

THE LINCOLN COUNTY NEWS.

TWICE A WEEK

How to the Line. Let the Chins Fall as they May.

\$1.50 PER YEAR—5 CENTS PER COPY.

Vol. 1.

LINCOLNTON, N. C., FRIDAY, SEPTEMBER 13, 1907.

State Library

No. 72

OCEAN LINERS START RACE.

New Lusitania Will Speed Against the Lucania Across the Atlantic.

New York, Sept. 7.—The advent of no ship was ever watched with keener interest than that displayed in the maiden voyage of the Huge Cunard steamer Lusitania, which sailed from Liverpool for New York this evening. The Lusitania, which is expected to travel at a sustained speed of 25 knots an hour, represents a new departure in marine architecture, so far as her engines are concerned and shipping men are deeply interested to see just how they will act. The engines are of the turbine type, heretofore considered too costly to run for commercial use.

Added interest is given to the trip of the Lusitania by the fact that the managers of the Cunard line started for New York the Lucania, hitherto the fastest ship and the record holder for the trip from Queenstown to New York, a few hours before the departure of the new steamer. It will actually be a race, and will thoroughly test the capabilities of the two types of steamers. The two great ships are commanded by two of the finest captains in the service, Capt. Watt of the Lusitania and Capt. Barr of the Lucania. Each will know how to get every bit of speed out of his vessel. They are quiet mannered, reticent men with closed lips and steady eyes, men who will make the great race notable.

Shipping men expect that the Lusitania will not only win, but that she will break the trans-Atlantic record, now held by the Germans.

On her trial trip the Lusitania, over a 1000 mile course, did 25 1-2 knots for an average hourly speed. The Lucania has made the fastest trip ever recorded between Queenstown and New York 5 days 7 hours and 23 minutes which record she accomplished in 1894, when Horatio McKay commanded her. The vessels will not race back, it having been arranged to keep the Lucania in New York but three days, whereas the Lusitania will not sail from New York on the return voyage until Sept. 21.

On her famous record trip the Lucania left Queenstown at 10:32 a. m. Oct. 21, 1894. Her daily runs were 529, 534, 538, 549, 544, and ninety miles to Sandy Hook, where she arrived at 4 p. m. on Oct. 26. Her total distance covered between Launt's Rock, where time is taken at Island, and Sandy Hook, where it is taken at New York, is 2,779 knots. Whether the Lusitania will break this record and how much, is the principal subject of conversation among Englishmen today.

The Lucania has only two screws, whereas the Lusitania has four. The new giant of the deep is 785 feet long, 88 feet wide and 60 feet deep from the shelter deck, or 78 feet from the boat deck, which, however, is topped by still another deck. Her floating weight is about 33,000 tons, and it is estimated that in order to propel her at the required sea speed of 24 1-2 knots the turbines will require to develop 68,000 horse power, requiring a coal consumption of at least 1,000 tons a day, or 6,000 tons for the voyage. The coal for one trip would last 400 ordinary householders fifty years.

The Lusitania and her sister ship, the Mauretania now being fitted out on the Tyne, were constructed with a view to their use as commerce destroyers of fast transports in case of war with a maritime powers. With that object in view the British government advanced the Cunard company a loan of 2,600,000 pounds at 2 3-4

per cent, and also promised a yearly subsidy of 150,000 pounds. It was stipulated that the speed should be at least 24 1-2 knots. In view of the magnitude of that project a special commission of experts investigated the relative merits of turbine and reciprocating engines. Turbines were adopted, and these, six in number, constitute the Lusitania's most striking departure from previous practice. The six turbines really constitute two sets of three.

In her interior furnishings the Lusitania is a floating palace. Each public room is finished in the style of some well known period. If the promises made by the builders of the Lusitania are fulfilled it will mark the final supremacy of British over German ship-builders.

New York, Sept. 9.—Dispatches by wire from the steamer Lusitania, one of the giant ships which is expected to break the record in making the trips between England and the United States, give some details of how the steamer is acting on her first voyage.

One message says:

"The Lusitania traveled at no great pace at once, but the absence of vibration was so noticeable that it made the passengers believe that they were dining in a hotel. After dinner the pace was increased. The electric lifts on board the ship were busy until a late hour Saturday night conveying people swiftly up and down between the five decks.

"While hundreds were exploring and admiring the comforts of the ship, groups of Cunard directors, ship experts and naval architects gathered in the smoking room and earnestly discussed the prospects of the voyage. The Lucania, which left Liverpool four hours ahead of us, was overtaken and passed at 4:30 o'clock Sunday morning. She had half an hour start of us leaving Queenstown.

SLACKENED FOR FOG.

"Two hours after we left Queenstown, the Lucania was still ahead. At 6 o'clock Sunday night she was about 15 to 20 miles in front of us. A fog caused the Lusitania to slacken down her speed, which greatly disappointed the passengers. There were occasional patches of brightness, during which the pace was increased."

Another dispatch sent at 9 o'clock Sunday night reported the ship was 180 miles from Queenstown. The weather was clearer, it announced, and the vessel was ploughing ahead at great speed.

"The Lucania is believed to be near us," the dispatch continued, "but her position is not specified. She has not been sighted since dinner time. The passengers are lining the sides to catch a glimpse of her if possible. The progress of the Lusitania is beautifully smooth.

Later dispatches reported that the Lusitania had passed the Lucania.

Georgia's Only Negro Legislator Resigns.

Atlanta, Ga., Sept. 10.—W. H. Rogers, of McIntosh county, the only negro member of the Georgia Legislature, today resigned his seat in the General Assembly. He gave no reason for his action but it is believed that the passage of the negro disfranchisement bill by the last Legislature influenced him.

Death of Dr. Murphy.

Dr. P. L. Murphy, Superintendent of the State Hospital in Morganton, died at the Hospital Wednesday after a wasting illness of over a year. Dr. Murphy was in his 59th year and would have completed his 24th year as Superintendent of the Hospital had he lived until January. In his death the State sustains a severe loss.

How To Get Rich.

Most men desire wealth. The popular idea of happiness is associated with a pot of money. He is a benefactor of his race, therefore, who can show his fellows how to get rich. Generally speaking, a man does not go to bed very poor and wake up in the morning very rich, although a few cases of this kind have happened. How, then, shall a man get rich? There are various ways. A sharper who advertised the vending of an infallible recipe for obtaining riches upon the payment of a paltry dollar used to send the following formula, viz.: "Work like the devil and never spend a cent!" This scheme is not consistent with modern ideals.

The race track continues crowded with those in whose hearts there lingers the fond hope that a lucky bet will tempt the goddess of fortune to outpour her cornucopia. Time after time, however, she sustains her old reputation as a fickle jade, and statistics show but few lucky strikes at the race track. Defalcations have begun at the betting ring, and personal losses that could be ill afforded have been suffered because of the vain hope of getting rich by devotion to the turf.

Lottery tickets, policy playing and other forms of gambling, well called games of chance, but where the chance, is all against the player who would have wealth, are other oft tried methods to get rich quick.

If a man could go into Wall Street and buy stocks or bonds at 50 and presently sell at 150 he would not require to continue such a process long before he would be rich. Every man finds, sooner or later, that wealth has its price, and to buy even it the price must be fully paid. Self-denial is one of the prices of wealth. He that would be rich must save his money, not waste it. The rich man is conservative. A young man who says to himself at the beginning of his career "I will be rich" must start out by spending less than he receives. When his companions squander, he must refrain from "blowing his money in," according to the modern vernacular. He must learn to finance himself and to keep in touch with income and outgo. He must keep account of his money. A small cash book will easily answer at first, but a careful study of this book and an analysis of it will teach him, as nothing else will, where his money goes and how to regulate his tides of expenses.

The weak young man who refuses the amputation of an expense that is unnecessary turns voluntarily from the road to wealth into the side track of self-indulgence and bids farewell to the goal toward which he started with unwilling feet. Saving by a plan is, then, the first step toward wealth. To this first step there must be adherence in season and out of season, summer and winter, day and night. The price of wealth is high, and some men decline to pay the price when they realize what it really is. To the rigid keeping of personal accounts much must also be added. An eye, with the keenness of a search-light, must be trained to lookout for investments that shall first be safe and, second, profitable. Step by step wealth comes, on the average, when the man seeking it goes persistently about amassing it properly.

Russell Sage, who was fairly rich when he died, was a poor boy who set out with a determination to get rich, and he got rich. He took no vacations during his long quest, however. He never bought his raiment of fashionable English tailors, and he did a thousand oth-

er things to conserve his expense account that made him a marked man. The man who, like him, would be rich must not hope for popularity. He must eschew club life. He must count his pennies and squeeze his silver until the American eagles on them scream before he parts company with them, and then when he has done all and he has the pot of gold that was really hidden at the foot of the rainbow there are some of us who will not finally envy him.—The Independent.

Alpha's Letter.

A nice shower of rain fell here last Saturday night.

Fodder pulling is progressing nicely and the weather has been fine for the business. The corn crop, we think will be an average one in our section. It is yet too early to estimate the cotton crop, as a great deal depends on future conditions. It looks now as if cotton has been injured by the recent dry weather. The pea crop is almost a failure in our section.

Rev. Kirby, a Baptist minister, preached at Mountain View church last Sunday.

Mr. Bob Beal with a force of hands worked the public roads of our section last week. Bob is a good supervisor and requires honest work from all his hands. Your correspondent put in five days on the roads and he knows whereof he speaks.

W. H. Sigmon & Co., have presented the new Methodist church at Denver, with a beautiful settee, Mr. Jesse McConnell, one of our firm, says that he will present our new church, (Lebanon) with one some time in the future. Thanks Mr. McConnell, in advance.

There is now considerable excitement aroused among our people as to the proper mode of Christian Baptism. We wish to say to christians of all denominations that this question has been argued for hundreds of years, and is no nearer settled today than it was at the beginning. And further that the agitation of the mode of water baptism has never added any strength to the cause of Christ. What a pity it is that christians of all denominations, cannot agree to disagree on this question, and follow the admonition of the Apostle, "Leaving behind the doctrine of Baptisms and press on to higher and better things."

Prof. Zeb N. Hollor, a young man, and a graduate of Davidson, has been employed as principal of Denver High School. The school opened Sept. 2nd with 65 pupils enrolled the first day, and we are informed by those in a position to know that Prof. Hollor is making a very favorable impression on his patrons and that the committee have made a wise selection.

Sorry that we were not at home when the editor called last week. Mrs. Alpha says she gave Mr. Barr a rather cold reception for the reason that she was cleaning the stove when he called and covered with soot from head to foot. She fears that Mr. Barr mistook her for a colored servant. As to those water works Mr. Editor, Alpha does not deserve any special credit for that labor saving contrivance for by actual calculations he had walked over 3000 miles for water before he could muster sense enough to invent that thing. We have often compared ourself in this regard to, "Thompson's colt," that swam the river to drink of the branch. Mr. Editor call again, we have a large rocker prepared especially for preachers and editors and you shall have the privilege of swinging to your hearts content.

ALPHA.

Subscribe for the News.

A Tragedy of Progress.

Go into your native Indiana town and boyhood home after many years.

On the corner of the two principal business streets is a large and comparatively new five-story brick building.

There is a department store below and offices above. On this site there formerly stood an old wood building, the first floor occupied by a rag, old iron and general junk dealer, who went about the country in a wagon trading tin and glassware for various kinds of his plunder.

The second floor contained the shop of Jake Kern, the town cobbler and shoemaker, who owned the property.

His bench was in such a position as to command a view of the street leading down to the station, and here the editor of the county paper came to get his local items; for Old Jake knew everybody that passed in and out of the town.

Although he followed shoemaking he was an allround mechanical genius, and in the room behind the shop there was a standing bench and the tools of almost every trade.

Once he made a little one-horsepower slide-valve engine and boiler. The cylinder and most of the parts were of babbit metal, and the flywheel, crank and eccentric were of an old sewing-machine.

He was a veritable walking encyclopedia, and for many a year he conducted a column in the county weekly under the regular caption "Things to Know."

He came to the town when it was young, and out of his savings bought this property when the value was small and the prices less. For many a long year he pegged away at his little bench, looked out of the window down the street that led to the station, tinkered in the room behind the shop, wrote his "Things to Know" for the county paper and settled disputes for his loafers.

Somebody struck gas, and the town boomed.

People remarked: "Rather a dingy old buildin fer the best business corner in town." Then there were different rumors that people had bought it. But the old man vigorously denied them all, pegged away at his little bench, looked out of the window down the street that led to the station, tinkered in the room behind the shop, wrote his "Things to Know" for the county paper, and settled disputes for his loafers.

One day a real estate agent called at the shop, made an offer of \$15,000 but the old man adroitly changed the subject, pegged away at his little bench, looked out of the window down the street that led to the station, tinkered in the room behind the shop, wrote his "Things to Know" for the county paper, and settled disputes for his loafers.

Then came another offer of twenty-five thousand dollars, another of thirty thousand dollars. The influence of his two sons who owned a "shoe emporium" upon the Square was brought to bear.

But the old man pegged on!

Then came two raises of five thousand each—forty thousand dollars. The two sons opened a perfect broadside of argument in favor of its acceptance, reinforced by the other members of the family.

The pegging stopped! A wagon drove up. The old man's bench and tools and trinkets were loaded in and carried away to the barn behind his house, while the

loafers looked on in silence.

The old man came down every day, looked at the old building as it was being razed, stood at the guard-rail and watched the men and teams and scrapers digging the cellar and the masons laying concrete and stone foundation walls. Then he came down only occasionally, and when he did it was by another street from where the old shop had stood.

His rheumatism hurt him more than usual. His column in the county paper stopped. He quit reading books, took to his bed and had his daughter read the papers to him; later he only asked what was in them, and finally merely for the weather indications.

Occasionally some of the old loafers from the shoeshop would come around, sit by the bed awhile in silence and walk out with their heads bowed down.

There is no more pegging at the little bench. No more looking out of the window down the street that led to the station. No more tinkering in the room behind the shop. There is no more "Things to Know" in the county paper. There are no more disputes to settle for the loafers. The old man has gone.

And forty thousand dollars is in the bank.—David Gibson, Editor of "The Silent Partner."

Zion News.

O. M. Hartsoe & Co., have started up their cane mill and are making molasses right along. This section has an abundance of molasses cane and, therefore, bids fair to raise a sweet lot of girls.

Rev. E. N. Crowder held a memorial service at Zion Sunday in memory of Mr. John Ledford; son of Mr. William Ledford. He preached from the text: for what shall it profit a man, if he shall gain the whole world, and lose his own soul? Mr. Crowder in the exposition of his sermon said "it was alright for us to be painstaking and energetic in order to acquire some of this world's goods; but while we are, thus, working we ought to have a higher aim in view.

The graded school at Cherryville, will begin the 16th. This school is directed by Prof. Wilson, a man of broad mind and religious character, all who desire entering school this fall will do well to spend a term at Cherryville.

STRAY BOY.

Gates-Leonhardt.

Mr. J. L. Gates and Mrs. Lizzie Leonhardt were happily married at the home of the bride just over the line in Lincoln county Tuesday at 11 o'clock. Both have been married before.

The groom is a useful, well-to-do sterling citizen and is ever ready to aid in anything that is calculated to help and build up our town, while the bride is one of Lincoln county's most prudent and substantial residents. Rev. B. A. York was the officiating minister. They will make their home here. We join their host of friends both in Gaston and Lincoln in wishing for them a long and prosperous career.—Cherryville Eagle.

Last Ball Game to be Played Saturday.

The "all home" base ball team will play the last game of the season here with Hickory Saturday afternoon at 5 o'clock. The locals have not lost a game this year, having played seven, and it is anxious to close the season without the taste of defeat, and will put up the game of its life Saturday.

Hickory has a good aggregation of ball tossers and "have it in" for the locals. Everybody come out and see us win.