

THE COMMONWEALTH

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READ IT FIRST IN THIS PAPER

NUMBER 43

Submarine Merchantman is Formally Docked at Baltimore

BALTIMORE, Md., July 9.—The world's first submarine merchantman, the German underwater liner Deutschland, anchored below Baltimore tonight after voyaging safely across the Atlantic, passing the allied blockading squadron and eluding enemy cruisers watching for her off the American coast. She carried mail and a cargo of 750 tons of costly chemicals and dyestuffs, and is to carry home a similar amount of nickel and crude rubber sorely needed by the German army.

Fifteen days out from Bremerhaven to Baltimore, the submarine reached safely between the Virginia capes at 1:45 o'clock this morning, passing in on the surface covered by a heavy pall of darkness which settled over the entrance of the bay with the setting of a tall tale half moon. Once inside, the visitor threw caution aside and began shrieking his siren, signaling a pilot and at the same time attracting the attention of the tug Thomas F. Timmins which had been waiting in the lower bay for nearly two weeks to greet the Deutschland and convey her into port.

Four hours later, at 4:45 o'clock this morning, the big submarine started up the bay with the German merchant flag flying under her own power, piloted by Captain Frederick D. Coker, of the Virginia Pilots' association, and conveyed by the Timmins. She was making more than 12 knots an hour and could have docked in Baltimore tonight, but arrangements had been made for receiving her with formal ceremonies tomorrow and her captain was ordered to wait in the lower harbor. He and his crew of 29 men remained aboard their craft.

Regarding his vessel as a merchantman subject to no unusual restrictions, the skipper, whose name is said to be Captain Kaigir, went up the Chesapeake without waiting to notify local customs and quarantine authorities of his presence. He was five hours away before Norfolk Hamilton, collector of Norfolk-Norfolk News, heard the news, and started on his trail aboard the coast guard cutter Onondaga. At last reports tonight the cutter had not approached the submarine and it is understood that she merely was ordered out to keep the strange craft under surveillance as a neutrality precaution. Quarantine and port regulations will be complied with when the vessel moves up to her dock tomorrow.

Little was known here tonight about what happened during the epoch-making cruise across the ocean which in a small measure at least breaks the blockade on German trade with the rest of the world. None of the submarines crew had landed and the agents of her owners had received only meagre reports. Such information, as was available, came directly from the pilot and from Captain Hans F. Hirsch, of the North German Lloyd liner Neckar, laid up here since the beginning of the war. Captain Hirsch boarded the Deutschland from the Timmins and made the trip up the bay with her.

According to the accounts reaching here the underwater liners superstructure was standing 15 feet above the water when she came in. Until daylight she showed no flag, but the German merchant ensign was raised at sun-up.

Stories that British or French cruisers chased her at sea Thursday could not be confirmed.

The boat is consigned to A. Schumacher and company, local agents of the North German Lloyd line and her cargo to the eastern forwarding company, a concern said to have been organized a few weeks ago especially to handle the business of underwater liners. The latter company has a pier and warehouse, in which are stored the goods to be loaded on the Deutschland for her return trip.

In German quarters here the news of the submarine's arrival was hailed with the keenest delight. Those who knew of her coming had been concealing alarm for two or three days as she was due to arrive about the middle of last week. It is understood that she traveled more than 4,000 miles, going some 800 miles out of her course to avoid enemy ships.

The Deutschland is not converted war craft, but a brand new commerce carrier, built in Bremen and sent here on a purely commercial mission, according to Henry G. Hilken, the senior member of the schumacher concern, she belongs to Ocean Rhederei, limited, (Ocean Navigation company, limited) was launched at Kiel in March.

The novel project was conceived about nine months ago, Mr. Hilken said, by F. A. Lohmann, head of a Bremen exporting and importing concern who organized the Ocean Navigation company.

Mr. Lohmann is the son of a former director general of the North German Lloyd Steamship company, and has the important German commercial interests associated with him.

The undersea liner, Mr. Hilken un-

derstands, is about 315 feet long and 30 feet beam and is propelled by two great Diesel oil engines. She is as large if not larger than any of the German naval submarines and carries 750 tons dead weight of cargo.

"Most of the information that was sent to me," Mr. Hilken said, "is probably carefully tucked away in a pigeon hole of the British admiralty office, but I don't care now. The Deutschland is here nevertheless."

Mr. Hilken is an American and his firm has been in business here operating ships under the American flag since 1824. Carl A. Leuderitz, the German consul, is a member of the firm.

When the Deutschland will return, or whether it is planned to have her make regular trans-Atlantic trips, Mr. Hilken would not say.

"This project was conceived," he said, "by German commercial interests who wanted to re-open trade with the United States. We need some of Germany's commodities and Germany needs some of ours. It is purely a commercial proposition and that is all there is to it. The time has not yet come when Zepelins can cross the ocean, so these Bremen merchants thought they'd try a submarine. I have kept the secret, of course, all this time to insure the success of the project. We expected her several days ago. Her crew must have endured great hardships and to them, of course, the credit of the success of the undertaking is chiefly due."

If present plans are carried out, the public will not be allowed to inspect the undersea wonder, nor will anybody except the federal authorities be allowed to board her.

The pier of the Eastern Forwarding company was boarded up today to shut out the view of the curious and tomorrow a cordon of police will surround the pier. Mr. Hilken will have at the pier a high powered automobile to rush the Deutschland captain through the city on his errand to the consulate and the custom house.

Six months ago the first reports that Germany was preparing to put into the trans-Atlantic trade a line of submarines that would dwarf in size and achievements the U-boats which have been Germany's chief reliance at sea during the war. London cable reports told of the organization of a company to inaugurate such a service and with the announcement of the organization it became practically certain that this port would be the objective of the extraordinary cruise.

U-BOAT QUIETLY SLIPPED INTO THE BAY ON SUNDAY

Norfolk, Va., July 9.—Bearing a sealed message from Emperor William, of Germany, to President Woodrow Wilson running the gauntlet of innumerable dangers from mines, sea-sweepers and enemy warships, and bringing a cargo of dyestuffs, chemicals and mail estimated at 1,000 tons, the German undersea merchantman, the Deutschland, quietly slipped into Chesapeake bay this morning at 1:45. It was the completion of a 4,000 mile sea voyage for the craft, the longest and most hazardous ever attempted by any submarine. Three hours later led by the tug Thomas F. Timmins, the little vessel with a record of 13 days of mysterious vigil off the Virginia capes, the great submersible began the last leg of her voyage, up the Chesapeake bay. She is due to arrive in the Maryland city early in the morning.

On the heels of the Deutschland, and following in her wake with all the speed that can be coaxed from her powerful boilers, is the coast guard cutter Onondaga.

On board the Onondaga is Collector of Port Norman Hamilton, of Norfolk, and a number of newspapermen. Whether or not Mr. Hamilton has orders is not known. Some believe that the Onondaga undertook the chase of the Deutschland at the request of Mr. Hamilton and that he and not Captain Chiswell is under orders.

The Deutschland carries mounted in her conning tower two small guns, of about three inch calibre. There were no incidences of torpedo tubes. She is also equipped with a bridge and powered by two Diesel engines of the latest type. The boat is capable of submerging in less than two minutes. On the surface of the water the submersible has a speed of from two to three knots an hour more than the average merchant steamer.

According to pilot Fred Coker, of the Virginia Pilots' association, the first American to board the Deutschland after she arrived on this side of the Atlantic, the crew wore regulation uniforms of German merchantmen seamen. No flag was displayed when the Deutschland first appeared off the capes. Later when inside the bay, the German merchantman's design was raised. Captain Coker said the commander of the Deutschland made no effort to conceal anything and was extremely frank

in stating his mission to the United States, that of instituting an undersea merchant marine export and import business between the United States and Germany.

Captain Coker stated that the commander of the Deutschland said he left his German home port on June 23, and although he encountered a number of merchant ships, and one warship, that he easily escaped detection by submerging. He declared that the entire voyage was uneventful. Reaching the vicinity of the Virginia coast Saturday morning, the Deutschland remained far outside, knowing that the capes were guarded by enemy warships, and came in late night under cover of darkness. He declared that he found no difficulty in evading the two enemy cruisers outside of the capes, by submerging. He declared that at one time he was within 500 yards of the French cruiser, but passed in unobserved.

The daring of the German commander was shown in the statement that while submerged he ran past the warships, coming to the surface when within five miles of the coast line. After that the remainder of the journey to absolute safety was easy.

According to reports brought in, and said to have been given out by members of the Deutschland's crew the submersible arrived off the capes late Thursday afternoon, but was detected by the English and French cruisers on guard, and was forced to make a run for it, to escape. It is declared that the chase was a stern one, lasting until Saturday morning before the warships gave up the hopeless task and returned to their stations. This report is to the effect that the Deutschland went to sea nearly 300 miles before she got rid of her pursuers, that she was fired at several times and that the delay prevented her from reaching her destination on schedule time, early Friday morning. Naval officers gave little credence to this report, declaring that it would have been no hard matter to have submerged and evaded the enemy ships, with the loss of a few hours at the outside. The report needs verification.

YOUTHFUL VOYAGEURS SEARCH OF THEIR FATHERS HELD AT HEADQUARTERS

Norfolk, July 9.—Two little waifs held in the detention quarters at the police station yesterday afternoon were relating their experiences since leaving home. John Oliver, aged 14, and Lee Hall, 13 years old, are their names, and they claim that they came to Norfolk seeking their respective fathers. Oliver is from Roanoke Rapids, and Hall hails from Emporia, Va. Young Oliver arrived in Norfolk last Friday afternoon on the Atlantic Coast Line train; and Hall came here the same afternoon from Newport News. They did not know each other until they were lodged together in the same quarters at police headquarters, but they are now staunch pals.

Young Hall who is tanned to a dark brown, asserts that he has been walking all over Virginia for the past four months in search of Emporia.

"About four months ago," said the youngster yesterday afternoon, "I went with my mother from Emporia to Newport News. I got lost from my mother in Newport News, and ever since then I have been walking about the country trying to get back home. I walked from Newport News to Richmond, and stayed there about a month trying to find a job. But I was so little that nobody would give me anything to do. One kind lady gave me a pair of shoes and some clothes, and I needed them, for my feet were blistered from walking barefooted over rocks and rough places."

Young Hall said that he got tired of Richmond, and again set forth in search of his home town, begging food from farmers and sleeping in woods and out-houses. He said that he reached Newport News again a few days ago, and that a man, whose name he does not know, brought him to Norfolk and directed him to the police station. He said that his father is Wesley Hall of Emporia.

Young Oliver, the other waif, is freckle-faced and red-haired with a disposition to match. He told Probation Officer Debnam yesterday afternoon that his mother lived in Kingston, N. C., but that he had been living for a few weeks with a married sister at Roanoke Rapids. He said that his brother-in-law made things unpleasant for him and that he decided to come to Norfolk and find his father, whom he had not seen or heard from in more than six years. He said that his father's name was Daniel Newton Oliver.

Both youthful voyageurs are being detained at police headquarters until Probation Officer Debnam can make some satisfactory disposition of them. Officer Debnam expects to send young Hall home. He has been unable to locate the Oliver boy's father, and will find work for him in Norfolk.

RABIES OR HYDROPHOBIA IN ANIMALS.

The term "hydrophobia" was employed as a name for the disease of rabies at a time when it was thought that fear of the sight of water was one of the best symptoms in its determination. The disease, like many others, occurs in nearly all countries.

It is principally a canine disease, being seen mostly in dogs, and usually transferred from dog to dog, dog to man, or dog to other animals. Only a few animals are not susceptible to it. Other than the dog, most cases reported to the Veterinary Division have been in cattle. A number have been made where hogs were affected, and several in horses and sheep.

Dr. G. A. Roberts was recently called to one county where there was a suspicious outbreak in cattle. Seven head out of a herd of eighty cows in one pasture died, and the clinical symptoms were typical of rabies. However, the brain from one of the animals was removed and sent to the laboratory, where the bodies which are so characteristic of the disease were found in the cellular structure of the brain. Some dogs which had been showing symptoms of rabies had also been killed in the neighborhood, and other deaths had occurred in cattle and sheep. This all went to prove that the cattle had died of rabies.

The identity of the specific cause of the disease has not been accepted by all investigators, though many of them believe it to be an animal organism represented by the "Negri Bodies" mentioned above.

The natural manner of transmission of the disease is by no means of introducing saliva into or under the skin with the bite of an infected animal. With few exceptions, the bite is from a dog. If he is not infected, the bite cannot result in the disease, nor will the bite from all infected animals develop rabies. The failure to know this fact has made many so-called "mad-stones" famous.

The length of the time occurring between the bite of the animal and the development of the disease varies from a few weeks to several months in rare instances. Dogs bitten by another suspicious dog should be kept confined and under observation for at least two months, though most cases will develop in one-half the time.

There are two forms of rabies most commonly observed in dogs. One is the "furious" and the other the "dumb," and the terms used are descriptive of the general symptoms of each. Paralysis, indicated by an inability to swallow feed or water, is present in the latter stages of each form. A positive diagnosis may be made in many cases from the symptoms alone, but in other cases a laboratory examination is necessary. This consists first of a microscopic examination of some of the brain substances, and if the bodies are found a positive diagnosis is made. Otherwise it will be necessary to produce the disease in a small laboratory animal before such a diagnosis can be rendered.

Another and much preferable laboratory test is now in process of development. This consists of taking a sample of blood from a living or healthy person or animal which has been bitten by a diseased animal and submitting the same to a test. In this case it will not be necessary to wait until symptoms develop or the animal dies to determine the infection. Such a test will enable the authorities to use the Pasteur preventive treatment only on such persons or animals whose blood shows a positive reaction.—Ex.

SUPT. JOYNER HONORED.

New York, July 9.—James J. Joyner, superintendent of public instruction for North Carolina, was today elected secretary of the board of trustees of the National Education Association, after having been chosen as a member of the executive committee earlier in the day. Carroll G. Pearce of Milwaukee, Wis., was made chairman of the board.

NEW CAFE DOING GOOD BUSINESS

The New York Cafe which opened for business last week is getting a good trade and the proprietors are well pleased with the city. Saturday evening there was quite a rush for the "cats" and it gave the appearance of a well patronized cafe in a small city.

ADVERTISING PLANT ENLARGES.

The Dixie Poster Advertising Company will in the near future greatly enlarge its plant here. Beside the erection of a number of new boards the company will rebuild those now in service.

TEXACO COMPANY DOING BUSINESS

The Texas Oil Company has purchased a lot on the B. P. W. Co.'s siding and has erected there an oil and gasoline yard.

Some time in the near future the company will build a tank but at present the oil wagon from Enfield will make two and three trips here per week as occasion demands and serve the customers of the Texaco Co.

Mr. G. C. Weeks, the local manager has been handling Texaco products for some time through the Josey Hardware Co., with whom he is affiliated.

INTERESTING LETTER FROM THE CAPITAL CITY

(Special Correspondence)

RALEIGH, July 11.—Unless Bandit Villa again "starts something" to help it along, there is today less prospect of actual war with Mexico than at any time since the recent "unpleasantness" began. With Secretary of State Lansing deliberately leaving the seat of government for a month's summer vacation, immediately following Mexico's latest "conciliatory" note, it does look like the greaser question has been fixed to the liking of the dove of peace, which seems to be perched in a very compatible attitude alongside the war eagle on Old Glory's flagstaff this morning.

Republican Designs.

This pacific state of affairs is of course due largely to the infinite patience and wisdom of President Wilson. That it may lead to a final settlement without recourse to actual war with the demands and exactions of the United States complied with effectively, all right-minded citizens hope. That such result would be best for this country and the Mexicans we all know. Yet for partisan purposes, an avalanche of hostile criticism will be directed at the Democratic administration by Republican leaders and newspapers, in the effort to make political capital—their chief aim of course being the capture of the official flesh-pots so temptingly spread upon the Federal pie-cake.

Work For Tar Heel Soldiers

The North Carolina boys mobilized at Camp Glenn may never be called upon to fire a gun—and most of them will be both disappointed and regretful. They may be required to do duty on the border, pending Carranza's effort to demonstrate that his "government" (which has lately absorbed a large portion of the armed bandit element) can prevent further raids upon American territory. It will be rough course work compared to what our boys expect. But if it falls "within our line of duty" they are in for it and they will make the best of a bad situation, performing their duty manfully, as the North Carolina soldier has always done in every war or near-war in which he has participated.

State Firemen's Tournament.

Raleigh is making extensive preparations for the annual tournament of the State firemen, who will have their meeting and exercises here next week, beginning July 17. One of the public parks, in the heart of the city, has been set aside and the necessary structures erected therein for their physical maneuvers. Prizes amounting to \$1,700 will be awarded in these events, scheduled for Wednesday, Thursday and Friday. A number of firemen and fire chiefs from other states are booked to attend, and the outlook is for the greatest occasion of the kind in the history of North Carolina firemen.

Fertilizer Rate Controversy On Again.

The North Carolina farmers and others will be interested in the fertilizer rate hearing (or re-hearing) which the North Carolina Corporation Commission secured before the Interstate Commission at Norfolk, July 20. Fertilizer manufacturers and other interested persons were here last Thursday and Friday, conferring with the North Carolina Corporation Commission relative to the fertilizer rate situation. The members of the Commission and Clerk A. J. Maxwell have arranged to attend the re-hearing. In the Royster Guano case the Interstate Commission recently upheld certain contentions of that company concerning the intra-State rates to points in North Carolina. The case has been re-opened on the petition of the North Carolina Commission, and the latter will forcefully present their contentions on this occasion.

Fruits of a Hard Fought Victory

An important decision by the Interstate Commission, just going into effect, is that which the North Carolina Commission won in the "Virginia cities" general freight rate discrimination case. Virginia newspapers this week allege that "Tarheel jobbers will have a class freight rate advantage over Virginia jobbers of from 4 to 11 cents per hundred pounds." The railroads are establishing a rate of 82 cents from Louisville to North Carolina points—a cut of 11 cents—since this decision was rendered.

Current Events and Comments.

Many members of the Fourth Estate are passing through Raleigh today, en route to Durham, where the Tarheel newspaper men are attending the State Press Association meeting this week.

The Duplin County "night-riders" who went after some of their neighbors, because of differences growing out of a county stock-law controversy, found some of the latter in a state of preparedness. About the time the "D. O. I.'s" caught sight of the guns of their intended victims Judge Oliver Allen came along—since when the bell-cows "riders" are understood to have been "hors de combat."

Next month the State campaign, under the direction of State Chairman Warren, will get well in motion. While North Carolina is normally "safely Democratic," the party organization

knows too well that the lack of organization and work is only another way of spelling disorganization and possible disaster. Chairman Warren will take nothing for granted and will endeavor to secure a larger majority than ever in every county in the State. Each nominee on the State ticket will take pride in seeing just how large a vote he can poll.

Judge Francis D. Winston is holding his first court this week as the successor of the late Judge Peebles, in a neighboring county.

There is some difference of opinion as to who will succeed Judge Winston as United States District Attorney. If Revenue Collector J. William Bailey wants it he will probably get it. In that case Joseph F. Tayloe, at present clerk to Senator Simmons' committee, will be made collector, it is said. If Mr. Bailey retains his present office J. O. Carr, of Wilmington, and Assistant District Attorney Ernest Green, of New Bern, will be among the strong probabilities—for there are several other aspirants.

Judge Bond's activities at Kinston have apparently implicated some "prominent and well-to-do men" in the lynching of old Joe Black for aiding his son (who raped a small white child) to escape, and encouraging him to resist officers of the law, etc., and several of them may have to face a trial by jury—if the evidence given by a detective employed for the purpose holds good. Much "feeling" has been aroused over the turn of affairs, reports state but Judge Bond doesn't seem to care much about that.

State Chairman Warren states that the formal canvass of the State by Governor Bickett and the other candidates who will take the stump, will begin September 1st. The voters who turn out to listen to their next Governor will find that eloquence is not a lost art on the stump of North Carolina.

LLEWEXAM.

DEATH OF MR. F. S. HARRISS.

Mr. F. S. Harris, a well-known citizen, died at his home near Scotland Neck Thursday afternoon, June 29th, 1914, at the age of 40 years, 10 months and 16 days.

He had a stroke of paralysis early Tuesday morning from which he never rallied. A physician was called, but he had passed—no medical skill and no one could do him good. God in His wisdom saw fit to call him from this world of troubles.

In 1898 on December 9th he was married to Miss Eulalia Terry of Bertie county, and unto this happy union were born five children, two of which died in their infancy.

When quite a young man he gave his heart and service to his Maker and united with Nahala Presbyterian church, and from then until his death was an active and interested member of the same.

His devotion as a husband, and his thoughtful and affectionate interest as a father was beautiful to behold. He will not only be missed in his home, but sadly missed in his church and community.

May the One who doeth all things well comfort the ones he had loved and left and prepare them to meet him in the "Sweet By and By."

He leaves a wife, three children and one sister to mourn their loss.

His remains were interred in the Nahala cemetery Friday morning, June 30th, 1916, Rev. L. P. Lapsey of Tarboro assisted by Rev. C. L. Curry of Tarboro conducting the funeral and burial services.

We miss thee from our home, dear father,
We miss thee from thy place;
A shadow o'er our life is cast,
We miss the sunshine of thy face.
We miss the kind and willing hand,
Thy fond and earnest care;
Our home is dark without thee—
We miss thee everywhere.

A FRIEND.

NEARLY SERIOUS ACCIDENT.

The little child of Mr. Bob Coleman came very near happening to a serious accident last Friday. Mrs. Coleman, who was driving a horse, stopped in front of Pendleton's Market. At this particular point there is a rather deep drain, filled with mud and water. The child, who was seated in a small chair in the foot of the buggy, fell out onto the drain and the buggy wheel passed entirely over its neck. Fortunately, the baby escaped serious injury, the soft mud possibly saving its life.

Brought Valuable Chemicals.

New York, July 9.—The German submarine Deutschland which entered the Virginia capes today, carries about 100 tons of chemicals and dye stuffs consigned to five New York houses, it was announced here tonight.

The supplies are those most urgently needed in the drug trade and to relieve the shortage of dyes.

While the New York merchants knew the submarine was on her way, they had little delayed information regarding the history-making voyage. They estimated tonight that the submersible carried 150 tons of mail which the business men of Germany had been unable to get past the British censor.

PLAN COMMUNITY FAIR TO BE HELD THIS PLACE

A plan is on foot to hold a gigantic community fair in Scotland Neck this fall which will eclipse anything yet attempted in this section. Mr. W. A. McMurray, county demonstration agent, is promulgating the idea among the local merchants and business men and the farmers of the surrounding country, and reports that he is meeting with much encouragement.

It is planned to hold the Scotland Neck Community Fair immediately after the Crowell Community Fair, which was a grand success last year and which will be duplicated again this season. The printer now has the copy for the premium list for this fair and it looks good.

Mr. McMurray asks this paper to state that there will be a meeting of citizens next Monday afternoon at 4 o'clock in the Mayor's office for the purpose of taking the preliminary steps, and a full representation is expected. Your presence is wanted, no matter what your vocation in life may be. Bring your friends.

When asked for an outline of the proposed fair, Mr. McMurray said among other things that it is planned to make this the greatest showing of fine live stock ever given in the State. He said that it could easily be made a grand success if everybody co-operates.

Next issue of this paper will contain more information regarding the proposed fair. In the meantime, see the county agent and get to talking the matter over with your friends and neighbors.

Will Libel Deutschland

Bridgeport, Conn., July 9.—In an effort to establish the American patents on his type of submersible, Simon Lake, treasurer of the Lake Torpedoboot company, of this city, said tonight that the company would libel the German submarine Deutschland at Baltimore tomorrow. The allegation, it is understood, will be the construction of the Deutschland involves an infringement of the Lake patents.

Judge Bond's Fears.

Now that the "lynching investigation" is over and Mr. Bost has finished his ex parte reports of the affair, we feel that as the mouthpiece of this community it behooves us to mention a few of the errors in judgment committed by the court as they affect our own people.

Judge Bond repeatedly stated in open court that he was not afraid to perform his duty. He was brave enough to remark that he would not fear to conduct the hearing "even in Greene county." He spoke of the "opposition of the papers," he warned the sheriff against possible attempts to steal the prisoners, he missed no opportunity of impressing upon the spectators the high regard he felt for his own courage in presiding over the court.

There was absolutely no foundation in fact for these fears. This community is law-abiding and fairly intelligent. There is no reason whatever for any objection on the part of local people to an investigation calculated to relieve them of the stigma of a crime in which they had no part. Judge Bond, during his stay here in no danger whatever of any injury, nor were any of the officers of his court.

So far as the "opposition" of the papers is concerned, if there had been any such opposition expressed we have failed to discover it and we believe that we read our exchanges as closely as does Judge Bond. Their reports of the proceedings have been fair and unbiased, and they have made no editorial comment whatever. They have not showed the same anxiety to flatter the officials of the court as has Mr. Bost, but they have given complete and impartial reports of its proceedings.

The people of this section are the same kind of people as those of any other part of the state. They have the same respect for their servants on the bench. They have no desire to do Judge Bond any injury, and they cherish no ill will toward him. They do feel that his many expressions of dislike toward them and fear of injury from them were an unwarranted reflection upon their loyalty to their state and were, to say the least, unbecoming in an officer of such character and dignity.

Judge Bond's duty in Kinston was that of a presiding magistrate at a preliminary criminal hearing. In giving vent to this evident dislike of Lenoir and Greene county people he did neither himself nor the state any good.

Had Judge Bond been in any danger during the investigation we should admire his bravery in facing it, though we should still have scant regard for his public compliments to himself on that score. But in attempting to explain now fearlessly he has gone far to breed ill feeling against himself and his court in the minds of a people who, until now, have always cherished the utmost respect both for the profundity of his legal knowledge and the fairness of his decisions.—Kinston News.