

# THE DUNN DISPATCH

VOL. III

Dunn, N. C. Dec., 8th. 1916

NO. 29

## CONGRESS HEARS WILSON'S MESSAGE

### President's Address to Both Houses is Quite Short.

## RAIL TROUBLES COME FIRST

### Further Legislation on That Line is Strongly Recommended—Bill Giving Foreign Commerce Promoters Free Hand Necessary.

Washington, Dec. 6.—President Wilson today delivered his message to both houses of congress in joint session. The address was as follows:

Gentlemen of the Congress: In fulfilling at this time the duty laid upon me by the Constitution of communicating to you from time to time information of the state of the Union and recommending to your consideration such legislative measures as may be judged necessary and expedient, I shall continue the practice, which I hope has been acceptable to you, of leaving to the reports of the several heads of the executive departments the elaboration of the detailed needs of the public service and confine myself to those matters of more general public policy with which it seems necessary and feasible to deal at the present session of the congress.

I realize the limitations of time under which you will necessarily act at this session and shall make my suggestions as few as possible; but there were some things left undone at the last session which there will now be time to complete and which it seems necessary in the interest of the public to do at once.

In the first place, it seems to me imperative that the earliest possible consideration and action should be accorded the remaining measures of the program of settlement of the interstate commerce commission along the lines embodied in the bill recently passed by the house of representatives and now awaiting action by the senate; in order that the commission may be enabled to deal with the many great and various duties now devolving upon it with a promptness and thoroughness which are, with its present constitution and means of action, practically impossible.

Second, the establishment of an eight-hour day as the legal basis alike of work and of wages in the employment of all railway employees who are actually engaged in the work of operating trains in interstate transportation.

Third, the authorization of the appointment by the president of a small body of men to observe the actual results in experience of the adoption of the eight-hour day in railway transportation alike for the men and for the railroads.

Fourth, explicit approval by the congress of the consideration by the interstate commerce commission of an increase of freight rates to meet such additional expenditures by the railroads as may have been rendered necessary by administrative readjustments and economies, should the facts disclosed justify the increase.

Fifth, an amendment of the existing federal statute which provides for the mediation, conciliation, and arbitration of such controversies as the present act adding to it a provision that, in case the methods of accommodation now provided for should fail, a full public investigation of the merits of every such dispute shall be instituted and completed before a strike or lockout may lawfully be attempted.

And, sixth, the judgment in the hands of the executive of the power, in case of military necessity, to take control of such portions and such rolling stock of the railroads of the country as may be required for military purposes, with authority to draft into the military service of the United States such train crews and administrative officials as the circumstances require for their safe and efficient use.

### Renews His Recommendations.

The second and third of these recommendations the congress immediately acted on: it established the eight-hour day as the legal basis of work and wages in train service and it authorized the appointment of a commission to observe and report upon the practical results, deeming these the measures most immediately needed; but it postponed action upon the other suggestions until an opportunity should be offered for a more deliberate consideration of them. The fourth recommendation I do not deem it necessary to renew. The power of the interstate commerce commission to grant an increase of rates on the ground referred to is indisputably clear and a recommendation by the congress with regard to such a matter might seem to draw in question the scope of the commission's authority or its inclination to

do justice when there is no reason to doubt either.

The other suggestions—the increase in the interstate commerce commission's membership and in its facilities for performing its manifold duties, the provision for full public investigation and assessment of industrial disputes, and the grant to the executive of the power to control and operate the railroads when necessary in time of war or other like public necessity—I renew very earnestly now.

The necessity for such legislation to manifest and pressing. Those who have intrusted us with the responsibility and duty of serving and safeguarding them in such matters would find it hard, I believe, to excuse a failure to act upon these grave matters or any unnecessary postponement of action upon them.

Not only does the interstate commerce commission now find it practically impossible, with its present membership and organization, to perform its great functions promptly and thoroughly, but it is not unlikely that it may presently be found advisable to alter its duties with others equally heavy and exacting. It must first be perfected as an administrative instrument.

The country cannot and should not consent to remain any longer exposed to profound industrial disturbances for lack of additional means of arbitration and conciliation which the congress can easily and promptly supply. And all will agree that there must be no doubt as to the power of the executive to make immediate and uninterupted use of the railroads for the concentration of the military forces of the nation wherever they are needed and wherever they are desired.

This is a program of regulation, protection and administrative efficiency which argues its own case in the mere statement of it. With regard to one of its items, the increase in the efficiency of the interstate commerce commission, the house of representatives has already acted; its action needs only the concurrence of the senate.

### For Control and Operation.

I would hesitate to recommend, and I dare say the congress would hesitate to act upon the suggestion should I make it, that any man in any occupation should be obliged by law to continue in an employment which he desired to leave. To pass a law which forbade or prevented the individual workman to leave his work before receiving the approval of his employer would be to adopt a new principle which I do not believe we are prepared to introduce. But the proposition that the operation of the railroads of the country shall not be stopped or interrupted by the concerted action of organized bodies of men until a public investigation shall have been instituted which shall make the whole question at issue plain for the judgment of the opinion of the nation is not to propose any such principle. It is based upon the very different principle that the concerted action of powerful bodies of men shall not be permitted to stop the industrial processes of the nation, at any rate before the nation shall have had an opportunity to acquaint itself with the merits of the case as between employee and employer, time to form its opinion upon an impartial statement of the merits, and opportunity to consider all practicable means of conciliation or arbitration.

I can see nothing in that proposition but the justifiable safeguarding by society of the necessary processes of its very life. There is nothing arbitrary or unjust in it unless it be arbitrarily and unjustly done. It can and should be done with a full and scrupulous regard for the interests and liberties of all concerned as well as for the permanent interests of society itself.

### Other Legislation Urged.

Three matters of capital importance await the action of the senate which have already been acted upon by the house of representatives: the bill which seeks to extend greater freedom of combination to those engaged in promoting the foreign commerce of the country than is now thought by some to be legal under the terms of the law against monopoly; the bill amending the present organic law of Porto Rico; and the bill proposing a more thorough and systematic regulation of the expenditure of money in elections, commonly called the Corrupt Practices Act. I need not labor my advice that these measures be enacted into law. Their urgency lies in the manifest circumstances which render their adoption at this time not only opportune but necessary. Even delay would seriously jeopard the interests of the country and of the government.

Immediate passage of the bill to regulate the expenditure of money in elections may seem to be less necessary than the immediate enactment of the other measures to which I refer because at least two years will elapse before another election in which federal officers are to be filled; but it would greatly relieve the public mind if this important matter were dealt with while the circumstances and the dangers to the public morals of the present method of obtaining and spending campaign funds stand clear under recent observation and the methods of expenditure can be frankly studied in the light of present experience; and a delay would have the further very serious disadvantage of postponing action until another election was at hand and some special object connected with it might be thought to be in the mind of those who urged it. Action can be taken now with full guidance and without suspicion of partisan purpose.

I shall not argue at length the desirability of giving a free hand to the matter of combined and concerted effort to those who shall undertake the essential enterprise of building up our export trade. That enterprise will

presently, will immediately secure, has indeed already secured, a magnitude unprecedented in any experience. We have not the necessary instrumentalities for its prosecution; it is deemed to be doubtful whether they could be created upon an adequate scale under our present laws. We should clear away all legal obstacles and create a basis of undoubted law for it which will give freedom without permitting unregulated license. The thing must be done now, because the opportunity is here and may escape us if we hesitate or delay.

### Porto Rico's Needs.

The arrangement for the proposed amendment of the organic law of Porto Rico is brief and concise. The present laws governing the island and regulating the rights and privileges of its people are not just. We have no need of extended privilege which we have not attained. There is unanimity among the people of the island and even a suspicious doubt with regard to our intentions concerning them which the adoption of the pending measure would happily remove. We do not doubt what we wish to do in any essential particular. We ought to do it at once.

There are other matters already advanced to the stage of conference between the two houses of which it is not necessary that I should speak. Some practicable basis of agreement concerning them will no doubt be found and action taken upon them.

Inasmuch as in this connection, probably the last occasion I shall have to address the thirty-fourth congress, I hope that you will permit me to say with what genuine pleasure and satisfaction I have co-operated with you in the many measures of constructive policy with which you have enriched the legislative annals of the country. It has been a privilege to labor in such company. I take the liberty of congratulating you upon the completion of a record of rare serviceableness and distinction.

### TAX NOTICE.

My term of office expires on the first Monday in December. After that time cost will be added to the taxes of those who have not paid. Every day I remain in office after the 1st Monday in December I will do so at my own expense without a cent of pay, just waiting for some people to pay their taxes. Do you think, this is fair to me? If you think so, please pay your taxes now. If you do not, you will be making me pay your cost. This is fair notice, so come at once and pay your taxes.

Yours truly,  
J. M. BYRD, Sheriff.

Miss Emma Sheets, of Fayetteville, spent a few days here last week with friends.

### TWELVE GREAT SKIERS IN 1917

Some of these are a group like those inimitable stars of the old home down in Maine in which C. A. Stephens shows himself a master. There will be serials for girls, serials for boys, serials for all readers of either sex and all ages. The fiction is only a cornucopia of fun and frolic over all manner of good things. There's not a better \$1.00 worth of periodical reading anywhere. Send for the Forecast for 1917, which discloses some of the delightful details of the new volume.

New subscribers for 1917 who send \$2.00 now will receive all the issues for the remaining weeks of 1916 free; also The Companion Home Calendar for 1917.

By special arrangement, new subscribers for The Companion can have also McCall's Magazine for 1917, both publications for only \$2.10. This two-at-one-price offer includes:

1. The Youth's Companion—51 issues in 1917.
2. All remaining November and December issues of The Companion free.
3. The Companion Home Calendar for 1917.
4. McCall's Magazine—12 fashion numbers in 1917.
5. One 11-cent McCall Dress Pattern your choice from four first copy of McCall's—if you send a 3-cent stamp with your selection.

### THE YOUTH'S COMPANION.

St. Paul, St. Boston, Mass. New Subscriptions Received at this Office.

### MUSIC CLUB TO MEET.

The music department of the Women's Club will meet at the home of Mrs. J. Lloyd Wade Saturday afternoon, December 9th at 3:30 o'clock. Mrs. J. Lloyd Wade and Mrs. R. L. Godwin, will be hostesses.

Topic: Feast—Gounod. Origin and development of the Opera—Mrs. N. A. Townsend. Life of Gounod, Miss Will Cooper. Story of the Opera, Miss McQueen. Selections from Faust, Violeto. All members are earnestly requested to be present at this meeting.

### WEST-BETHUNE

A marriage of much interest to their many friends, was that of Miss Lela West, and L. A. Bethune which was solemnized at the home of Mr. and Mrs. W. D. Tarnage, relative of the bride, at 2:30 o'clock Thursday afternoon.

The ceremony which was marked simply, was performed by Rev. W. H. Huggins, in the presence of only a few intimate friends and relatives of the contracting parties. Mendelssohn's Wedding March was beautifully rendered by Miss Grace Holliday.

The bride is one of Dunn's attractive young ladies, and held in high esteem by a large circle of friends. Mr. Bethune, a prosperous farmer and stock raiser of Raleigh.

No less than five professors of American History in many Western Universities contributed the historical data upon which many scenes in the big spectacle "The Birth of a Nation" is founded. This is illustrative of the care D. W. Griffith takes in assembling the details of all his productions.

### BOX PARTY

There will be a Box Party at Plain View School House Thursday night, December 14, at seven o'clock. Public cordially invited to attend. Principal.

### MRS. MAGGIE KNIGHT DEAD.

Mrs. Maggie Knight died at her home in Duke Tuesday morning, December 5th. Her remains were taken to Rocky Mount, her former home, where the burial took place Wednesday. The body was accompanied by her son, R. M. Knight, and a number of relatives and friends. She was 57 years of age and will be missed by her children and other relatives and friends.

### BRYAN TO BUILD A HOME AT ASHEVILLE

Will Spend Greater Part of His Time, Especially the Summer in Western Carolina.

Washington, Dec. 1.—William Jennings Bryan is going to build himself a home on top of a low mountain which rises 500 feet above the city of Asheville, N. C.

He will call his new home "Mt. Calm," and here he will spend the greater part of his time, especially in the summer months.

In announcing this fact today Mr. Bryan made it clear that he will not give up his legal residence in Lincoln, Nebraska.

### SAFETY DEMANDS FEDERAL CONTROL OF THE RAILROADS

#### Only Way to Meet Emergencies of Nation, Says A. P. Thom.

### STATES' RIGHTS PRESERVED

Principle Which Railways Hold Should Govern Regulatory System in Interest of Public and the Roads—Compulsory System of Federal Incorporation Favored.

Washington, Dec. 4.—That the interests of national defense require that control of railway lines should rest with the federal government and not with the states was the claim advanced by Alfred P. Thom, counsel to the Railway Executive's Advisory Committee, in concluding his preliminary statement of the case for the railroads before the Newlands Joint Committee on Interstate Commerce.

"We must be efficient as a nation if we are to deal successfully with our national emergencies," said Mr. Thom, "and we must appreciate that efficient transportation is an essential condition of national efficiency. If we are to halt and weaken our transportation systems by state lines, by the permanent imposition of burdens by state regulation, we will make national efficiency impossible."

### States' Rights Would Not Suffer.

Mr. Thom cited many instances in which shippers in one state were injuriously affected by selfish regulations imposed on the railroads by neighboring states. He pointed out that federal regulation would be no invasion of the rights of the states but would be the means of preserving the rights which they acquired when they entered the Union, one of which was the right to the free movement of their products across state boundaries.

### What the Railroads Advocate.

The principle which the railroads advocate is set forth in a statement prepared by Mr. Thom as follows:

1. The entire power and duty of regulation should be in the hands of the national government, except as to matters so essentially local and incidental that they cannot be used to interfere with the efficiency of the service or the just rights of the carriers.
2. As one of the means of accomplishing this, a system of compulsory federal incorporation should be adopted, into which should be brought all railroad corporations engaged in interstate or foreign commerce.

3. The Interstate Commerce Commission under existing laws has too much to do and is charged with conflicting functions, including the investigation, promotion and decision of cases. The latter duties should be placed in the hands of a new body which might be called the Federal Railroad Commission. Regional commissions should be established in different parts of the country to assist the Interstate Commerce Commission by handling local cases.
4. The power of the Commission should be extended to enable it to prescribe minimum rates and not merely maximum rates as at present. This would increase their power to prevent unjust discriminations.

5. Justice to Public and Roads. It should be made the duty of the Interstate Commerce Commission, in the exercise of its powers to fix reasonable rates, to so adjust these rates that they shall be just at once to the public and to the carriers. To this end, the Interstate Commerce Commission should consider the necessity of maintaining efficient transportation and of maintaining facilities, the relation of expenses to rates and the rights of shippers, stockholders and creditors of the roads.
6. The Interstate Commerce Commission should be invested with the power to fix the rates for carrying mail.
7. The federal government should have exclusive power to supervise the issue of stocks and bonds by railroad carriers engaged in interstate and foreign commerce.
8. The law should recognize the essential difference between things which restrain trade in the case of ordinary mercantile concerns and those which restrain trade in the case of common carriers. The question of competition is not the only fair criterion.
9. The law should expressly provide for the meeting and agreement of traffic or other officers of railroads in respect of rates or practices. This should, however, be safeguarded by requiring the agreements to be filed with the Interstate Commerce Commission and to be subject to be disapproved by it.

"My legal proposition," Mr. Thom said, "is that the Constitution as it now is gives full authority to Congress to regulate the instrumentalities of interstate commerce in all their parts. If the power of regulation is to reach the public requirements, it must be consistent with the instrumentality of commerce."

Mr. Thom explained that the roads are not asking either of the Committee or of Congress any increase in revenue, but that they are merely asking the perfection of a system which will be responsible in any need that may arise.

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### DUKE NEWS.

Duke, Dec. 1st.—Thanksgiving services at the different churches were well attended. The night and entered into with the spirit of gratefulness. Rev. W. L. Maness of the Methodist church outlined his talk stating that we should be thankful from three standpoints, national, a social and spiritual. His tribute to God for peace, plenty and spiritual strength were beautiful in their simplicity. The population of Duke which is almost entirely nonwhite of the Erwin Cotton Mill have every right to be thankful from a financial standpoint. There is now and has been very little sickness in the town for the past twelve months. Fact operative has had a material increase in wages. The cost of living is cheaper here than at many other places. Many additions have been made to the Park this year. The 40th anniversary of the Duke is being celebrated with a series of happy and if some of their promises be written here there would be no doubt left in the minds of any one.

Prof. B. F. Dalton who has been principal of the graded schools here for several years is to retire after the growth of the school this year 716 enrollment this week reached 2.5. The growth of the school last year was such that two additional teachers were added at the beginning of this year. Now beginning with Monday morning, in order to care for the increased attendance the second grade will be divided into a morning and afternoon. The school now has a medical inspector, domestic science department, night school and debating society and is progressing in all its work.

Mr. Thos. H. Webb, who for many years has been manager of the Erwin number two mill left Thursday for Concord N. C. to take up his duties as an assistant manager.

Prof. B. F. Dalton left Wednesday afternoon for Raleigh to attend the North Carolina Teachers Association and on Thursday night took part in the Trinity Banquet.

Miss Myrtle Fagan spent Thanksgiving Day with her parents at Oxford.

Miss Annie May Gibbs spent Thanksgiving Day with friends in Durham.

Rev. W. L. Maness, pastor of the Methodist church will leave Monday morning for Durham to attend the annual conference. Mr. Maness has been at Duke only one year and the entire community will be pleased with nothing short of his return for three more years.

Rev. W. Marvin Huggins, who recently resigned as pastor of the Baptist church has moved to Salisbury, N. C. His time will not be out here until the third Sunday in December and he will come back each Sunday for his services here.

Miss Margaret Canady of Oxford spent Thanksgiving Day with Miss Mary Lucy Durree.

### NEVERLY LIVE COMMUNITY NEEDS A LIVE NEWSPAPER.

The average local town paper is worth thousands of dollars annually to its community for the free service it renders. As a constant booster and promoter of local news or information it is indispensable.

Did you ever stop to think what you would do without your home paper? This is not an idle question. What would you do if your town paper should indefinitely suspend publication?

Having no newspaper would mean a return to the old Roman method of passing information on public bulletin boards. A call for teachers' examination would necessitate posting notices at dozens of places in the county at greater expense than the charge in the local papers. Farmer Smith could not announce a sale to all his neighbors except by laborious methods more costly than newspaper space. Marriage and death notices most certainly would not find adorn public bulletin boards. Those who are interested in farm or town improvements would make progress but tediously without newspaper support.

No we just have to have our town newspaper. We want to know what other folks in the county are doing. The most interesting information in the world is knowledge of what other people are doing. Let's help our community by helping our local editor in his work. We cannot dispense with his service. On the other hand, he needs more of our moral and material support.—Geo. A. Harting.

Mr. Willie Newberry, of Trinity College, spent Thanksgiving here with his parents, Mr. and Mrs. W. H. Newberry.

READ THE DUNN DISPATCH

# Town Property

To Be Sold At  
**A U C T I O N**  
**FRI, DEC. 8TH, 10:30 A.M.**

The following property, all desirably located in the town of Dunn, will be sold at Public Auction Friday morning at 10:30 o'clock.

- One lot, owned by John Monds, near Geo. L. Cannady's residence, 140 X150 feet.
- Two lots, owned by H. L. Godwin, adjoining residence in which he now lives.
- One lot, owned by Dr. J. R. Butler, near the home of Reuben Pope.
- One house and lot and two vacant lots, owned by Edward Smith, now occupied by A. D. Wilson.
- One house and lot, belonging to Mrs. Eugenia Harper, opposite W. J. Jones' store, near Broad Street. Lot 56X140 feet.

For details and further information see GEO. L. CANNADY OR C. C. MURPHY, Dunn, N. C.

P. S. See ad elsewhere in The Dispatch announcing the sale of additional town property to be sold Friday. Also attend the sale of small farms near Duke Saturday afternoon at 1:30 o'clock. This property will be sold shine or rain.