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## Some of Hickory's Needs

By Burgan L. Witherspoon, Class 1915, Hickory High School

It is time for the people of our town to take notice of some of the things needed to make our town the most progressive and important city in the state.

We have about nine hundred children in the public school. These must be cared for in two buildings, by only twenty teachers. This is an average of forty-five pupils to each teacher. A teacher should not have over twenty-five pupils in order that each pupil may receive the best of attention. If every child does not learn one can easily see why it is. It is not the teachers' fault because we have a faculty of some of the finest teachers in the state but they have too many pupils to give every one as much time as he needs.

A new High School building will have to be built in the near future so we can use the two buildings now in use for the elementary grades. Many boys stop school about the time they enter high school for the simple reason that they don't feel like going to school with small children. If we had a separate high school building boys would remain in school longer.

We should have a nice large building modernly equipped with a gymnasium and a large auditorium, with a stage and scenery suitable for all occasions. No building should be built without a library and Literary Society. It should also contain laboratories and a domestic science hall. Our school ground is so small that we cannot play ball or engage in any other athletic game. By this we get no exercise at all during recess and dinner hour.

Several more courses should be added to the courses of the high school. Domestic science and domestic art are some of the most important courses taught in modern high schools. A girl will learn quicker at school because she is compelled to take the course. While she is at home she never thinks of trying to learn and she would learn better and quicker under an experienced teacher, than she would at home. Book Keeping, Short Hand and Penmanship should be taught. Manual training should be taught to every boy and music to boys and girls who care to take it. More foreign language should be taught. More attention should be paid to the work in our Literary Societies. Many prominent men have gotten more out of the Literary Societies than they did from their other studies. It is practically impossible for these improvements to come in our school unless our citizens provide suitable buildings and extra teaching force that will be necessary to take care of the work.

Our city has reached the point where a Y. M. C. A. is not only desirable, but even almost necessary. The boys and young men of Hickory have no decent place in which they can spend the hours they are not employed. As a result many stray into pool rooms and other places equally as bad.—which by the way ought to be driven out of our town. If these hours could be spent in clean athletic sports, reading of good literature, or in any of the other wholesome employments afforded by the Y. M. C. A., it would aid in the development of our youth morally, mentally, and physically.

Our Public Library is not supplied with the books it should have. We should support a Library supplied with books from the time of the Dynasties in Egypt to the present time. People could spend their unemployed hours very profitably if we had a good library in which they could spend a few hours reading. Many great men have received the best of education by spending a few hours each day in Public Libraries.

Another very important need is more street improvements.

Our main streets are very well kept up but we should pay more attention to some of our other streets that they may become some of our important ones. To show how a community grows when new and better streets are built I will refer you to Kenworth. Two years ago no one thought that these woods would be built up with beautiful homes today. Eighth Avenue, since the streets have been improved, has built up more than any other street in town.

Since it was necessary that our

new Post Office be built on the opposite side of the railroad from the business part of town, people are crossing the railroads at every minute of the day and trains are shifting there practically all the time. Some serious accident is going to happen but then it will be too late to see what should have been done long before. A watchman or gate should be placed there at once. The shifting should be done from the west end of the depot sidetrack. Better still would be to move the freight depot from the center of town. It is a nuisance for the trains to be shifting in the center of town throughout the day. We should start early and have something done.

A public park should be built out of town several miles that our people might spend the day out of town to take a rest. On the banks of the Catawba River would be one of the finest places in the state for a riverside park. The land is there going to waste and could be bought very cheaply. A hotel could be erected and then tourists would come here for the summer. This would open our town as a summer resort.

An electric car system should be built on every avenue in town. Our town is over two miles in length. A stranger while stopping here could spend his hours riding over town if we had electric car lines and he might be induced to move here. As it is, if one wishes to see our city he must hire a team to be driven through the town. Besides being expensive, this is inconvenient. These lines should also be built into our suburbs.

We have about one half enough electric lights. We should have many more arc lights on our principal streets and more lights in the center of town. The White Way would be a very good plan for this town to have. Smaller towns all over the state have better lighting systems than we have. Perhaps one reason for our poor light service is because of the fact that there is no competition in this field and we are forced to put up with the service given us by the electric company. This, it would seem, is enough to convince us of the necessity for a gas lighting and heating plant. Besides insuring us better service we could obtain cheaper rates.

The town should build a new city hall. The present city hall which is ready to fall is a disgrace to our town. If a good speaker comes to town we have to pay a large sum of money for a building for him to use. We have not yet realized how much good results from public speaking. If we had we would surely provide for more. A new jail should also be built with the city hall and kept more sanitary.

There are hundreds of acres of land near our town lying idle some of which should be used as a fair ground. Since we began our annual county fairs our farmers have improved in every way. They are raising better stock, better produce and are getting better prices for their products. It advertises everything they have. One can see a great change in the farmers in every respect. The people of the town may say that the farmer should look out for himself. If it were not for the farmers the people in the town could not live. So let us help them in every way we can every way we can.

A town with five thousand people can support a better newspaper. There is enough news in and around our city to support a better Semi-Weekly newspaper. As it is any news of importance must wait a whole week before it can appear in print in one of our home papers. Everything of importance is learned from many state papers long before it can be given out by our own press.

More manufacturing industries should be encouraged to come to our town. All suburbs should be taken in the incorporate limits so they could be protected better, get better streets and have electric lights and water.

Many minor internal improvements should have more attention paid to them; such as the cemetery, shubbery and sanitation of streets.

An athletic association and also a Junior Chamber of Commerce should be organized in this town. In nearly all cities the Junior Chamber of Commerce is doing better work than

the older members. Now in conclusion let every good citizen bear these needs in mind and let him see how much he can do to improve our town. What is needed is a few patriotic men to see the true needs of our town and then we can look down upon the towns that are now leading in the state as villages.

## Local and Personal Items of Interest

S. S. Rowe was re-elected mayor of Conover at the annual town election at that place last week.

Miss Josie went to Charlotte last Thursday to visit her brother, Mr. Rufus Person. Mr. Person came to Hickory and accompanied Miss Josie on her trip.

Statesville Landmark: Mr. J. Will Mills of Statesville and Miss Anna Sherrill, daughter of Mr. Wash Sherrill of the vicinity of Scott's, were married Wednesday night at the home of Rev. E. D. Brown at Lcray, Rev. Mr. Brown officiating.

Commencement exercises at Davenport College, Lenoir, will embrace May 17 to 19. The annual sermon will be preached by Bishop R. G. Waterhouse, at 11 a. m., Tuesday, May 18. The graduating exercises will be held on the morning of the 19th, followed by the literary address which will be delivered by Dr. Gilbert T. Rowe.

We feel that it is our duty, as well as privilege, to express our appreciation of Prof. C. M. Staley and his co-workers in the great work accomplished by them during the past school term. In our opinion there is no school that could have accomplished more under existing circumstances than has been done in our City schools. It is a well known fact that the school buildings have been crowded to the limit, each teacher having so many pupils that it was almost impossible to give them any individual attention, and of course there were some kicks from the natural born kickers, who are never satisfied with things as they are, but to take the work as a whole we think great things have been done in our schools, and we feel that the thanks of the patrons of the schools are due Prof. Staley and those who labored so faithfully with him for the past eight months.

Mr. Horace A. Yount of Statesville was awarded a verdict for \$3,084 and interest in Catawba Superior court last week against his brother, Dr. J. H. Yount of Newton. This case, which lasted nearly three days, was intricate and difficult. Dr. Yount, in brief claimed that when an old partnership to develop water power at the site of the Southern Power Company's dam at Lookout Shoals on Catawba river, fell through, he, in 1899, acquired the property for himself, subsequently selling the same to the Southern Power Company for \$10,912. He originally paid \$550 for it. The plaintiff contended that his interest in the property remained all the time, and that the defendant recognized this interest in a letter which was produced in court. Messrs. L. C. Caldwell and H. P. Grier of Statesville and Council & Yount of this city represented the plaintiff and Messrs. W. C. Feimster of Newton, A. A. White and Self & Bagby of this city, the defendant.

Mr. John Holler, representing the Catawba board of county commissioners, and Mr. Cocke, attorney for the Southern Power Company, had a conference in Newton last Friday in regard to the building of a bridge across the Catawba river at the Lookout power station. A tentative plan by which the Company would build the bridge and be reimbursed by a remission of taxes until the bridge, which is supposed will cost about \$15,000, is paid for, was agreed upon. After conferring with the full board, Mr. Holler, who is continued to represent the board, was authorized to offer a substitute proposition, in the form that half the tax will be rebated to the company and the company operate the bridge as a toll bridge until it is reimbursed for the other half of the cost. The toll proposition is not popular, and Catawba people think the Iredell commissioners should provide for reimbursing the company one-half the cost.—Enterprise.

Twenty million dollars has been estimated as the loss caused by fires in the United States each year, which occurred because rubbish was allowed to accumulate in houses or business places.

## Lusitania Torpedoed by German Submarine

### British Steamer Sinks Off Irish Coast Attended by Great Loss of Life.

## PROMINENT AMERICANS DIE Among Them Being Alfred Gwyn Vanderbilt, Elbert Hubbard, Charles Froman, Geo. Klein—Ship Was Bound From New York to Liverpool.

London, May 7.—The British Cunard Line steamer Lusitania, with 1,253 passengers, was torpedoed this afternoon at 2 o'clock ten miles off Old Head, Kinsdale, Ireland, and later sank.

Queenstown, May 8.—The tug Storm Cock has returned here, bringing about 150 survivors of the Lusitania, principally passengers, among whom were many women, several of the crew, and one steward. The steward said he feared 900 lives were lost in the sinking of the Lusitania.

Describing the experience of the Lusitania, the steward said: "The passengers were at lunch when a submarine came up and fired two torpedoes, which struck the Lusitania on the starboard side, one forward and the other engine room. They caused the explosions."

"Captain Turner immediately ordered the boats out. The ship began to list badly immediately. Ten boats were put into the water and between 400 and 500 passengers entered them. The boat in which I was, approached the land with three other boats, and we were picked up shortly after 4 o'clock by the Storm Cock. I fear that few of the officers were saved. They acted bravely. "There was only fifteen minutes from the time the ship was struck until she foundered, going down bow foremost. It was a dreadful sight."

"From the day we sailed we complacently spoke of the possibilities of the German menace, but no one believed it, for we scorned the idea of being torpedoed," said F. J. Gaunlett, of Washington who was traveling with A. L. Hopkins, among the missing, and S. M. Knox of Philadelphia, who was saved.

"A number of us were going over on business. It was shortly after two—probably ten minutes past—and I was lingering in the dining saloon chatting with my friends, when the first explosion occurred. We knew at once what happened. Shortly the ship listed perceptibly. I shouted to the others to close the ports. Some of us went to our berths and put on life belts.

"On making our way to the deck we were informed that there was no danger and we need not be alarmed, but the ship was gradually sinking deeper into the water and efforts were made to launch the boats.

Fifty or more people entered the first boat and as it swung from the davits it fell suddenly. I think most of the occupants perished. Other boats were launched with the greatest difficulty. "Swinging free from one of them as it descended, I struck out, swimming strongly and steadily, for a piece of wreckage which I observed. On reaching I found it was one of the collapsible boats, but I had to rip the canvass with a knife before I could get it open. Another passenger climbed into it and between us we were able to get about thirty people out of the water. While we were thus engaged I noticed that the Lusitania was gradually sinking.

"Women and children under the protection of men had clustered in lines on the port side and as the ship made her plunge, down a little by the head and heeling at an angle of nearly 90 degrees, this little army slid down toward the starboard side, dashing themselves against each other as they went, until they were engulfed."

Mr. Gaunlett said that he heard only one explosion and the whole tragedy was over in 20 minutes.

## Official List of the Survivors, 764

New York, May 9.—The Cunard steamship company tonight announced the receipt of the following cablegram of the Liverpool:

"Up to midnight Queenstown advise total number of survivors 764, including 462 passengers and 302 crew.

"One hundred and forty-four bodies recovered, of which 87 identified and 57 unidentified. Identified bodies comprise 65 passengers, 22 crew.

"Number of persons injured: thirty passengers and seventeen crew."

[A Sunday night dispatch from London said the survivors numbered 771. The discrepancy probably is explained by a duplication in names.]

London, May 9.—Latest estimates here put the death toll in the sinking of the Cunarder Lusitania at well up to 1,500.

Superintendent Dodd, of the Cunard line, today dashed lingering hopes that there might be further survivors in a statement that said: "The only problem now is to identify the nameless dead."

So far as can be ascertained about 700 persons escaped when the liner sank after being struck by German torpedoes, but of these 45 have died from exposure or from injuries.

Lord Mersy is to conduct an inquiry into the disaster and until that begins, official opinion as to how the Lusitania came to be caught and why so many lives were lost, will remain a secret.

The general official opinion is that several German submarines were assigned to the task of attacking the liner and that they maneuvered her into position where she could not escape. Passengers say that for some time before the first torpedo was fired the Lusitania had altered her course, and they ascribe this to the fact that one German submarine had shown herself, sending the big liner in the direction where others were waiting to strike.

## West Hickory Items.

West Hickory, May 10.—The bankrupt stock of the firm of Norris & Marlow is now being sold at public auction.

D. R. Leonard of Alta Vista, Va., is visiting his parents, Mr. and Mrs. T. J. Leonard.

Mr. D. B. Abernethy, overseer of spinning at the Ivey Mill, moved into his nice new home one day last week.

Mr. P. A. Carpenter of Gastonia, is visiting the family of Mrs. Lackey.

Mr. G. T. Barger attended court at Newton one day last week as a witness.

Miss Carrie Berry went to Rutherford College Sunday to attend commencement.

Mr. J. E. Mitchell was a visitor at the Ivey Mill Sunday.

Spring is a fine season of the year.

## Three More Craft Sunk By Germans

London, May 6.—The steamer Cathay from Copenhagen for Chinese ports was sunk either by a mine or torpedo late last night in the North Sea. She went down in twenty minutes. Her passengers and the members of her crew totalling 43 persons took to the small boats and all were landed safely at Ramsgate today.

The Cathay was a Danish steamer of 2,596 tons; 296 feet long.

The trawler Strattor, of Grimsby, was sunk in the North Sea yesterday by the gun fire of a German submarine. The crew was taken on board the submarine.

The schooner Earl of Latham has been sunk by a German submarine off Kinsale, Ireland. The crew, permitted to take the small boats, was rescued by a trawler. The submarine fired nine shells at the schooner before she sank.

## COMMENCEMENT PROGRAM

Lenoir College Finals Embrace May 21-26.

The following is the program of the commencement exercises at Lenoir College, which will be held May 21-26, inclusive:

Friday, May 21.—8:30 p. m., Oratorio—"The Holy City," by A. R. Gaul.

Saturday, May 22.—8:30 p. m., Expression Contest.

Sunday, May 23.—11:00 a. m., Baccalaureate sermon by the Rev. P. C. Wike of Chicago, Ill.; 8:00 p. m., address before the College Luther League by the Rev. A. R. Beck of Dallas.

Monday, May 24.—10:00 a. m., Sub-Freshman declamation contest; 1:30 p. m., Meeting board of trustees; 2 to 5 p. m., art exhibit; 8:30 p. m., Junior orators' contest.

Tuesday, May 25.—11:00 a. m., literary address by Hon. Clyde R. Hoey of Shelby; 3:30 p. m., business meeting alumni association; 5 to 8 p. m., alumni banquet in Highland Hall, alumni address by Atty. Julius T. Horney of Canton, alumni essay by Miss Iva Pearl Setzer of Hickory; 8:30 p. m., Dramatic entertainment.

Wednesday, May 26.—9:30 a. m., Senior class day exercises; 10:30 a. m., graduating exercises, address to the graduates by Dean A. G. Voigt of the Lutheran Theological Seminary of Columbia; 8:30 p. m., Concert.

Rev. P. C. Wike, who preaches the Baccalaureate sermon, is the first graduate of the College while it was located at Conover. Rev. A. R. Beck, who addresses the College Luther League, is a member of the first graduating class after the college was established in Hickory.

A special feature of the commencement will be Gaul's Oratorio, "The Holy City," under the direction of Miss Esther V. Schultz, instructor in voice and expression. This is the first effort of its kind at the college and will be most entertaining and inspiring. It an opportunity to hear the best there is in sacred music. The proceeds will go into the college pipe organ fund. The Alumni banquet will be held in Highland Hall and the menu will be prepared and served under the direction of Mr. and Mrs. Kiser, assisted by Miss Morrell, instructor in domestic science. The charge will be 75 cents a plate and the profit, if any, will go into the treasury of the association.

The public is most cordially invited to all these exercises and a special invitation is extended to all alumni and former students.

## Rural Mail Service for One Million More People.

Plans for a general readjustment of the rural postal service through the country by July to provide mail facilities for a million persons not included in the present routing system were announced by Postmaster General Burleson. Motor vehicles will be provided under the new plan where high ways will permit.

"Rural service will be extended to every farmer reasonably entitled to it," said Mr. Burleson, "as rapidly as the new adjustments can be made."

## Whole Family Dependent.

Mr. E. Williams, Hamilton, Ohio, writes: "Our whole family depend on Fine-Tar-Honey." Maybe some one in your family has a severe Cold—perhaps it is a baby. The original Dr. Bell's Fine-Tar-Honey is an ever ready household remedy—it gives immediate relief. Fine-Tar-Honey penetrates the linings of the throat and Lungs, destroys the Germs, and allows Nature to act. At your Druggist, 25c.

## SHIP WAS PRODUCT OF RACE FOR SPEED

### Lusitania When Launched Was Wonder of The Maritime World.

The Lusitania was one of the largest of trans-Atlantic liners, as well as one of the speediest. She was built in Glasgow, in 1906, and was 785 feet long. Her gross tonnage was 32,500 and her net tonnage 9,145. She was owned by the Cunard Steamship Company, Ltd., of Liverpool. Her captain was W. T. Turner.

The Lusitania was a product of the race for speed which was carried on for years among trans-Atlantic steamship companies, particularly of England and Germany. When the Lusitania was launched, she was the wonder of the maritime world. Her mastery of the sea from the standpoint of speed was undisputed.

Marine engineers were particularly interested in the great engines by which she was propelled. Instead of the usual type of reciprocating engines, her builders installed turbines. These engines developed an indicated horsepower of 70,000, driving four shafts, each of which carried a three-bladed propeller.

The Lusitania had accommodations of 550 first-class passages, 500 second-class, and 1,300 third-class.

The launching of the Lusitania on June 7, 1906, at Clyde Bank, was attended with elaborate ceremonies. She left on her maiden voyage September 7, 1907. This voyage was heralded as a race for the world's record. German steamship companies said her time of five days, 54 minutes, was not in reality a record. Later she made an undisputed record of four days, 11 hours, 42 minutes, but that subsequently was beaten by the Mauretania.

In January of last year the Lusitania rescued the crew of the little Canadian brigantine Mayflower, which was drifting, wrecked and helpless about 1,000 miles from the Canadian shore.

After the outbreak of the war most of the fastest vessels of the British trans-Atlantic fleet were requisitioned by the navy. The Lusitania, in fact, was the only vessel of this type to continue in regular service as she was the greatest prize which could fall to German warships or submarines, her voyages were followed with particular concern. British shipping men maintained however, that she was in no danger, especially after the Atlantic had been cleared of German warships. They felt her superior speed would enable her to evade any submarine. Three days after war was declared the Lusitania left New York on one of her regular trips to Liverpool. She slipped out of the harbor shrouded in darkness except for her port and starboard running lights. There were 212 passengers on board who were willing to accept the chances of war. During the voyage it was reported that she had been captured by German warships, and subsequently that she was flying for some American port. She completed her voyage in safety, however, without sighting any hostile craft.

It was the Lusitania whose flying of the American flag last February on her way from Queenstown to Liverpool to protect her against possible attack by a German submarine caused considerable astonishment on both sides of the ocean and resulted in a statement by the British foreign office justifying the use of a neutral flag under such circumstances.

Although the Lusitania was surpassed in size by several other liners built subsequently, including the Emperor, Olympic and Vaterland, she never lost the reputation acquired at the outset of her career. Her speed and luxurious accommodations made her a favorite and her passenger lists bore the names of many of the most prominent Atlantic wayfarers. She had nine decks, connected with elevators. Her cabins were designed to look more like an elaborate hotel than a ship.

The vessel was pronounced by her builders to be as nearly unsinkable as any ship could be. The lower deck was watertight. The double bottom was so constructed that should the bilge keels be torn away and the hull pierced, the entering water would be confined within the inner and outer bottoms. The lower portion of the hull was divided into 175 water tight compartments with communicating doors so made that they could be closed

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