



Everything



BY AL FAIRBROTHER

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ON SALE AT THE NEWS STANDS AND ON TRAINS

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FOR UNIFORM DIVORCE LAW

Adam didn't apply for a divorce because there were no divorce lawyers in those days. Certain it is had there been Mr. Adam would have petitioned for a divorce and named the Devil as co-respondent. But there being no way to secure separation, Mr. and Mrs. Adam hiked from Paradise, but did not live happily ever after. But it wasn't long until the divorce business started and it has been on ever since and will perhaps be always on. The General Federation of Women's Clubs in session at Hot Springs, Arkansas, has been wrestling with this well-wrested question. The Raleigh Times speaks thus sensibly on the subject, to our way of thinking:

The more we see and hear of the deliberations of women in convention assembled the more we realize that they are not so damnably deliberate as the men and that therefore much is to be hoped for as a result of their entrance into public affairs. This leads us up to the decision of the General Federation of Women's Clubs, now in session at Hot Springs, Arkansas, to call for a uniform divorce law.

We are not informed as to whether the women would make it harder or easier to secure a divorce; we should think that they would prefer a law that makes their escape from bondage a more frequent occurrence; but whichever end of the road they travel we intend to go with them.

In seeking uniformity they are showing wisdom of a sort that is characteristic of the best thought of the day, which holds co-ordination to be the principle from which greatest progress toward governmental efficiency is to be derived. A woman divorced in North Carolina should not be in South Carolina still the wife of the man she could not live with. This goes twice for the man. No woman should be allowed a divorce in Nevada who hasn't a cause for action that will be allowed in New York.

Matrimony being a national institution—and as soon as we hammer some elemental truths home in the heads of men and women it will be international—should not be governed by state lines. Here's wishing the ladies luck with their program for uniformity.

There will always be divorces, but it does seem that there should be a uniform law. There should be a law that applied to every state in the union of states, and there should not be any chance for some states to offer special inducements. The Women's Federation is on the right road, and, as the Times says, we want to follow along the same line.

THE AUTOMOBILE THIEVES.

The story concerning the stealing of Jake Ottinger's car, of this city, and the suggestion that there is an organized band of machine lifters reads like a romance, but it shows what happens and how it happens. Therefore it behooves all car owners to see that their cars are locked, the same as the horse in the old days was securely locked in the stable. And the same old moral applies: Lock the garage before the machine is stolen.

Sorry to state it as a fact, but the fruit crop is going to be short. Apples and peaches were caught in the excessive cold weather and are falling off already. A half crop would be a liberal estimate, and this means much to the food industry.

The war isn't making much progress, but all hands think another great drive by the Germans is imminent. They have made many "great drives," but didn't drive far.

EVERYWOMAN.

Everywoman, a monthly publication originally started in Raleigh and appearing from several southern cities in the last year, has finally permanently settled in Charlotte. Under new management it proposes to become a part of the state's literature, and the May number is unusually attractive. On one of the illustrated pages devoted to children are two beautiful pictures, being photographs of the two children of Mr. A. L. Brooks, of this city, at play in their play houses.

If it happens that the Long Cold Spell in May comes off as usual, those who take 'em off just now will wish they hadn't done it.

The election this fall promises to be one of great interest. All hands agree that there will be much doing, and all hands agree that there isn't any greater fun.

Naturally the man who can't go to the war ought to be willing to put up a little money to help his brother who does go. How about it, neighbor?

MORE COAL IS COMING NOW

Reports of coal movements for the week ended April 20 showed an increased production over the previous week both in the anthracite and bituminous fields. This showing means more when it is understood that the production for the week ended April 13 equaled the record week since 1916.

During the week 39,130 cars of anthracite were loaded. This is an increase of 1,370 cars over the previous week and an increase of 1,832 cars over the corresponding week of last year. Reduced to tons, the increase for the week was about 68,500 over the previous week and 91,600 over the corresponding week of last year.

In the bituminous fields the reports show 391,139 cars loaded, as against 185,976 for the week ended April 13 and 172,664 for the corresponding week last year. Measured in tons, the weekly yield was an increase of about 258,150 over the previous week and 953,750 over the corresponding week of 1917.

The reports compiled for the year up to April 1 show a steadily increasing production for the year, with the exception of the month of January. Production for January fell off 4,000,000 tons, as compared with last year; by the end of February this shortage had been reduced to 750,000 tons, while by the end of March the mines had produced 700,000 tons more than for the corresponding three months of last year.

The fuel administration cannot be satisfied with a maximum production equaling that of last year, or even with the increased production evidenced by the present figures. The war demands for coal call for a vastly increased production and a prompt movement of the product to the points of consumption. It will therefore expend its efforts toward a vastly increased production, aiming first of all to get the domestic needs out of the way before cold weather starts.

HAVE ANIMALS SOULS?

The Washington Times discusses interestingly the question "Have animals souls?" and concludes its editorial with these thoughts:

"What is the nature of the spirit that directs our humble animal brothers and sisters? They cover the earth as long as we let them, give place to us as the human race increases, and, without any thought of organized resistance, die that we may live.

"Have these animals souls?"

"You have seen the bird grieving over the destruction of its nest.

"You have studied the pathetic eyes of the lost dog, and the sad submission of the tired, beaten horse.

"Is there not soul in those stricken creatures and spiritual feeling deeper than that displayed by many men?"

"First came all animal life, as we know it, and then came man.

"Science and religion agree on this point at least.

"All owe their being to the same eternal force. On this point again religion and science agree.

"Is the life in animals merely a passing dream, or does it express in its humble way the promise of life eternal?"

"In Italy a scientific villain experimented on a dog to ascertain the power of maternal affection.

"The dog was most cruelly tortured. Its new-born puppy was beside it. Its nerves were racked, its spine injured, but whenever permitted to do so the poor tortured animal turned its head toward its whining child and licked it affectionately.

"Until it died there was nothing that could overcome maternal love in the heart of that poor, dumb mother."

"Is there not soul in such love as that?"

HE EARNED A REST.

Senator Overman has won a big fight, and a hard-fought battle it was, too, in Washington, and he feels a little bit tired and comes home to rest for a few days. The Salisbury Post, the paper of his home town, pays him this tribute:

"Senator Overman is due at home tomorrow for a week's rest. The senator deserves this rest and his friends are glad that he can slip home for a short while. Perhaps we do not fully appreciate the splendid service Mr. Overman has been rendering the past several months, nor do we understand the terrific strain through which he has passed, for it is the hardest sort of work, such as bears down on both the mental and physical man. The most important piece of legislation of the session has been in the hands of Mr. Overman, and he has encountered the meanest sort of opposition in the Senate, and this has made the passage of the bill an exceedingly hard task, such as is calculated to get on a man's nerves and depress his vitality. Senator Overman needs and deserves this short rest, and Salisbury fully appreciates his splendid services recently welcomes him home."

The offensive doesn't seem to get far—and the rains are in the way.

A RAPID PACE WE LIVE NOW

Starting the 15th of this month there will be a regular service of airplanes between Washington City and New York carrying United States mail.

On rainy days, when the aviator cannot see the town below him, there will be no service, but in fair weather the airplane will pass over the city and the sacks will be dropped. Of course the system is not perfected. A mail sack filled with letters might strike an innocent bystander on the head and it might drop on the roof of a building and never be found. This will all be worked out. The first flying machine wasn't much of a success, but they are now perfected. This is but just a start. Carrying mail is experimental. But no doubt the possibilities of aircraft in commerce are there, and we predict that it will not be many years before there are regular trips made between New York and San Francisco carrying as many as forty passengers to a car. The figures suggested show that this trip might be made in a couple of days and nights, and if it happens, as it will happen, then distance will have been annihilated.

Wonder what Yuba Bill, Bret Harte's old stage driver, would think if he saw an airplane dropping off the mails as it came over the snow-crowned tops of the Sierra Nevada? Wonder what he would think when he saw the treasure box of Wells, Fargo & Co. taken from the boot of his stage and dropped from an airplane a thousand feet above the mountain tops? Wonder what Old Henry Cooper, who started up the slow-going railroad coach, would think if he could now see our means of transportation? All marvels, all miracles.

And we wonder, as we are in the mood, what we would think a thousand years from now if we could be here and see the people at work on this globe? What we are doing now would be considered slow and cumbersome. Onward and upward and forward and onward is nature's demand and command, and that is why as the cycles come and go new revelations are made to man from his Creator.

HAD TO COME.

Of course there couldn't be big public expenditures without some scandal. There never was a picture of absolute honesty in all government contractors. It hath been a custom to loot the government if opportunity offered, and it appears from the noise being made in Washington that the dirty face of Graft has shown itself in the airplane contracts.

Of course it isn't as bad as some would paint it, but the fact that President Wilson has looked over some of the specific charges and ordered a thorough investigation suggests that the taint of graft is visible, and investigation may reveal a terrible state of dishonesty in some quarters. We have the promise of the President that the matter will be fully investigated, and if there has been dishonesty those guilty will be brought to court.

But all these revelations, no matter how shocking, must not let us lose confidence in the general works. The war preparations have been on the most gigantic scale. Billions of dollars have been spent, and hurriedly spent. Every call was a hurry-up call; men and munitions were needed and they had to be secured regardless of expense. Cantonments had to be prepared; ships had to be built; airplanes had to be constructed; a million things had to be done, and day work and night work were necessary. Therefore if it has happened that Graft has shown itself in some places, let no one of us grow weary. Let us all understand that such things can be straightened out and the guilty punished. Let us understand that our best thought must be to punish the enemy, and let us not wrangle among ourselves.

No one is going to defend the dishonest contractor. No one wants to whitewash anybody connected with graft, but let us allow that to be a side show. Let the big thing be the prosecution of the war, and if some mistakes have been made let us not think that all has been bungled.

There is some politics, it seems, in the noise at Washington, but there is also some real grounds for studying the investigation which is now on.

This week we have the Chautauqua with us and it will be here for several days—noted speakers, big speakers and music galore. This combination of people is a combination worth while, and the person who wants information, who wants entertainment, can make no mistake in liberally patronizing these attractions.

If it should happen that Jack Frost makes another trip "enduring of" the Long Cold Spell in May it will be a sad day for the peaches which so far have refused to fall for the cold weather that is past.

The train wreck is the big news over the wires today—and especially sad to North Carolina people.

MONEY MUST YET BE GIVEN

The funny thing about this war business is that the programme is continuous. The average citizen in times of peace had been taught that three or four times a year it was proper to "come across" with a donation of one kind or another, and then let it rest for the year. But nowadays every week suggests something demanding money—for war work.

And the man not yet used to giving up his part of the expense feels that he is being touched too often. That's just human nature. He hasn't yet understood. He hasn't caught yet the broader vision—the vision that one day will reveal to him his full duty.

He hasn't yet seen the soldier in the trenches, who has staked his life on the issue; the man who has left home and friends and offered his life's blood on the altar of freedom. He hasn't been touched with that part of the picture. When he sees it, it will be different.

He will say to himself, Why, here I am in absolute security, and if the allies win the war my security is still assured. I am at home, where seas of money are swelling; I have opportunity to make more money than ever, because more is floating on account of the war; I am risking nothing but a little of my wealth—but think of the men who are risking and giving their lives.

When he sees that picture, and it will be revealed to him, he will walk up every time a call is made for money. He will at last understand that he is as much of the allies as those doing real fighting; he will understand that the man this side the sea is as much interested as the man on the other in the battle line, and cheerfully and gladly he will lay down his gold if that is all that is wanted.

The war hasn't been on long enough with us, in it to get that vision, but that vision is coming. It was shown in the last campaign for the sale of Liberty bonds. Seventeen million people partially saw it, and the next time more than seventeen million will have seen it.

It takes gold, and then more gold, and our people, those living in safety this side the sea, will put it up, even to the last farthing.

BENEFITS FORGOT.

The Comptroller of the Currency recently revoked the authority he had previously given for the organization of a national bank on the ground that the applicants for the charter for a bank, although men of means, had subscribed practically nothing to the Liberty loans.

The application for a charter was in proper form, and these applicants were men of wealth; so far as legal and material qualifications were concerned the granting of the charter was justified.

But when it was ascertained that these wealthy applicants for a charter to do a banking business under the protection and co-operation of the United States government had out of their great wealth purchased only \$200 worth of Liberty bonds among them, Comptroller Williams promptly revoked his approval of the application. They will have no national bank.

The right and justice of the comptroller's action will be heartily indorsed by every true American citizen. These men present a typical case of getting all possible from the government and rendering as little return as possible.

Yet the individual American citizen, whether native or foreign born, who from the soil of this country or from the opportunities this country has offered him has amassed money and property, and who in this time of war and necessity refuses to do his part in financing his country, is not one whit better than these applicants for a national bank charter. He is acting on the same principle, and if he differs from these would-be national bankers he differs only in degree, not in kind.

ALL RIGHT.

The Raleigh Times pleads guilty to our gentle impeachment that it runs some politics, and says it does it for the interests of the people; that some men should not hold office, and when such men want office it proposes to talk out in meeting. That is a broad platform, and the Times is independent and strong enough to sustain its position. But we only made our suggestion because this was to be a politicsless year.

The Red Cross drive next week will be one worth while. Are you going to assess yourself all you can or are you going to give up only a part of it? No greater work is done than that by the Red Cross, and all people who have as much as a ten-cent piece to possibly spare should put up that ten-cent piece.

Get ready for that cornerstone laying, May 22 is the date, and that isn't far off. What are you going to do about it? Get in line, help form the procession and help swell the crowd.

THE AIRCRAFT SCANDAL BIG

It appears now from the progress of the case that there have been some well authenticated charges of graft in the aircraft work, and President Wilson is determined to fully investigate and punish the guilty if there are any, and exonerate the innocent. This is well. The New York Herald makes the point, however, that whatever happens let production go on. It says:

"Washington dispatches indicate a disposition on the part of the House committee on military affairs to withhold action on the pending army appropriation bill until there has been an investigation of the aviation situation. It is difficult to understand why members of Congress should see any relationship between the two matters. If anybody has evidence of criminality in connection with aircraft production it is his duty to lay it before the department of justice and that branch of the government will do the rest. Under no circumstances should the processes of the legislative branch of the government be halted by proceedings which belong to the courts, nor must the processes of aircraft production be halted by investigation on the part of Congress.

"It is natural to assume that when so much smoke hovers over the aircraft situation there must be fire somewhere. At the same time it is apparent that hysteria is playing a large part in the current discussion of that situation both in Congress and on the outside.

"President Wilson has before him the report of a commission of competent men whom he charged with the responsibility of making a thorough investigation into the causes of the breakdown or delay of the aviation programme. The personnel of that commission is assurance that its work has been done with thoroughness and without fear or favor. Only the blindest partisan opponent of the President professes to believe that he would countenance a 'covering up' of wrongdoing or of failure, and even the blindest partisan does not believe that in his heart. If the report made by Mr. H. Snowden Marshall and his associates reveals or intimates the possibility of criminality on the part of anybody connected with the aircraft industry, the President can be relied upon to lay the evidence promptly before the department of justice for action. While in the criticisms coming from other sources there is not much that is impressive, whatever of substance those contain will doubtless be utilized by the law officers of the government in any proceedings that may be instituted."

LIBERTY LOANS AND NEWSPAPERS

The relation of the newspapers of the country to the Liberty loan and other governmental efforts is expressed in the telegram of Secretary McAdoo to the editors assembled in New York last week in attendance on the meeting of the American Newspaper Publishers Association.

"Will you be good enough to express to the members of the American Newspaper Publishers Association, now in session, my sincere and warm appreciation of the great service they have rendered to their country by their consistent, unselfish and patient support of the successive Liberty loans which have been offered by the Treasury Department.

"These loans could not have succeeded without the support of the newspapers, and it gives me great pleasure to make this acknowledgment. An enlightened public opinion is the chief asset of a democracy. By keeping the people of America informed on public events and transmitting word of the financial and other needs of the government the American newspapers have performed a public and incalculable service to the nation. I know that the service will be continued and that the newspapers will do their full share in assisting America to win this war for democracy and justice."

OVERMAN BILL WILL PASS.

The fact that the Overman bill has been reported today by the House Judiciary Committee fifteen to one suggests that the bill will soon become a law.

This bill gives to the President wonderful power—greater, perhaps, than ever before given a President of any country. But in this fierce struggle, this time when one man must be the final judge, it is necessary to clothe that man with unlimited power. This Nation has unbounded confidence in Mr. Wilson and he is making good every minute. Those who do not want to see the hand of God in the world's doings won't look, but it appears that always when a great crisis comes in the life of a Nation a great man comes to the front. This time the great man is Woodrow Wilson, and he will guide the Nation through the ordeal.

Are you remembering that Liberty Bonds are still on sale—and you can yet, maybe, buy another bond.

To the Hon. William Howard Taft: Welcome to our city!