Oct. 20.—There was probably two hundred thousand pounds of tobacco on the local market yesterday, this exceeding by fifty thousand pounds the previous high water mark for this season. All of the four houses are over run, and it will be impossible to sell all that was offered today, some of it having to go over until the next sale tomorrow. The town is full of people from a number of counties. The prices are said to be higher than at any previous time this season, and every one who sells appears to be satisfied. The coming of the Imperial Tobacco Company's buyer has put backbone into the squad of seven or eight buyers now on this market.

ALSTON GRIMES ANSWERS SUMMONS

Death in Washington, N. C., Yesterday of Well-Known Pitt County Citizen

A message was received in the city yesterday morning announcing the death of Mr. Alston Grimes which occurred in a hospital at Washington, N. C., yesterday morning at 8:45 o'clock.

Mr. Grimes has been suffering for some time from gall stones, and on last week went to the Washington hospital where an operation was performed on Wednesday. The operation was apparently successful, and Mr. Grimes seemed to be on a fine road to recovery, but Monday night suffered a sinking spell from which he never rallied, passing away as stated above yesterday morning.

Mr. Grimes was the son of the late General Bryan Grimes of the Confederate Army and was a large planter and well-known citizen of Pitt county. He was a fine specimen of physical manhood and a gentleman withal. His home in Pitt county was one of open hospitality and everyone was his friend.

Less than four months ago, on June 30th, he was wedded to Miss Anna Lawrence of Pitt county, and his married life though brief, has "been one grand sweet song." He was forty-nine years old.

In addition to his wife, surviving are three brothers, Col. J. Bryan Grimes, Secretary of State, and Messrs. Julius and Dempsey Grimes, of Washington; five sisters, Mrs. Alfred Williams, of Raleigh; Mrs. J. G. Hackett, of North Wilkesboro; Mrs. W. C. Rodman, of Washington; Mrs. S. F. Mordecai, of Durham, and Miss Susie Grimes, of Pitt county. His aged mother also survives, living at the old homestead in Pitt county, the home of the Grimes family for generations where the deceased also lived.

The funeral will be held from the Washington Episcopal church this morning at 11:30, and the body will be taken to Grimesland, the home of the deceased for interment.

Col. J. Bryan Grimes and his two brothers and Mrs. Rodman were at Mr. Grimes bedside when death came. Mrs. Williams left yesterday to attend the funeral, Mrs. Hackett and Mrs. Mordecai will also attend the funeral.

COTTON ORDERED REMOVED.

Chief of Police Tells Owners to Take Bales Off Sidewalk.

Chief of Police Walters yesterday ordered all bales of cotton to be removed from the sidewalks until after fair week and last night several were taken away. The removal of the cotton is necessary to prevent drunks or others from setting the bales afire and thereby endangering nearby property. The owners were notified late yesterday afternoon.

LYNCHING WAS FEARED.

Howard Craig Brought From Stanley to Wadesboro Jail.

Wadesboro, Oct. 20.—Howard Craig

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"We have garments that will please any man. Your customer's satisfaction rests on how readily you find the correct size and style. It's here—train yourself to lay your hands on it quickly.

"Answer questions; make suggestions; but give the other fellow credit for knowing what he wants—and above all, give him what he wants.

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