

NEWS FROM STATE PRESS

LABOR UNION ADVOCATES TURNOVER OF ROADS

Says They Can Run Them And Cut Down High Cost of Living—Want Control and Intimate A Fight For It Upon Political Convention Floors; Propose To Divide Profits Between U. S. Owners and Themselves. 14 Points In Peace Treaty.

WASHINGTON, August 6.—Organized labor's remedy for the high cost of living—a bill that would turn over the railroads to the public operating officials and labor—was presented to Congress today by men high in the council of the organization who declared with utmost frankness conditions were so desperate it might be necessary to advocate a firing squad for profiteers.

With equal frankness members of the House interstate commerce committee indicated during the examination of Warren S. Stone, Grand Chief of the Brotherhood of Railway Locomotive Engineers, and Frank Morrison, Secretary of the American Federation of Labor, that the bill, embodying what has come to be known as the Plumb plan, was too radical, and failed to strike at the high price evil against which people throughout the country are clamoring.

For more than a month the House committee has been considering all plans for solution of the problems confronting the roads with their return to private management, and the Plumb plan was offered with the assurance of labor leaders that it would cut down prices of commodities because of the reduction in rates which would follow the elimination of private capital from the railroad companies.

No "Intimidation of Congress."

The two union officials for five hours stood up in defense of the bill and answered a whirlwind fire of questions from men who must report it out or throw it away. During the long discussion attended by an attentive audience, including many women, the labor leaders made strong denial of reports that they were attempting to intimidate Congress by threats to strike or chop off the political heads of members voting contrary to their desires. There was a broad intimation that the public ownership plan if not enacted into law would be taken to the convention of the two big parties next year with the hope of having its endorsement written into the platform.

Wage Increase Not a Cure.

Both Mr. Stone and Mr. Morrison said that wage increases offered only temporarily relief, contending that prices of food and clothing must come down, after which the wage demand pressure would be lessened. They declared the pending bill would prove to be the first step toward forcing down prices, by reducing freight rates, and expressed the belief that despite the burden of bond buying during the war, the American people would produce the funds necessary to take the roads from private control.

WASHINGTON, August 6.—Secretary Lansing before the Senate foreign relations committee today expressed the opinion that the Shantung provision of the peace treaty did not square with President Wilson's enunciated principle of self-determination, but maintained that the treaty as a whole carried out "substantially" the President's fourteen points.

Declaring his unfamiliarity with many details of the peace negotiations and of the treaty itself, the Secretary told the committee he was unable to answer many of its questions and reminded Senators in answering others that he merely was expressing his own personal views.

"Ask The President."

"Ask the President," the Secretary said, when pressed for details of the Shantung and League of Nations negotiations.

On three of the points raised he asked permission to refresh his memory and make a statement to the committee later, and when he was asked for a detailed construction of the labor and reparations clauses he protested that he could not be expected to carry

OLIVER W. HOWELL



son of Mrs. Walter Howell, of Durham. A member of H. Company killed in action September 29th while bravely fighting upon the fields of France.

the minutes of an 80,000 word document in his mind, and reminded the committee it was easier to "ask questions prepared before hand," than to answer them off-hand.

Mrs. Alderman On Fire Prevention

Mrs. J. T. Alderman, of Henderson, a district worker of the North Carolina Insurance Department, was in Warrenton yesterday in the interest of the great campaign of fire and accident provision being launched thru the schools of the State.

Mrs. Alderman addressed the Colored Teachers' Institute upon this subject. Facts and figures disclosed showed that the State and Nation were wastefully destroying thru criminal negligence the very life of the body politic by carelessness with fire—that the Nation's fire rate was greater than any other country's. Her appeal was addressed to the large number of colored teachers that they use their influence thru the school room to combat the careless use of fire and to endeavor upon all occasions to forcibly impress the value of preventive measures and a compliance with "safety first" instructions.

The teachers were much pleased with the talk and the school children of the entire county will receive the message from them during the coming term.

A REUNION OF THE LATE J. J. EGERTON'S DESCENDENTS

Some time ago Mr. A. G. Egerton wrote his sister Mrs. W. A. J. Pinnell to call together their "father's house, and let us have a family reunion." It being a known fact that Mrs. W. A. J. Pinnell was one of the big-hearted and fine-spirited children of the Egerton family, it was unanimously thought best to have the re-union at her home. Wednesday, July 30, 1919, was the set time.

The Egerton children living and present were: Mesdames Anna Williams, Inez, W. A. J. Pinnell, Afton, W. E. Davis, Creek, Jackson Walls, Spencer, N. C.; Messrs. J. E. and A. G. Egerton, of N. Y. City, and F. O. B. Egerton, Norlina, N. C.

These with their wives, husbands, children and grand children formed quite a gathering. Some of the brothers and sisters had not seen each other for years, and it did your heart good to see them meet.

All of those black Egerton heads have changed their jet appearance to a silvery one. As Farther Time rolls by lots of changes take place. Some members of the family wore black, that always tells the sad, sad story. You could see the father's eyes fill when he would speak of his boy that sleeps in "Flander's Field." Some of the fathers and mothers held precious new treasures in their arms. While some of the changes had been sad, it was decided that the whole family was looking better; that it was in better health; more prosperous, and had more to be thankful for than ever before.

The day was an ideal one. Everybody had a good time. As to dinner—Well—we wish Mr. Hoover could have taken dinner with us, under those stately old oaks, and seen the good things that country folks have to eat. Barbecue, fried chicken, cake, etc., cooked to the "queen's taste."

May we have many more such pleasant reunions.

A. W. R.

SUCCESS COMES TO HIM WHO WORKS UNDOUBTEDLY TRUE

America Land of Opportunity Today And This Is No Time To Turn Business Over To Labor Unions—Labor Inefficient Under Gov'm't Control.

(By Edward D. Jones.)

Most of the world fought to make that world safe for democracy. What is the very best definition of that word Democracy—"Government of the people, by the people, for the people,"—there is no class in that—and without class everybody has his chance, or his opportunity. This United States started its great adventure 143 years ago and became in the world the one land of opportunity. Blunder after blunder was made, as was inevitable, but the principle of democracy was never lost sight of and when any set of men assumed the right to invalidate that principle they were promptly and severely rebuked.

Under that democracy everybody had his chance or his opportunity. Once in a while lightning of luck struck a man, but the successes were the men who worked, and nowhere else were the rewards of hard work and educated intelligence greater than they have been here. Certain things were of the people and for the people and the very first was education. It is work to acquire an education. When you have it, there is more work to get benefit out of it. All the time and everywhere it is a question of work.

Everybody knows the names of men who started with little or nothing and achieved much. There has been no diminution in the number of opportunities, in fact that number has increased every year of the 143, and there were never more opportunities than there are today, waiting for men to work them out.

For more than one-half of the life of the nation we were agriculturists, farmers and perhaps 40 per cent of 110,000,000 of us are farmers and another 10 per cent of us are tired up with farming interests. It was only after the Civil War that we did anything worth mentioning in the manufacturing line and the opportunities there brought out those magnificent American traits of initiative and invention, and manufacturing interests grew, great by leaps and bounds. It was not by luck or chance; it was the result of the hardest kind of hard work.

Now the developments of the manufacturing part of us required adequate transportation facilities to bring the raiser of food in touch with the maker of goods, and the hard work of certain railroad geniuses, most of whom started with nothing, built up the greatest transportation system in the world with the lowest freight rates. The business developer was the railroad and rights here is the proper place to say that the railroad is like democracy—of the people, for the people, and to be operated by the people. The railroad is not the personal perquisite of the capitalist, nor a vehicle for shippers to use at will and at costs fixed by them, nor is it the creation and property of any railroad labor brotherhood; it is most emphatically of and for the people.

Anything that interrupts the service of the railroads is a misfortune; anything that lessens its efficiency is a mistake to be rectified speedily; anything that interferes with its every minute necessity to all the people for the benefit of any class of the people is a crime and should be made such by statute.

The railroad is of the people because it cannot be built without the consent of the people through charter. There is the inherent right of the people to say what the railroad shall do. The right to profit by the use of public lands, rights of way, carries with it an obligation to perform designated service. The people gave something and for that something they are entitled to return and that return is the speedy shipment of what they eat and what they make. The people will see to it that their servant, the railroad, performs the duty assigned to him. No fraction of the population will be permitted to stop, or even to impede that duty.

Because of abuses, arrogance of power, owners or controllers of rail-

roads had to be disciplined, and the blunder was made in the punishing process of making rates so low that wages of railroad employes were too small. As costs of living rose with the war, wages had to be raised, but like most experiments in Government operation, control of the railroads for the war period resulted in marked deterioration in the efficiency of labor.

That is the crux of all our real troubles at the moment, this inefficiency of labor. The world cries out in a loud voice for maximum production of everything, but for some reason or other everybody seems to be unwilling to teach the lessons of efficiency. There must be teachers to bring it about. Premiums for efficiency are huge in monetary value, as well as in other ways, and here comes again the strongest point in American enterprise and success that the hard workers are the men who enjoyed the rewards.

This does not mean ceaseless grind for weary hours. That is fallacy. A man's machinery wears out in that process rapidly. But it does mean that in the reasonable hours, generally accepted as best for workers of every kind, there should be incentive to best work and pride in the product turned out.

Those establishments in this country which have succeeded in impressing upon their workers the tremendous value of pride in their product have been the most successful and not one of them for a moment would mitigate encouragement of that spirit of efficiency, and delight in the results of that efficiency.

What is it that we Americans take most pride in—our achievements—our efficiency—our ability to meet and conquer every obstacle, and there were a host of those obstacles in the 143 years of our life. It is the individual efficiency that made those achievements possible and may make greater ones in the immediate future.

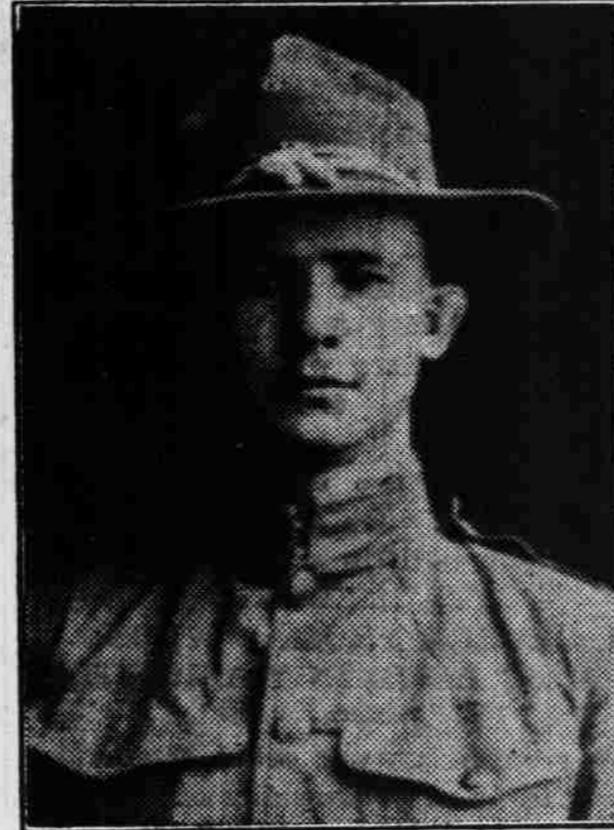
To return to the railroads, which are of and for the people. At least 75 per cent of the population are sick of Government control, perhaps 1 per cent of the population known as railroad men, want Government control changed to Government ownership with labor unions in control of the operation of those railroads. That is arrogance never equalled by another class which thought for many years that because of its money it could do what it pleased with the railroads and certain other industries of the United States. That arrogance was so rebuked that humility took its place. Is it a reasonable supposition that 99 per cent of the people will tamely submit to the arrogance of 1 per cent in that vital matter of railroad ownership.

MICKIE SAYS

IF YA DONT LIKE T' BE BOTHERED RENEWIN' YER SUBSCRIPTION EVRY YEAR, THEN AINT NOTHIN' T' PREVENT YA FROM PAYIN' TWO OR THREE YEARS AT A TIME, LIKE SOME OF OUR SUBSCRIBERS DO



CORP. CLACK R. STEWART



son of Mr. and Mrs. J. W. Stewart. He was a member of Co. A., 322nd Inf. Went to Camp Jackson, Sept. 19, 1917, then to Camp Sevier. From there he went to France summer of 1918. Died Nov. 30th at Base Hospital 25 in France from wounds received November 10th.—Age 23. Spent life at home in Sixpound, was farmer, educated at Churchill High School, and a member of Hebron Methodist Episcopal Church

control and operation, when those railroads are of and for the people? With government control discipline among railroad workers disappeared. The boss was not on the job. With the disappearance of the discipline came the inefficiency. Had the railroad brotherhoods realized their opportunity and been efficient they might have had some right to claim participation in railroad management and they would have had behind them a record of tremendous force. Just the contrary happened. The American people are not children to be deluded by fairy stories or theories. Private ownership, and the discipline that goes with it, the boss on the job, with that ownership and management reasonably regulated by the Government, and directorates of railroads including all the people interested, including labor, are the solutions of the present problems and the ways toward the railroad efficiency which is so badly needed.

There was a eriod, not so long ago, when political turnovers made it appear that class rule in this country had come to stay, and that our Government of the people, by the people, and for the people was outgrown. But that did not last long. The blunder was speedily corrected. Now it can be written down and written large that this people, having discarded and discredited and properly regulated one class which arrogated to itself governmental powers, will not tolerate domination by another class, under the general name of "Labor Unions." There are no favored classes in this country. Everybody has his chance to win his way and the way he can win is through his efficiency. The efficient men will lead the Government, just as they lead business, and the inefficient, no matter what labor union he may belong to, will stay at the bottom with the rest of his inefficient fellows.

It was unfettered individualism which made America grow. When in America there are no opportunities for the working out of individual destinies and the gates of opportunity are in consequence closed, then it may be time to hand over to the labor unions, or labor brotherhoods, or brotherhoods of capital, the direction and control of American business.

REVIVAL TO BE HELD AT THELMA FOURTH WEEK

The revival meeting at the Thelma Baptist church will be held the fourth week in this month. Rev. E. R. Nelson, of Henderson, who is a grand singer as well as an excellent preacher will assist the Pastor, Brother Marshall. Miss Sue House, who assists in the work of this church as music leader, promises to be present at this time. Song practices are being held and preparations are being made in every way, that this meeting may be a success.

We want everyone who feels an interest in their own soul or want to help lead others to church to come out and show it during this meeting. Whether you are connected with this church or some other, or perhaps none at all, we want you to feel that your presence is an encouragement to both the preacher and the organist.

Brother Marshall will fill his appointment the 3rd Sunday morning at 11:00 and 9 p. m. The new gas lamps for the church have come. A hearty welcome to all.

TO EDUCATE ALL CHILDREN

BLIND, DEAF AND DUMB OF COUNTY GIVEN FREE AID

State Authorities Address Letter To County Welfare Officer In Effort To Locate Children; An Opportunity Every Family Is Expected To Accept; Co-operation With Welfare Officer R. R. Rodwell Asked Of Public To Make Plan A Large Success.

The following letter to County Welfare Officer R. R. Rodwell is of interest and we invite public attention to its message.—Editor.

Dear Sir: The State provides for the education of all white blind, and all colored blind and deaf, children of sound mind at the Institution here. As Superintendent of this Institution, I am writing to ask that you will help me in finding all such children in your county and secure their attendance at the opening of the session on September the twenty-fifth. I am enclosing a few blanks for the blind and also for the deaf. Kindly fill these in of any you may find and send in promptly. If the parents are not able to pay railroad fare and for their clothing, I will send another blank to fill out, which will enable us to take care of these expenses.

It is very important that these names be in as early as possible as we have to furnish a list of all the names to the railroads in advance in order to secure reduced rates. This list is usually completed the first week in September, but of course if you should find any later than that date, send in the blank and I will do the best I can for them.

While it is the duty of County Superintendents to report all such children, yet a very large per cent of them never send in any report at all, and many who do, fail to secure the names of a number of children in their counties.

I am sure you will be glad to cooperate heartily in the effort to give the children an opportunity in the only school prepared for them in the State and one so well equipped and fitted to train them so that they may be able to take care of themselves and not be dependent on the State or County.

Yours truly,
J. E. LINSBERRY,
Superintendent.

IMPROPER FERTILIZER DAMAGES TOBACCO CROP

West Raleigh, N. C., August 4.—At this season, when tobacco is being harvested, growers in many sections are making inquiry as to the cause of a spotting of the leaves which damages the quality of the crop. In a number of instances it is apparent that no specific organism is responsible for this condition, says Dr. F. A. Wolf, Plant Pathologist of the Experiment Station, but that an improper balance or proportion of the essential fertilizer elements has been used. Investigations have shown that the use of too much nitrogen will make coarse, dark green tobacco, which, when it approaches maturity, has a tendency to become "specked" or diseased, as shown by the presence of reddish brown, dead spots. When an insufficient supply of potash has been applied, the leaf tissues between the veins become pale, and before the leaf has properly matured, are dry and dead.

It is realized that no general rule, applicable without the exercise of judgment by the grower, can be given to govern the best proportions and the proper amounts of the essential elements in a fertilizer for tobacco, since account must be taken of such factors as the character of the soil, its humus content and its state of tilth. A recent bulletin on "Tobacco Culture in North Carolina," by E. G. Moss, contains certain facts, however, which will serve as a working basis for the grower in the solution of this fertilizer problem. This bulletin, Number 237, of the Experiment Station series, may be had on request.

Money makes friends and keeps them as long as it last.—Merchant's Journal and Commerce.