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DREADNAUGHT OUTCLASSED

England Building Largest War Vessel Ever Planned

UNITED STATES TO BETTER THAT

Washington Naval Circles Excited Over Report That Keel is About to be Laid Down New Ship to be of No Less Than 30,000 Tons Displacement, and Design is Believed to Include Many Novelties, Including Assembling of Three Guns in Each Turret.

Washington, Special.—Naval circles are agitated over a report which reaches Washington that the British admiralty is about to lay down the keel for a giant ship that will be 50 per cent greater in tonnage than the redoubtable "Dreadnought." It is difficult to secure any information respecting the plans for this ship, and it is said that the British government is proceeding, as it did in the case of the Dreadnought, to build the vessel behind closed gates. Eventually, of course, the man characteristics of war vessels built under these conditions become known, but the British government feels that it is amply repaid for the trouble it takes to build the ship secretly, by the fact that the British navy is thereby kept at least two years ahead of any other navy in point of design, a most valuable consideration in these days, when a battleship is frequently obsolete in the course of five years after going into commission.

It is understood that the new ship is to be of no less than 30,000 tons displacement, against 20,000 tons of the Dreadnought, but aside from the mere matter of superior size, the design is believed to include many novelties some based on the experience of the Dreadnought. Such a one, for instance, is understood to be the contemplated assembling of three guns in each turret, so that if the new ship, is equalled with the six turrets, she will carry no less than 18 guns in her main battery. The calibre of the guns, however, will, it is believed, remain at 12 inches, the present standard.

The report of the British plan has caused some of the bolder designers to proceed to greater length and to propose the laying down of a battleship of 40,000 tons displacement, placing the American navy clearly in the lead. Naval designers are believed to be willing to undertake the construction of such a ship. It would cost no less than \$20,000,000, but in view of the predominance it would give to America as a naval power it is argued by the advocates of the proposition that such a ship would be an economical investment by tending to ensure peace.

100 Additional Union Mechanics Join Building Trades Strike.

Washington, Special.—Acting on orders from the executive officers of their unions 100 more union mechanics joined the building trades strike here Saturday. According to the labor leaders every building under construction, where non-union mechanics were employed, is now tied up and nearly 300 men have quit work. The employers' association claims that it has been able to fill the places of all the strikers with the exception of bricklayers. The union men declare that the strike will be extended next Monday.

Lumber Company to Build Railroad.

Mount Sterling, Ky., Special.—Clearfield Lumber Company, of Clearfield, Pa., closed a deal for 30,000 acres of Walnut, oak and poplar timber lands in Morgan county for \$100,000. It is announced that the company will extend a line of railroad 18 miles up Rush branch and will spend \$1,000,000 in improvements.

Officers Raid Counterfeiter's Den.

Uniontown, Pa., Special.—In a raid on a counterfeiter's den at Uniontown, several men were arrested. A large number of moulds captured and a big quantity of spurious coins found concealed about the place. The men were all foreigners. It is claimed that the plant has been in operation several weeks, as the neighborhood is a still hunt for the counterfeiter money. The authorities have been on a still hunt for the counterfeiter for some time and believe all implicated have been captured.

PUBLIC HIGH SCHOOL FUNDS

New High School Law Going Into Force in the Several Counties.

Raleigh, Special.—The State board of education has appropriated about \$22,000 of the \$45,000 set apart by the last Legislature for high schools in the various counties under the new system, now being inaugurated. The law gives \$500 to a county with one representative, \$750 to one with two and \$1,000 to one with three. The apportionment is made by the board of the counties which have complied with the law and the requirements. The following counties each get an allowance for one school: Alamance, Anderson, Beaufort, Currituck, Duplin, Durham, Granville, Jackson, Me-Dowell, Onslow, Person, Richmond, Scotland, Sampson, Surry, Swain, Union, Wilkes, Yadkin. The following get allowances for two schools: Chowan, Cabarrus, Catawba, Cleveland, Caldwell, Davie, Guilford, Harnett, Lincoln, Macon, Martin, Nash, Pender, Pitt, Transylvania, Vance, Warren, Washington, Wilson. The following get three schools: Cumberland, Forsyth, Rockingham, Rowan and Gaston. The counties of Robeson and Wake gets four each. Wake gets the largest allowance, \$1,000. There were no applications from Mecklenburg and New Hanover.

The State board of education grant 27 five-year certificates in various sections of the State and within the next few days will grant certificates to the teachers in the new high schools.

A Timber Road.

Raleigh, Special.—In an interview with Mr. William Moore, so well known in railway circles and particularly for the last few years as a builder of roads, he said that Henry E. Lichford, of Raleigh; John G. Shaw of Rockingham; D. E. McIver and C. L. Chisholm of Sanford; himself and others are now arranging to build the Bladen & Northern Railway from Stedman on the Atlantic Coast Line a distance of 20 miles. He says that it is to be a road to get at timber and that it will reach what is perhaps the finest body of standing pines now in North Carolina—about 200,000,000 feet of which this company owns 50,000,000. Much of it is long-leaf and considerable of it is short-leaf. The road is to be 20 miles long and work will be in progress within 60 days from this date. The road will be standard gauge and will handle passengers.

Pinned Beneath Locomotive.

New York, Special.—Pinned beneath a locomotive, Charles S. Hudley, a brakeman on the New York New Haven & Hartford Railroad suffered the amputation of a leg before he could be extricated from under the engine, which had run over him in the railroad yards in the Bronx. The operation was performed by an ambulance surgeon without the use of anaesthetics and frequently Hudley gave suggestions to the surgeons during the operation. It is said he may recover.

Big Canning Output.

Mount Airy, Special.—Some 25 hands are now busy at the Mount Airy Canning Factory, putting up canned tomatoes. It is learned that at least 50,000 cans of tomatoes will be put up this season by this company. This is a large output for the first year, and serves to show what can be accomplished by the people of any North Carolina town if they but exert themselves a little.

Bitten By a Spider.

Greenville, Special.—Bitten by a large black spider early Friday morning Tilden Batson a laundryman of this city, was stricken terribly ill. Two physicians were summoned before the man got relief from his sufferings.

A New Industry.

Greensboro, Special.—The Aeme Match Company, with authorized capital of \$100,000 and \$20,000 subscribed has been chartered to manufacture matches here. A site for the factory has been selected near the city limits and work will begin within 30 days. The incorporators are all from Winston-Salem and are J. Palmer, president; Gus Palmer, vice president; L. A. Wade, secretary-treasurer.

Four Killed by Train.

Allenhurst, N. J., Special.—Four persons employes of the Norwood House, were instantly killed when their carriage was run down by a Pennsylvania passenger flyer known as the Banker's Special, at the Corlies Ave. crossing here. There were Thomas Edwards, a driver and Loreta Gray, Jennie McDonald and Hannah Murphy, waitresses. The Corlies crossing is just south of the local station of the New York & Long Branch Railroad, and the station platform was crowded with summer visitors, who witnessed the accident.

POSTAL TELEGRAPHERS OUT

Telegraphers in Chicago Walk Out By Hundreds

BUSINESS SERIOUSLY CRIPPLED

Resolution Adopted in Meeting of Strikers That Every Operator in the City Holding a Card Shall be Called Out—Postal Men Demand 25 Per Cent Increase, 8-Hour Day and Recognition of Union With Ultimate Aim of Aiding Western Union Strikers.

Chicago, Ill., Special.—The 500 operators of the Postal Telegraph Company struck Friday night at 6 o'clock. This, with the 1,100 men out from the offices of the Western Union throughout the city, makes 1,600 men now on strike in Chicago.

At a meeting of the operators held in the afternoon a resolution was unanimously passed declaring that every operator in the city having a union card should be called out.

A short time after the meeting had dissolved demands were presented to the officials of the Postal company asking for an increase of 25 per cent in wages, an 8-hour day and recognition of the union. If these were not passed upon the strike was to follow. It was the general feeling among the operators that the demands could not be granted at once and the move was evidently intended to bring about the strike at the present time in order to aid the Western Union men if the demands were not granted. Under the working of the order all the operators working for brokers and commission houses will be called out in the morning and business generally will be badly handicapped.

It was said by some of the operators who were present in the meeting that the intention of the union was to cripple the telegraph facilities of Chicago in every direction, and to do it so completely that public sentiment would be brought to bear heavily on the two telegraph companies, and in this manner force a settlement between them and the operators. The strike at the Chicago office of the Postal company was attended by no sign of disorder. When a whistle was blown, the operators rose from their desks with a cheer and walked out. There was not the slightest evidence of ill-feeling on either side. The men after reaching the street gave repeated cheers and then dispersed.

The strike throughout the day has been marked by absence of troubles of any kind. Chief of Police Shipley informed the leaders in the afternoon that he would not allow any picketing or violence, and he was informed that none was intended, and that every effort would be made to keep the men peaceable.

The general situation throughout the West became more serious as the day lengthened.

When the strike of the Postal employees, Chicago is left with about 25 commercial telegraphers, who are endeavoring to transmit the business of both telegraph companies, whereas under normal conditions full 1,500 men are necessary to do the work in Chicago.

Other Western Union offices which became involved in the trouble together with the number of men who quit work are:

Salt Lake City, 36; Helena, 40; Kansas City, 330; Dallas, 105; Fort Worth, Tex., 40; Colorado Springs, 10; Denver, 83; New Orleans, 60.

Dr. J. F. Ensor Dead.

Columbia, S. C., Special.—Dr. J. F. Ensor, for the past ten years postmaster at Columbia, superintendent of the State Hospital for the Insane during reconstruction, former chief surveyor of the port of Charleston and for several years deputy collector of internal revenue, died at his home here Friday afternoon in his 72d year. He was a native of Maryland and served six years in the Federal army in the war between the States as surgeon. He came here in 1865 and served as medical purveyor for the Freedman's bureau in this State.

Four Dead; Three Badly Hurt.

Dalton, Ga., Special.—Four persons are dead and three seriously injured as the result of a head-on collision between a southbound local freight and an extra freight train on the Western & Atlantic Railroad, one mile north of this place at 5 o'clock Thursday afternoon.

TELEGRAPHERS' STRIKE GROWS

Officers of Telegraphers' Union Are Planning to Carry Strike to All Parts of United States and Canada

—Some 4,000 Men Are Now Out in 50 Cities From Ohio to California

Chicago, Special.—With some 4,000 telegraphers on strike in about 50 cities from Ohio to California, and encouraged by their success in hampering telegraph facilities of both commercial telegraph companies in Chicago, where all but leased wire men are out, officers of the Commercial Telegraphers' Union are planning to carry the strike to all parts of the United States and Canada.

Instructions were telegraphed by National Secretary Russell to union telegraphers in New York and other cities, where they are still at work, to "save their money and await orders."

A telegram was sent to President Small, of the Telegraphers' Union who is in San Francisco, urging him to take the first train to Chicago to look after the situation as it is the announced intention of the men to engineer the strike from Chicago.

The telegraph companies are preparing to meet the issue, and declare that they will fight to a finish. They declare they have been temporizing with the union for months and that they will hold no further negotiations with the representatives of the men on strike. Cots have been installed in the buildings of both companies in Chicago for the accommodation of strike-breakers and other preparations for a bitter struggle are making.

Cities Affected by Strike.

According to information received in Chicago Saturday night the points already affected outside of Chicago and the total of strikers are:

Chicago—Western Union, 1,150; Postal, 500.

Houston—Western Union, 30; Postal, —.

Kansas City—Western Union, 330; Postal, 70.

Topeka—Western Union, 8; Postal, 5.

Oklahoma City—Western Union, 10; Postal, 10.

Pueblo—Western Union, 8; Postal, —.

New Orleans—Western Union, 100; Postal, 60.

Nashville—Western Union, 7; Postal, —.

Memphis—Western Union, 60; Postal, 50.

Dallas—Western Union, 105; Postal, 40.

Meridian—Western Union, 10; Postal, —.

Jackson, Miss.—Western Union, 1; Postal, —.

Minneapolis—Western Union, 30; Postal, —.

Milwaukee—Western Union, 30; Postal, 15.

St. Louis—Western Union, 300; Postal, 100.

Helena, Mont.—Western Union, 40; Postal, —.

Colorado Springs—Western Union, 10; Postal, —.

Denver—Western Union, 75; Postal, —.

Fort Worth, Tex.—Western Union, 40; Postal, —.

El Paso—Western Union, 35; Postal, —.

St. Paul—Western Union, 100; Postal, —.

Los Angeles—Western Union, 50; Postal, —.

Fargo—Western Union, 10; Postal, —.

Omaha—Western Union, 60; Postal, 25.

Sioux City—Western Union, 25; Postal, —.

Knoxville—Western Union, 55; Postal, —.

Birmingham—Western Union, 35; Postal, 65.

Jackson, Miss.—Western Union, —; Postal, 5.

Augusta—Western Union, —; Postal, 25.

"We are filling vacancies as rapidly as possible," said T. P. Cook, general superintendent of the Western Union and we are in better position than we expected to be. We will not deal with any representatives of the strikers, as this company only treats with its own employes. When the men quit work, they ceased to be employes of the Western Union and our relations with them are at an end. There will be no union recognition."

"Will you let President Gompers of the American Federation of Labor, should he come to Chicago and offer his services?" Mr. Cook was asked. "We will not," was the emphatic answer. W. I. Capen, superintendent of the Postal Telegraph Company in Chicago, said his company was making better progress than he had anticipated. "A number of our employes have already returned to work," he declared and others have signified their intention of returning. National Secretary Russell, of the Telegraphers' Union, said:

"We are highly pleased with the situation, and no matter what sort of assertions the telegraph officers may make, the fact remains, they are not doing any business. They have a few chiefs and inexperienced telegraphers at work, but as far as the public's being able to handle the public business is concerned, they are merely trying to mislead the public. We know for an actual fact in Chicago there are not 50 operators who are working for the commercial companies, where under normal conditions the number amounts to 1,550. We are in this fight to stay, and we must have recognition, or our union might as well go out of business."

The developments Sunday in the great strike of the telegraphers were not such as to warrant optimism. Practically all union commercial operators are now out, and all the large cities are crippled. The special wire men and the press operators are preparing to join in the walkout, and the tie up will likely be complete. Nothing seems to point to any settlement.

Martin A. Knapp Weds Miss Nellie Maynard Gardner.

New York, Special.—Martin A. Knapp, chairman of the inter-State commerce commission and Mrs. Nellie Maynard Gardner, daughter of the late George L. Maynard, of Syracuse, were married at the Hotel Manhattan, in this city in the presence of a few family friends by Bishop Edward C. Andrews, of the Methodist Church.

Bomb Laboratory in School.

Moscow, By Cable.—The police searched the imperial technical school and discovered the central revolutionary laboratory for manufacturing bombs of a new pattern and tremendous explosive power, regular supplies of which were being shipped to various interior points. The police seized a number of bombs, 600 time fuse appliances, and some forbidden literature and arrested twenty male and female students of the schools.

Georgia Capitalist Dead in Hotel.

Atlanta, Ga., Special.—Halcomb Bacon, of Albany, Ga., aged 35, capitalist and prominent business man, was found dead at the Aragon Hotel here and on a table at his bedside were bottles partly filled, labelled chloral hydrate, bromide and bromidia. Appearances indicate that he had been dead many hours. The result of the inquest has not been announced.

Western Union Operators Strike

Los Angeles, Cal., Special.—Following the refusal of the Western Union Telegraph Co., officers to reinstate a discharged operator, nearly 70 members of Los Angeles local Commercial Telegraphers of America walked out of the operating department at 5:30 o'clock Thursday afternoon. At 6:30 o'clock there were five men working at the keys, while a block away more than 50 operators were holding a meeting to decide on future action.

THE NATIONAL GAME.

Johnny Evers has missed only three games in the last two years.

Jim McGuire has signed a contract to manage the Boston Americans again next year.

Jim Delehanty is now playing first base for the Washingtons. He is a good ball for the position.

"Kid" Elberfeld, the Yankee shortstop, was suspended when the locals lost two games to Cleveland.

Whitey Alperman is scooping up the grounders in large quantities almost daily, showing that as a ground coverer, Whitey is a gifted performer.

Joe Doyle, Griffith's unsteady pitcher, is something of a hitter. He is no soft mark for any twirler. He lands good and hard and makes his share of pinch hits.

The New York Nationals think George Browne is the fastest man on the bases in the game. The New York Americans think the same of Hoffman, the Brooklyn's of Maloney, the Browns of Niles and the Cleve-lands of Bay.

Shannon is the National League's best run getter, according to the latest averages. He had circumnavigated the diamond sixty-nine times when the figures went to press. Chase was second among the American Leaguers, with sixty-one.

The Cubs have not been free from ill fortune by any means, yet they have a lead, and a long one. Schulte was out of the game a long time. Finker was laid up for a while, Johnny Kling has done a sentence for kicking and Chance has been out of commission several times.

Now is the season of the year when the scouts are busy digging up young blood. There is always a good deal of walling over the fact that only a small proportion of newcomers make good in the big leagues, but it is that very fact that makes the standard of big league playing high.

MUST HAVE A CORNER.

"Did you ever sell your vote?" asked the impertinent friend.

"Never," answered Senator Sorghum. "A single vote is of no consequence these days. You've got to contract to deliver them in bunches."

—Washington Star.



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