

KEEP FREIGHT MOVING, SAYS SPRING HOPE MAN

Whatever Is Needed To Handle The Business, Get It, Ad.

To the Editor:

Possibly you are aware and have heard the cry for more freight cars. Our money chest is being opened now for \$200,000,000.00 to relieve the noise which we hear. Please assist me to analyze the proposition as follows: Mr. Gatchell made the statement that before the war period the railroads paid out claims amounting to \$35,000,000 per year. Now that was before Uncle Sam took them over, but for the same class of claims the figure for the last year was over \$200,000,000.00. This is just one part of the trouble and a small one. The roads are asking for or rather they claim they need at this time an additional 100,000 freight cars, 4,000 passenger cars and 2,000 locomotives. I say give them the passenger cars and the locomotives if they need them and use them as they should, but as for the 100,000 additional freight cars I think the present supply sufficient for the business they are doing.

Way should a car of flour, hay oats or anything else stay in transit or I might say tied up for thirty days from Michigan to Spring Hope, North Carolina, when ten days is ample time for the movement provided the system was so that kind of a basis. Our records show that many cars have moved from Michigan within ten days and many from points in Minnesota within sixteen days. Now why should this not be a schedule for the movement of cars and if it was maintained there would be a surplus of freight cars soon, provided the 100,000 that are asked for would fill the deficiency. Suppose the R. F. and P. issues a bill of lading in Richmond, Monday June 14th for a car loaded for Spring Hope, N. C. This car should be billed out and delivered to the A. C. Lins today or tonight and before the sun rises Tuesday morning it should be in Rocky Mount, N. C. and then should be placed in the Spring Hope freight train Tuesday morning for Spring Hope, N. C. This connection should be made if the office force was increased or made so efficient that this schedule could be maintained, granting that there were sufficient locomotives and crews to take the trains from Richmond, to Rocky Mount and on to their final destinations. Here we are in this situation: a bill of lading is issued and then the car is lost and possibly within a week or ten days it arrives here. Junctions blocked, yards stacked with freight cars, crews working a big portion of their time fishing out particular cars from the thousands that should have already gone forward, tearing and breaking up the cars and contents, shifting long trains with giant locomotives that are capable of snapping off connections at the one pull of the throttle, you and I waiting for the goods the shippers having their entire capital tied up in order to notify shipments waiting for the banks of this great nation to make returns, their tracing shipments wanting to know when they will arrive at their final

destination. There is enough capital tied up in slow movement of freight cars to work wonders if it was available. Everybody wanting an empty and everybody wanting the loaded cars, to arrive. Now in the name of common sense if we call it common, lets go at the matter and root the trouble out without going at it from the other side. Are we afraid to face the issue, if so throw up our hands and let "George" keep on doing it. If the office force is not sufficient to handle the business, get more men, if they are being paid too small an amount pay them more. If you have not the crews to handle the trains get more crews, if they are not getting enough money pay them more and if you are short of locomotives get more locomotives, but for the nation's sake work out a system that will move freight cars after they are loaded and the bill of lading issued. If any one will take a few minutes of his time and go to any depot and trace a few cars with the bills of lading covering order notify shipments, which he will find on file and average the daily movement into miles actually moved, counting twenty four hours per day and you will see that there is something absolutely wrong that should be corrected. I can show you one freight bill for solid cars of freight that originated outside of North Carolina that have not moved twenty-five miles per day not counting the day of signing the bill of lading nor the day the cars arrived in Spring Hope, North Carolina. Spring Hope, North Carolina is not the only town suffering, for we have just a good service at anyone else considering our position. The proposition is not up to any one road, but the whole bunch of roads and the people to solve. To me it appears that everything almost has made some advancement except the movement of freight cars and why should this be the condition, with good roads, good locomotives and more experienced men to handle the situation all along the line? The "Safety First" movement appears to be eliminating accidents and the originator should be crowned with some glory, should we ever know who started it. It is not necessary to run the trains any faster than they are being run, but keep the cars moving, unless one gets crippled and then, doctor it just as quick as possible and make that car earn its cost. If it takes a car of feed thirty days to come from Minnesota to Spring Hope and thirty days to go back, that car would only make six round trips per year not counting the time for repairs. I have been connected almost eighteen years directly with the movement and receiving of freight in solid cars and am not referring to embargoes, strikes etc., but as a business proposition towards adopting some system that can and should be worked out to facilitate the movement of freight from one point to another, should be the idea of every one connected directly or indirectly with same, even the consumers shoulder some of this burden. A recent report from Chicago, says that they are arranging to load solid package cars to points in North Carolina from there so they will come through without having to be opened until they arrive at some central point. This is a beginning in the right direction and we hope that all heads will

WRITES IN OPPOSITION TO WOMAN SUFFRAGE

Knightdale Man Says Women Can Help Most By Building Up Homes

Editor News and Observer:

Having noticed a letter in your Wednesday morning issue from Mr. Bryant, of Durham, regarding the Susan B. Anthony amendment and woman suffrage, I am asking you to allow me space to ask for a little information on the subject and to express my thoughts.

I agree with Mr. Bryant that the mothers have to do the most to educate the boys who will soon be voters. But where is the place for the mother when her son needs her worthy advice and tender care? At home with her son of course! And not of stamp speaking for some useless laws and amendments to be passed in legislature, such as the Susan B. Anthony amendment.

And again I agree that it is a very silly remark for one to say that women have not sense enough to vote, so far as their senses they have it, but it is needed in the home that the coming generation will be reared under the tender love and care of a mother instead of a servant.

Those silly fellows should realize that it is not only to vote that a few women are asking but it goes further they seek to hold important offices. Think of a woman holding an office that requires her time daily, and leaving several children at home under the care of a negro servant!

And again a good many people howl on "Taxation without representation." A man who would offer such an argument must not have any family to represent. Women are not without representation. Do not the husbands whom the Bible declares head of the household, represent the wives at the polls? Why should a man labor daily in the fields, factories and various other places for the welfare of his wife and family, and forget their welfare when he goes to the polls to vote?

Also Br. Bryant states in his letter that in the future the people in this State will as in the past find a way to eliminate the colored vote. Yes, that much is so—and a very good way is to reject woman suffrage.

Now to get down to brass tacks about the matter. Women must bear and nurse children if the human race is to continue, which alone would prohibit them from competing with men. As the old saying goes, "The hand that rocks the cradle is the hand that rules the world." But not by the sword or the ballot box, but by teaching the children to look up to higher and nobler things. Do not the men remember the timely words spoken by mother, and the harsh words spoken by the hired servant, in their homes when they were boys? Which of the two is better, to teach the boy in his childhood days, the mother, or the hired servant?

My observation is that the majority of the Christian women really do not want woman suffrage, and a number of those who are working for suffrage are those who have not thought what the results would be in the future, or those who have no home to care for or either those who want to be a man, and also we have some few refined women who say they are for suffrage and the only

FOR AN ACHING HEAD

Take Horford's Acid-Phosphate Healthful, and agreeable to the taste. Refreshes and invigorates. Use it in place of lemons.—Adv.

Chances Brighter For Tar Heels To Take Action First

(Continued from Page One)

son of Mr. and Mrs. G. B. King, who are living here now, has gone to Vancouver, B. C., from which place he will sail for Shanghai, China, to accept a position with the British Cigarette Company.

Charles L. Abernethy of New Bern, defeated candidate for Congress, is here today. He says that his friends in the third district are in good spirits and he predicts that the Democratic ticket in the third will be elected by the usual two majority.

What is "Spring Fever"?

It is simply low Vitality, a lack of Energy caused by impure blood. GROVE'S TARTLELESS CHILL TONIC restores Vitality and Energy by Purifying and Enriching the Blood. You can soon feel its Strengthening, Invigorating Effect. 60c.—(Adv.)

WHEN THE COWBOY CALLED HE GAVE CHOICE OF CARDS

London Tit-Bits. "Will you send up a card, sir?" asked the maid servant of Bill, the cowboy, who called to see a friend in the West End.

"Will you send up a card," did you say" he inquired, as he thrust one of his hands into his overcoat pocket.

"Yes, sir," replied the maid. "Is that the fashion here?" asked the cowboy.

"Yes, sir; at least it's customary," explained the maid.

"Well, of course, if it's customary, I'll have to regulate myself accordingly. What suit does he want—hairs, diamonds, clubs or spades? Here, take him up the biased pack and let him have his choice!"

One Way to Get One. From the London-Blighty. "That's a fine umbrella you carry, isn't it?"

"Yes." "Did you come by it honestly?" "I haven't quite made it out. It started to rain the other day and I stepped into a doorway to wait till it stopped. Then I saw a young fellow coming along with a nice large umbrella, and I thought if he were going as far as my house I would beg the shelter of his ramp. So I stepped out and asked: "Where are you going with that umbrella, young fellow?" and he dropped the umbrella and ran."

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Sure Relief BELL-ANS FOR INDIGESTION

FAMO The Guaranteed Hair and Scalp Remedy

NOTICE! North Carolina—Wake County, In The Superior Court, Before the Clerk. Ello E. Barker (widow), Ruby Barker and G. D. Barker, by their guardian, Ella E. Barker. Vs. B. D. Barker and wife, Fannie Barker, Nita May Barker, W. L. Cates and wife, Minn Cates, O. C. Barker and wife, Ruth Barker, W. M. Howell and wife, Irene Howell, J. H. Tipton and wife, Marie Tipton, S. A. Wiggins and wife, Annie Lee Wiggins, M. B. Barker and W. J. Highsmith and wife, Transie Highsmith. The defendant, M. B. Barker, above named, will take notice that an action entitled as above has been commenced in the Superior Court of Wake County, North Carolina, for the partition by sale of certain real estate situate in Wake County, North Carolina, in which the said defendant has an undivided interest; and the said defendant will further take notice that he is required to appear at the office of the Clerk of the Superior Court of Wake County, North Carolina, in the Courthouse of Wake County, North Carolina, on the 15th day of July 1920, at 10 a. m., and answer or demur to the complaint in said action, or the plaintiff will apply to the court for the relief demanded in said complaint. This the 11th day of June, 1920. VIVUVIUS BOYSTER, Clerk Superior Court. McLendon & Hedrick, Attorneys. 7-3-st

ROYAL POUND AND RAISIN CAKE Baked in Raleigh Fresh Daily 40c Per Pound. ROYAL BAKING CO. 109 South Wilmington Street

HERBERT ROSENTHAL'S CLEAN UP SALE Starts THIS MORNING, June 26 - - - Ends THURSDAY, July 15 Remember the Date :-: 20 Days of Real Bargains :-: Remember the Date