

THE ASHEVILLE CITIZEN

PUBLISHED EVERY MORNING BY CITIZEN COMPANY, ASHEVILLE, N. C.

P. M. BURDETTE, General Manager; CHAR. K. ROBINSON, Editor; JOSE L. BAKER, Managing Editor; GRAY GORHAM, City Editor

Entered at the postoffice Asheville, N. C., as second class matter under act of March 3, 1879.

TELEPHONES: Business Office 90, Editorial Rooms 297

SUBSCRIPTION RATES

(By Carrier in Asheville and Suburbs) Daily and Sunday, 1 year, in advance, \$7.00; Daily and Sunday, 6 months, in advance, 4.75; Daily and Sunday, 3 months, in advance, 3.00; Daily and Sunday, 1 week, in advance, .15

(By Mail in United States) Daily and Sunday, 1 year, in advance, \$6.00; Daily and Sunday, 6 months, in advance, 4.00; Daily and Sunday, 3 months, in advance, 2.50; Daily only, 1 year, in advance, 2.00

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SPECIAL REPRESENTATIVE THE E. KATZ SPECIAL ADVERTISING AGENCY, 15-19 East Twenty-sixth street, New York City

Wednesday, December 31, 1919.

A Clash of Governing Powers.

Viscount Grey's retirement as British ambassador suggests a number of questions about the peace treaty, forms of government and especially the relative merits of cabinet systems in America and abroad.

Ambassador Grey was sent to Washington especially to discuss important questions arising out of the ratification of the treaty, but for reasons as various as the minds of politicians are different in glory the conversations on the new world order have been postponed. It need not be concluded, however, that Viscount Grey decided that the treaty would probably not be approved, if ever, in 1921; Grey is a sick man and did not expect to remain long in the United States, we are told.

But as the British plenipotentiary followed the parliamentary battle over peace and responsibility, and observed the clash of executive and legislative wills, he must have reflected that the direct action systems of Britain, France and Italy at least save a deal of energy that might be harnessed to the tasks of domestic legislation.

If, for instance, there had been any decided difference of opinion between parliament and the British peace representatives at Paris the government leaders would have called for a vote of confidence, and falling to get it would either have resigned or appealed to the people in a special election.

What would have happened in the American senate could not happen in America and legislative departments are in the American scheme of government that it is always happening, as the president of one political faith finds himself surrounded by a congress of another view of winter months.

Agents for Mr. of the American system profess to be in a constant contest between the President and a natural clash of sovereignty in the division of powers of government, but that aside from partisan motives the opposition, the congress is and has been jealous of the supreme authority given executive over foreign affairs.

Whatever the defects of the American method of dealing with foreign relations, and cumbersome must be admitted, this is no time to revise the constitution. The fears of executive encroachments on governmental power have always been openly proclaimed or secretly confessed as an excuse for blocking vital legislative action. But the senate cannot plead the conditions that have existed over 100 years as valid explanation for standing in the way of world peace.

Making I. W. W.'s.

Much is said of the essential devilry of I. W. W. men but little is even thought about the causes which produce converts to the doctrine of violence. During the war the I. W. W.'s organized the loggers in the northwest forests and for a while threatened to paralyze the work of producing spruce for airplane construction. And now A. Silcox, formerly head of a Montana district of the forest service, describes conditions in the lumber camp which made the lumberjacks ready pawns for the unscrupulous red card organizers.

The men were hooded together like cattle, except that this hooding was not up to the standard of a good man. Nobody showed any interest in them until the red apostles came to tell them that their employers were making fabulous profits from their labor, and that the I. W. W. offered them all the things they had been denied and more. No reputable labor organization had bestirred itself in their behalf.

When the forest fires broke out in the summer the forest service had to have fighters. Silcox offered the new disciples of sabotage decent working conditions and they went to work for the government and gave more than their contract called for.

The fanatical leaders of this movement would be as Silcox says, stick a knife in you in a minute. But their followers, really small in numbers, would be utterly negligible if stories like that of the exploding of the northwest lumberjacks were impossible to write.

Labor's Statement.

The railway brotherhoods' position on anti-strike legislation, as announced by Mr. Gompers following Monday's conference, is mild compared to statements which labor leaders made a few months ago when they were in the Cummins bill. Mr. Gompers said that it was the sense of the conference that the penalty clauses against railway employees' activities should be eliminated.

as rail transportation in uninterrupted operation. The people will oppose any measure that has even the appearance of tyranny, but a few more lessons like the coal strike will make millions of converts for legal prohibition of strikes in industries vital to life.

Of the rights of the public to continuous railway service the conference was silent on the threatened machinists' strike there is ominous reticence. It is hard to repress the wish that Mr. Gompers would sometimes speak out his real sentiments on the responsibilities of labor. But Mr. Gompers hold a hard job. The war gave him an opportunity to show his splendid and aggressive Americanism. Since the armistice he must often have thought that he was driving wild horses. His voice has been trained trying to justify men like Foster and seeking to defend the right of policemen to leave the public defenseless.

The veteran leader of labor closes his criticism of the industrial commission report with the observation: "It is something not yet fully understood how perfectly safe freedom is." But Massachusetts people will always believe liberty became license in the Boston police strike, and they voted that conviction in the election.

Roads Progress in the West.

Forty-seven miles under construction, more than 284 miles in progress of survey, ten and half miles completed—this is the encouraging report of the state highway commission's work in 22 counties of the western district in the past six months. Approximately \$2,000,000 are now available for road construction in this district.

Lines under construction or which are being surveyed are connecting links on main highways including the Central, the Asheville-Charlotte-Wilmington, Asheville-Spartanburg, Asheville-Brevard, Dixie highway to the west, Asheville-Burnsville, Sprucepine-East Tennessee and South-west Virginia, Boone trail and the Blowing Rock road.

Division Engineer Boyton states that surveys on the highway between Charlotte and Asheville through Rutherford county are practically complete, and that 28 miles of bad road in that section will soon be in excellent travel condition.

In Cleveland county contract has been let for two miles of hard surface through Kings Mountain, another link of the Charlotte-Asheville highway. Twenty-nine miles of the Central will soon be under construction in McDowell county. Plans are complete for the hard surfacing of four miles east of Morganton.

It looks as if the western counties are on the way out of the mud toward highways that will develop this territory commercially, and will make it as attractive to tourists as its natural endowments make it to be.

Hoover on Americanization.

Herbert C. Hoover, who is said to be indifferent to the call of politics but who blushed when a New York reporter told him that one of the old parties would conscript him for service, speaks with the Hoover directness and force discussing the problems of Americanization. The whole question would be answered in 20 years, says Hoover, "if the nation could systematically grapple with the child problem and insure proper conditions of birth, education and nutrition." He added that such a program must be developed out of the conscience of each community.

Mr. Hoover believes that Americans sometimes forget that charity should begin at home, if anybody around home needs help. He says:

I feel sometimes that we are perhaps more concerned over the cases of mass misery of other nations than in the individual needs of our own. The appeal of mobs of starving children draws our sympathy to faster action than the scattered minority at home. We must respond to both. The welfare of the children of the nation is our joint responsibility. I believe that the attitude of a nation toward child welfare will soon become the test of civilization.

Dr. Oaler's misquoted views about the comparative uselessness of men above 40 will be remembered long after his gospel of work is forgotten. He not only believed in incessant labor but he rejected his own theory of the proper age for retirement by staying in harness till he had attained three score and ten. Death alone stopped him from the active practice of medicine.

THE HOLLAND LETTER.

William V. Alford, of Garrettsville, Ohio, who is a fellow of the Royal Geographical society and prominently associated with the American Society of Civil Engineers arrived in New York this morning from a prolonged sojourn in Peru. He was in Peru about ten years ago and at that time became familiar with some of the more conspicuous characteristics of that wonderful country, which he says, possesses everything that a kindly providence could give to man excepting a large population and means. Mr. Alford expects to return to Peru after a brief visit to the United States for he has committed to him very important business which may be hereafter of great value in the development of international trade between the United States and Peru.

There lies in the northern latitudes of Peru a country of extraordinary natural resources not the least of which is the different climate which characterizes the lofty mountain ranges and their slopes and then the gradual descent to the valleys, richly watered, which lie under a tropical sun. Mr. Alford represents American interests and American capital which are about to undertake a very great development of this area. The Peruvian government has granted a concession aggregating an area about equivalent to that of the state of New Jersey. It extends from an ocean port on the northern coast of Peru easterly, almost exactly paralleling a degree of latitude until at last it touches the navigable head waters of the Amazon river.

There is perhaps in no other place in the world an area of like extent, which is capable of richer development than Peru. The soil is fertile and also abundant. In some places it is only a shallow ditch, not even a ditch, a little excavation is dug in the soil of bubbles up or exudes. Upon the slopes of the Andes there could be cultivated almost everything that grows under a sun whose heat is tempered by the altitude of the mountains. Stretching through the east the virgin soil is especially adapted to the production of sugar and in fact every kind of tropical vegetable or fruit. In some parts of the area the soil is of the peculiar quality which makes the cultivation of the best kind of wheat, and a very large yield of it, possible.

Mayor Grace's Prediction. Wm. E. Grace who was twice mayor of New York and who established what is now one of the greatest of the international trading and banking houses in America was formerly a citizen of Peru and learned much of the resources of that nation. He said at one time that some day there would come transportation facilities which would make it possible to cultivate hundreds of thousands of acres of soil to wheat, a soil peculiarly adapted to raising of wheat, not one acre of which has been raised under cultivation. It may be that Mayor Grace's prediction, in the course of a few years, be justified by the developments of American capital and enterprise. In addition the last trip is considered a high one of the mountains. Cerro de Pisco mines which were worked during the days of the

Peru. When the silver ore seemed to be exhausted or could not be mined in sufficient quantities to be of any value the industry ceased, but it was taken to a company of men who had been mining it was found that very rich deposits of copper were there which had been neglected by the Spanish. American capital a few years ago took over this property and has recently developed it. By means of railroad construction the mine has been brought to the coast, conveniently transported to Callao, an ocean port of Lima. Speedily this corporation will at Ouya, which is twelve thousand feet above the sea level, construct a smelting plant which when completed will be one of the largest of the world.

The American Concession. The Peruvian government having been for some time anxious that there be development of its resources and for that reason ready to make reasonable concessions to American capital has set apart about three million acres of land which as was said above is about equal to the area of the state of New Jersey and which constitutes the concession. But in order to fulfill the obligation of the concession it is provided that those who possess the concession must build a railroad, which, when completed, will connect a new port on the north coast of Peru to the head waters of the Amazon. It will be when completed about six hundred miles in length. The terms of the concession provide that the railroad be completed in seven years and it is expected that in each one of these seven years the railroad will have been far completed as to make the adjoining land available. That is to say in seven years the total area of three million acres will have passed into the possession of those who build the railroad and the railroad will have been completed.

From one point of view this is to be a through transcontinental railroad. It will connect a Pacific port with the navigable head waters of the Amazon river. In like manner the Argentine and Chilean railroads, far to the south, connect the harbor of Valparaiso with the interior of the continent. From the Pacific port, if there be a railroad over this railroad when completed, to steamer up the upper Amazon and then continued to the Atlantic at Para the entire distance will be somewhat in excess of four thousand miles. If a traveler were to take the railroad at the point where it is brought in physical touch with the navigable head waters of the Amazon and then travel over it and from the Pacific port by way of the Panama canal to New York he would travel less distance than if he were to take a steamer at the point where the railroad connects with the Atlantic line and then sail down the Amazon river to Para. The opening of this railroad is expected greatly to stimulate production and therefore commerce. The concession and the purposes which lies behind it are of the most important of recent times of the disposition of American capital to exploit the wonderful resources of South America as well as the friendly encouragement which is given by the nations of South America to the incoming of American capital and enterprise.

THE SCISSORS ROUTE

THE FARMERS AND THE RAILWAYS. (New York Tribune.)

Mr. Samuel Gompers, who will be recognized immediately as one of the foremost agriculturalists, presents to the President the petition of the farmers of the United States for the nationalization of the railways. Upon behalf of the President, Secretary Taft said that President was very glad to receive the communication. This can easily be understood by the information that the "rate of the railways" shows a net profit of "the rate of \$168,900,000 a year for the "three months prior to the coal "strike." The President is not on such friendly terms with Senator La Follette that he could have learned from him such welcome news which would excite the property of the farmers and the senator who brought the result on the Cummins bill. If Mr. Gompers had been as well informed on labor matters as on farmers' politics, he would have known that the railway unions are opposed to the Cummins bill, with its proposal to protect the railways and their employees, and that the unions have a definite plan for government ownership in the form of the Plumb plan. Hitherto the federation of labor has held itself aloof from the Plumb plan and its proposals for the operation of the railways for the production of wages. That would not be consistent with the wish of the farmers for the reduction of rates on farm products. It appears from the object lesson the country has had in the results of the policy of reducing rates and raising wages at the same time. Wages come out of earnings, and the reduction of earnings while earnings are being deducted from the use of nothing but embarrassment for those responsible for the solvency of the railways.

There is nothing theoretical about this. Under government operation, which, according to Mr. Gompers, the farmers wish prolonged, such conditions would be made to be a definite charge for the Baltimore & Ohio of \$13,394,752, and for the Pennsylvania of \$10,483,418. The farmers are blind if they do not see that one reason for reducing rates is the necessity of meeting the rates set by the successful roads. The rate of the railways is a definite charge for the use of their facilities, which now have gone to reduce the losses of the government operation of other might be able to raise wages, as the Plumb plan contemplates. Nothing of the sort could be expected by either the farmers or the unions which have been defeated in their work at a job under government operation. The Interstate Commerce Commission's reports for nine months of 1919 show that of 163 roads 108 are not earning fixed charges, and more than 49 are earning operating expenses. About 30 roads are carrying what the unions call a deficit for the use of their facilities, but only one or two of them are more than 1,000 miles in length.

The President has his choice to believe that the railways are earning at the rate of \$168,900,000 a year, or that they have been operated this year at a loss of \$60,000,000. He can believe both. The farmers may think that rates will continue to be reduced, and the brotherhoods to hope that the successor of the present director general will increase their wages as he increased them over the allowance of his predecessor, but the farmers should be the ones to be benefited. If their shoulders have fallen the burden of paying the 190,000 workers added to the railway staffs with a year, but who rendered the return of 2,128,000 fewer days' service, at an increase of pay of nearly 100 per cent. It is not surprising that the brotherhoods should be the ones to be benefited. It is not surprising that they should think that the President will assent to the proposal without verifying the profits reported to him. It is not surprising that the farmers should want government operation for the sake of reducing the rates on their products and for the sake of increasing the solvency of the roads or the treasury if they expect what they hope for.

At the top of the federal budget of five or six billions there cannot be piled another billion for the purchase and deficiencies of railway operation and for the maintenance of the network of the railways of Americans who are neither farmers nor unionists. The time has come when the United States must be operated for the benefit of all rather than for the profit of combinations of classes against public interest.

A SPLENDID EXAMPLE.

(Chatanooga News.) The declaration by Franklin D. Oiler, commander of the American Legion that members of that organization must respect the law in their efforts to uphold and promote Americanism is peculiarly appropriate. The speaker declared that respect for the law is Americanism itself. The law is no respecter of persons or classes. It puts all upon the same democratic level.

There is no denying that men who have served in the field as frequently as the speaker has taken the law into their own hands are suppressing the radical agitator in summary fashion. In a few instances they have betrayed an inclination to yield to this temptation. But it is a matter for congratulation that they recognize that to do this would more quickly result in an overthrow of the law than would the work of thousands of agitators.

Service men will be a stalwart bulwark in the support of the law and the promotion of Americanism in proportion as they understand, as their commander apparently does, that there are no ranks in American citizenship and no privileged class. The very spirit of America is exemplified in freely extending to others all the rights and privileges one may claim for himself. This can be done in no other way than by wholesome obedience to the law. Commander D'Oiler sets a good example. It will be interesting to see how often he reminds members of the law to have a respect for the law and to see the propriety of their more we have soldiers have already "Freedom force of their country. child is what was also expected for in considering citizenship. The with those of war.

Daily Reminder

IN THE DAY NEWS

The only New York Surrogate to retire by reason of the age limit and not through death, disability, removal or leave at the polls is Robert Ludlow Fowler, who today reaches the age limit of having reached the age limit of seventy years. The office of Surrogate in New York is a very old one. It was established more than a century ago in 1792 and among the early surrogates were many distinguished men. Judge Fowler was a well-known practicing lawyer when he was appointed Surrogate by Governor Dix. During his term of office he has decided thousands of motions and passed upon probate disputes in cases involving upwards of two billions of dollars.

TODAY'S ANNIVERSARIES.

1775—Gen. Montgomery killed while leading an unsuccessful attack of the Americans on Quebec. 1845—Fredrika Bremer, celebrated Swedish novelist, died at Arata, Sweden. Born at Abo, Finland, August 16, 1801. 1877—The President and Mrs. Hayes celebrated their silver wedding in the white house. 1887—Pope Leo XIII. celebrated the 20th anniversary of his ordination as a priest. 1894—David B. Knickerbocker, third Episcopal bishop of Indiana, died at Indianapolis. Born in Henselaer county, N. Y., Feb. 24, 1832. 1914—Russians held the Carpathians from Bukowina to Uzok Pass. Austro-German troops shifted from Salonica front to meet heavy pressure of Russian advance in Bukowina. 1917—Cathedral in Padua seriously damaged in third air raid by the Germans.

ONE YEAR AGO TODAY IN THE WAR.

President Wilson returned to Paris from London. Many persons reported killed in street fighting Warsaw between troops and revolutionists.

TODAY'S BIRTHDAYS

Gen. Tasker H. Bliss, U. S. A., former chief of the general staff and later one of the American representatives in the peace conference, born at Lewisburg, Pa., 66 years ago today. Emile Loubet, former president of the French republic, born at Marsanne, France, 81 years ago today. Harry S. New, United States senator from Indiana, born at Indianapolis, 61 years ago today. William W. Hastings, representative in congress of the second Oklahoma district, born in Indian Territory, 33 years ago today.

TODAY'S CALENDAR OF SPORTS

Winter meeting of Jefferson Parish Fair Association, at New Orleans. Golf—Annual midwinter tournament at Pinehurst, N. C. Billiards—Three-cushion match between Robert L. Cannelox and Charles O'Connell at New York. Shooting—Opening of American championship at 1,000 16-yard targets, at Riverside, Calif. Boxing—John Albeck vs. Al Nelson, 12 rounds, at Brooklyn, Mass.

ATLANTIC FLEET TO SAIL

FOR WINTER MANEUVERS

Vessels Will Start for Guantanamo Bay on January 8.

WASHINGTON, Dec. 30.—Four months of maneuver and drill in southern waters, to keep the ships at fighting pitch and train the great number of recruits, constituted the program for the dreadnoughts, destroyers and submarines of the Atlantic fleet which will sail for Guantanamo Bay January 8. Final arrangements for departure of the ships and the complete program of maneuvers were announced today by Secretary Daniels, following a conference with Admiral Henry B. Wilson, commander-in-chief of the Atlantic fleet. Making their rendezvous in Chesapeake Bay, seven of the eight dreadnoughts of the fleet including the Pennsylvania, Admiral Wilson's flagship, accompanied by a number of destroyers, will depart the same day for Guantanamo to be joined there by the North Dakota, now returning from the Mediterranean. Approximately 35 destroyers and fifteen submarines have been ordered to Cuban waters to take part in the maneuvers. After a month of drill and small arms practice at Guantanamo, the Atlantic fleet will return to the Chesapeake, the Pennsylvania, Oklahoma, Nevada and Arizona, will sail for Barbados and the fifth division, comprising the Utah, North Dakota, Florida and Delaware will go to Trinidad, performing tactical maneuvers enroute. Later, the two divisions will pass through Panama canal to visit Colon, where they will remain from February 25 to March 4. The dreadnoughts then will return to Cuban waters for target practice and fleet maneuvers which will continue from early March until the fleet sails for home waters April 26. The destroyer squadron also will visit the canal, leaving there just before the battleships arrive, and in addition numerous West Indian ports between February 4 and March 7. It then will go to Guantanamo bay for gunnery and engineering exercises and fleet maneuvers after the battleships' return from the canal, remaining there until their departure with the rest of the fleet. Particular attention will be given to experimental work and development of the tactics of co-operation between naval air forces and the fleet. The air detachment will be composed of units based at Pensacola and other gulf ports and will make extensive trips to east Indian waters.

AVIATOR COVERS 670 MILES IN AERIAL CONTEST

MIAMI, Fla., Dec. 30.—A distance of 670 miles was covered by Dave McCullough today in an attempt to break the 1919 record distance for a continuous 10-hour flight. The event was under the auspices of the Aero Club of America and similar flights were held elsewhere in the country. McCullough who was pilot on the NC-3 in the trans-Atlantic flight, flew back and forth between Miami and Palm Beach, using a Curtiss H.S. flying boat.

The Old and The New

THE OLD way of providing for the happiness of one's dependents was to make a will and appoint an individual as executor and trustee. The individual might have been efficient in his own business, but naturally he was inexperienced and inefficient in settling an estate. Consequently, litigation and poor management combine to make the estate shrink.

THE NEW way of providing for the happiness of one's dependents is to make a will and name a Trust Company as executor and trustee, thus assuring the carrying out of one's wishes by an institution that makes a business of this service.

Consult Our Officers on Trust Matters WACHOVIA BANK & TRUST CO Capital and Surplus \$2,000,000. Member Federal Reserve System.

Take An Inventory of Yourself

- 1. Are my opportunities better than they were last year? Am I capable of earning more? Do I do it? 2. Has my bank account grown in proportion to my income? 3. If not, is it because of necessary expenditures or because I spend too much for unnecessary things? 4. Can I not economize in many things without becoming miserly? Specifically, in what? 5. Have I steadily improved my credit and added to my financial standing during the past year by cultivating more intimate bank relations?

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is also used for the dusting and cleaning of the tops of high furniture, between the banisters of the stairs and is so made that you can get to the far corner, under the bed, beneath the radiator and other hard-to-get-at-places. Satisfaction Guaranteed or Money Refunded. Try an O-Cedar Polish Mop for two days at our risk. Test it every way for two days and if you are not delighted with it we will promptly refund your money.

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BEGINS INVESTIGATION OF SPECULATION IN MARKS

CHICAGO, Dec. 30.—Assistant Attorney-General Raymond Pruitt today began an investigation of speculation in German marks. Scores of brokerage houses which deal exclusively in the marks have sprung up recently, according to reports reaching Pruitt. The investigation is to determine whether the brokers actually have the marks, or whether the transactions are bucket shopping.

NO CONCLUSION REACHED.

CHATTANOOGA, Tenn., Dec. 30.—At a late hour tonight managers of the Southern Presbyterian progressive program, meeting here to decide as to the amount of funds to be sought and to lay plans for pushing the drive, had reached no conclusion as to whether or not the proposition to raise \$12,000,000 in the next three years for various church activities would be increased.

WILL HOLD HEARINGS ON MEMORIAL TO SOLDIERS

ROANOKE, Va., Dec. 30.—At a meeting of a legislative commission of the Virginia general assembly in Richmond January 2, hearing will be conducted at which recommendations for a memorial to soldiers and sailors of Virginia who served in the war against Germany will be received, according to notifications sent out tonight by state Senator Walter E. Addison, of Lynchburg, chairman of the commission.

Delegates representing a thousand or more preparatory schools and colleges of North America are expected in Des Moines today for the opening of the eighth international convention of the Student Volunteer movement for foreign missions. Today is the 425th anniversary of the birth of Jacques Cartier, the famous explorer of the St. Lawrence. The annual national congress of the Alpha Tau Omega fraternity is to be entered in Cleveland during the four days beginning today.