

THE CHARLOTTE NEWS.

CHARLOTTE, N. C., SATURDAY EVENING FEBRUARY 13, 1909

SECTION TWO-SIX PAGES.

SECTION TWO-SIX PAGES.

ESTABLISHED 1888.

PRICE 5 CENTS

WELLS--THE GREAT SOURCE OF TYPHOID IN CHARLOTTE

The report for 1907 of the Baltimore health department, Dr. C. Hampton Jones, assistant health commissioner, says: "The prevention of typhoid fever has been a subject of so much interest and discussion, that it appears as though every one could be taught to be entirely prevented at the very least the disease could be made so infrequent that it would be considered a curiosity. It is, however, to be also true that those who believe this must let the question rest with others."

Our review briefly, first, our typhoid situation here in Charlotte as compared with other cities; second, our efforts to prevent typhoid as compared with other cities; third, some of the things we can and should do to save lives of this scourge.

We have a city of 40,000 population. From Sept. 1st, 1906, to Feb. 1st, 1909, 285 cases of typhoid fever have been reported to the health department. Of course all of our cases have been reported.

In 1907, four months of 1905 showed 52 cases; 1907 showed 149 cases; 1908 showed 83 cases; January, 1909, 1 case.

Table 1. Statistics for 1906, 1907, 1908, 1909. Columns for Year, Cases, Males, Females.

Of the 285 cases, there were 151 males, 134 females; 243 whites, 42 negroes.

Table 2. Statistics by age group. Columns for Age, Cases, Males, Females.

The most reasonable explanation of this would seem to be the milk supply, and yet, out of 173 cases in which the milk supply is stated, 99 obtained milk from their own or their neighbors' cows. The public dairies do not seem to be to blame for any milk epidemics of typhoid. Due to the negligence of the medical profession, the source of milk supply was not stated in 86 cases, and was too vague in 29 others to be of any service. See table 3.

Table 3. Source of milk supply. Columns for Source, No. of cases.

Deaths for the water supply show that 121 cases of well water as compared with 92 that used city water. This seems to be significant, especially in view of the fact that suspicious wells have been repeatedly reported to the health department, and that last found to contain with organism from the human intestines.

Table 4. Deaths for water supply. Columns for Source, No. of cases.

Table 5. Deaths from typhoid fever in Charlotte, 1905-1909.

Since May, 1905, there have been 50 deaths from typhoid fever in Charlotte. See Table 6 (a).

Table 6 (a). Deaths from typhoid fever in Charlotte, 1905-1909.

Table 6 (b). Deaths from typhoid fever in Charlotte, 1905-1909.

Table 6 (c). Deaths from typhoid fever in Charlotte, 1905-1909.

Table 6 (d). Deaths from typhoid fever in Charlotte, 1905-1909.

Our death rate, as reported, has been about that of Baltimore, Richmond, and the District of Columbia during the same period. See table 7.

Table 7. Typhoid death rate per 100,000 population.

Our morbidity rate, or number of cases per 1000 population, is about the same as in Baltimore, Richmond, and the District of Columbia. See table 8.

Table 8. Morbidity rate per 1000 population.

The death rate by ages is normal. See Table 9.

Table 9. Death rate by ages.

Using figures a little lower than those given in the Health Report of Richmond for 1907, (p. 24) let us calculate, approximately, what typhoid is costing Charlotte.

Table 10 (a). Richmond Wage Table.

Richmond places the cost of the care of a patient at 50 cents a day. This includes food, medicine, doctors' and nurses' bills. At this rate, the care of our 50 patients who died, for three weeks before death amounted to \$525.

The total cost of these fifty deaths to Charlotte was \$183,819.99.

Using the same figures for the 258 cases that recovered of the total 285, assuming a sickness and loss of time from work of six weeks in each case, (42 days).

Table 10 (b). Loss of Wages of 258 Cases.

Table 10 (c). Care of 258 Cases.

At 50 cents a day for six weeks, 42 days, the cost of these cases is \$118,000. Total cost of 258 cases, \$183,819.99.

To sum up: Our typhoid situation is about what it is in other places, and costs Charlotte about \$50,000 a year. We have a city physician and expert in no effort so to do.

2. What are we doing to better our condition? Almost nothing; because we have no one whose business it is to prevent disease. The number of physicians practicing in Charlotte is a striking commentary on the condition of public health.

We have a city physician who cares for the city poor, and who ably keeps what health reports are sent in. We have an unpaid board of health whose duties seem to be advisory. It is not the business of either of these branches of the health department to prevent disease, and they make little or no effort so to do.

Every genuine health department consists primarily of a laboratory where suspicious milk and water and specimens from suspected cases can be examined, so that the earliest possible diagnosis can be made, and the proper precautions taken. There is no such place in Charlotte.

In other places, case reports that are not properly made out will not be received. Any sort of report is received here.

Other cities have their dairies inspected regularly and samples of milk bought in the open market and examined. Here it is possible to sell milk from any sort of farm, in any sort of vessel, at any temperature, or any age, and of any degree of fitness.

Our city water is examined here by the bacteriologist of the water department, and occasionally by the bacteriologist of the Baltimore health department; from all accounts it seems to be very good. But there are no restrictions as to the use of surface well-water. Ninety per cent of our wells drain off the filth from one or more surface closets, and well water is today the greatest single factor in producing disease in Charlotte. Other cities are rapidly eliminating this evil, while we are doing nothing.

Soil pollution, the chief cause of well water infection, is to all appearances not seriously regarded in this locality. The typhoid convalescent is at perfect liberty to deposit millions of germs in his surface closet, to go into the nearest well at the next rain.

When a case of typhoid is reported in the District of Columbia a man is sent out to discover, if possible, the source of infection and stamp it filed away and never thought of again. Suspicious wells have repeatedly been reported to the department here, but it does not seem to be anybody's business to close them up.

The Crime of a Kansas Prison

By LEWIS E. PALMER.

(Exclusive Service Charities and The Commons Press Bureau.) If most county jails are "free schools of crime" then there is at least one state prison that ought to be called the university. The Kansas penitentiary has for years been a "boarding out prison" for Oklahoma whose territorial government, since its beginning, has shipped its convicts across the border to the Kansas prison in Lansing. In the old frontier days criminals were plenty in the territory and the contract with Kansas was highly agreeable to the Oklahoma settlers who were glad to free the territory of its "bad men." The further they were sent the better, and what became of them no one cared. That was in the old days.

When Oklahoma came of age last year and was entitled to put "state" in front of her name the same system was in use and for 40 cents a day a man, Kansas ran its criminals boarding house. Stories of things were carried on in Lansing had drifted across the border from time to time but nothing definite was known about the real state of affairs until last fall when Oklahoma's new commissioner of charities, Kate Barnard, stirred up an investigation that disclosed an almost unbelievable state of affairs in the Kansas prison.

It is reported that the state of Kansas is now spending \$109 cents a day to feed the prisoners in Lansing and by working them hard and long in the mines, at contract labor and in the twine factory, the state has cleared up a hundred thousand dollars. "The blackest and dirtiest crime of modern states," said Kate Barnard, "The state is now spending about 40 cents a day on each prisoner. It's an interesting question what becomes of all the coal mined by the prisoners. Three tons a day for each man in the mines means a total of about 1,000 tons a day. The state institutions are supposed to consume all of this output. Do they?"

In her report Oklahoma's charity commissioner tells about a day spent in the prison. She says she crept and crawling through bending passages where the props and supports of the roof sagged under the weight of the dirt ceiling. There the prisoners do their daily work which consists in mining three cars of coal. Three cars there must be and Miss Barnard tells about a 17-year-old youngster from Oklahoma locked up in a black dungeon and chained to the wall "because he was unable to extract from the inky depths those three cars of coal! He told me with tears in his eyes that he had gotten out a little over two cars but that he just could not get out any more, that the coal was so hard and he never had dug any before and he did not know how to dig it. One big, strapping prisoner told me that he did not find it hard to get out his cars of coal because he understood the job, but that he felt sorry for the younger and weaker man. He said that sometimes when the guards were not looking he helped these boys get their cars full of coal so that they wouldn't be put on bread and water diet and chained up to the walls of the dungeon!"

Some say that the stories of the "water hole" and "the crib" are isolated instances that ought not to count too much in the condemnation of the Kansas prison. But there is a "water hole" and there is a "crib" and there are unprintable immoralities all of which have their uses in subduing refractory men. Miss Barnard says that while going through the mine a coal beggared prisoner "shot swiftly, silently, and stealthily from the darkness, grabbed me by the arm and whispered hurriedly these words: 'See the water hole, girl, for God's sake see the water hole.' I said, 'what is the water hole?' He answered, 'Where they throw us in and pump water on us. It's terrible, see it!' Before I had time to ask where to find the water hole the convict went on the superintendent was returning." And the superintendent said, "There is no water hole." Is there? A letter from an Oklahoma prisoner to Miss Barnard quoted in her report says, "After you had come and gone we fell into the old rut and by Saturday night the 'water hole' was full of urine and water played no small part, so official displeasure at your frankly expressed opinions vented itself in retaliation upon helpless convicts."

That there are dungeons there is no doubt. Miss Barnard saw fourteen of them ill ventilated and unlighted, with iron hooks in the wall from which had cuffs hung. The convict lies on the floor during the night and when daylight struggles in through the little openings at the tops of the cells, he is hand cuffed to the wall where he stands during the day. On the second day of his "visit," says Miss Barnard, "I went down to the dungeon and there found a 16-year-old Oklahoma boy shackled up to a sprocket in the dungeon wall. Upon inquiry I found that he had been placed in this dungeon the night before and that he had been in the ward for 7 o'clock in the morning when they lifted him from the floor to shackle him to the wall. Now according to the prison rules and regulations, this guard should report immediately to the warden and the warden call on this little boy. As a matter of fact the guard did not report that the boy wanted to see the warden, and as late as 3 o'clock in the afternoon I found him still chained to the wall."

One of the first principles of the "new penology" is to keep children away from the contaminating influences of older prisoners. It is not at all unusual to find youngsters in county jails herded in with confined wrong doers, but it is unusual to find a state prison locking

up children with grown men and women. And yet Miss Barnard finds that from August 1905 to the present time sixty boys from Oklahoma under 17 years of age have been incarcerated in the Lansing jail.

They are cleaning things up now in Kansas. A committee has drawn up recommendations for prison reform that will in all probability be adopted by the legislature. The state is aroused and little Oklahoma can put another feather in her new statehood cap. "Perhaps Oklahoma is a little fresh," writes a man from Kansas City. "She's doing things though; there's no question about that."

POEM ON LINCOLN.

No trumpet blared the word that he was born, Nor lightning flashed its symbols on the day; And only Poverty and Fate pressed on, To serve as handmaids where he lowly lay.

No trappings fell to his rude part-- A simple hat and labor were his goal; But Fate, stern-eyed, had held him to her stern, And left a greatness on his rugged soul.

And up from earth and toll he slowly won, Pressed by a bitterness he proudly spurned. 'Till by grim courage, born from sun to sun, He turned defeat, as victory is turned.

Sired deep in destiny, he backward threw, The old heredities that men have known; And 'round his gaunt and homely form he drew The fierce white light that greatness makes its own.

Sad-eyed and wan, yet strong to do the right, To clear the truth as God gave him to see, He held a raging country by his might, Before the iron hour of destiny.

Nor flame nor sword, nor silver tongues availed, To turn his passion from its steady flow; The compact of the fathers had not failed-- He would not let an angered people go!

He stood in calm, while shaking chaos swept The union--North and South--in seething flood, And on his knees the griefs of both he wept, But hept unbroken, the compact sealed in blood.

He saw the sullen smoke of battle lift, That closed the carnage of the war of wars; And on the height, hailed through the azure rift, The flag whose folds have never dipped its stars.

But amnesty was in the conquering hand, That yearned across the silent canyons mouth-- When with the knell that startled all the land, There died the last hope of the bleeding South!

With gentle tread, time wears upon the past, The field of blood is dried, the waste is tilled; And by the light of peace around them cast, Men read the earnest prophecy, fulfilled.

A FREIGHT OR TRAFFIC BUREAU

Its Usefulness to the Business Man and How it Should be Operated

For some time past the Greater Charlotte Club has had under serious consideration the establishment of a freight or traffic bureau for the benefit of the merchants and shippers of Charlotte. The following matter has been obtained from those who have had experience in this work and will give a pretty clear idea of how such a bureau should be conducted.

Freight or traffic bureaus, as they are commonly called, have assumed a place of great importance in the industrial activity of the country. Although differing widely in scope and character of their usefulness, each and every one, if conducted on a fair and equitable basis, has been of inestimable value in their respective localities, and have not only prevented the arbitrary rulings and actions on the part of carriers, but have been of great assistance and benefit to the carriers in the betterment of disputes, which, in the absence of such a bureau to advise and instruct, would have been construed in different phases by the shippers.

Should 'Stand for What is Just.' A traffic bureau should always stand for what is right and just, no matter whether it operates against the shipper or in his favor, and it is only in this way that the carriers can be convinced that it is to their interest to cooperate with the bureau instead of antagonizing it. This spirit of unfriendliness and antagonism will undoubtedly exist at the start, but it will be only a course of time, if the bureau is conducted properly, until this will be removed. However, no traffic bureau can succeed without the proper man for commissioner. Usually the commissioner has made an effort to raise his salary by endeavoring to do certain in just what respects he could best support his constituents, but the latter, as a rule, have been slow in giving him specific information or data on what to act and after trying to "go it alone" for a while, perhaps in the effort to have certain sectional discriminations set aside or more favorable rates granted which would inure to the benefit of the entire community, he has given up the struggle in disgust. That has been the history of more than one bureau.

Common Sense to the Front. Today shippers and receivers are approaching this subject in a more business-like manner. Bureaus formed in late years are enduring and making their efficiency felt throughout the entire land because their members make of them paying institutions. Care should be taken to secure as commissioner a man of ripe experience, of sound mind and liberal views, an efficient and energetic man, one who is not only willing to give the fullest cooperation of his members. The nature of the services required of him varies with the needs of the members, the financial strength of the organization, and the general relation to the carriers of his particular locality or conditions. To a very great extent the functions of the bureau consists in guarding against discriminations of all kinds, but its field may be extended to such matters as claims, demurrage, quotations, of rates and routes, changes of rates or classification, tracing of shipments, motive of embargoes or blockades, and all matters of like nature, pertaining to the general shipping business.

Experience has proven that the more of the detail work done the greater is the value of the bureau to its members. New fields of usefulness are constantly opening and the alert, well-served, and liberally maintained commissioner is in a position to show results, "some thirty, some sixty, and some a hundredfold." He can also, through constant relations with the shippers and carriers acquire an intimate knowledge of the difficulties confronting both, and is prepared to take up each question as it comes up in a dispassionate, judicial manner. His position becomes that of an arbitrator and, if the proper man, his recommendations will carry almost equal weight with each of the parties in interest.

Railroads Disposed to be Fair. Railroads are generally disposed to be fair to shippers, although appearances sometimes belie this, and if matters are presented to them in their proper spirit and light, they invariably grant some relief if not all, although they may be as we term it, "up against it." Railroads will usually do what they can to satisfy any particular shipper, section, or commodity, but to satisfy all at

great inconvenience to himself, went. On arriving at the house, the man pointed to the astonished passenger, and said with a grin of delight: "Look 'ere, Sairy. Yer said this mornin' as I was the ugliest chap in England. Now, just look at this bloke!"--Philadelphia Record.

WASHINGTON'S PLAGUE SPOTS are in the low, marshy bottoms of the Potomac, the breeding ground of malarial germs. These germs cause chills, fever and ague, biliousness, jaundice, lassitude, weakness and general debility and bring suffering or death to thousands yearly. But Electric Bitters never fail to destroy them and cure malarial troubles. "They are the best all-round tonic and cure for malaria ever used," writes R. M. James, of Louellen, S. C. They cure Stomach, Liver, Kidney and Blood Troubles and will prevent Typhoid. Try them. 50c. Guaranteed by Woodall & Lothrop.

Horrible Example. A certain bishop was famous as being the plainest man of England. One day, as this homely person sat in an omnibus, he was amazed by the persistent staring of a fellow passenger who finally said: "Look ere, parson, would you mind 'ome with me to see my wife?" "Imagining the wife was sick and would need assistance, the clergyman, at balance of winter at Fresno, Cal.

the same time is an utter impossibility. The alert commissioner can always secure concessions or rulings for his members or territory if careful study is made of the tariffs, and whatever a particular tariff quotes a lower rate or makes an exception to any ruling favorable to others or localities, he can invariably secure the same for his members by merely calling the carrier's attention to it and requesting that these rates or rulings be extended to his client or territory. Otherwise it would be discriminatory. It is not the general practice of the railroads to discriminate, but when pressure is brought by a particular shipper or locality to make a certain concessions or rulings, the railroads grant same, hoping to be free from further complaint, not presuming that other shippers or localities might demand the same concessions.

"All The Tariff Will Bear." One of the principal issues between the shippers and the carriers is the charging of rates amounting to "all the traffic will bear." In respect to this point the average freight bureau is naturally antagonistic to the railroads, for it is constantly insisting upon them not to increase, but to reduce instead. The well-managed traffic bureau can avoid stirring up trouble and ill-feeling in this respect and at the same time maintain a position of vantage in protection of its interests. A freight bureau should acquire and maintain a reputation for the most rigid honesty and fair dealings. As soon as this is recognized, the work of the bureau is greatly facilitated and the possibilities for the good service materially broadened. No freight bureau can afford to champion unjust or unreasonable demands, even at the temporary cost of the loss of some members. To the credit of shippers generally it may be said that they almost invariably stand back of their traffic bureau as against such members when it appears that they are in the wrong and when trying to take unjust advantage of the bureau to satisfy their personal feelings.

Referring again to the matter of rates. Have you ever taken time to consider that if it had not been for the freight bureau of this country all rates in the official classification territory would have been increased to an amount aggregating one million dollars during the past several months? Would individual shippers have been able to accomplish what the mass meeting at Chicago on Friday, May 15, did? It is unnecessary, however, to answer this query, for it has been, however, a few enthusiastic shippers, as there are in every city, who would have made their protests, but it would have been of little avail, but when hundreds of representatives of traffic bureaus, representing more than twenty-five thousand shippers, met and decided on a plan of action and adopted the resolution they did at that meeting, then it was time that the railroads took notice that the opposition to their actions was an organized one and one that could not be overlooked.

Uniform Classification. Take the question of uniform classification. Every shipper of freight in the country making shipments from a territory governed by another, has experienced more or less trouble on account of the difference in the classifications. Committees appointed by the railroads representing these different classifications are now at work on a uniform classification. This is a long and tedious work and several years will probably elapse before its completion, but if it had not been for the combined activity and aggressiveness on the part of the traffic bureaus of the country the carriers would have forever disregarded the requests and protests of the individual shippers and continued along their former lines.

Traffic bureaus are here to stay. Experience has proven that they are a necessity. Their purposes are many and they are serving them well. They are a protection to the railroads as well as the shippers, and their usefulness will be increased as time passes. Why do the railroads form their own clubs, organizations, etc.? For their own preservation and protection, and for that reason shippers must follow their example and support loyally and financially their own traffic bureaus.

The Great Poe. "The late Charles Eliot Norton," said a Bostonian, "used humorously to deplore the modern youth's preference of lawn to brain. 'He used to tell of a football game he once witnessed. Princeton had a splendid player in Poe--you will remember Little Poe?' and Prof. Norton, thinking of 'The Raven' and 'Annabel Lee,' said to the lad at his side: 'He plays well, that Poe.' 'Doesn't he?' the youth cried. 'Yes,' said Prof. Norton, 'any relation to the great Poe?' 'Any relation?' said the youth, frowning. 'Why he is the great Poe.'"--Boston Herald.

Earth is he yet. When from the hill, Hinted the rude, mixed mould Ere chaos loosed her hold A lone, wind-beaten hill top tree, His that pathetic majesty Forelorn even in his mirth, His roots deep in the earth.

Earth is he yet. When from the hill, Hinted the rude, mixed mould Ere chaos loosed her hold A lone, wind-beaten hill top tree, His that pathetic majesty Forelorn even in his mirth, His roots deep in the earth.

What is not necessary is dear at a penny.--Cato.