

The Caucasian

AND RALEIGH ENTERPRISE.

Raleigh, N. C., April 25, 1912.

Entered at the Post-office in Raleigh, N. C. as second class mail matter.

Local Matters.

The police department of Raleigh had a busy time Saturday night and Sunday, and there were 16 drunks to face the police justice Monday afternoon.

Governor Kitchin last Saturday granted a pardon to Milton Barlow, who was convicted in Stokes County at the fall term, 1911, and sentenced to twelve months on the roads.

Records show there were 437 children born in Raleigh from March 1, 1911, to March 1, 1912,—324 white and 203 colored. There were also 113 deaths of children from 1 to 2 years.

Mr. William B. Royster, who was a member of the Fifty-sixth regiment during the War Between the States, died at the Soldiers' Home Tuesday, of asthma, at the age of sixty-nine years.

The United Commercial Travelers will have their annual banquet at Gierch's Cafe Saturday night, next. Of the many speakers expected to be present are Governor W. W. Kitchin and Colonel Charles E. Johnson.

Governor Kitchin Monday offered a reward of \$200 for the arrest of George Buchanan, white, who is wanted in Avery County for the murder of Joseph W. Stafford, who was a police officer of Minneapolis, a small town in that county.

The Wake County Democratic Executive Committee will meet next Monday at noon for the purpose of electing a chairman and transacting other matters. Mr. George Hunter, the former chairman, died since the last meeting of the committee.

Revenue officers located and destroyed six large illicit distilleries, near Merry Oaks and Chalybeate Springs last week, and arrested two negroes, Joe McRae and Rufus Gilchrist. Four hundred gallons of whiskey and over three thousand gallons of beer were destroyed.

Work began Tuesday on the grading for the new freight depot and tracks of the Southern Railway. The depot will be built on the space which has been occupied for several years by the cotton platform, and will be 50x300 feet with its north end fronting on West Davie Street.

Preparations are being made for the placing in the Capitol of the bronze tablet commemorating the Mecklenburg Declaration of Independence, which is to be unveiled on the 20th of May, the one hundred and thirty-seventh anniversary of the signing of the Mecklenburg Declaration of Independence.

Death of Mr. Michael Bowes.

Mr. Michael Bowes, one of Raleigh's oldest and best known citizens, died at the residence of Mr. C. W. Barrett, on West Jones Street, yesterday at 5:30 o'clock. He was 88 years of age, and had been in feeble health for several years. The funeral will be conducted from the residence to-day by Rev. M. A. Barber.

Mr. Percy Fleming Gets Charge of Children.

Mrs. Nelle C. Fleming, of Washington, whose suit for divorce against her husband is pending in Wake Superior Court, has turned over the two children to Mr. Fleming, saying that she is not financially able to provide for them. This action followed the opinion of the Supreme Court two weeks ago setting aside the order of Judge R. B. Peebles, awarding Mrs. Fleming alimony in the sum of \$75 a month. Mr. Fleming, it is said, will carry the children to Louisburg to relatives.

Wake Court in Session.

The Superior Court of Wake County convened Monday for a five weeks' term. Not many cases of importance have been heard. The most important case is reported as follows by the reporter of the News and Observer:

"The women were asked to retire from the court yesterday when J. A. Tant was stripped for an examination before the jury to show what injuries he had sustained in the employment of the Norfolk Southern Company in August of 1910.

"An unusual thing was this, but it gave the jury an opportunity to see the measurements upon which Mr. Tant based his claim of damages. Just what was found isn't to be told now while the case is undecided.

"This action took up the day. Mr. Tant was injured in August of 1910 while serving the company as car inspector. In some way or other on Jones Street he became entangled in the hose and was severely hurt. The plaintiff declares that he was injured through no fault of his own, and that the company is responsible. The Norfolk Southern takes the view that there was ample warning given Tant and that he did not exercise caution. He is suing for \$2,000 damages."

REAL ANCIENT HISTORY

A Treaty of Commerce Between France and England

ABOUT GOOD ROADS, ETC.

The Major Once Invented An Original Plan to Improve the Roads and Gives a Glimpse of the Idea—He May Run For President on the Good Roads Scheme—Some Modern History Reversed.

Bilksville, N. C., Apr. 22, 1912.

Correspondence of The Caucasian-Enterprise.

In 1876 a treaty of commerce was concluded between France and England. The English manufacturers, then ahead of any in the world, an' still in the lead in some particular lines, were not pleased with the treaty. The English were far ahead of their French nabors in most lines. But in the matter of wines an' certain kinds of oils the French lead the world at that time. The French farmers an' mechanics soon registered a decided protest against their parliament. For the year the loans of France, virtually the taxes, or they would be so designated now, amounted to about sixteen millions of dollars an' the people didn't see how they could stand up under hit. While the object of awl this taxation is not given clearly in the old histories available, hit wuz probably due to dog laws and "good roads" nonsense such as the people of North Carolina are burdened with in our time. France believed in good roads and, made em. But, az in some sections of North Carolina today, a vast sum wuz wasted each year on so-called good road improvements which cost entirely too much because corrupt politicians hev a long bony finger in the pie, an' because the schemes are entirely impractical. Hit is very easy to use public money in gradin' an' buildin' macadam roads which usually cost from three to eight thousand dollars per mile, an' they really loow pretty—for a few days—or until a few big rains fall, an' then the hard winds blow, an' where are your good roads? Macadam roads are pretty, I'll admit; an' they look like they are substantially—but they are not worth \$500 per mile, though they cost many times that amount az they are usually built. For some years the writer hev modestly advocated a system of graded roads, which means something. My plan is to locate an' grade the roads just az they should be for awl practical purposes, makin' them wide enough for heavy travel near large towns, for instance. After the road is graded, it will consist of either red clay, gray or yellow clay. Put up a light, but substantial framework of timber an' finish hit with rafters an' sheeting an' cover the roof with the cheapest but most lasting material available, such as good metal roofing, which should be painted an' kept painted. Perhaps the best roofing material for this purpose would be slate; it would be expensive, but would last for hundreds of years, for the road an' timber would be protected an' the timbers would last for hundreds of years, so would your road; an' hit would always be dry, smooth an' firm. You could haul five or six heavy bales of cotton to town with two good mules an' there would be no mud, no extra pullin' for your stock, even in January or February, the worst months for bad roads. For automobiles, light buggies, carriages, etc., you could spin along at from six to forty miles per hour over such a road. You wouldn't need any rubber coat or umbrella on wet days, no protection from hot sun, the roof bein' ample protection. The road would be cool in hot weather, for the sides are awlways open. When I sprung this road idea on an unsuspecting public some laughed an' others agreed that hit had meat in it. I wuz then livin' on a small farm in Iredell, my native county, and wuz about seventeen years old. I simply had figured out the plan an' stood ready to defend hit. Sometimes I would scribble a few lines for the local newspaper, the Statesville Landmark. What I'd write awlways managed to get a place in the paper for Mr. J. P. Caldwell, that prince among newspaper men, in some respects the best editor in North Carolina, durin' his brilliant life, would publish little pieces I'd write; an', just to make me feel good, he'd say hit wuz more or less readable, for he called me "one" or "hiz boys"; an' he had a heart in hiz body which would weigh at least 150 pounds, for he wuz nearly awl heart—an' brain. Says he to me one day when I wuz in town and had dropped in to shake hands and tell him how craps were doin', "Zeke, we are havin' some talk about road building in this county, something badly needed, for some of the Iredell county red clay roads have no bottom to them during the winter months. I am going to give all the citizens of the county a chance to express their views on the important subject, and I am going to ask you to lead off with your views as to what should be done with the roads, for it is a serious question. "Set the pace," said

he, and use all the space necessary." The next week I sent the Landmark an article on covered roads. I wuz afraid he'd throw hit in the waste basket an' that he might inflict bodily punishment upon me if I ever attempted to call at his sanctum again. But he put the article on the first page of the Landmark under good headlines. When I ventured to call at his office again, some weeks later, Mr. Caldwell laughed heartily an' said that I had sprung a more or less readable, humorous article upon him an' the readers of his paper, an' then, for a moment or two, his great kindly eyes beamed toward me an' he really looked sad. But he wuznt. In another instant a broad smile stole over his face, his eyes sparkled with genuine humor, an', openin' a small compartment of his desk, he took therefrom some greenback money an' handed a bill to me. "Take this," said he; "a boy who can take up a commonplace subject like that of good roads an' how to make them, an' who can get out of the "old ruts," so to speak, (some of his own grim humor) ought to get pay for it," an' he handed me a bill which wuz larger an' prettier than I had ever received for writin' one article—larger than I had ever received for one article up to that time. Then I knew that Mr. Caldwell wuz not angry, that I had not "thrown the fat in the fire." But that wuz not the last scribblin' I did for Mr. Caldwell an' that wuz not the last time he exhibited interest in my feeble, but persistent efforts to force my way upward in newspaper work. I lacked ability, I lacked experience. But more than once Mr. Caldwell came to my rescue an' through his efforts I wuz able to "land" somewhere an' somehow. In politics an' on some important public questions we became separated. But through it awl I wuz hiz loyal friend, an' when he passed over the river only a few short months ago, you can readily guess that I regarded the loss of the great editor az a personal one, az far az such losses can go. My pet scheme to give North Carolina a thorough, practical system of permanent good roads wuz not a joke. In time hit will receive proper recognition an' be put into actual operation. Awl the world thinks I wuz not in earnest. This is because all the world is not made up of thinkin', practical people. Awl of the great inventions, great uplift schemes, hev evolved from the brains of people who were regarded az cranks. Thomas A. Edison became a crank upon electrical subjects some years ago. The result wuz the telephone, the graphophone, many electrical contrivances, includin' electric lights, the application of electricity to run machinery in factories; awlso electric street cars, suburban cars, an', finally, great electric trains, automobiles an' carriages. I am not in Mr. Edison's class at awl, but I did evolve a scheme to dispose of the bad roads question in a practical way. Before it can or will be put into practical demonstration I may hev gone to the "reat beyond, but hit iz comin'—that iz, covered roads. With a shovel an' pick, an' with a few hundred feet of timber an' some substantial roofin' material, I can build more an' better permanent road at a smaller cost than exists in the entire State of North Carolina today, though millions of dollars hev awlready been spent on a few North Carolina roads, notably in Wake, Mecklenburg, Iredell, Rowan, and a few other counties. Mr. Vanderbilt hev spent hundreds of thousands of dollars on his good-road buildin' on his great estate near Asheville. The roads are fine, but not half so permanent az my plan would yield. I can take \$5,000 an' build a mile of real road an' hit would be worth more than awl the roads North Carolina hev built from the standpoint of permanence, for anythin' not permanent in road-buildin', or nearly so, is a waste of energy an' or money; an' the best macadam roads, no matter how expensive nor how nicely constructed, will not last more than two or three years without expensive repairs, an' they will not last more than a few years unless they are renewed entirely, an' at a cost equally az heavy az the original outlay, less a portion of the original cost for gradin' the roads. Recent occupants of the Presidential chair, Mr. Roosevelt and Mr. Taft, hev advocated a system of great national highways. Mr. Bryan says "me, too," an' hez intimated that the roads would awl be built of silver when he lands in the White House. Don't let any of 'em fool you. Elect your humble servant, this writer, President for two or three terms consecutively, an' I'll see that the country hez sum really great an' good national highways. I'll agree to build such highways without much, if any increase in your taxes. Such roads will be of more practical or more real benefit than awl the laws passed by Congress durin' both of Cleveland's terms as President; awlso less harm than wuz done durin' the same period.

That brilliant North Carolinian, ex-Senator Marion Butler, introduced an' wuz the most active worker for the plan of rural mail delivery, "free delivery" az hit iz called. After he had spent many tireless hours in behalf of the idea, making many speeches in the United States Senate, he finally got a bill through that body carryin' a very limited appropriation to try a few rural routes az an experiment. The lower House soon adopted the bill an' hit became a law. A number of routes were soon

established in the South, North an' West. The plan was a hit from the start. The demand for rural free delivery routes grew rapidly, an' thousands of such routes, coverin' nearly awl rural sections of every State hev bin established an' thousands of families, formerly very inconvenient to any postoffice now get their letters an' newspapers once a day an' they are placed in a box right in front of their homes in most cases. Under the old system most of these families, an' they number millions, did not get mail oftener than once or twice a week an' they had to go from one to four miles for it, too. Now they can get even daily papers from the box at the front gate. An' hit doesn't cost them a cent extra for the luxury. A former can even buy postage stamps through the mail carrier without seein' him at awl. He only hez to put a few cents in his mail box an' a note explainin' what denomination of stamps he wishes, or postal cards, and the rural mail carrier does the rest by leavin' the stamps in your mail box, which you get when you visit your mail box any time durin' the day. You may leave a dime or a dollar in the box an' call for one or two stamps in your note an' the rural mail carrier will leave the stamps an' the amount of change due you out of your dime or your dollar, or other sized bill you may hev left in your mail box, which, of course, is a metal box an' you keep it locked, the mail carrier havin' a duplicate key, so there is no danger of thieves gettin' your money which may hev bin left in the box. Great thing, this rural mail delivery. The country and the village people in the United States ought to elect Senator Butler President out of gratitude. After he holds the job az long az he cares for hit, then he ought to step down an' let yours truly get a little taste of high life, for my plan to cover the roads iz just the thing to give good roads for the mail carriers an' iz really the essential need of the hour to perfect the rural mail facilities of our great country az well az for ordinary traffic over country highways. Senator Marion Butler can now understand that hit iz up to him an' he'd better git busy at holdin' down hiz job az President of the United States, for if my good roads scheme iz adopted, I'll soon be twice az popular az William J. Bryan, an' I may begin to crowd Senator Butler in the race for the White House, though such iz not my desire just now, for the Senator iz entitled to the first quaff at the White House fountain an' I am willin' to wait my turn. I am sure that Mr. Butler appreciates good roads, an', az he may hev to wait until my term az President begins, he'd better get through bein' President so I can begin to hold the job. Just now, I'd rather berate than to be President; but I may get over that pretty soon an' Mr. Butler may find hit well enough to keep both eyes peeled.

ZEKE BILKINS.

Miss Julia C. Lathrop, of Chicago has been appointed chief of the new children's bureau provided in a bill just passed by Congress, with a salary of \$5,000 a year, the largest paid a woman in the Government service. She is the first woman ever appointed chief of a Government bureau by a President of the United States.

Saves Leg of Boy.

"It seemed that my fourteen-year-old boy would have to lose his leg on account of an ugly ulcer, caused by a bad bruise," wrote D. F. Howard, Aquone, N. C. "All remedies and doctors' treatment failed till we tried Bucklen's Arnica Salve, and cured him with one box." Cures burns, boils, skin eruptions, piles 25c. at all druggists.

UNITED CONFEDERATE VETERANS' REUNION.

Macon, Ga., May 7-9, 1912—Very Low Round Trip Fares Via Southern Railway.

Account the above occasion the Southern Railway will sell very low round trip tickets to Macon, Ga., and return as follows:

Table with columns: From, Goldsboro \$9.25, Selma \$7.75, Raleigh \$8.50, Durham \$8.50, Henderson \$9.25, Oxford \$9.25, Chapel Hill \$8.50, Burlington \$8.50.

Rates will be on sale May 5th, 6th, 7th, and 8th, with final return limit May 15th, or if you prefer to stay longer, by depositing your ticket and paying a fee of 50 cents, you can have final limit extended until June 5, 1912.

Liberal stop-overs will also be permitted on these tickets. For detailed information, apply to any Southern Railway agent or the undersigned. J. O. JONES, T. P. A., Raleigh, N. C.

Raleigh & Southport Ry. Co.

TIME TABLE

Table with columns: STATIONS, SOUTHBOUND, NORTHBOUND. Includes stations like Lv. Raleigh, Lv. Cary, Lv. Lenoir, etc.

SEABOARD AIR-LINE

Schedule Effective April 9, 1912.

Trains Leave Raleigh

Table with columns: TRAINS, FOR THE SOUTH, FOR THE NORTH. Includes train numbers and departure times.

Direct line with Double Daily service to West through Atlanta, Birmingham and Memphis.

For rates, schedules, time tables and all other information desired apply to J. F. Mitchell, Passenger and Ticket Agent Telephone No. 117.

NOTICE.—Above schedules published only as information and are not guaranteed. H. S. LEARD, Division Pass. Agent, No. 4 W. Harris St., Two or Building, Opp. North Entrance Postoffice, RALEIGH, N. C.

When writing advertisers, please mention this paper.

THE MARKETS

RALEIGH COTTON YESTERDAY.

Table with columns: (Quoted by Barbee & Co.), Good middling 11 5-8c, Strict middling 11 9-16c, Middling 11 1-8c, Low grades 7 1-2 to 10c, Receipts 7 bales.

RALEIGH PRODUCE MARKET

Table with columns: Butter, Eggs, Hams, Beans, Spring Potatoes, Sweet Potatoes, Corn, Peas.

When writing advertisers, please mention this paper.

For Sale Cheap

A 3-drawer National Cash Register, in good condition. Original cost \$475. No reasonable offer refused. For description and price address, H. E. P., Box 237, Greensboro, N. C.

SOUTHERN RAILWAY

Direct Line to All Points—North, South, East, West—Very Low Round Trip Rates to All Principal Resorts.

Through Pullman to Atlanta, leaves Raleigh 4:05 p.m., arrives Atlanta 6:35 a.m., making close connection for and arriving at Montgomery following day after leaving Raleigh, 11 a.m., Mobile 4:13 p.m., New Orleans 8:30 p.m., Birmingham 12:15 noon, Memphis, 8:05 p.m., Kansas City, 11:30 a.m., second day, and connecting for all other points. This car also makes close connection at Salisbury for St. Louis and other Western points.

Through Pullman to Washington leaves Raleigh 6:50 p.m., arrives Washington 8:53 a.m., Baltimore, 10:02 a.m., Philadelphia 12:25 noon, 7:40 p.m., making close connection Pittsburgh, Chicago, and all other points North and West, and at Greensboro for through Tourist Sleeper for California points, and for all Florida points.

Through Parlor Car for Asheville leaves Goldsboro at 6:45 a.m., Raleigh, 9:35 a.m., arrives Asheville with the Carolina Special and arriving Cincinnati 10 a.m. following day after leaving Raleigh, with close connection for all points North and Northwest.

Pullman for Winston-Salem leaves Raleigh 2:30 a.m., arrives Greensboro 6:30 a.m., making close connection at Greensboro for all points North, South, East and West. This car is handled on train No. 111, leaving Goldsboro at 10:45 p.m.

If you desire any information, please write or call. We are here to furnish information as well as to sell T. P. A., 215 Fayetteville St., at State tickets. W. H. FARNELL, T. P. A., 215 Fayetteville St., Raleigh, N. C. H. F. CARY, General Passenger Agent, Washington, D. C.

WANTED.—Position by young married man, aged 23, as grocery or hardware clerk; three years' experience; can furnish best of references; good reason for wishing to make a change; only those looking for high class man answer this advertisement. Apply to Lock Drawer 132, Roanoke Rapid, North Carolina.

Large circular advertisement for ROYSTERS HIGH GRADE SPECIAL TOBACCO GUANO. Features '4-8-4' in the center and 'QUALITY AND WEIGHT' at the bottom.