

CAPE FEAR NEWS

Published every morning in the week, except Monday.

A. M. MOORE, Editor and Owner.

Office: 224 Hay Street. Telephone No. 305.

SUBSCRIPTION PRICE: One Year \$4.00, Six Months 2.00, Three Months 1.00, One Week (by carriers in the city) .10

The News wants to be representative of its readers and in doing this, they are given free access to these columns.

Entered as second-class matter December 24, 1915, at the postoffice at Fayetteville, North Carolina, under the act of March 3, 1879.

Address all communications to the Cape Fear News, Fayetteville, N. C.

FRIDAY, SEPTEMBER 1, 1916

WE WILL PAY THE FREIGHT

Since the great railroad strike appears to be inevitable, the innocent bystanders will pay the freight, what ever may be the result of the conflict. The loss will fall heavily upon the public in the loss that will be sustained by all lines of business in its blighting effect, but if finally the matter is adjusted in the interest of the trainmen the cost will come out of the freight payers' union. The railroad presidents state that the eight-hour system applied to the handling of freight trains will increase their expense by \$50,000,000 a year. The railway trainmen contend that it will not exceed \$20,000,000, but whatever it may be the railroads will recoup every dollar of it out of those who pay the freight.

If the railroads can show that the increased expense cuts down their revenue below a reasonable earning basis, they will be authorized to increase freight rates along lines upon which there is a lack of density of traffic for the roads. There is little likelihood of any further postponement of the impending strike and the probability is that Congress will do nothing, as both Republicans and Democrats fear the political effects of any kind of action in the face of a campaign. Nevertheless, the people will look to Congress for some kind of action to avert the strike, if such a thing is possible at this late hour. -Wilmington Star.

THE RAILROAD.

What would be involved in case the weather gods put their strike order into effect Monday morning? There are very few readers who could give a comprehensive idea because there are but few who have a conception of the vast system of railroads that would be tied up. No country in the world could engineer a strike of so great proportions, by reason of the fact that no country has so vast a mileage of railroads as the United States. The car wheels in this country rumble daily over 257,500 miles of railroad track, or more than 50,000 miles in excess of the total mileage of all Europe. The trackage in the United States, with the sidings and switches included, would make a line 391,000 miles long, and this as figured out by the bulletin writer of the National Geographic Society, "would be sufficient to reach from the earth to the moon, with enough left to go around the globe six times." The number of locomotives that would be unattended in the round houses is 55,000. The cars that would be emptied of passengers and freight number 2,227,000. When we come to a consideration of the capital involved we have to speak in big figures. It amounts to slightly less than \$20,000,000,000, or about 44 per cent of the total indebtedness of all the Nations of the earth. It equals 10 per cent of the whole wealth of the country.

Of course the main trouble is about

more pay for the employes. Shorter hours and other items are involved. But more pay is at the bottom of it. The general officers of the roads—the men who manage and operate this great system of railroads—are, as a matter of course, the best paid. They draw on an average a salary of \$16.16 a day. Other officers ranking second get \$6.48 a day. And right behind these head men come the engineers with a daily pay of \$5.24. Next to the engineers come the conductors with earnings of \$4.47 a day. The very lowest paid men in the service of the railroads are the trackmen and they get \$1.59 a day. The railroads have been carrying passengers at an average rate a little under two cents a mile. They have been hauling freight per ton mile at less than three-quarters of a cent. To operate the railroads for the year ending last June the treasurers spent \$2,088,000,000 of the \$2,956,000,000 they took in as operating revenues, leaving \$868,000,000 for maintenance, for keeping up equipment, for building depots, extending lines, paying damage awards and court costs, taxes and a considerable number of items that daily confront the auditors, and a larger or smaller share, according to the success or failure in management, to be distributed as dividends among the men and women, widows and orphans, who hold the stock. A strike nailing down all these immense interests even for a day would involve enormous consequences to the people of every State in the Union.—Charlotte Observer.

"ASLEEP AT THE SWITCH."

That there is a crisis upon the newspapers of the country is so patent that it should impress itself upon every man who has anything to do with the publication of newspapers. But the evidence is that many of them are "asleep at the switch" at a time when there should be action and alertness in doing all that is possible to avert what may prove a vast disaster to the newspaper business.

In Greensboro on Tuesday there was held a meeting of newspaper men to discuss plans to lessen the increasing high cost of paper, and to adopt some program that would tend to overcome the problem presented by the shortage of paper. The men who were present did all that they thought possible in behalf of present and permanent relief, but it was a pitifully small gathering to make plans for the great number of newspapers in the State.

There were exactly ten men at the meeting, and these ten men represented nine newspapers: two morning dailies, five afternoon dailies, and two weeklies. In the face of the big problem that is being faced the attendance was a tragedy. Lack of interest in this State, and the same lack of other States may make it a real tragedy in many newspaper offices, unless there is relief found for conditions which threaten to grow worse.

The newspaper men who assembled in Greensboro passed certain resolutions, urged action along various lines. Congress was requested to make legislation to aid, and publishers were called upon to enter upon a program of rigid economy in the use of newspaper paper. Every editor in North Carolina should write to members of Congress and call for legislation which will tend to relieve the situation, and the newspaper publishers should be diligent to conserve every pound of paper.

Newspapers have influence. They exert it at times to help others. Are they now going to be "asleep at the switch" and fail to use every influence and precaution to save themselves?—News and Observer.

Believe in national preparedness and then fail to keep yourself physically fit?

Heart disease, pneumonia and tuberculosis cause more than 30 per cent of deaths.

ASK THE EXPERTS. No Reason Why... Be Insured... Claiming to be an expert.

There is no doubt that the... should be insured upon... representing himself as an expert of an insurance company. The law provides that every agent shall carry his license with him and exhibit it on demand. Read the law.

Section 4766. Agents must procure license. Every agent of any insurance company authorized to do business in this State shall be required to obtain annually from the insurance Commissioner a license under the seal of this officer, showing that the company for which he is agent is licensed to do business in this State, and that he is an agent of such company and duly authorized to do business for it. And every such agent, on demand, shall exhibit his license to any officer or to any person from whom he shall solicit insurance.

SUSPICIOUS FIRES.

All suspicious fires must be investigated and prosecutions made where the evidence calls for them.

Section 4819. Commissioner to take testimony, cause arrests and prosecutions, and furnish information to solicitor. It shall be the duty of the insurance Commissioner to examine, or cause examination to be made, into the cause, circumstances and origin of all fires occurring within the state, to which his attention has been called in accordance with the provisions of the next preceding section, or by interested parties, by which property is accidentally or unlawfully burned, destroyed or damaged, whenever in his judgment the evidence is sufficient, and to specially examine and decide whether the fire was the result of carelessness or the act of an incendiary. The commissioner shall, in person, by deputy or otherwise, fully investigate all circumstances surrounding such fire and, when in his opinion such proceedings are necessary, take or cause to be taken the testimony on oath of all persons supposed to be cognizant of any facts or to have means of knowledge in relation to the matters as to which an examination is herein required to be made, and shall cause the same to be reduced to writing, and if he shall be of the opinion that there is evidence sufficient to charge any person with the crime of arson, or other willful burning, he shall cause such person to be arrested and charged with such offense, and prosecuted, and shall furnish to the solicitor of the district all such evidence, together with the names of witnesses and all the information obtained by him, including a copy of all pertinent and material testimony taken in the case.

WISDOM OF THE ANCIENTS

In the Days of Abraham People Had Clear Ideas of Personal Liabilities for Fires.

In the days of Abraham, 2245-2242 B. C. Hammurabi, king of Babylon, promulgated a law that those guilty of arson or incendiarism should be thrown into the fire. In the 22d chapter of Exodus and 9th verse the great lawgiver, Moses, caught hold of the same idea and wrote as follows: "If fire break out and catch in thorns (dry grass, piles of refuse and rubbish) so that the stacks of corn, or the standing corn, or the field, be consumed therewith, he that kindled the fire (through carelessness or any other means) shall surely make restitution." Some clear ideas as to personal liability were evidently entertained by the ancient lawmakers which their modern successors would do well to cultivate.—Fire Facts.

INSPECTION OF FIRE RISKS.

Under the law enacted by the last Legislature, no fire insurance agent in the State can issue a policy covering any property in a city or town until he has inspected the property as to its value and insurable condition. This is a very important law and applies to the issuing of all policies upon city or town property. The failure to comply with this law makes the agent liable to have his license cancelled.

PERSONAL LIABILITY.

F. L. Stetson, chief of the fire department of the city of Seattle, in an address before the Municipal League of this city, said that "the only manner in which fire losses in this country can be reduced, and the only manner in which the fire hazard can be consistently lessened, is by making careless property owners and careless tenants responsible for the losses from fires which start on their property, or on the property of which they are in charge."—Fire Facts.

LABORERS EXECUTED BY THE CARRANZA AUTHORITIES

Typhus Fever is Raging Throughout the Country.—Hundreds Die.

El Paso, August 31.—Conditions are worse now than at any time during the last six years of revolutions. Americans arriving here from Mexico City and other interior places bring this information to the border. Refusal to accept Carranza paper money in payment for their work is causing the execution of hundreds of laborers by the Carranza military authorities. Workmen receive ten pesos in currency for a day's toil. That means about twenty-five cents in gold.

When they refuse to accept the paper their employes complain to the nearest military post and the laborer is shot.

Typhus fever is raging throughout the country and hundreds are dying. Only the very wealthy can afford to pay \$50 a bottle for the necessary medicine. The beautiful city of acatecas has been almost deserted by its 60,000 people. They have gone into the country districts for food and to escape the typhus.

Famine is spreading and the meat supply has been seized by government officials. They are holding most of it for themselves and friends.

The Catholic confession has been forbidden by government decree and nuns are being expelled from the country wherever Carranza finds them. Cathedrals are being used as barracks in many of the northern states and church property has been desecrated by soldiers.

Villa bandits, 200 strong, are reported to have circled north of Chihuahua City from Satevo.

Counterfeit Brass Checks Lead to Arrest

(By International News Service.) Owensboro, Ky., August 31.—Every body knows the man who counterfeits coin of the United States stands in a fair way to spend a few years in a federal prison. But Charles E. and William Sullivan, brothers, did not see where the government would have any claim on them if they counterfeited brass checks used by the West Kentucky Coal Company as its commissary. They uttered some of the brass checks and sent them by mail to some friends who "cashed them" at the commissary. The counterfeiters were discovered and now the two brothers are facing federal court on a charge of using the mail to defraud.

Go to the drug store to buy a tooth brush and then handle the entire stock to see if the bristles are right!

SEASHORE ROUND TRIP FARES FROM FAYETTEVILLE

Summer Excursion Fares. \$4.05 to Wrightsville Beach. \$5.55 to Myrtle Beach. \$9.20 to Norfolk. Tickets on sale from May 15 to October 15, inclusive, limited returning until October 31. Liberal stop over privileges. Week-End Excursion Fares. \$2.75 to Wilmington. Tickets on sale for all trains on each Saturday and for forenoon trains on each Sunday from May 27 to September 11, inclusive, limited returning to date of sale. Schedule and further particulars cheerfully furnished upon application to P. H. LEE, Ticket Agent, Fayetteville, N. C. ATLANTIC COAST LINE The Standard Railroad of the South

REMEMBER! If you are short in some clothes to finish the season, call on us we guarantee it will pay you. P. S. New Fall Goods arriving daily, some on display now. Stein Brothers "The Store That Saves You Money."

MOUNTAIN EXCURSION TO ASHEVILLE "The Land of the Sky" Tuesday, September 5, 1916 VIA SOUTHERN RAILWAY Tickets Limited Six Days—Through Pullman Cars and Coaches. Schedule and round-trip fares as follows: Lv. Goldsboro 2:00 p.m. \$6.75, Lv. Selma 3:00 p.m. 6.25, Lv. Raleigh 4:05 p.m. 5.75, Lv. Henderson 2:15 p.m. 5.75, Lv. Oxford 2:55 p.m. 5.75, Lv. Durham 5:08 p.m. 5.75, Lv. Chapel Hill 4:00 p.m. 5.75, Lv. Burlington 6:25 p.m. 5.75, Lv. Greensboro 7:20 p.m. 5.00. Arrive Asheville Wednesday morning, Sept. 5th. Round-trip fares in same proportion from intermediate points. Returing tickets will be good to leave Asheville on all regular trains up to and including all trains leaving Asheville Sunday, September 10th, 1916. This is the best time of the season to visit the mountains. Asheville, Waynesville, Lake Toxaway, Hendersonville, Lake Junaluska, Brevard and various other points. Make Your Sleeping Car Reservations in Advance. For sleeping car reservations and further information, ask Southern Railway ticket agents or address, J. O. JONES, Traveling Passenger Agents, Raleigh, N. C.

BUIE'S CREEK ACADEMY Founded by the present principal in 1872. It has grown from a small school to a large one. Through college preparatory courses and practical business training in all branches of commercial life. Faculty of well-known experienced teachers. 540 students last year representing 40 countries, 6 states, Cuba, China and South America. Strong Music Department. Piano, Pipe Organ, Violin, Viola, Art and Expression. Modern equipment. 1000 dormitory bunks. Christian instruction. Low rates. Write for catalog. J. A. CAMPBELL, Principal, Buie's Creek, N. C.

ATLANTIC COAST LINE RAILROAD COMPANY The Standard Railroad of the South Train Service:—Insurrection of Through Sleeping Cars between Wilmington and Asheville, N. C. Pullman Line No. 2945. Passenger Traffic Department. Inclusive with the first car from Wilmington Sunday, June 18th, and with the first car from Asheville Monday, June 19th, 1916, the Atlantic Coast Line, in connection with the Southern Railway, will inaugurate through Standard Pullman Cars, day, between Wilmington, N. C., and Asheville, N. C., on the following schedule: Westbound, A. C. L. Train No. 55; Lv. WILMINGTON, N. C. 3:45 p.m., Lv. Florence, S. C. 8:35 p.m., Lv. Spartanburg, S. C. 9:30 p.m., Ar. Columbia, S. C. 10:50 p.m., Lv. Columbia, S. C. 11:50 p.m., Ar. Spartanburg, S. C. 3:20 a.m., Lv. Spartanburg, S. C. 3:20 a.m., Ar. Hendersonville, N. C. 5:50 a.m., Ar. ASHEVILLE, N. C. 7:00 a.m., Eastbound, S. R. Train No. 4; A. C. L. Train No. 54. Lv. ASHEVILLE, N. C. 8:00 p.m., Lv. Hendersonville, N. C. 9:10 p.m., Lv. Spartanburg, S. C. 11:05 p.m., Ar. Columbia, S. C. 3:45 a.m., Lv. Columbia, S. C. 5:45 a.m., Ar. Spartanburg, S. C. 8:45 a.m., Ar. WILMINGTON, N. C. 12:50 p.m. This new service will afford comfortable accommodations for passengers visiting the seashore and mountains during the summer. W. J. CRAIG, Passenger Traffic Manager, I. C. WHITE, General Passenger Agent, Sou. Ry. Train No. 3. Everybody who reads magazines buys newspapers, but everybody doesn't buy magazines. Catch the Drift? Here's the medium to reach the people of this community.