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THE HICKORY DEMOCRAT

The Democrat Leads in News & Circulation

ESTABLISHED 1879 DEMOCRAT AND PRESS CONSOLIDATED 1945

State Library

HICKORY, N. C., TUESDAY, JULY 6, 1915

New Series Vol. I, No. 13

Business in the South Begins to Brighten Up

Reviewing the business conditions throughout the South, the Manufacturers Record in last week's issue refers to the completion of the final link of the Clinchfield Railroad through the mountains of North Carolina and the "Breaks of the Sandy" to a connection in Eastern Kentucky with the Chesapeake & Ohio as the fulfillment of one of the most ambitious dreams of the ante-bellum South, which many years before the war vigorously worked for the building a through line from Charleston, S. C., through the high mountain regions of Western Carolina to the West. It was the belief of Hayne and other South Carolinians, who in those days projected such a road, that its building would turn the traffic of the West into the South, and that the acquaintanceship thus developed would make impossible the war which some of the far-seeing men of the South were then fearing might become a reality. Around the building of this road, now completed by the Clinchfield extension into Eastern Kentucky, is woven more of romance, of struggles against overwhelming odds, than have probably ever attended the building of any line in this country. The first 250 miles of the Clinchfield system from Sparta, Tenn., to Dante, Va., represent a cost of about \$125,000,000 a mile, and the extension which has just been opened has been built at as high a cost, and probably for a good many miles at a much higher figure. This 300-mile road is probably the most expensive new road of that length ever constructed in this country. Thus one by one the dreams of the great business leaders of the Old South are being realized in the completion of railroads projected before 1860 and in the development of Southern ports as outlets for the vast commerce to and from the West which the far-seeing men of that generation knew the future held in store.

At City Point, on the James River, Virginia, a about 13,000 men are working in and on the great plant which is being built by the du Pont powder interests. The first units in this plant are now completed and are employing about 3000 hands, while about 10,000 men are engaged in construction work on other units.

Attention is called by the Manufacturers Record to the increase in the production of oats in the South of 51,000,000 bushels over last year's yield, or a gain of 36 per cent., as indicative of the trend toward diversification in farming interests.

The total oat and wheat crop of the South this year is estimated at 353,000,000 bushels. While Kentucky, Maryland, Missouri and Tennessee, States which for years have been fairly large wheat producers, have by reason of weather conditions produced smaller wheat crops than last year, yet on the other hand the central Southern States, Alabama, Arkansas, Georgia, North Carolina, South Carolina, Texas and Virginia, have largely increased their wheat production. Georgia nearly doubled its wheat crop, advancing from 1,600,000 bushels to 3,200,000 bushels. North Carolina increased its yield by 3,500,000 bushels, this grain being more than the total yield of Georgia. The crop of North Carolina is reported as 10,800,000 bushels. South Carolina, although producing somewhat less than Georgia, nevertheless trebled its wheat crop over 1914, while Texas made a gain of 6,400,000 bushels, and Virginia 3,100,000 bushels.

The exports of grain through Southern ports have shown a very heavy increase, Newport News alone having exported for

the fiscal year just ended about 40,000,000 bushels of grain, as compared with 1,700,000 bushels shipped from that port last year. At the same time Newport News by reason of the heavy foreign demand for coal, increased its foreign shipments of coal from 3,089,485 tons in the preceding fiscal year to 3,450,725 tons for this year. During the same period more than 120,000 horses have been shipped from Newport News to foreign ports.

With a determination to bring about a larger development in every line of business, to make the people of their own State realize more fully its advantages, and to draw people from other sections to their State, a large number of the most progressive business men in North Carolina have organized a State-wide association with a view to carrying on a broad campaign for constructive, upbuilding work. This movement is but an expression of the growing sentiment among the business interests of the whole South that the time has come for a larger vision on the part of home people of the opportunities for and the necessities for a broader utilization of natural advantages and co-operation with upbuilding constructive forces.

Reports from all parts of the South and Southwest indicate an awakening to larger business development. New enterprises are being established here and there, though, of course, not so actively as prior to last fall. Enterprises upon which work had been suspended are being resumed, and construction is now taken up on the bridge to be built over the Ohio River east of Paducah by the Burlington Railway system, which will give connection between the Burlington road and the Nashville, Chattanooga & St. Louis Railway. This bridge is to cost about \$3,500,000.

War News in Kansas.
The battle at Short Jenk's home continues unabated, says The Atchison, Kan., Globe. At 11 o'clock this morning Mrs. Jenk's made the following official announcement: "With a brilliant charge about breakfast time, I flanked my husband with my stalwart foot and he doubled, up and then retreated in haste. It was almost a rout." At 1 o'clock this morning Mr. Jenks officially announced: "The situation remains unchanged. There have been attacks and counter attacks on both sides, with no decisive results. I'm now well entrenched and confident behind a tub in the cellar. I believe I will ultimately triumph. The enemy is making many claims, and making those things is the easiest thing in the world to do. If she had a cannon that was as rapid as her mouth I would be compelled to admit that my position is serious. As it is, I concede nothing. I will conserve my strength and forces, with the view of getting out of the cellar and consulting a lawyer. I urge American newspapers to judge not until the real situation is known. History will vindicate me and declare that I did not start hostilities. My sister-in-law urged my wife to start them. My wife didn't need a great deal of urging."--Ex.

When baby suffers with the croup, apply and give Dr. Thomas' Eucletic Oil. Safe for children. A little goes a long way. 25c and 50c. At all drug stores.

RECEIVER ASKED FOR MILL AT BROOKFORD

Two Stockholders, Holding 236 Shares, Allege No Dividends Have Been Paid.

On the ground that the big, half-million dollar cotton mill at Brookford has not paid a dividend in 10 years, Wade H. Shuford and James A. Martin, Hickory business men who hold 236 shares of common stock in the plant, have started proceedings with a view of placing the mill in the hands of a receiver.

Sitting in chambers Thursday at Black Mountain, Judge W. F. Harding of Charlotte, named W. Turner of Statesville, referee and named August 5 at Hickory for a hearing. The referee is granted full powers to investigate the business of the mill and the company is cited to appear and show cause why it should not be dissolved.

A previous order had been made by Judge Harding which was later vacated and a new one issued directing the company to prepare and file with the clerk of the court here an inventory of assets, liabilities, unfiled contracts, etc., which was done; and the plaintiffs thereupon made exceptions to items contained there in, and the order Thursday was the next step in the suit.

The petition sets forth that the plaintiffs have received no dividends upon their common stock in 10 years, and that they hold more than 10 per cent. of the stock; that company is a going concern for the last 15 years; that the mill is worth \$500,000; that its affairs are directed by A. J. Juilliard & Co., of 70 Worth street, New York, which company, it is stated, is the sole creditor of the mill; that the directors of the mill have financial connections with the Juilliard concern, and that they so direct the business of the mill as to divert dividends from the holders of common stock. The papers state that Wade H. Shuford holds 234 shares of stock at the par value of \$100 each and that James A. Martin holds two shares. The president of the company is E. W. Holbrooks, of New York; vice president, T. A. Redmond, of Aragon, Ga., and secretary-treasurer, H. J. Holbrooks, of Hickory.

The suit has been pending some time and all the lawyers in Hickory are engaged, together with lawyers in Charlotte. It is said that a stiff legal battle is in store. Under the law, a stockholder in a mill that hasn't paid dividends in 10 years, holding as much as 10 per cent. of the stock, may bring a company to accounting by throwing it into the hands of a receiver.

THE BEST PROOF GIVEN BY A HICKORY CITIZEN

Doan's Kidney Pills were used—they brought benefit. The story was told to Hickory residents.

Time has strengthened the evidence. Has proven the result lasting. The testimony is home testimony—The proof convincing. It can be investigated by Hickory residents.

W. L. Lafone, 1413 Eighth Ave., Hickory, says: "I was suffering from severe pains in my back and was annoyed by irregular passages of the kidney secretions. I procured Doan's Kidney Pills at Lutz's Drug Store and they helped me in every way. It is a pleasure to recommend this medicine to other kidney sufferers." (Statement given February 17th, 1911.)

OVER THREE YEARS LATER, Mr. Lafone said: "My kidneys have not bothered me for some time and I attribute their healthy condition to Doan's Kidney Pills. I gladly confirm all I have ever said about this medicine."

Price 50c, at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mr. Lafone had. Foster-Milburn Co., Props., Buffalo, N. Y.—adv.

BRITAIN HAS ENORMOUS STORE OF GOLD IN AFRICA

Accumulating Fast But No Safe Transport to England.

More than \$100,000,000 in raw gold in bars, together with \$50,000,000 in uncut diamonds, are piled up in British South Africa, awaiting safe transport to London, so it is reported to the Department of Commerce by United States Consuls in that part of the Dark Continent.

The raw gold is accumulating at the rate of \$14,000,000 a month. How to guard this vast store of treasure from possible German attack is one of the problems which vexes the Transvaal Government.

Prior to hostilities the gold was shipped fortnightly to London by sea. The late Cecil Rhodes's dream of a Cape-to-Cairo railroad is not yet an accomplished fact, though most of the land links are completed. A large part of the route, even when in full operation, will be on rivers and lakes in East Africa; and from Cairo the road has no means of communication with Europe save through Egypt and territory in possession of or else claimed by Turkey, which is at war with Great Britain and her allies.

At the outbreak of the conflict an arrangement was made by which the mines in British South Africa were kept open and their gold was delivered, as produced, to the local banks at Johannesburg and elsewhere, and they assayed in bars and put in the vaults.

Schedules of the bars, with certificates of assay, were sent to the Union of South African Government, which assumed responsibility as to the value, the amount of which was cabled to the High Commissioner of the Union in London. Under his guarantee the Bank of England advanced to the London offices of the South African banks 97 per cent. of the value of the gold, which was held by the latter in the name of the Union Government to the order of the Bank of England.

In this way the financing of the mines has been kept up to normal, both as to working costs and dividends, thus enabling them to go ahead as usual. The net result, so far as concerns the Bank of England, is that the bank has \$100,000,000 or so of "reserve gold," without actually having either the gold or any immediate prospect of getting it.

During 1914 the total British South African production of raw gold was \$173,560,000, of which \$83,000,000 was mined after the war was begun and is stored in South Africa.

The output of diamonds in the South African Union in 1914 was \$26,823,700, as against \$58,478,400 in 1913. In addition, South Rhodesia produced \$9,046, in diamonds.

Practically all of these stones were dug before the middle of last August, for when the war began there was a general closing down of the Premier Diamond Mine in the Transvaal, the De Beers Mines at Kimberley, and others in the Transvaal and Orange Free State. This put out of employment hundreds of white men and thousands of blacks and further depressed trade by stopping the importation of mining materials and stores.

The war has paralyzed the South African feather export trade. More than \$7,800,000 of this year's feathers are unplucked, and there was an equal loss last year. The ostrich, formerly the most pampered domesticated bird in the world, has come to be despised and neglected. Thousands have been dying from lack of food and attention, and breeding practically has ceased. Two years ago fancy male ostriches were valued up to \$10,000 each.

12,500,000 BALES THE INDICATED CROP

That Would Be 3,600,000 Bales Less Than Last Year—Big Acreage Reduction.

A prospective cotton crop of 12,500,000 equivalent 500 pound bales this season is unofficially estimated from the department of agriculture's June 25 condition and acreage report issued today. That would be 3,600,000 bales less than last year's crop or a reduction of 22 per cent.

In all 31,535,000 acres were planted this year, showing that the government's repeated appeal to cotton growers to reduce the acreage and devote more land to other crops had been heeded. Reduction from last year's area amounted to 5,871,000 acres or 15.6 per cent.

Condition of the crop was better than last year at this time and also better than the ten-year average on June 25. Along the Atlantic coast the crop deteriorated in June but conditions improved in Mississippi, Louisiana, Texas, Arkansas and Oklahoma.

Acreage and conditions by states follow: (Acreage in thousands, i. e., ciphers omitted.)

State	Acreage	Condition
Virginia	36	78
N. Carolina	1,333	79
S. Carolina	2,399	76
Georgia	4,684	79
Florida	202	78
Alabama	3,382	78
Mississippi	3,382	78
Louisiana	1,139	83
Texas	10,365	82
Arkansas	2,193	85
Tennessee	813	87
Missouri	107	86
Oklahoma	2,102	71
California	35	90
All others	17	--

Thousands of Dollars Saved to Hickory Shippers.

The following letter from Mr. E. L. Travis, Chairman of the North Carolina Corporation Commission, to Mr. A. K. Joy, Secretary of the Hickory Chamber of Commerce, will convey very welcome news to the people of Hickory—the people at large, as well as the merchants and manufacturers.

Our Chamber of Commerce has been working on this matter for over a year, and it is to be congratulated upon securing such good results. It is almost impossible to figure out just what the saving in freight will be to our shippers, but there can be no doubt about it running way up into thousands of dollars every year.

Mr. A. K. Joy, Secretary Chamber of Commerce, Hickory, N. C.,

Dear Sir:

I am in receipt of letter from Mr. E. L. Green, Freight Traffic Manager, Southern Railway, advising that he will make reductions in the rates from Cleveland-Detroit territory to Hickory and other points as therein set out. I enclose a copy of his letter for your information.

You will note that he proposes to give to Hickory the following reductions in rates from Cleveland-Detroit territory:

1 2 3 4 5 6 A B C D
Present—80 70 60 50 41 32 22 30 27 23
Proposed—46 57 50 42 35 26 20 28 22 18
Red'n—14 13 10 8 6 6 2 2 5 5

I trust this will be satisfactory to you.

Very truly yours,
E. L. Travis, Chairman.

Impure blood runs you down—makes you an easy victim for disease. For pure blood and sound digestion—Burdock Blood Bitters. At all drug stores. Price \$1.00.

They were as costly as the prize bulls. Today they fetch no price. The African ostrich feather collapse is partly due to foreign competition and to changes in women's fashions.

In all of British South Africa the white population is about 1,360,000, and there are 4,500,000 natives, of whom only 300,000 are classed as civilized.

ALFALFA REMEDY FOR MENTAL DEPRESSION?

Dr. Blackwood Tells of Experiments and Recommends It for "Food"

Chicago, July 2.—Members of the American Institute of Homoeopathy concluded their annual convention here today and adjourned.

Alfalfa as a remedy for indigestion and mental depression was recommended by Dr. Alexander L. Blackwood, of Chicago. He told of experiments made with the new remedy at a Chicago hospital.

"During the past year observations were made of the action of alfalfa on 17 persons," he said. "All of them noted that they grew so hungry that they could scarcely wait for their meals. Their minds were clear and bright, all bodily functions were stimulated and it was impossible to have the blues."

Alfalfa is converted into a tincture and used internally. Its use, said Dr. Blackwood, was accompanied by an immediate delightful feeling of well being, increased appetite and great improvement in weight.

"All bodily functions were stimulated and it was impossible to have the blues," said the physician's report.

The tincture is known as Medicago Sativa.

"Dr. Ben Bradley, of Hamlet, O., also has made experiments with alfalfa," said Dr. Blackwood, "and he believes it to be a coming drug. It stimulates digestion and will prove of great value in dealing with loss of appetite. It does not act as a stimulant in the same sense as liquor."

Capt. Trickey Tells Of Armenian's Loss

London, July 1.—Captain Trickey, of the British steamer Armenian, in an interview today, said he surrendered to the German submarine only when his ship was afire in three places, her engines were out of action, and a dozen of the crew had been killed by shrapnel fire.

Most of the members of the crew who perished, Captain Trickey said, were Americans.

"The submarine as a signal for us to stop," said Captain Trickey, "first put a couple of shots over our bows when we were four miles off. I put my stern to him and ran for it.

"The submarine then began to shell us in earnest, the shrapnel bursting all about us, killing several of the crew and knocking others overboard. I soon realized that the enemy was gaining on us, but I did not propose to surrender without a struggle, but my steering gear was soon hit, and placed out of commission. Then a shell fell into the engine room and another carried the Marconi house away. Still another cut down the funnel and disabled the stokers.

"By this time the ship was on fire in three places and I decided to surrender. We had resisted the enemy for an hour, and 12 or 13 men lay dead on the deck.

"The submarine commander then had to clear ship and at seven minutes past eight the Armenian went down shattered by two torpedoes.

"I must say that the submarine commander showed us every fairness after we had given up, picking up many of the crew, who, because of a damaged boat, had fallen into the water."

Lightning Has Been Lost.

London, July 1.—The British admiralty announced tonight that the torpedo boat destroyer Lightning had been lost and that 14 members of her crew are missing. Although no mention is made of the manner in which the Lightning was sunk, it is presumed that she struck a mine or was torpedoed.

THREE BRITISH SHIPS ARE REPORTED SUNK

Steamers Were Destroyed by German Submarine Near Scilly Islands.

London, July 2.—Three British steamers, the Caucasian, Inglemoor and Welbury, the bark Sardozne and the schooner L. C. Lower were reported today to have been sunk by German submarines in the vicinity of the Scilly Islands, and off south Ireland.

The Caucasian met her fate southeast of the Lizard Head, on the coast of Cornwall, on Thursday morning. While engaged in picking up her crew the Inglemoor fell a victim to the same submarine.

The Caucasian, when the submarine opened fire, was given full steam in an endeavor to escape. Not until the steamer was struck by several shots, one of which demolished the wheel, did her captain surrender. The crew then took the boats. The submarine hauled alongside and fired eight shells into the vessel. A dog belonging to the captain of the Caucasian jumped overboard and the captain plunged from one of the boats into the rough sea and rescued his pet.

A few hours later the Inglemoor appeared on the scene and started picking up the Caucasian's boats. The Inglemoor had taken the occupants of the small boats on board when the submarine emerged and opened fire on her. Escape being hopeless, the crew took to the boats and the submarine then torpedoed and sunk the Inglemoor, subsequently returning to the Caucasian, which was still floating, and sending her to the bottom.

The crew of the Inglemoor and a part of the crew of the Caucasian were landed at Penzance, but one of the Caucasian boats, with 19 men aboard, was being rowed toward France when last sighted.

The commander of the submarine which sunk the Welbury was delighted when he learned she carried a cargo of sugar. After the ship left Cuba it was discovered that some one had painted inside the vessel's forehold the words: "You have a cargo of sugar for England, but you will never get there."

The crews of the Welbury, Tower and Sardozne are reported saved.

North Carolina Editors Elect Mr. Cowan President.

Montreat, July 1.—James H. Cowan, editor of the Wilmington Dispatch, today was elected president of the North Carolina Press association at the annual convention here. Other officers elected were: First vice president, Edward E. Britton, Raleigh News and Observer; second vice president, Sanford Martin, Winston-Salem Journal; third vice president, W. B. Harker, Maxton Scottish Chief; secretary and treasurer, J. B. Sherrill, Concord Tribune; historian, W. B. Thompson, Chapel Hill News; poet, William Laurie Hill, Barium Springs. The executive committee was reelected.

Bryan's Son-in-Law Fighting the Turks.

London, June 20.—Captain Reginald Owen, of the royal engineers, who was married to Mrs. Ruth Bryan Leavitt daughter of William Jennings Bryan in 1910, has been transferred to the Dardanelles, where he is fighting against the Turks. Captain Owen was attached to the British military station at Kinross, Jamaica, when he married Mrs. Leavitt.

Mrs. Geo. Herman is visiting her daughter, Mrs. Stanley Crouch, at Boynton, Va. She will also visit her daughter, Mrs. F. B. Powell, at Henderson, before returning home.