

NORTH CAROLINA NEWSPAPERS

None Have Succeeded But Those Where The Editor Had a Free Hand

(Fayetteville Index.)
Newspapers are divided into two classes—successful and unsuccessful. To the latter class belonged the Greensboro Industrial News, published as a Republican State daily for several years until last January, when it was suspended by order of the Federal Court, after having been for quite a while in the hands of a receiver. Now Carl Duncan has bought the plant, and it is understood that he will undertake to do what others have failed to do, publish a successful Republican daily paper at Greensboro.

The newspapers in North Carolina that are successes are owned outright or at least entirely controlled by one or two men, while those owned by a dozen or a half dozen men, any majority of whom in number have a controlling interest, do not go. Those that have tried it have experienced a career not at all enviable. The Industrial News had plenty of hands, but no head. It had a bunch of stockholders. These stockholders held divergent views. The editor—by the way, first one man and then another—was not boss of his job. There were too many bosses over him, and they insisted upon overseeing the work. The editor was a hired man only. If he could not run the thing to suit all he could "get out"—as if Jesus Christ could run a paper to suit a dozen bosses! Anyway, one editor would get out and another would get in—of course the bosses knew there were plenty of men just yearning for the job! But the editor wasn't free. His readers didn't recognize his personality, and personality counts. To make a long story short, no man can run a newspaper to suit a dozen bosses—and the Industrial News failed utterly.

The Winston Journal has been handicapped because it belongs to too many folks and changes its editorial force so often that its readers hardly know who is running the paper. The Raleigh Evening Times has been in a class close kin to that just described. On the other hand, the News and Observer, the Charlotte Observer, the Wilmington Star, the Durham Herald and the Greensboro Telegram are eminently successful dailies. Wherein are they different from those before mentioned? Let's see.

The News and Observer, as everybody knows, is controlled by Josephus Daniels, and no other mortal man has anything whatever to do with directing the policy of that paper. Not a word goes into the paper that he doesn't stand personally responsible for, unless it be printed over another's signature. Every issue of the paper is so completely the expression of the man that the readers, in speaking of expressions in the editorial or local news columns or the headlines, instead of saying, "The News and Observer says," they say, "Josephus Daniels says," even though he may have been in New York a month and didn't himself know what the paper said until two days after it was printed. But it is the most widely read and most powerful daily paper in the State.

Everybody knows the Charlotte Observer's utterances are those of J. P. Caldwell and D. A. Tompkins. They have made it one of the very liveliest dailies in the South. Joe Caldwell is one of the ablest editors in all the Southland, but he would have failed utterly with three bosses standing over him when he wrote, ready to discharge him when his opinion happened to differ from that of a majority of them.

Joe King and E. T. Rollins have run their own paper and made fine success of the Durham Herald. The editorial columns contain only what Joe King thinks, and he doesn't care a continental whether it pleases anybody else or not. But for that very reason it does please.

The Wilmington Star is the oldest daily in the State, and when you get it you have W. H. Bernard's opinion and the day's news, and when you get the Greensboro Telegram you get a letter from Bob Haywood, along with the news, and you know he didn't run to a railroad official nor to a bunch of stockholders to get permission to write it.

Now, what we have said of dailies is true also of weeklies and semi-weeklies.

To make financial success and wield a large influence at the present day in North Carolina, a paper must be so conducted that the personality of the editor or editors can be recognized by its readers, and the paper must in a

general way voice the sentiment of the community or section from which it draws its support—if the people are progressive, it must stand for progress—but it must voice the free and untrammelled opinions of the editor.

BEARING BURDENS MANFULLY.

By Winifred Black.

A man in Garfield, N. J., wrote to me the other day and asked me whether I thought he ought to be expected to be pleasant and agreeable at home under these circumstances?

"My wife is delicate," he said, "we have three children. I make \$15 a week regular wages, and I do wood carving, etc., in my off hours to add a little more to the income.

"My children are always sick; first it's one and then another, and I can't keep out of debt to save my life. Every night when I go home my wife says, 'You will have to take care of the baby tonight, I am completely worn out.'

"How can a man look pleasant when he's living in torment like that?"

Well, my friend, I don't see that life is any such special grand holiday for you, when you come to think of it—but what a glorious thing it must be to feel that you, and you alone, stand between those three little children—the woman who loves you—and poverty.

What a splendid place you are filling in the world.

Talk about soldiers—why, a man like you is worth a dozen soldiers—when you do your work faithfully and don't stop to complain about it.

This sort of thing which is wearing you to a shadow, and your patience to a thread, isn't going to last forever, it's just the hilly part of the road.

Pretty soon, when the children are older and your wife has had time to get back the strength of her girlhood, you will look back and wonder what was the matter with you when you were climbing the long steep hill.

There's a beautiful view from the top of the hill—you can see green fields and laughing waters, and tall trees bowing in the Spring breeze—you didn't see them when you were climbing the hill, but they were there just the same. Wait till that four-year-old of yours is seven or eight, and begins to look like your grandfather, the one who won the medal in the great battle over there in the old country.

Wait till the two-year-old begins to ask you all sorts of funny questions. Wait till the little one-year-old puts his chubby arms around your neck and says, "Father, you're the best man in the whole world, aren't you?"—and then see whether you would change places with the gayest, most care-free blade in the world.

It's a steep hill, the one you're climbing, my friend, the hill that leads out of poverty and worry and discouragement and overwork, but you're climbing, and some day when you get to the top, it will make you very happy to think that you had the courage and endurance and the hope to climb it like a man, and not to sit down at the foot of it and cry—like a baby.

THE MYSTERIOUS FREIGHT RATE

Trials and Tribulations of Spokane With the Great Northern and Other Hill Railroads.

(From Hampton's Magazine for May.)

Freight rates are about as mysterious and vague to the average individual as life on the planet Mars, and yet the freight rate vitally concerns every American citizen in his daily life. Charles Edward Russell, in Hampton's Magazine for May, reveals the important part played by freight rates in retarding as well as developing the growth of the great Northwest through the agency of the Hill railroads, especially the Great Northern. As to the relation between the Hill roads and the City of Spokane, Washington—a typical case of alleged discrimination—Mr. Russell submits that Spokane is three hundred and forty miles east of Seattle; the haul from Chicago to Seattle is about twenty-two hundred and forty-eight miles; the haul from Chicago to Spokane is only nineteen hundred and eight miles. The lines by which freight is hauled from Chicago to Seattle pass through Spokane and go three hundred and forty miles farther to reach Seattle. Is that clear? Good! To a traveler passing from Chicago to Seattle, Spokane is relatively like Syracuse to one passing from New York City to Buffalo.

Let us say that you are a dry goods merchant in Spokane and you have shipped to you from Chicago a carload of calico and other fabrics in your line. On that carload the freight rate that you will pay is not the normal freight rate from Chicago to Spokane, nineteen hundred and eight miles, but the normal freight rate from Chicago to Seattle, twenty-two

FLORIDA HOMES

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hundred and forty-eight miles, plus (approximately) the normal freight rate back again from Seattle to Spokane, three hundred and forty miles. Thus if the rate from Chicago to Seattle is one dollar a hundredweight and the local rate on the same commodity from Seattle to Spokane is thirty-five cents, the rate from Chicago to Spokane, three hundred and forty miles nearer to Chicago, and on the same line, is usually about one dollar and thirty-five cents a hundredweight.

I know full well that if you have never looked into the subject of railroad rates in America you will think that I am in this either mad or imagining a vain thing. Yet I am but reciting the certainties of the tariff sheets. All the railroads actually do charge to the Spokane country what they charge to the Pacific coast plus the rate back from the Pacific coast to the Spokane country. They do it now, they have been doing it for many years, they will probably keep on doing it; and so long as they do it the Inland Empire will stick where it is. This is the way we develop the Northwest.

COST OF EDUCATION.

Plea for Larger Expenditures on the Common Schools.

(Address by Charles W. Eliot.)

The expenditure per pupil in the common schools of the United States is altogether insufficient. The average expenditure per pupil for the whole school years in the United States was in 1900 \$21.14, but this expenditure varies very much in the different divisions of the country.

The cost of urban public school systems has been materially increased during the last twenty years by the institution of four new kinds of school—the manual training school, the mechanic arts high school, the evening school, and the vacation school. All these branches of the public school organization were introduced into our country by private beneficence, and have only gradually been adopted into public school systems. The manual training school, the mechanic arts high school, and the vacation school are undoubtedly permanent institutions of public education.

Evening schools may or may not prove permanent. At present they remedy deficiencies of education in young people who are of foreign birth, or who have too early gone to work to support themselves or their parents. If public education were universal and thoroughly effective, the evening school would not be so much needed. Its duration as an institution will therefore depend on the rate at which public school systems improve in efficiency.

All these new branches of public instruction are somewhat expensive additions to the ordinary day schools, the mechanic arts high school being particularly expensive, as well as very useful. The utility of manual training for city children has been thoroughly demonstrated, and there can be no doubt that this somewhat costly form of instruction will be maintained and developed. The acceptance of these four new kinds of schools as schools properly to be supported by taxation illustrates strikingly the readiness of the American population to undertake new burdens for the education of its youth.

Every educational improvement of the past thirty years has been costly, but every one has justified itself in the eyes of the taxpayers, or of those who voluntarily pay for it; not one would now be recalled, and the total result encourages the expectation that large new expenditures would commend themselves to the people at the start, and in the end would prove to be both profitable in the material sense and civilizing in the humane sense.

The expenditure in those parts of our country where it is now smallest ought to be raised as rapidly as possible to the level of those regions where it is now greatest, and in those regions where the expenditure is now most liberal it ought to be doubled as

HOW TO SECURE THE ENFORCEMENT OF THE PROHIBITION LAW.

(By R. L. Davis, Supt. of the Anti-Saloon League.)

As I see it, the matter of greatest importance to the friends of prohibition now is the enforcement of the law. Beyond all question of doubt the effort of the advocates of license is to make odious this law through non-enforcement, and then to ask for its repeal. Friends of prohibition, look the question straight in the face, and then do your duty to aid in the enforcement of the law.

No law can enforce itself, and therefore, in our form of government we have executive officers elected for

this purpose. If this law is to have a fair trial, it must be at the hands of its friends. Its enemies will hardly give it justice. Now don't let the license advocates fool you by telling you that prohibition is not an issue, and that you do not need to bother about who is elected for mayor, aldermen and policemen in coming city elections while they are busy day and night working for their man. It is true that prohibition is not an issue, for that question is beyond the jurisdiction of county and town officers, at present anyway, but the question of law enforcement is an issue—the issue—and the friends of prohibition must see to it that the friends of enforcement are elected. It will be too late to look into this matter when you have secured a mayor whose sympathies lead him to place a small fine on the offender rather than a sentence to the roads, and when your aldermen have appointed policemen who can't find a "blind tiger" except when they want a drink. I know of towns in North Carolina today where the liquor men are right now moving earth and hell that they may secure the election of their men. Good citizens of the Old North State, take warning.

If we are to make this law a success the citizens must do something more than elect good officers. They must stand by them. Uphold them in their efforts to enforce the law and lend a helping hand by giving evidence, or in any other way possible. Remember every citizen is a guardian of the law. No good citizen, therefore, can hide crime by shielding a "blind tiger." To do such is to become a party to the crime, and on what grounds can any one defend them? They are not good citizens, they are rebels, violators and criminals. Their life leads to anarchy, and if allowed to live it long enough unmolested, they will overturn government itself rather than submit, to say nothing about their attitude to other citizens who antagonize their business. They are a dangerous set and have no place in a law-abiding community.

In this matter of law enforcement it is up to the citizen to get all the evidence he can and use it, to tell all he knows, and make everybody else do the same thing when he is on the grand jury, and thus find true bills against those fellows that our judges may get a chance at them; to find a verdict of "guilty" against these violators when the evidence warrants it if they are on the petit jury.

As private citizens we can do a great deal to aid law enforcement by telling the officer that we appreciate his stand for the right and his devotion to duty, and by urging all other citizens to aid in breaking up these dives. I am glad to say that many of the pastors are using their pulpits to aid good government and law enforcement, and are speaking out against this sort of lawlessness. I know of no set of citizens who can do our cause more good just now. Brethren, let the good work go on. I want also to commend the many editors over the State for their manly editorials calling on all good citizens to uphold the law. With preachers, editors and officers on the side of law and order the violators need not expect to go unpunished. The law will be enforced.

As I go over the State I am gratified to find the spirit of enforcement everywhere. I know of no place where the good citizens have given up in despair. But everywhere they are at work with determination to put down every "blind tiger" that comes in the community. It is true in some communities they are at a disadvantage, but they are determined, nevertheless, and in due time will come out all right. Let us press on and if there are too many odds against us, write the North Carolina Anti-Saloon League, Wilson, N. C., and they will help. The State Prohibition law must be enforced.

"SHAME FOR SINGERS TO HAVE FAMILIES."

Mme. Fremstadt Says There is Not Room for Both Mother-love and True Art.

Detroit, March 30.—"I think it is a shame that opera singers should have large families," exclaimed Mme. Olive Fremstadt today.

Mme. Fremstadt will sing in a concert here tomorrow. In the course of an interview she deplored that any prima donna should seek to be animated at once by mother-love and the love of art so be blessed not only with a voice, but with several children.

Were Theodore Roosevelt President still Mme. Fremstadt could be convicted easily of lese majeste. For she insists that her art must absorb a great singer's mind, must occupy every moment of her time, so that a child of her's must needs suffer from loneliness and neglect.

"Prime donne cannot give the attention to their work that they must and care for children, too," said Mme. Fremstadt, whom New York audiences have applauded so enthusiastically. "All my thought is taken up by my work, and if I had a child it would be a poor, lonely, uncared for little creature. That would be unfair to the child."

Guest (to bride's father)—Isn't it hard to lose your daughter?

Father—No; not this one. It's the eldest girl that's hard to lose.—CShicago News.

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