

Showers in eastern section tonight or Thursday.

VOLUME I

WASHINGTON, NORTH CAROLINA, WEDNESDAY AFTERNOON, SEPTEMBER 22, 1909.

NO. 44

GULF HURRICANE SWEEPS FROM PENSEGOLA TO NEW ORLEANS

Communication With Many Places Are Cut Off--Railroads Are Tied Up--Great Loss of Life is Feared--Shipping Has Been Damaged Extensively.

MANY LIVES LOST IN CUBA

Louisville, Ky., Sept. 22.—With the city of New Orleans entirely stripped of wire communications with the world, and reports trickling in from points along the Gulf between Pensacola, Fla., and Ponce de Leon, Fla., of high tides and winds of hurricane velocity, it is apparent from the meagre information thus far received that the Gulf storm which struck that section of the United States has scored heavily in property damage if not in loss of life.

Interest settles on New Orleans because of the absence of advices from that city since 3 o'clock. At that time the Associated Press was informed by the Weather Bureau that the piling up of the Gulf waters at the mouth of the Mississippi river had already caused a rise of 3 feet in the waters of the river at New Orleans, a rise unprecedented at that point from such a source.

The most threatening of the definite advices thus far received came from Pensacola, where the wind at dark had attained a velocity of 60 miles an hour and was apparently increasing.

The Cuban treasury is without available relief funds, and President Gomez last night called a special session of congress to meet September 27 and make an appropriation.

At 9 p. m. the telegraph companies lost all communication with Natchez, Miss., a dispatch from there at that hour stated a high wind was prevailing and the electric light wires were broken by fallen trees.

Much damage to property, interruption of railroad traffic and the shutting off of telegraph communication were the results today of the tropical storm which struck the Gulf coasts of Louisiana and Mississippi, state press dispatches from New Orleans.

No lives were lost, so far as can be ascertained. Louisville and Nashville railroad trains were held up at Chief Menteur, 50 miles east of New Orleans, by washouts. Shortly before noon the wind was reported to be abnormally high at Chief Menteur and the water was rising rapidly.

The principal damage in New Orleans was the partial destruction of the big Horticultural Hall at Audubon Park. Telegraph wires along the Mississippi Gulf coast are out of communication.

Indications are the storm is rapidly moving northward. About four miles of the Louisville and Nashville railroad tracks in the vicinity of Chief Menteur were under water.

It is reported that the water of Lake Borgne has been driven inland for more than a mile and that residents of St. Bernard and Plaquemine parishes have been forced to flee to higher ground.

At 5 p. m. the telegraph companies lost all communication with Natchez, Miss., a dispatch from there at that hour stated a high wind was prevailing and the electric light wires were broken by fallen trees.

Much damage to property, interruption of railroad traffic and the shutting off of telegraph communication were the results today of the tropical storm which struck the Gulf coasts of Louisiana and Mississippi, state press dispatches from New Orleans.

No lives were lost, so far as can be ascertained. Louisville and Nashville railroad trains were held up at Chief Menteur, 50 miles east of New Orleans, by washouts. Shortly before noon the wind was reported to be abnormally high at Chief Menteur and the water was rising rapidly.

The principal damage in New Orleans was the partial destruction of the big Horticultural Hall at Audubon Park. Telegraph wires along the Mississippi Gulf coast are out of communication.

Indications are the storm is rapidly moving northward. About four miles of the Louisville and Nashville railroad tracks in the vicinity of Chief Menteur were under water.

It is reported that the water of Lake Borgne has been driven inland for more than a mile and that residents of St. Bernard and Plaquemine parishes have been forced to flee to higher ground.

GREAT GOVERNOR AND STATESMAN PASSES AWAY

Was Thrice Elected Johnson, Minnesota's Chief Executive, Was Idol of 15,000,000 Partisans and Prominently Mentioned for President.

Rochester, Minn., Sept. 22.—Lieutenant Governor Eberhardt will be sworn in today as the successor of Governor John A. Johnson, who died in St. Mary's Hospital at 3:25 o'clock yesterday morning.

The end came for Governor Johnson as he lay peacefully sleeping, after four days of fighting for his life following an operation last week for an intestinal abscess.

Mr. Johnson, who has been at her husband's bedside all through his illness, was with him when he passed away.

One of the doctors felt the dying man's pulse. After a moment he exclaimed: "He is gone."

With a cry of despair Mrs. Johnson fell upon the dead body and burst into tears. The death scene was most pitiful.

The governor was conscious almost to the end. He seemed to realize that he was dying, but he did not speak of it. Although in great agony he never once complained. He was cheerful to the last.

At 8 o'clock the physicians announced that the spark of life was flickering out, fast. They thought he might live until morning, but no longer. An hour later Mrs. Johnson sent out this message from the hospital:

"Tell all the people who are friends of the Governor to pray for his life." Johnson was thrice governor of Minnesota and the popular idol of 15,000,000 partisans.

Had he lived it is likely he would have been the next Democratic nominee for President of the United States.

For about an hour, beginning shortly after midnight, Governor Johnson talked steadily to his wife while conscious, which, at that time was most of the time.

"I guess I'm going now," he said after a time. He held his wife to him, stroking her hands and face. "I want to see Fred," he said at one time.

It was not known whether he meant his brother Fred Johnson, who was not at the hospital, and who was unable to reach there before his brother's death, or Fred B. Lynch. Mr. Lynch was sent for and the two had a short conversation. It lasted only a few minutes.

Though unconscious Gov. Johnson moaned almost continually for two hours before his death. The announcement of the governor's death was made by Dr. McNevin. With Miss Sullivan, Dr. McNevin's wife, Mrs. Johnson out of the hospital and to Dr. Mayo's automobile at 3:30 a. m. Watchers immediately asked him what Mrs. Johnson's departure meant.

"He died at 3:25," said Dr. McNevin. The physician was sobbing bitterly, tears rolling down his cheeks. He had been a close friend of the governor.

A few moments later, the big bell of Central School, in Rochester, began to peal. Forty-eight strokes were tolled, one for each year of the governor's life.

The father of Governor John A. Johnson, who came from Sweden, died a short time before the birth of the future governor, was a blacksmith, but died in a poor house. His mother, desiring to give her son an education, took in washing.

Johnson was born in St. Peters, Minn., on July 25, 1861. In the same town, 13 years later, he took up the task of supporting his family. For a time he worked in a grocery and then got a job in a drug store. He was studious, but also displayed, even in his early youth, a deep interest in affairs about him.

He took an active part in the affairs of the town, eventually becoming editor of its newspaper. On June 4, 1884, he married Ellen Preston, a young drawing teacher. In the same year he was defeated when he ran for the State senate. Four years later he won the office, but at the expiration of his term, in 1897, was again defeated. This was fortunate for him, however, as he had been elected, he would have been ineligible for the governorship.

SUCCESSFUL CURTISS IS HOME AGAIN

Conqueror of the Air Arrives in New York Quietly and Takes Part in Demonstration in Honor of Dr. Cook, the Explorer.

New York, Sept. 22.—While New York bay resounded with the noisy welcome to Dr. Frederick A. Cook yesterday Glenn H. Curtiss, winner of the international aviation cup at Rheims, quietly slipped into town on board the steamship Kaiser Wilhelm II., bringing with him \$15,000 in prizes.

Mr. Curtiss was met by a committee from the Aero Club of America, but while he was hailed as a conqueror of the air, the greeting being tendered Dr. Cook overshadowed everything else. In fact, Mr. Curtiss joined in it himself by cheering for the explorer.

Mr. Curtiss sacrificed another \$15,000 in prizes by returning to New York to take part in the aviation in connection with the Fulton-Hudson celebration.

"As a result of the Rheims meeting France is aeroplane mad and Europe and America will soon be likewise," said the aviator. "While the general public admires the monoplane on account of its birdlike appearance the Rheims contest showed the biplane is its equal in speed and power. Armies and navies of the world will soon need aeroplanes."

Besides the glory of winning the international cup, Mr. Curtiss won \$5,000 in prizes and added approximately \$7,000 more to his purse at the Rheims meeting. While he did not bring the cup with him, it will be forwarded from Paris in a few weeks.

CARNIVAL HERE ON OCTOBER 4

The Show Said to Be One of the Best Now on the Road.

Washington is going to have the biggest carnival show here beginning October 4, in its history. There will be twelve shows in all, and each attraction is said to be first-class in every respect.

The high dive feature has never been surpassed in Washington. The show comes to Washington highly endorsed and the Ocean Fire Company is to be congratulated on securing it. The proceeds of the carnival will be for the benefit of the fire company, their purpose being to purchase a hose wagon. As stated before in the News, the show will exhibit on Market street, beginning at the corner of Main and Market and extending out toward Second street. A great week is expected when the carnival comes.

A Busy Day for the President

Denver, Colo., Sept. 22.—When President Taft awoke this morning he found before him the busiest day that he has experienced so far on his transcontinental tour. Shortly after 8 o'clock he departed for Wolfhurst to spend the forenoon as the guest of Thomas F. Walsh. The program for the afternoon provided for visits to Colorado Springs and Pueblo. At the last named place the presidential party will be guests of the State Fair.

Ambassador Hill Coming Home

Berlin, Sept. 22.—Ambassador and Mrs. Hill were given a hearty farewell today on their departure for Bremen, whence they are to sail for New York tomorrow on the steamship George Washington. They will remain in the United States for about two months, returning to Berlin in time for the opening of the winter social season. This is the ambassador's first visit home in two years.

At the head of the State government he made a name as a reformer. It was he who brought about the model insurance law which was fostered by Roosevelt.

In 1902 Governor Johnson was mentioned prominently as a possible candidate for President, and probably was the closest contestant of William Jennings Bryan for the Democratic nomination.

PURCHASES BUSINESS. Capt. J. T. Wyatt has purchased the interest of Mr. Tillman, Doughty in the outfit business on Market street, and will continue at the same stand. Capt. Wyatt is now the sole owner.

ARCTIC EXPLORER RECEIVES ROYAL WELCOME HOME

Cook's Proof a Secret "I Have Come From the Pole; I Have Brought My Story and My Data"—Will Abide Verdict of People.

New York, Sept. 22.—"I have come from the pole. I have brought my story and my data with me. I have not come home to enter into arguments with one man, or with fifty men, but I am here to present a clear record of a piece of work over which I have a right to display a certain amount of pride.

"I am willing to abide by the final verdict of competent judges. That alone can satisfy me and the public."

Furthermore, not only will my report be before you in black and white, but I will also bring to America human witnesses to prove that I have been to the pole."

Such is the sum and substance of the first message Dr. Frederick A. Cook brought home in person to America today, answering his critics the world over.

At 5 o'clock the explorer was on the deck of the Oscar II, which had purposely been held back yesterday, not to disarrange the reception plans of the Arctic Club of America, but leaving Fire Island shortly after midnight she nozed her way into quarantine at an hour too early for everybody but Dr. Cook.

There was an anxious wait at quarantine while the tubs boomed nervously about, the newspaper men on board shouting broken queries through megaphones at the black sides of the Oscar II, high above them.

A speck in the distance began to assume dimensions. Presently it was recognizable as the tug bearing Mrs. Cook and her two daughters. Quickly the tug came alongside and, while the heavy swell running ground her fenders against the plating of her big sister, Dr. Cook clambered nimbly down Jacobs ladder, and with no concern for the cameras trained on him, made a rush for his wife. For the moment he even missed the children, who stood a few feet away, until his wife silently led him to them. Then as he lifted his youngest daughter to his shoulder, the silent, watching crowd that lined the falls of the Oscar II broke into a storm of cheers.

As Dr. Cook snailly stepped ashore it was noticeable that no representative of the nation, the State, or the city were there to greet him. Bird S. Child, president of the borough of Brooklyn, had welcomed him on the Grand Republic for that borough, but the city of New York sent no official representative. But sincere and enthusiastic to the point of tumultuousness, his welcome may be best described as a neighborly affair, devoid of official significance.

MAY NOT SELL THE RAILROAD

The Norfolk & Southern May Not Go Into New Hands, Says Norfolk Paper.

News comes through the Ledger-Dispatch, of Norfolk, that Pergus minority bondholders of the Norfolk and Southern Railway, now in the hands of receivers, and sale of which is sought by the Trust Company of America, trustees in the Norfolk and Southern's first and refunding bond issue of May 1, 1906 will, in the United States court at Norfolk this week, petition in objection to the proposed sale under the Trust Company of America's bill for foreclosure which is set for hearing before Judge Waddell in Norfolk, October 1.

The petitioner will set out that the property could be sold to better advantage after all improvements now under way by the receivers, including the eight mile trestle bridge across Albemarle sound, shall have been completed, and will object to an immediate sale of the railroad. The fight against the sale, which is sought by Marden J. Perty, of Providence, R. I., and others in control of the property, promises to be a stiff one, and the litigation is expected to be long drawn out. This may mean an interminable continuance of the receivership.

SCHOONER IN PORT

The schooner Annie Wahab, Caswell Williams, captain, arrived in the city last night from Ocracoke, loaded with fish, both fresh and salt.

FIRST HUDSON CELEBRATION

Lewes, Del., Sept. 22.—An interesting celebration of the tercentennial of the Hudson-DeVries discovery and settlement was held here today. Delegations from Dover, Wilmington and other Delaware cities took part in the program.

PRAYER MEETING

There will be prayer meeting services in all the different churches of the city this evening at the usual hour. All strangers in the city cordially invited.

GOVERNOR AND COUNCIL OF STATE SAY WASHINGTON

Mattamuskeet Railroad Will be Extended to Washington Upon Certain Conditions, Including Furnishing Rights of Way From Belhaven to This City.

Washington wins. The Mattamuskeet Railroad is to be built to this city, says the Governor and his Council of State. The matter was decided this morning in the Capital city, and already the good news of Washington's victory has been heralded all over Eastern Carolina.

The following resolutions, as wired The News, were adopted by the Council of State this morning:

Be it Resolved by the Governor and the Council of State: That the grading of the Mattamuskeet Railway by the State convicts from Belhaven via Bath to Washington, will be ordered. Provided, the citizens of Washington and the people residing in the territory between Belhaven and Washington, shall on or before the completion of the grading to Belhaven, guarantee to secure the rights of way from Belhaven to Washington, to also furnish terminals at Bath and Washington. To provide all material, implements, camps, vehicles and teams that are necessary to carry on the work of grading. This to be done without any expense to the State, other than furnishing the convicts with the proper guards and maintenance. This is to be done without encumbrance upon the property. Provided further, that on or before the completion of the grading to Belhaven a proposition satisfactory to the Governor and the Council of State, for completing and equipping and operating said road when graded, to Washington without additional expense to the State, or by any further obligation by it, shall be submitted.

The above resolution speaks for itself. The News' readers can readily see Washington gets the road, provided, certain conditions are met as

required by the State Council. The question of rights of way, terminals, and other necessary expenses will be furnished there can be no doubt. Washington wants this road, so does Bath township, so does Belhaven want Washington to have it, and all these places pulling together, it will not be long before the people of Hyde will have an outlet to the outside world through the Mattamuskeet Railroad.

The Council of State held a five hours' session behind closed doors yesterday in Raleigh, at which all questions relative to the administration of affairs of the Mattamuskeet Railroad were concerned from that of current expenses to the extension of the grading from Belhaven to Washington.

The State has \$57,000 of stock in the road, of which \$54,000 has been issued. This estate was acquired by the hiring of the convicts, the State receiving \$1.50 per day per convict. Those who were invited to appear before the Council of State were S. S. Mann, of Swan Quarter, president of the road; Col. H. C. Carter and Capt. Geo. J. Studdert, the latter from the Washington directors.

The road has already been completed to within 4 miles of Belhaven. About 57 miles of the road has been graded. The State owns the controlling interest.

Of course Washington citizens will be highly elated over the action of the Council of State in ordering the road extended to this city. They must now go to work in earnest and see to it that the conditions are readily complied with. The construction of the Mattamuskeet Railroad from Hyde county to Washington means a new era for both Hyde and Beaufort counties.

SMASHUP AT A. C. L. YARD

Box Car Vaults Fence, Smashes Bumper and Does Other Damage.

There was a general smashup at the Atlantic Coast Line yards this morning, caused by an engine having too much backing tendency aboard. The engine with several empty cars was running down a side track situated near the E. Peterson Co. wholesale store building, and had too much headway. The first car struck the bumper near Main street so hard that it tore the bumper all to pieces, threw the car over the fence and across the Main street sidewalk. The platform holding the car wheels together suffered no little from the accident. For a time all was excitement. Fortunately no one was in or on the car at the time, for no doubt they would have been painfully, if not seriously, hurt. The turnout box car was the means of drawing a large number of sightseers.

SOME MINOR LEAGUE PEN.

Tri-State League—Lancaster, won 72, lost 29; percent 658. Position 1908, third. Eastern Carolina League—Wilson, won 47, lost 40; percent 551. Position 1908, second. Virginia League—Roanoke, won 73, lost 49; percent 599. Position 1908, third. Carolina Association—Greensboro, won 65, lost 44; percent 596. Position 1908, first. Western North Carolina League—Waynesville, won 23, lost 15; percent 551. First season.

CLARK'S THE PLACE

The sale of maul underwear at Jas. E. Clark Co.'s mammoth store will continue only a few days, and to secure your choice of the bargains it is necessary that you call early, as the demand will no doubt exceed the supply.

New Advertisements in Today's News.

J. R. Hoyt—Dodd Shoes. J. F. Buckman & Son—Announcement. Wright's Tailoring Parlor—Royal Tailoring Co. Joe F. Taylor—Breakfast Foods. E. L. Archbell—Mother's Crushed Oats. Wm. Beagaw & Co.—Fire Insurance.