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PEACE TREATY HANDED TO GERMANS ON WEDNESDAY

Presented to Enemy Delegates at Versailles and Provides for Reparation to Nations Injured in War—Wilson and Lloyd George Pledge Aid to France Against Possible Hun Assault.

The treaty of peace, submitted to the German delegates at Versailles Wednesday by the representatives of the allied powers, reduces Germany to military impotence, deprives her of her colonies, restores Alsace and Lorraine to France and provides for reparation to the nations injured by her in the war.

This was made known in an official summary of the treaty, cabled from the American committee on public information in New York. At the same time official announcement was made that the President had pledged himself to propose to the senate an agreement that the United States, in conjunction with Great Britain, would go to the assistance of France in case of unprovoked attack by Germany. The announcement of this proposed agreement was made in a statement supplementing the official summary of the peace treaty.

It is the longest treaty ever drawn. It totals about 80,000 words, divided into 15 main sections and represents the combined product of over a thousand experts working continually through a series of commissions for the three and a half months since January 18. The treaty is printed in parallel pages of English and French, which are recognized as having equal validity. It does not deal with questions affecting Austria, Bulgaria and Turkey except in so far as binding Germany to accept any agreement reached with those former allies.

SUMMARY OF PEACE TREATY

Alsace-Lorraine Restored to French Nation—Germany Reduced to Military Impotence Must Recognize League of Nations, Make Reparation and Surrender Colonies—Kaiser to be Tried.

Preamble. The preamble names as parties of the one part the United States, the British empire, France, Italy and Japan, described as the five allied and associated powers, and Belgium, Bolivia, Brazil, China, Cuba, Ecuador, Greece, Guatemala, the Hedjaz, Honduras, Liberia, Nicaragua, Panama, Peru, Poland, Portugal, Rumania, Serbia, Siam, Czechoslovakia and Uruguay, who, with the five above are described as the allied and associated powers, and on the other part, Germany.

Following the preamble and disposition of powers comes the covenant of the league of nations as the first section of the treaty. The frontiers of Germany in Europe defined in the second section; European racial classes in third; European political classes in the fourth. Next are the military, naval and air terms as the fifth section, followed by a section on prisoners of war and military graves, and a seventh on responsibilities. Reparations, financial terms, and economic terms are covered in sections eight to ten. Then comes the aeronautic section, ports, waterways, and railways section, the labor covenant, the section on garrisons, and the final clauses.

Germany, by the terms of the treaty, restores Alsace-Lorraine to France, accepts the internationalization of the Saar basin temporarily and of Danzig permanently, agrees to territorial changes toward Belgium and Denmark and in East Prussia, cedes most of upper Silesia to Poland, and renounces all territorial and political rights outside of Europe, as to her own or her allies' territories, and especially to Morocco, Egypt, Siam, Liberia and Shantung. She also recognizes the total independence of German-Austria, Czechoslovakia and Poland.

Her army is reduced to 100,000 men, including officers; conscription within her territories is abolished; all forts 50 kilometers east of the Rhine razed; and all importation, exportations and nearly all production of war material stopped. Allied occupation of parts of Germany will continue till reparation is made, but will be reduced at the end of each of three five-year periods if Germany is fulfilling her obligations. Any violation by Germany of the conditions as to the zone 50 kilometers east of the Rhine will be regarded as an act of war.

The German navy is reduced to six battleships, six light cruisers and 12 torpedo boats, without submarines, and a personnel of not over 15,000. All other vessels must be surrendered or destroyed. Germany is forbidden to build forts controlling the Baltic, must demolish Helgoland, open the Kiel canal to all nations, and surrender her 14 submarine cables, and she may have no military or naval air forces except 100 unarmed seaplanes until October 1 to detect mines, and may manufacture aviation material for six months.

RESPONSIBILITY FOR DAMAGES. Germany accepts full responsibility for all damages caused to allied and associated governments and nationals, agrees specifically to reimburse all civilian damages beginning with an initial payment of 20,000,000,000 marks, subsequent payments to be secured by bonds to be issued at the discretion of the reparation commission. Germany is to pay shipping damage on a ton-for-ton basis by cession of a large part of her

merchant, coasting and river fleets, and by new construction; and to devote her economic resources to the rebuilding of the devastated regions.

She agrees to return to the 1914 most-favored-nation tariffs, without discrimination of any sort; to allow allied and associated nationals freedom and transit through her territories, and to accept highly detailed provisions as to pre-war debts, unfair competition, internationalization of roads and rivers, and other economic and financial clauses.

She also agrees to the trial of the ex-kaiser by an international high court for a supreme offense against international morality, and of other nationals for violation of the laws and customs of war. Holland to be asked to extradite the former, and Germany being responsible for delivery of the latter.

LEAGUE OF NATIONS ACCEPTED

The league of nations is accepted, by the allied and associated powers as operative and by Germany in principle, but without membership. Similarly, an international labor body is brought into being with a permanent office and an annual convention. A great number of international bodies of different kinds, for different purposes are created, some under the league of nations, some to execute the peace treaty, among the former is the commission to govern the Saar basin till a plebiscite is held 15 years hence; the high commissioner of Danzig, which is created into a free city under the league, and various commissions for plebiscites in Malmedy, Schleswig and east Prussia. Among these to carry out the peace treaty are the reparations, military, naval, air, financial and economic commissions, the international high court and military tribunals to fix responsibilities, and a series of bodies for the control of international rivers.

Certain problems are left for solution between the allied and associated powers, notably details of the disposition of the German fleet and cables, the former German colonies and the values paid in reparation. Certain other problems such as the laws of the air and the opium, arms and liquor traffic area either agreed to be in detail or set for early international action.

U. S. SEAPLANES BEGIN THEIR TRANS-ATLANTIC FLIGHT

Rockaway Beach to Halifax Forms First Half of Flight, Thence to Portugal and on to Plymouth, England—In all a Distance of 3,925 Nautical Miles.

The first trans-Atlantic flight was begun when three N. C. (navy-Curtiss) hydroairplanes left the government's air station at Rockaway Beach New York at 10 a. m. yesterday on the first leg of the journey—Rockaway to Halifax, a distance of 540 miles.

The N. C-3, with commander John H. Towers, chief of the expedition was the first plane to take the air.

Thence N. C-1, with Lieutenant P. N. L. Bellinger, and N. C-4, with Lieutenant Commander A. C. Read as the commanding officer, were close behind the N. C-3.

The planes were escorted to sea by a squadron of navy scout planes.

Proceeding in a general northeasterly direction, the trio of giant air and water birds should reach Halifax before nightfall, barring mishap. Thence the routes run 1,350 miles to the Azores, another 800 miles to Portugal and on to Plymouth England.

The total distance between Rockaway Beach and Plymouth is 3,925 nautical miles.

The No. 3 cruised for a minute northward in Jamaica moving at half speed through the water and then turned west for the open sea. The throttles were thrown wide open and with a roar of the 1,600 horsepower motors, the plane took the air.

One minute later the N. C-1 lifted herself from the water, followed within 50 seconds by the N. C-4, and the world's greatest trans-Atlantic flight was actually in progress.

When the planes were fully a mile away, the even-toned roar of their huge motors assured officers that they were working perfectly. The escorting scout planes turned back about three miles from Rockaway and the trans-Atlantic fliers sped away on their great adventure.

A Mistake Somewhere "This is one on the doctor, or on the editor or maybe on Mr. Finch," The Journal of the American Medical Association suggests with regard to the following item that is quoted from a California paper:

Howard Finch met with a serious accident at the asphalt works Tuesday afternoon. He was helping unload a car of rock when the big bucket swung over and caught his leg against the side of the car, breaking it between the ankle and knee. The limb was badly bruised in addition to the broken bones.

Dr. T — was called and set the bones and gave the young man all the relief possible. Mr. Finch is at the home of his parents, H. D. Finch and wife.

As we go to press we are informed that X-ray examination of Mr. Finch's injury shows that the bone is not broken.

"Mrs. Flanagan," said the landlord, "I've decided to raise your rent."

"Ah, now," beamed Mrs. Flanagan. "It's the darlin' ye certainly are. I wonderin' how I cud raise it myself, sur."

1500 DELEGATES EXPECTED AT GOOD ROADS MEET HERE

To be Held Thursday, May 29—Governor Cooper of South Carolina, Assistant Secretary Ousley of Agricultural Department, and Other Men of National Prominence Expected to Deliver Addresses.

Fifteen hundred delegates representing every county along the route of the Charlotte-Wilmington highway, from New Hanover by the sea to Buncombe in the mountains, are expected in Monroe on Thursday, May 29, to attend the second convention of the Charlotte-Wilmington Highway Association.

The decision to hold the convention in Monroe was reached after an invitation had been extended on behalf of the Chamber of Commerce by Secretary T. L. Riddle and President F. G. Henderson. Several towns along the route of the highway were bidding for the convention but Monroe won when the question was left to a vote of the members of the executive committee of the highway association.

The convention will convene in the court house at 10 o'clock with Mr. T. L. Kirkpatrick of Charlotte, president of the organization, presiding. A program has not been arranged as yet but a night session will probably be held.

The court house will be decorated in flags and the Tremorite band, and probably others, will furnish music to get a little "pep" into the meeting. In a letter received by Secretary Riddle from Mr. Kirkpatrick this morning he says, "Please rest busy and help make this the biggest road meeting ever held in the State."

Some of the most prominent road enthusiasts of the Nation are expected to be present and deliver addresses; among them Governor Cooper of South Carolina, Assistant Secretary Ousley of the Department of Agriculture, members of the State Highway Commission and others. Richard H. Edmonds, editor of the Manufacturer's Record of Baltimore, one of the best editorial writers of the country, spent last night in Charlotte at the Selwyn Hotel and Mr. Kirkpatrick extended a personal invitation to him to attend the meeting and deliver an address.

People living along the route of the proposed highway are invited to attend the meeting. Invitations to attend the meeting have also been issued to members of the State association of county commissioners; president, the executive committee and members of the North Carolina Good Roads Association; the automotive associations in the State; the officials and members of the various chambers of commerce in the State; mayors and governing bodies of the cities of the State; congressmen from the sixth, seventh, ninth and tenth districts; Senators Simmons and Overman; Governor Bickett; all members of clearing house associations of the section through which the route of the proposed highway will pass and all members of all merchants associations.

The address of welcome to the delegates will be delivered by Mayor J. C. Sikes. The convention will be opened with prayer by some minister of the city.

The delegates are expected to begin to arrive in Monroe by train and automobile Wednesday night. Preparations toward securing for them the proper conveniences while here have already been started. The delegations will probably have arrived in full force for the opening of the morning session of the convention at 10 o'clock. As a night session is planned a number will probably spend Thursday night here.

The Charlotte Observer in giving an account of the convention to be held here in this morning's issue said in part:

"Colonel Kirkpatrick declared last night that an unusually large and enthusiastic meeting is expected to be held at Monroe on the 27th. Mayor Sikes of Monroe, promised yesterday that nothing would be overlooked on the part of that town to insure a successful occasion, and the officials of the highway association will devote all their efforts during the coming days to preparing for the event which is expected to prove of vast benefit towards increasing the determination of the people of the state to build good roads. While the construction of a highway from Asheville to Wilmington via Charlotte will be put before the delegates, the construction of a system of permanent highways throughout the state will be urged."

The Charlotte-Wilmington Highway Association was perfected at a meeting held in Rockingham last September. It has as its object the promotion of the building of a hard surface highway from Wilmington to Asheville. A number of Union county men attended the meeting when the association was formed and Mr. F. G. Henderson was elected as a member of the executive committee.

The officers of the association are: T. L. Kirkpatrick of Charlotte, president; G. Herbert Smith of Acme, 1st vice-president; E. A. Lackey of Hamlet, 2nd vice-president; W. V. Wilkinson of Charlotte, secretary and treasurer; Marvin L. Ritch of Charlotte, corresponding secretary.

Card of Thanks.

I want to thank the good people of Mineral Springs for the many acts of kindness during the illness and death of my wife. May Thy rich blessings rest upon each one of them.—Respectfully, W. T. Wolfe and Family.

ROAD COMMISSION DECIDES UPON PROGRAM OF WORK

Principle Roads to be Dragged After Rains—Contract to do This Work Will be Given to People Along the Roads—Cross Roads to be Taken Care of.

The checking of equipment received from the road overseers under the old system, the paying of bills made under the township system and other routine business occupied the time of the road commissioners, Messrs. F. G. Henderson, G. W. Smith, Sr., and Edwin Niven, at their meeting held Tuesday.

The commissioners have decided that the roads which extend through the county and connect with roads in adjoining counties shall be crowned, arranged so they will drain properly, and dragged after hard rains so as to keep them in good condition. The work of dragging these roads was begun with the route of the Wilmington-Charlotte highway through the county.

It will be impossible for the chain gang to cover the roads properly and so the commissioners have decided to award the contract to drag certain stretches of roads to the people living on it. In this manner the principle roads of the county can be put in good shape a few hours after every rain. Attention shall be paid to dragging the roads at the proper time.

The commissioners have reached an agreement whereby Mr. Henderson will devote special attention to the roads in Monroe, Goose Creek and Buford townships; Mr. Niven to Vance, Sandy Ridge and Jackson; Mr. Smith to New Salem, Marshville and Lanes Creek. Persons who would like to have the contract to drag the road near their home should see the commissioner who has supervision of their township.

"Don't get the idea," said Mr. Henderson, discussing the plans of the commissioners, "that only the principle roads, ones which extend through the county and connect with roads in other counties, will be worked." He proceeded to explain that every road of any importance would be worked and according to the ratio of its importance.

This program of dragging the roads will be continued until funds are available which will make possible permanent improvements. The gentlemen are now casting about for a room to be used as headquarters for the commission.

NEW ALDERMEN ORGANIZE

Mr. C. H. Griffin Succeeds Mr. T. M. Christenbury As Chief of Police—Messrs. W. L. Howie, J. H. Boyte and James McNeely Re-Elected to Their Respective Positions.

Mayor J. C. Sikes and Messrs. W. F. Lemmond, F. M. Helms, J. B. Simpson, J. D. Bundy, J. D. McKee and W. Z. Faulkner, declared nominees from the various wards in the Democratic primaries, were duly elected at the election Tuesday and met Wednesday night for the purpose of taking the oath and organizing.

After the oath was administered each was assigned a department over which he should have supervision as follows: Mr. Lemmond, sanitation, schools, health and cemetery; Mr. Simpson, street improvements; Mr. Helms, general utilities and hospital; Mr. Bundy, fire and police; Mr. McKee, finance and purchasing agent; Mr. Faulkner, water and lights.

Mr. J. H. Boyte was re-elected to the position of clerk to the board and city treasurer.

Mr. James McNeely was re-elected as city tax collector.

There were several applicants for the position of chief of police and Mr. C. H. Griffin was chosen. He succeeds Mr. T. M. Christenbury who came from Charlotte to accept the place two years ago. Mr. Griffin has had previous experience as chief and is therefore already familiar with his duties.

Mr. W. L. Howie was re-elected as street and sanitary officer with the power of policeman.

The selection of the two remaining policemen was deferred until a later meeting. At this meeting Chief Griffin will make recommendations.

Mr. A. M. Stack was re-elected as city attorney. Messrs. W. B. Love and E. C. Carpenter were re-elected as members of the school board for a term of two years.

INSPIRATION IN BOOKS

They Inform, Entertain, Increase the Circle of Friends, and Inspire the Reader to Richer Life and Activity (Youth's Companion)

The praises of books have been sung ever since the time when books began to be made. The services they perform are so immeasurably great that, like nature and music and art, they are some times completely overlooked.

Roughly classified the gifts that a book may bestow upon its reader are four.

It may, first of all, inform. There can be no doubt about the desirability of that function. A book that tells of coral formations in the southern Pacific, or of the lace-making industry of Europe, or how to camp out performs a useful service. It may do nothing more than to convey knowledge; but that in itself is so highly praiseworthy that it is hard to imagine our civilization without it.

Secondly, a book may entertain.

Nor is that an insignificant part to play. What Poe once termed "the fever called living" is at best a serious matter, as every mature person realizes. Therefore, any volume does it best to add to the wholesome pleasure of existence is to be welcomed.

In the third place—and this is a point that is often emphasized—a book may increase your circle of friends; not with new companions whom you can see and talk to, but with comrades of the spirit who so work upon your imagination that they seem to step from the cold page to your very side, to enliven or to encourage.

And finally, there is the greatest blessing of all that a book can bestow upon the human race. It is something greater than the function of informing, or the gift of providing imaginary friends that seem real and vital. It is nothing less than the power to inspire the reader to richer life and activity. Let critics of all time say what they will of art for art's sake; it is not to be compared with that quality in a book which lifts the reader to better thoughts and impels him to nobler deeds.

A wise Englishman, in address on Popular Culture, once said:

"You have often heard from others, or may have found it out, how good it is to have on your shelves, however scantily furnished they may be, three or four of those books to which it is well to give ten minutes every morning before going down into the battle and choking dust of the day. Men will name these books for themselves. One will choose the Bible, another Goethe, one the Imitation of Christ, another Wordsworth. Perhaps it matters little what it be, so long as your writer has cheerful seriousness, elevation, calm, and, above all, a sense of size and strength which shall open out the day before you and bestow gifts of fortitude and mastery."

These words of John Morley's sum up the matter. There is unspeakable gratification in the knowledge that a sheaf of paper, stitched together and covered with little black marks, has power to go forth and inspire mankind to heights of thinking and of character that otherwise they might not reach.

Marguerite Clark As Bride and Star Reigning Favorite.

Ninety days before Marguerite Clark, the dainty Paramount star, widely known as the "sweetest girl in motion pictures," became the bride of Lieut. H. Palmerson Williams, she declared in an interview that she "never was in love in her life and that she believed love such an enormous waste of time." Since her marriage, her admirers refuse to accept her as a "Mrs.," and she is still, and ever shall be, Marguerite Clark, best beloved of screen stars.

Miss Clark will be seen at the Strand theatre next Monday in her latest photoplay, "Three Men and a Girl," a picture of Edward Childs Carpenter's play of "The Three Bears," which scored a decisive hit in New York in October, 1917. In this charming picture Miss Clark appears as Sylvia Weston, a young woman who rebels against her proposed wedding with a rich old man whom she hated, and who later comes in contact with three bear-like men who hate womankind. She subsequently brings them to her feet by the magic of her personality and charm.

The photoplay is one of exceptional interest and it affords Miss Clark another delightful role. She has few if any superiors in her presentation of delightful girl characterizations, and her admirers have another pleasing hour in prospect, which her characterization in "Three Men and a Girl" insures them.

Richard Barthelmess is her leading man. The picture was directed by Marshall Neilan and Eve Unsell wrote the scenario.

A Contrast.

(New York Evening Sun.) Soon after the fall of the Confederacy there occurred throughout the South an attempt, marked by much heated controversy, to fix the blame for the loss of the battle of Gettysburg. Many writers claimed that this critical struggle, and with it the war, would have been won had it not been for the disobedience and tardiness of General Longstreet. In order to settle the matter, repeated appeals were made to General Lee for some statement on the subject. For a long while these efforts were in vain. Lee would say nothing. Finally however, he broke his silence with just one sentence: "I alone am to blame!"

What a contrast between the chief figure of the Lost Cause in America and the fallen leader of the lost Deutschland! How much more dignified would Wilhelm appear before the world were he, instead of shifting the responsibility for his great war upon his Ministers, his general, upon Russia, upon every one save himself, would repeat the words of the great America: "I alone am to blame!"

Some business men do not understand that all business men are advertisers, whether they want to be or not. Every body advertises—by better or worse. Smiles, frowns, speech, manner, cleanliness, neatness, promptness, accuracy and system are some forms of advertising, that every man in business from the president to the youngest clerk is constantly employing, either consciously or otherwise. Nobody can avoid advertising because nobody can avoid winning friends or making enemies.

CONGRESS WILL MEET IN EXTRA SESSION MAY 19.

Call Issued by President Wilson From Paris by Cable—Earlier Than Was Expected—New Assembly Faced by a Mass of Legislation.

President Wilson issued a call by cable Wednesday for a special session of Congress to meet Monday, May 19, Secretary Tumulty, in making the announcement, said it would be impossible, of course, for the President to be here on the opening day. The date fixed for the special session was much earlier than democratic leaders had expected.

President Wilson's proclamation calling the extra session follows:

"Whereas, public interests require that the Congress of the United States should be convened in extra session at 12 o'clock noon, on the 19th day of May, 1919, to receive such communications as may be made by the executive;

"Now, therefore, I, Woodrow Wilson, President of the United States of America, do hereby proclaim and declare that an extraordinary occasion requires that the Congress of the United States to convene in extra session at the capitol in the District of Columbia on the 19th day of May, 1919, at 12 o'clock noon, of which all persons who shall at that time be entitled to act as members thereof, are hereby requested to take notice.

"Given under my hand and the seal of the United States of America the 7th day of May in the year of our Lord one thousand nine hundred and nineteen and of the independence of the United States the one hundred and forty-third. (Signed) Woodrow Wilson. By the President: Robert Lansing, Secretary of State."

The new Congress will be faced with a mass of legislation, immediate action on which will be urged by several government departments. Besides the seven appropriation bills, aggregating more than \$4,000,000, which failed of passage at the last session, the list of unsurpassed measures included all reconstruction legislation, and bills defining the shipping policy, general railroad legislation and dealing with unemployment, labor and illiteracy problems.

MR. WRAY APPEALS IN BEHALF OF CHAUTAQUA

The Benefits of This Institution are Self-evident and People are Called to Back the Monroe Company—Season Tickets \$2.75 and \$1.38.

At the request of the Monroe Chautauqua Company and through the courtesy of the editor I am seeking to send this personal word and appeal to my fellow citizens in Monroe and Union county.

The Redpath Chautauqua has won for itself a place in the best life of this nation, and of our community. I would not insult your intelligence by advancing any argument that it is a great and worthy institution, and a recital of the many benefits derived from it in the past by this community is unnecessary. They are so self-evident that I am sure every far-seeing and enthusiastic advocate of the best things has recognized them.

This has led to the organization of the Monroe Chautauqua Company, in order to make it possible to have the Chautauqua return this year and hereafter. The thing we wish to especially emphasize and have clearly understood is that the Monroe men composing this company have no thought of making any money or declaring any dividend. Every member is advancing his money and putting his head and heart into it for the benefit of the community, recognizing it as a community affair, and counting on every citizen catching its vision and giving it his hearty support. Any surplus from the sale of tickets, above meeting the contract with the Redpath Company, will go into a sinking fund of the local organization and be used as a guarantee for future Chautauquas.

The Chautauqua is educational as well as entertaining, presents high class entertainment and instruction. High ideals are emphasized, visions are broadened, community life is quickened and uplifted. What a substitute for the street carnival and cheap John shows.

It would be all but impossible to estimate in money the benefits of the Chautauqua, and yet the cost to the individual is nominal indeed—made so by the wonderful circuit movement of the Redpath Chautauqua Company. No individual could finance the program to be presented here this year at three times its cost to us.

Twenty-one attractions are to be presented. The single admission for all would amount to \$8.25 for adults and \$4.20 for children, while with the season ticket at \$2.75 and \$1.38, including war tax would make the attraction cost the adult a fraction over 13 cents each and the child a little more than 6 cents.

The season's tickets will be put on sale Monday. It is only with the receipts from the sale of season tickets that the local organization can meet the contract with the Redpath Company, and the money must be in hand the first day of the Chautauqua. Now our appeal is that you will recognize the benefit and advantage, greet the ticket seller with a welcome and buy your tickets at once. Secure one for every member of the family. A wholesome ideal and inspiration will be worth more to the child than a suit of clothes.—John A. Wray, Chm. Board of Directors of Monroe Chautauqua Company.