

FREIGHT RATES DISCUSSED

President of Southern Railway Company Guest of Goldsboro Chamber of Commerce at First Annual Banquet.

Goldsboro, N. C.—President Finley, of the Southern Railway Company, who was one of the speakers at a banquet given Friday evening by the Goldsboro Chamber of Commerce, spoke on "The State of North Carolina," with special reference to the relations of the Southern Railway Company to the State and what the management of that Company is endeavoring to do for the State.

Mr. Finley said that he proposed to speak in the profound conviction that the interests of the State will best be promoted by policies that are best for the interests of the people and for the interests of the railways. He said:

"A great deal has recently been said on the subject of the Virginia Cities rates from the West. It is most important to have a clear understanding regarding the conditions that have led to the establishment of the Virginia Cities rates. I shall refer to this matter only so far as may be necessary to make clear the responsibility for the establishment of these rates."

Mr. Finley pointed out that, prior to the time when the roads operating through North Carolina began to compete for Virginia Cities business, the rates on that business had been established by lines which did not touch North Carolina. He showed that the roads making these rates traversed more densely populated regions and have a greater density of traffic than the lines in the South, and said:

"The fact that some of the lines operating through North Carolina have competed for the Virginia Cities business at the rates established by these other companies, but at a margin of profit at which they could not afford to carry all of their business, does not, in any way, make them responsible for the Virginia Cities rates.

"It is now well known, however, that conferences have been in progress between representatives of the State of North Carolina and the railways in an effort to reach an understanding on questions as to the effect of the Virginia Cities rates on points in North Carolina. The railways, in deference to the sentiment of the people of the State on the subject and not because they consider the carrying of such business at present tariff rates economically unsound, have offered, in connection with a proposed adjustment, now in process of being worked out between the State and the railways, to withdraw from the business from the West to the Virginia Cities through North Carolina. It is also proposed that the effect of the Virginia Cities rates on points in North Carolina shall be considered in conference in an effort to reach an agreement as to reasonable adjustments which may be put into effect through an order of the Interstate Commerce Commission. I will not burden you this evening with other features of the conferences between the State and the railways. It is my most earnest hope that the negotiations, thus entered upon, may result in removing every ground of controversy between the people of North Carolina and the railways on this subject.

"It would, I believe, be most unfortunate if the people of any State and the railways, which are so important to their progress and development, should become involved in controversy on questions of railway charges. Much the better plan, in my opinion, is that of meeting in conference. In such a conference all matters at issue should, in a spirit of fairness on both sides, be discussed in all their economic relations and every effort should be made to arrive at an amicable agreement that will work substantial justice. I believe that, if after full and free conference in which all facts and arguments presented shall have been considered in a spirit of reciprocal fairness, any questions remain as to which agreements can not be reached, they should be submitted to those tribunals which have been constituted by the laws of the land for their adjudication."

States Great Progress.

Referring to the dependence of production upon highways to market, Mr. Finley said it was not a mere accident that the progress of North Carolina in recent years had been coincident with the development of more efficient transportation agencies. Re-

showing the splendid achievements of the people of North Carolina

as shown by United States Census figures, he summed up the agricultural progress of the State by showing that the total value of farm products in the State increased from \$233,834,693 in 1900 to \$537,776,210 in 1910, an increase of \$303,941,517, or 130 per cent, as compared with an increase of 100 per cent for all of the other States. Even more noteworthy were the statistics of manufacturing showing a gain in the value of manufactured products in North Carolina from \$85,274,083 in 1899 to \$216,559,955 in 1909, an increase of \$131,285,872, or 154 per cent as compared with 80.7 per cent for all of the other States, every manufacturing industry in the State, with the single exception of turpentine and rosin, showing increases ranging from 5 per cent for men's clothing to 459 per cent for coats and shoes and 463 per cent for mattresses and spring beds. He drew the conclusion from the statistics of agriculture and manufacturing that economic conditions in North Carolina are exceptionally favorable to progress and development. A showing that the progress of those parts of the State served by Southern Railway lines compares most favorably with other parts of the State. Mr. Finley pointed out that, in the twenty-year census period from 1890 to 1910, covering the first sixteen years of the corporate existence of the Southern Railway Company, eighty-four North Carolina cities with a population of 2,500 or more in 1910 had shown a growth of more than 80 per cent, these cities being Asheville with 82.3 per cent increase; Hickory, 83.6 per cent; Statesville, 98.4 per cent; Concord, 100.8 per cent; Winston-Salem, 111.6 per cent; Mount Airy, 117.1 per cent; Shelby, 124.3 per cent; Hendersonville, 131.7 per cent; Graham, 151.7 per cent; Burlington, 180.0 per cent; Lexington, 189.0 per cent; Charlotte, 194.2 per cent; Mooresville, 233.7 per cent; Greensboro, 379.2 per cent; Gastonia, 457.5 per cent; Thomasville, 557.1 per cent; High Point, where the increase could not be expressed in percentage for the reason that the population which had grown to 9,525 in 1910, was so small in 1890 that it was not returned separately by the census; and Salisbury, combined with Spencer and East Spencer, suburbs which owe their existence to the shops of the Southern Railway, showed an increase of 144.4 per cent.

Speaking of the helpfulness of the Southern Railway Company to the territory traversed by its lines, Mr. Finley pointed out that one of the ways in which it is contributing to the development of North Carolina is through its large expenditures in the State, its payments within North Carolina on account of wages and taxes alone being each year in excess of the total amount of freight revenue collected within the State.

Mr. Finley said that the Company's helpful cooperation is available to every community in the State. He told of the organization and activities of the Greater Western North Carolina Association, and said the Company would be glad to participate in a State-wide movement of the same sort if carried on under the auspices of the State or through a responsible organization similar to that in Western North Carolina. He said that, in addition to an agent of the Land and Industrial Department located in the State and the representation of the Department of Farm Improvement Work by an Assistant Manager at Charlotte and Field Agents at Greensboro and Asheville, North Carolina shares with the other States traversed by its lines in the services of the Company's Dry Agents and Live-Stock Agents. Under a scholarship provision made by the Company, three North Carolina boys are receiving the benefits of the full four-year agricultural course in the North Carolina Agricultural and Mechanical College. Telling of the recent appointment by the Southern Railway and associated companies of four Market Agents to assist in the successful marketing of agricultural and horticultural products from territory along their lines, Mr. Finley said that one of the first concrete propositions undertaken by these agents was that of aiding in the effort to find the most advantageous markets for 50,000 cans of tomatoes put up by the Girls' Tomato Clubs of North Carolina.

Southern Not in Politics.

In conclusion, Mr. Finley said "The Southern Railway Company does not participate in the politics of North Carolina or of any other State traversed by its lines. There was a time when support by the railways of policies deemed essential to the preservation of our civilization was urged upon them as a patriotic duty. I think we may all rejoice in the awakening of public conscience and the elevation of public standards that would condemn any return to those conditions. In abstaining from political activity in the State, the Company has not surrendered any of the fundamental political rights to which it is entitled as a full corporation or any other business enterprise or any individual citizens. These rights include the sacred right of petition, the right to be heard in appropriate bodies, the courts of the land and administrative tribunals, and the right to make such a presentation of facts before the bar of public opinion as may be deemed advisable in the exercise of its rights."

the people of the State of North Carolina is, and I have no doubt that it will be accorded, fair consideration of all questions affecting the relations of the Southern Railway Company to the State as economic questions.

"I have spoken to you to-night not as one viewing your situation from without, but as one who is in thorough sympathy with your ideals and aspirations. In speaking of the relations of the railways to North Carolina I have done so as one who feels his responsibilities in the management of an agency of vital importance to the development of the State. My attitude toward the people of North Carolina is that of one whose earnest desire it is to be useful and co-operatively helpful, and who, though he may have made errors of judgment, has always been sincere.

"The Old North State has a history of which her sons may well be proud. She was the first formally to declare her independence of the British Crown and has ever been among the foremost of the States in thought and action. She is, as the census figures show, among the first of the States in present-day progress and I have no fear that, with her splendid natural advantages and through the co-operation of her enterprising citizens and her railways, she will continue to hold that proud position."

ADMINISTRATORS NOTICE. Having this day qualified as administrator of the estate of J. R. Ervin deceased, all persons indebted to said estate are hereby notified to make immediate payment to me, and all persons having claims against said estate are hereby notified to present the same, duly verified, to the undersigned administrator on or before the 10th day of February 1914, or this notice will be pleaded in bar of recovery thereon.

This 6th day of February 1914.
W. C. Ervin,
Adm. of J. R. Ervin, deceased.
P. O. of Administrator,
Morganton, N. C.

The Cause of Rheumatism.

Stomach trouble, lazy liver and deranged kidneys are the cause of rheumatism. Get your stomach, liver, kidneys and bowels in healthy condition by taking Electric Bitters, and you will not be troubled with the pains of rheumatism. Charles B. Allen, a school principal, of Sylvania, Ga., who suffered indescribable torture from rheumatism, liver and stomach trouble and diseased kidneys writes: "All remedies failed until I used Electric Bitters, but four bottles of this wonderful remedy cured me completely." (Maybe your rheumatic pains come from stomach, liver and kidney troubles. Electric Bitters will give you prompt relief. 50c and \$1.00. Recommended by J. E. Shell & Co.)

A Card.

While away this winter I have left my business in charge of R. E. Williams, Esq., who has an office next door to mine in the Matheson Building. Any one wishing to see me in regard to any matter will please call on him and oblige.

Very truly yours,
1816 Lawrence Wakefield.

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For forty-three years Dr. King's New Discovery has been known throughout the world as the most reliable cough remedy. Over three million bottles were used last year. Isn't this proof? It will get rid of your cough, or we will refund your money. J. J. Owens, of Alledale, S. C., writes the way hundreds of others have done: "After twenty years, I find that Dr. King's New Discovery is the best remedy for coughs and colds that I have ever used." For coughs or colds and all throat and lung troubles, it has no equal. 50c and \$1. at J. E. Shell & Co.

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PRICE 50 CTS. AT ALL DRUG STORES.

The Lenoir News \$1. the year.

CAROLINA & NORTH-WESTERN RAILWAY COMPANY SCHEDULE

Northbound Daily Passenger No. 10.	
Chester	7:55 a.m.
Yorkville	8:42
Gastonia	9:30
Gastonia	10:26
Newton	11:05
Hickory	11:45 p.m.
Lenoir	1:00
Mortimer	2:20
Edgemont	2:30
Passenger No. 8.	
Gastonia	5:40 p.m.
Lincolnton	6:31
Newton	7:08
Hickory	7:40
Lenoir	8:40
Mixed No. 62.	
Lenoir	2:00 p.m.
Mortimer	4:10
Edgemont	4:30
Mixed No. 60.	
Chester	11:45 p.m.
Yorkville	1:05
Gastonia	3:00
Mixed No. 50.	
Hickory	7:05 a.m.
Lenoir	8:40
Southbound No. 9.	
Edgemont	11:55 a.m.
Mortimer	12:03
Lenoir	1:15 p.m.
Hickory	2:30
Newton	3:05
Lincolnton	3:43
Gastonia	4:40
Gastonia	4:40
Yorkville	5:39
Chester	6:25
Passenger No. 7.	
Lenoir	7:30 a.m.
Hickory	8:27
Newton	8:50
Lincolnton	9:27
Gastonia	10:25
Mixed No. 63.	
Edgemont	7:30 a.m.
Mortimer	7:40
Lenoir	10:15
Mixed No. 61.	
Gastonia	7:00 a.m.
Yorkville	8:35
Chester	10:25
Mixed No. 51.	
Lenoir	2:45 p.m.
Hickory	4:20

*Leave & Arrive
Chester—Southern Ry., S. A. L. and L. & C.
Yorkville—Southern Railway.
Gastonia—Southern Railway.
Lincolnton—S. A. L.
Newton and Hickory—Southern Ry.
E. F. REID, Gen. Passenger Agt.

PIEDMONT TRACTION COMPANY

C. & N-W. RAILWAY.

1:20pm 7:30am Lenoir 1:00pm 8:40pm
4:40 " 10:25 " Gastonia 9:30am 5:40 "

PIEDMONT AND NORTHERN LINES.
5:00pm 10:50am Gastonia 9:15am 5:35pm
5:45 " 11:40 " Charlotte 8:15 " 4:45 "

Between Gastonia and Charlotte.
Effective Sunday Jan. 12, 1913.

CONDENSED SCHEDULE	
CAROLINA, CLINCHFIELD & OHIO RY.	
AND	
Carolina Clinchfield and Ohio Railway of South Carolina	
THE NEW SHORT LINE	
BETWEEN	
Dante, St. Paul and Spear's Ferry, Va., Johnson City, Tenn., Altapass and Marion, N. C., and Spartanburg, S. C.	
"CLINCHFIELD ROUTE"	
EFFECTIVE JAN. 19, 1912.	
SOUTH BOUND, No. 3, Pass. Daily	
Lv. Dante, Va.	8:00 A.M.
" St. Paul, Va.	8:20 "
" Johnson City, Tenn.	11:15 "
Ar. Altapass, N. C.	2:27 P.M.
Lv. Marion, N. C.	3:31 "
" Bostic, N. C.	4:30 "
Ar. Spartanburg, S. C.	5:40 "
No. 5, Mixed Daily.	
Lv. Dante, Va.	1:10 P.M.
" St. Paul, Va.	1:35 "
" Johnson City, Tenn.	5:55 "
Ar. Altapass, N. C.	10:40 "
No. 1, Mixed Daily, except Sunday.	
Lv. Altapass, N. C.	6:15 A.M.
" Marion, N. C.	7:49 "
" Bostic, N. C.	9:10 "
Ar. Spartanburg, S. C.	10:45 "
NORTH BOUND, No. 4, Pass. Daily.	
Lv. Spartanburg, S. C.	11:00 A.M.
Ar. Bostic, N. C.	12:07 P.M.
" Marion, N. C.	1:05 "
" Altapass, N. C.	2:27 "
" Johnson City, Tenn.	5:28 "
" St. Paul, Va.	8:34 "
" Dante, Va.	9:00 "
No. 2, Pass. Daily.	
Lv. Altapass, N. C.	6:05 A.M.
Ar. Johnson City, Tenn.	9:01 "
" St. Paul, Va.	12:17 P.M.
" Dante, Va.	12:45 P.M.
No. 6, Pass. Daily except Sunday.	
Lv. Spartanburg, S. C.	4:25 P.M.
Ar. Bostic, N. C.	5:33 "
" Marion, N. C.	6:35 "
" Altapass, N. C.	8:05 "

Patrons are requested to apply to nearest Agent for definite information or to

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Physicians Failed To Help Mrs. Green, But She Finally Found Relief in Cardul.

Meetze, Va.—Mrs. J. C. Green of this place says: "I suffered with womanly troubles so that I could hardly sit up. Two of the best doctors in our town treated me, and I tried different medicines, until I gave up all hope of ever getting well.
One day, I decided to try some Cardul. It did so much for me that I ordered some more, and it cured me! Today, I feel as well as I ever did in my life.
The pains and the trouble are all gone. I feel like another person in every way. I wish every sufferer could know what Cardul will do for sick women.
A few doses of Cardul at the right time, will save many a big doctor bill, by preventing serious sickness.
It tones up the nervous system, and helps make pale cheeks fresh and rosy. Thousands of weak women have been restored to health and happiness by using Cardul. Suppose you try it. It may be just the medicine you need."
N. B.—Write for Ladies' Advisory Dept., Chattanooga Medicine Co., Chattanooga, Tenn., for Special Instructions, and 64-page book, "Home Treatment for women," sent in plain wrapper, on request.

Seaboard Air Line.
—SCHEDULE—
TRAINS LEAVE CHARLOTTE—EFFECTIVE JAN. 5, 1913.

NO. 40—5:00 a. m. Through train for Wilmington with parlor car attached. Connects at Hamlet with No. 88 for Portsmouth and Norfolk. No. 88 for Raleigh, Washington, Baltimore, Philadelphia and New York; dining car service and vestibule coaches to Washington; Pullman sleeping cars to Jersey City.
NO. 48—7:30 a. m. For Monroe and all points south.
NO. 183—10:55 a. m. Local for Lincolnton, Shelby and Rutherfordton.
NO. 44—4:30 p. m. Local for Wilmington, connecting at Hamlet with fast vestibule trains for Jacksonville, Fla., and all points south.
NO. 47—4:40 p. m. For Rutherfordton and west.
NO. 132—7:45 p. m. Handles local sleepers for Portsmouth, Norfolk connects at Monroe with No. 41 for Atlanta and Southwest with through sleeper to Birmingham; at Monroe with No. 32, fast train with sleeper to Portsmouth and Norfolk and Jersey City. Connects at Hamlet with No. 99 with through vestibule coaches to Washington Dining car Richmond to New York. Pullman sleepers to New York.

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