

New Bern Weekly Journal

NEW BERN, N. C., FRIDAY, JUNE 12, 1914 SECOND SECTION

ADVANTAGES OF NEW BERN TO BE PUBLISHED SOON

Interesting Booklet To Describe City In Detail. IS NOW BEING COMPILED

During the past few years there have been a number of booklets describing the advantages and resources of New Bern published and each one has been of real worth in helping advertise the city and place it before the public.

There was one detail lacking in each of these booklets and this was that they were not of large enough volume to permit of going fully into the past history of the city and its future prospects. To be doubly interesting a booklet of this kind must be compiled in such a manner that will attract the attention of the reader.

New Bern's Chamber of Commerce, which is doing a great work in placing the advantages and resources of the city before the public, needs such a book to send out to prospective settlers when they ask for information concerning this city and surrounding section. The cost of such a volume will be large and the organization does not feel like taking the money from the treasury just at this time for that purpose.

However, they are to have the book and it will be one of the most complete volumes of its kind ever issued in North Carolina. After conferring with several of the officers of the Chamber of Commerce, H. K. Land and H. I. Crumpler have decided to compile and publish this book and to give the organization two thousand copies, absolutely without a cent of cost to them.

The proposed book will contain a hundred or more pages, will be printed on the very finest grade of paper and will be profusely illustrated with photographs of the principal places of interest around the city. A number of maps of the city and county are also to be re-produced in the volume and it will in fact be a complete history of the city from its founding to the present time.

There will be no display advertisements in the entire volume. The advertising being confined entirely to write ups of the various enterprises and this will be a decided feature and quite different from the usual method used. The work of compiling the book is now in progress and it is hoped that it will be in readiness for distribution by the latter part of next month.

Woodmen Hold Their Memorial Exercises

CEREMONY AT CEDAR GROVE CEMETERY SUNDAY AFTERNOON—MANY ATTENDED

The New Bern Camp of the Woodmen of the World held their anniversary memorial exercises Sunday afternoon at Cedar Grove cemetery.

The members met at their forest at the Corner of Broad and Hancock streets and marched to the cemetery where they held the exercises and decorated the graves of twelve of their departed brothers with flowers.

Since this order was founded June 6th 1890 the membership has grown to more than eight hundred thousand, with a reserve fund of eighteen million dollars.

NORFOLK SOUTHERN NOW BEING VALUED BY THE EXPERTS

Several Men Are Engaged In Big Task. WAS FIRST ROAD CHOSEN

The Norfolk Southern Railroad, having been chosen by the Valuation Board of the Interstate Commerce Commission as the first railway system within the South Atlantic District to be examined with a view to valuation by the Government, a special corps of engineers under the direction of Assistant District Engineer Elmore has been busy engaged for the past several months in the task of going over the property with a view to submitting a report on its worth.

Mr. C. K. Conard is appearing for the Norfolk Southern and the investigation is being conducted along the strictest and most scrutinizing methods imaginable. For the first two months, the corps of engineers made their headquarters in Charlotte while they were engaged on the new line that extends from Charlotte to Mount Gilead but now they are quartered in Raleigh and are working West and East. It is expected that at least 18 months will be required to complete the undertaking which for multitude of details and complexity of requirements has no equal anywhere in the country.

These experts are making a thorough examination of the property of the railroad in order to arrive at what should constitute a fair estimate of its value. They are required to secure profiles, charts and every other record of information from the railroad authorities bearing upon the road and then check over every item. In the prosecution of this task they have to figure accurately every bit of yardage of earth and stone removed, every square yard of fill erected, all culverts and bridges put in and every other construction. They are not allowed to accept the figures or estimates of the contractors but are compelled to do this work themselves.

It is ordered that there be ascertained the "original cost," "original cost to date," "cost of reproduction new," "cost of reproduction less depreciation," and they are also required to take cognizance and figure in dollars and cents "other values and elements of value."

It will thus be seen why the experts themselves figure that 18 months will be required to complete this task on this relatively small system, embracing only about 600 miles and extending into two States only. With the larger and more firmly established systems, such as the Southern, Atlantic Coast Line and Seaboard in the territory, where the "other values and elements of value" are more difficult of estimate, it will be readily seen that a much longer period will be required.

Purpose of Valuation. The act of Congress directing the valuation of railroads was signed by the President March 1, 1913, and is therefore a comparatively new thing. It simply directed the Interstate Commerce Commission to make a "valuation of the railroads" of the country but did not state the purpose of such valuation. It was generally regarded at the time by those promoting its passage that the results would be valuable elements in the adjustment of rates. It was designed also to protect investors and determine whether or not, as so frequently charged, that many of the railroads are grossly over-capitalized. However that may be, the Interstate Commerce Commission, through this Valuation Board, divided the country into districts and placed over each district certain officials to direct the investigation. The district of which North Carolina and Virginia is part, is the one which this section is immediately interested.

Norfolk Southern Chosen The Norfolk Southern, according to those best posted on the situation, was first chosen in order to enable the engineers employed to learn their business because it offered all the various elements that would enter into the work when the larger and most difficult problems, such as those presented by the older roads, would be encountered. Thus the Norfolk Southern has new lines as well as old; it serves the seacoast an expert business as well as an admirable trade, and it is neither too large nor too small for the service. In other words, it would serve as an admirable proposition for a beginning. In this work the Government has its engineers and the railroad also, the idea being to arrive at a just and proper estimate to all parties concerned.

That there has been a change in sentiment of recent years along this line is admitted by economists everywhere. The idea under private ownership by those interested, is that so long as the rates of a railway are reasonable that is, so long as each specific rate is reasonable for the specific service to which it applies. The railways are entitled to whatever profit carried as such rates will yield.

The new idea is that the railways, being really public service corporations in that the service they render benefits all producers, all distributors and all consumers—therefore everybody—that they are performing public service which is essentially a government function, that they are therefore merely agents of the public and therefore accountable for the discharge of their duties in all details. Therefore the Government should see to it that capital value should be accurately ascertained, that rates should be adjusted accordingly, and furthermore that profits should be limited to the preconceived, accurately estimated standard value.

There can be no question but that this new idea is radical and contrary to the preconceived ideas of the Government when it was thought that free competition would correct whatever trade abuses might arise. The fact has been admitted of recent years that competition in the larger and more important units of commerce has ceased to exist and hence the undermining of the original doctrine of government which was that of individualism.

However, that may be, the Government is engaged in valuing the railroads which is all that appears at present on the surface of the situation, speculating of the future being varied as they are complex. Whether a reduction of profits would accomplish much in the way of reducing rates is a question of the statisticians to determine.

BRUCE ISMAY LIVING A HORRIBLE EXISTENCE

SAVED HIMSELF, WHILE WOMEN AND CHILDREN DROWNED. WHITE STAR RECLUSE.

(Special Correspondence.) COSTELLO, GALWAY BAY, IRELAND.—Where is Bruce Ismay? During two years the director arraigned for the tragedy of the Titanic has been missing from the world he knew. The captain of the lost liner is supposed to have gone with his ship, the first mate ended his broken life and Bruce Ismay, shouldering his way into a lifeboat and onto the deck of the rescue ship Carpathia, sailed to safety and the overwhelming disgrace of the congressional and the British admiralty inquiries.

Then, of a sudden, he disappeared. Rumor whispered that his one-time friends avoided him; that club committees desired his resignation, even that his mind had failed under the terrible strain.

Englishmen have scant sympathy for a coward. Few men would be willing to live the life that Bruce Ismay saved from the sea. No longer a steamship magnate, no longer a Beau Brummel in Belgravia, suddenly among the missing the question of his whereabouts assumed the significance of a mystery.

Meantime the lost director was living (hiding were a better word) in a remote house on Cois Fhairge, at the Heel of the Sea.

The loneliest road in Ireland runs from Minna to Costello along the shore of Galway Bay. Sheer moor, quite treeless, bleak beyond words, hardly a stone cabin in sight, and no path but the straight mail road. More sterile than Donegal, more pitiful than Clare, the strange network of gray land and gray water constitutes the country of lar Connacht.

In the heart of this Irish wilderness a solitary lodge shows white against its surroundings patch of green. A locked gate forbids entrance. Sheumas, the old jarvey, flourishes an accusing whip lash through the teeming rain.

"Look there where he hides in misery and shame. Never a gentleman have I brought here but was turned away from the very door. Money he has and all that money will buy. But he cannot shake off the memories on his mind. Day after day he must hear them—the shrieks of drowning men crying down the wind. This is his curse. What he did will be remembered until the Titanic is forgotten.

HUNDRED MEN WERE KILLED IN THIS STORM

Gale Sweeps Coast of New Brunswick. MANY VESSELS WRECKED

(Special to the Journal.) ST. JOHN'S, N. B., June 8.—The worst storm in the history of the New Brunswick coast swept over this section today and in consequence more than thirty fishing vessels were wrecked and a hundred or more lives were lost.

For several days the weather has been threatening but not until early this morning did the gale break in all of its fury. The vessels which were wrecked were out on fishing expeditions and their crews were unable to get them back to shore.

The majority of those killed were crews of the vessels. The property loss is estimated at more than a million dollars.

The Drought is Doing Great Deal of Damage

GROWING CROPS IN CRAVEN AND ADJOINING COUNTIES ARE DRYING UP.

Reports continue to reach New Bern of the damage being done by the drought which has prevailed over this section since the first part of May. Rain had been predicted for the latter part of last week and the farmers have been living in hope that this would materialize, but so far this has not been the case.

Plant life all over Craven, Carteret, Pamlico, and Onslow counties is being injured. Particularly are Irish potatoes suffering and it is said that the crop has already been considerably decreased on account of the lack of moisture. Cabbage shipments have also been noticeably small and this fact is also attributed to the extremely dry weather. The forecast for this week is for dry weather and this has caused much anxiety on the part of the farmers and truckers.

This Miniature Range To Be Given Away

BASNIGHT HARDWARE COMPANY ARE CONDUCTING NOVEL CONTEST

On display at the store of the J. S. Basnight Hardware Company is one of the "cutest" little miniature Buck ranges ever seen in New Bern. The range has been admired by many and not a child has seen it but expressed the desire to become its owner.

The range is to be given to some little girl under twelve years of age. Beginning yesterday the company is giving votes for every penny spent at their store and on the night of July 17 the young lady holding the largest number of votes will be the proud owner of the stove.

The little range must be seen to be appreciated and an invitation is extended every little girl to inspect it and also enter the contest at once.

Church Man Skipped Out With Cash THE SECRETARY COMES UP MISSING AND BISHOP'S SALARY IS UNPAID

(Special to the Journal.) DENVER, June 8.—The Episcopal diocese of Colorado is bankrupt. The sum of \$32,000, supposed to have been in the treasury, cannot be accounted for and Bishop Charles F. Olmstead, who is supposed to be paid \$7,500 a year, cannot get his salary.

President is Hopeful Over The Situation

Secretary Bryan Says, After Conference With Wilson. That They Hoped Constitutionals Would Join In Mediation.

(Special to the Journal.) WASHINGTON, June 9.—Secretary Bryan, after a conference today with President Wilson, said both were very hopeful that the Constitutionalists would participate in the mediation negotiations at Niagara Falls.

The increased hope of the administration chief it was believed was based on reports that had reached them from agents of Carranza here who are in communication with their chief at Saltillo.

The exact nature of Carranza's attitude towards latest representations by the mediators, however, was not disclosed. A partial reply to the mediators proposals has been received by the Constitutionalists agents here, it was announced, but that not all information desired was contained in the communication. Further advanced deemed unlikely that the Constitutionalist answer to the mediating envoys would be forwarded to Niagara Falls before tomorrow.

BRYAN'S LECTURE TOURS SUBJECT OF DISCUSSION

Representative Britten of Illinois Fires Broadside. SPARES NEITHER PARTY

(Special to the Journal.) WASHINGTON, June 9.—Secretary Bryan's lecture tours cropped up in the house again today when Representative Britten, of Illinois, Republican, introduced a bill to make a penal offense for any cabinet officer, head or clerk of a government department to lecture for pay, other than actual hotel and traveling expenses, and to prohibit senators or representatives from lecturing for pay while Congress is in session.

Mr. Britten launched a broadside in a statement accompanying a bill, in which he spared no political party, and included Senator La Follette and Representative Murdock. He said: "This bill was prepared last September, but was not introduced when Secretary Bryan formerly declared that he would lecture no more during the period. The recent announcement from Philadelphia that several members of Congress and the distinguished secretary Bryan had signed contracts for a period of lectures beginning July 1 is responsible for my bill."

"I am at a loss to understand how the secretary can consistently leave his office when a state of war practically exists between this country and Mexico and the foreign policy of our government is being laughed at by every civilized nation on earth. This certainly is no time for Mr. Bryan to be hiking around the country doing one-night stands with the Tyrolean yodlers, conformationists or slight-of-hand artists, and I am equally opposed to members of Congress doing this sort of thing when Congress is in session."

"The Philadelphia announcement declared that Secretary Bryan, Senator La Follette and Congressman Murdock had signed contracts for lectures beginning July 1. Speaker Clark last week cancelled contracts at a loss to him, of \$10,000 on account of his aversion to going away from Congress. I propose to ask the house judiciary committee for a hearing with a view to some action along this line."

Secretary Bryan announced some time ago that all his lecture engagements for the coming year were contingent upon the state of foreign affairs and whether he could be absent from Washington.

ARCHAEOLOGISTS TRY WATER 400 YEARS OLD. PARIS, June 9.—Archaeologists here this week tasted a spoonful of water 400 years old. They found it fresh, limpid and quite pure.

The water was found in a hollow space in the bottom of an ordinary sixteenth century drinking glass, which had been sealed up in the cellar of a ruined mansion.

DOCTOR SLAIN FOR REFUSING TO TREAT CHILD OF A DEBTOR

Mayor Shot Through Door Of Office. DIED IN ST. LOUIS HOSPITAL

(Special to the Journal.) ST. LOUIS, June 10.—Dr. D. Winton Dunn, former Mayor of Duquoin, Ill., died at the Missouri Baptist Sanitarium today from a pistol shot wound inflicted last night by Jess Joplin, at Duquoin.

Joplin was arrested immediately after the shooting and was taken to Pinckneyville, the county seat of Perry County, and lodged in jail.

Two hours after the shooting Dr. Dunn was placed aboard a special train and hurried to this city, where it was hoped a surgical operation might save him.

On his way to jail Joplin told the officials who had him in custody that he had intended to kill Dr. Dunn, and if the doctor did not die from the wounds, he would kill Joplin's mother. He would kill the doctor on sight.

Joplin's grievance against Dr. Dunn was that the physician had refused to treat a child of Joplin's because an old fall contracted by Joplin had not been cured.

Son Tells of Tragedy. Theodore Dunn, a clothing merchant in Duquoin, a son of the physician, accompanied his father to St. Louis, and related the details of the tragedy.

Dr. Dunn, who had a suite of offices that occupied the entire second floor of the Old Fellows' Building, in the business center of Duquoin, was seated at his desk at 8:30 o'clock Saturday night when Joplin entered without being announced.

Joplin carried a revolver, but was quite calm.

"I'm going to kill you," he said to Dr. Dunn. "I have come for that purpose, and I am going to send you where you belong."

The doctor was more than sixty years old, and he knew he was no match physically for Joplin, who is thirty-five and muscularly built. In an effort to distract Joplin's attention the doctor arose and talking as he crossed the room he reached Joplin's side before the latter made any other hostile move.

Suddenly Dr. Dunn seized the open door, at the same instant giving Joplin a shove, and swung it to with all his might. As the door slammed Joplin found himself on the outside.

Fires Through the Door. Dr. Dunn had no time to move before Joplin opened fire through the door. The revolver contained six cartridges and Joplin did not cease firing until the weapon was empty. The bullets penetrated the door and each bullet took effect. The first one broke the right arm of Dr. Dunn. Two penetrated the abdomen, two took effect in the chest and one struck him in the left shoulder. Joplin did not pause to see the effect of his shots. He left the building without opening the door to the office or calling to the doctor.

Motive for the Crime. Theodore Dunn chartered a special train on the Illinois Central, and with his mother and sister, Mrs. A. Leonard, came to St. Louis.

It was not until tonight that the motive for the killing became known. Joplin in threatening Dr. Dunn did not tell him why he was to be shot.

From other sources it was learned that a number of years ago Dr. Dunn had treated Joplin and had been unable to collect the bill. He placed the account in the hands of a collector, and it was because of the passing of the claim that Joplin first became angry.

Then his child became ill and Dr. Dunn declined to treat it. Joplin formed the determination to be revenged for what he considered an injury.

NEW BERN NOT "DRY" IN EVERY SENSE

New Bern isn't dry in every sense of the word. Yesterday afternoon there was more than a truck load of whiskey at the Union Passenger Station. Whether or not all of this was consigned to people in New Bern is not known, but there was a sufficient amount to supply a large number of people with their weekly allowance.

NEW PULLMAN SERVICE BEGINS TOMORROW

The pullman car service between Winston-Salem and Morehead City goes into effect tomorrow.

This pullman car service is a great improvement over the regular day coaches which have been in use. It enables a traveller to go from Winston-Salem to Morehead City without changing cars, and at the same time have the advantage of the pullman service.

CASTORIA For Infants and Children. The Kind You Have Always Bought Bears the Signature of Wm. H. Thomson