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## POU FOR SUBSIDY.

### Item Passes House by a Narrow Margin.

#### Mr. Pou's Reasons for Supporting the Measure—His Action Criticized by News and Observer—Position Supported by Other Papers.

Last Friday when the National House of Representatives sitting as a Committee of the Whole, and having under consideration the Post-Office Appropriation Bill, the discussion turned upon the clause in the bill relating to special mail facilities, more generally understood as the Fast Mail Subsidy. This clause of the bill contained an item appropriating \$142,728.75 to trunk lines (the Southern Railway) for carrying the mails between Washington City and New Orleans. Mr. Moon, the ranking member of the minority party in the committee having the bill under consideration, moved that this item be stricken out and that the bill be re-referred to the committee. The vote was taken, and stood 99 against striking out and 96 for. Seven members answered present and 180 did not vote. According to this vote, the fast mail subsidy was retained in the bill by a majority of three. Later it was found that it was carried by a majority of only one.

The North Carolina delegation in the House voted as follows: Messrs. Pou, Gudger, and Small for the appropriation, Mr. Thomas, the Kitchin Brothers, Patterson, Page, and Webb voted against, while Mr. Blackburn was paired in favor of the bill.

THE HERALD regrets to learn that our townsman, Congressman Pou, voted in favor of this subsidy, and while we do not agree with him at all in this matter, we wish to be entirely fair to him. In order to do this, we publish in full, his speech made in explanation of the stand he has taken. His speech follows:

Mr. Chairman, since I have been a Member of this body I believe I have always supported that item in the post-office supply bill known as the "appropriation for the maintenance of necessary and special mail facilities on trunk lines between Washington, Atlanta, and New Orleans," except when this item was considered in the Committee of the Whole two years ago. It was then repeatedly stated that the Government received little or no benefit from that item in the bill. Indeed, I think it was urged that mail was being delivered in Atlanta and New Orleans over roads which did not receive this appropriation practically as soon as the mail delivered by the fast train. I did not investigate the matter carefully, and I think I voted to strike out that item along with other items attacked in that debate.

Now, Mr. Chairman, so much has been said about this appropriation that I have investigated it with some care and with a sincere purpose to ascertain what the facts are. What are the facts?

In the first place, this is not an appropriation made by Congress to the Southern Railway, but, as I understand the evidence of the Second Assistant Postmaster General, the money goes to that railroad which makes the quickest schedule between Washington, Atlanta, and New Orleans, subject to the approval of the Government. Formerly the Coast Line had the contract to carry the fast mail, but voluntarily abandoned the contract because of the difficulty in making the schedule required by the Government. Therefore the Southern Railway is carrying the fast

mails on a train which carries nothing else except express, under a schedule approved by the Postmaster-General, for the reason that it makes a quicker schedule than any other road. Let me read this item in the bill: "For necessary and special facilities on trunk lines from Washington to Atlanta and New Orleans, \$142,728.75: Provided, That no part of the appropriation made by this paragraph shall be expended unless the Postmaster-General shall deem such expenditure necessary in order to promote the interest of the postal service."

Now, Mr. Chairman, let us stick to the facts. I find that Mr. Shallenberger, the Second Assistant Postmaster-General, in the hearing recently had by the Post-Office Committee, after stating that the fast train expedited the delivery of the mail about six hours, also used the following words, speaking of the service rendered:

"There are so many advantages that I would not be able to state just what they are. In a general way it tends to quicken all service and to expedite service on lateral lines that make connection with this particular train."

Now, is this true? So far as I know, this statement has not been challenged. Gentlemen from Louisiana, Members of this House, tell me that this service puts mail in the city of New Orleans fully twelve hours sooner than mail is put there by any other train. Another Member of this body, a distinguished Representative from the State of Alabama, tells me that fully 2,000,000 people receive direct benefit from this appropriation, and probably as many more receive indirect benefit, while the entire mail service south of Washington is stimulated by this service. In other words, he calculates that 2,000,000 persons living immediately along the route get their mail very much sooner by having it delivered directly from this train, and that probably as many more not living directly on the route get their mail sooner by reason of the fact that they live on routes which receive mail delivered from this fast train.

Mr. Chairman, I am perfectly satisfied, not only that the Government gets value for this expenditure but that millions of people living in the South are benefited by having their mail delivered sooner than it otherwise would be. Knowing the facts as they are admitted now upon all sides, I feel that I would be doing the people of my section an injustice if I were to vote to strike out this item, when every one of us knows that an item will be left in the bill appropriating nearly a million dollars for the maintenance of the pneumatic-tube service in our great cities, which only expedites the delivery of the mail in those cities a few minutes. Why are Representatives on this floor from the States of Louisiana, Mississippi, Alabama, Florida, and Georgia, with few exceptions, asking for this appropriation? I think they are pretty good Democrats and patriotic men. Would they ask for a useless appropriation? Why are gentlemen from South Carolina, from my own State, from Virginia, supporting this appropriation? It seems to me if our colleagues on the committee are willing to give this fast service to the people of the South, if the service is put on the mail all through that section sooner than it otherwise would be delivered, as it undoubtedly does, we would be voting against the interest of our own people to deny it to them. Recently, Mr. Chairman, the Government has instituted a new system of mail delivery. About \$28,000,000 will be appropriated this year to deliver mail to people living in the country. The installment of this system is delivering mail every morning, except Sunday, to millions of persons not living in the towns who, before the establishment of the service, only received their mail once or twice per week.

Shall we stop the fast trains which puts the mail quickly at distributing points?

Now Mr. Chairman, when we pass this bill we will vote away \$191,000,000 of the people's money, and when the Assistant Postmaster-General tells us that all mail service in the South is expedited by this appropriation, when the amount is a mere pittance compared to the great sum carried by the bill, I repeat that I feel I would be doing the people of my section an injustice if, knowing the facts as I think I do, I voted to strike this item out.

In conclusion I will say, Mr. Chairman, that I have no interest directly or indirectly, in any railroad under the sun. For nearly twenty years I have appeared against them in the courts, the Southern Railroad in particular. I do not accept their favors. I am under no obligations of any kind to any of them. I know I am doing what I think is right. I believe I am voting in the interest of the people of the great progressive South. Possibly the district I represent will not receive as much benefit from this fast mail as will other districts in my State; but, Mr. Chairman, if I only voted for measures which directly benefited the people of my district, I would, I think, be unworthy of a seat in this body. I hope I am broad enough to look beyond the lines which mark out my own district on the map. I will not impugn the motive of any gentleman, and I hope it is not necessary here or elsewhere for me to say anything in vindication of my own, and I will conclude by saying simply I am doing what I think is right. [Applause.]

The News and Observer has seen fit to criticize Mr. Pou for his vote. Below will be seen some of these criticisms:

The father of all corruption in politics is found in the subsidies, in the protective tariff law, and all other voting of public money to private concerns. You will never purify politics until private parties get no subsidy from the government or no right to tax the consumer for their enrichment.—News and Observer.

The vote of Mr. Small, Mr. Pou and Mr. Gudger, of North Carolina gives J. Pierpont Morgan & Company a gift of \$142,728 per year. That sum would establish 198 free rural delivery routes that are badly needed. Is it best to give the money to the transportation monopoly or to establish rural delivery routes that help the people? The money spent in free rural delivery would help the South; the money voted to J. Pierpont Morgan will never get South of New York city.—News and Observer.

In stating his position, attempting to defend himself in changing from an opponent of the subsidy to a supporter of it, Congressman Pou quoted one expression from Assistant Postmaster-General Shallenberger which gave the advantages of the fast mail, in which he said "in a general way it tends to quicken all service and to expedite service on lateral lines that make connection with this particular train." That may be true in other States, but it is not true in North Carolina. Mr. Pou ought to have added to the quotation from Mr. Shallenberger's statement all that he said, in order to let the public see the full position of that officer, who, while pointing out advantages, pointed out also the objections to the appropriation. The following is a colloquy between Mr. Shallenberger, Assistant Postmaster-General, and Mr. Moon, the ranking Democratic member of the committee, when Mr. Shallenberger was before the committee on Postoffices and postroads giving estimates, that effectually answers Mr. Pou:

Mr. Shallenberger: "We have not asked Congress to give it. We pay it out simply because when we have not asked for it, when there is no demand on the part of the Department for it, you still insist and pass the law.

We regard your action under such circumstances mandatory and imperative upon us to obey and pay the subsidy.

Mr. Moon: "Then, General, let me come down to the very bottom question of administration: Do you want this money or not? General Shallenberger: "We are not asking it nor expressing an opinion in reference to it."

Mr. Moon: "What is the reason that you all are silent on that question?"

Gen. Shallenberger: "We are not silent."

Mr. Moon: "You say you do not ask it."

General Shallenberger: "We do not estimate for it."

Mr. Moon: "And what is the reason you do not ask for it?"

General Shallenberger: "Because we think that the effect upon the service at large is better if we do not select any particular route in any particular section for special favors."

Mr. Moon: "Then you do not select it because you think that it is a bad example, and that it effects the railway mail service elsewhere to give this subsidy?"

General Shallenberger: "That is the situation."

Mr. Moon: "That is the situation. So you think that for the good of the service the thing ought not to be done, taking the country at large?"

General Shallenberger: "Why, I think for the good of the service at large it is better that no special favors be given to any one particular road or system."

Mr. Pou should also have stated that Postmaster-General Cortelyou in his last report names the withdrawal of the subsidy as the first item in recommendations for curtailment of postal expenses.—News and Observer.

There seems to be a difference of opinion regarding the subsidy among the State papers, and in order that both sides may be seen, we publish the following extracts from The Wilmington Messenger and Charlotte Observer which represent the other element of the party in the State:

The enemies of the Southern Railway and of some of its high officials, who are willing to do an injury to the people of their state and of a large section of the South for the sake of succeeding in a piece of spite work against that corporation, will have to wait another year before they can hope to induce Congress to deprive those people of the advantages of the Southern fast mail. The attempt to strike out the appropriation for this purpose failed again, though by a very small vote this time. The proposition to strike out was lost by just three votes. Messrs. Small, Gudger and Pou, of this state, voted for this appropriation, showing they feel that their actions should be dictated by their convictions as to what is for the good and in the interest of the people. Thanks to them the people of a large section of the South will not, for one year more at least, be deprived of this much needed special mail facility, just because some editors and politicians "have it in for" the company over whose line the fast mail trains pass. Of course all who opposed this appropriation are not actuated by these motives. Many are sincere in their opposition.—Wilmington Messenger.

The result of the House vote on the Southern fast mail provision in the postoffice appropriation bill is gratifying. It would have been disappointing had it been otherwise. This fast mail is a large convenience to many business men of the South and it is a singular thing that this provision was retained in the bill by the votes of Northern Representatives. If it had been left to those of the South it would have been stricken out by a large majority. The fact carries its own comment.—Charlotte Observer.

There are over 1,100 rural free delivery routes in North Carolina.

## GREAT EARTHQUAKE.

### And San Francisco Suffers Terrible Loss.

#### Earthquake Followed by Fire Devastates Great City—Many Lives Lost and Much Property Destroyed.

San Francisco, April 18th.—San Francisco was practically wrecked by earthquake at 5:10 o'clock this morning. The shock lasted three minutes, thousands of buildings being damaged and destroyed and hundreds if not thousands of people killed and injured.

Terror and excitement were indescribable. Most of the people were asleep and rushed into the streets undressed. The buildings swayed and crashed, burying their occupants.

Added to the horror created by the falling buildings, fire broke out and in an amazingly short time had swept a territory of two miles, taking in and consuming vast blocks of business houses, newspaper offices, churches and hotels.

At a late hour to-night this conflagration, defying all control is increasing in violence, sweeping in every direction in both the business and residence quarters and threatening the entire city with ruin. The thunder of dynamite explosions rises above the roar of the flames, but the efforts to stay the progress of the fire by blowing up buildings in its path have thus far proved fruitless.

The magnitude of the disaster staggers the reason. Nothing approaching its horrors has ever been known in American history. The devastation wrought by the earthquake is not to be compared with that already worked by the flames. They redden the night with an infernal glory. Beneath their destroying touch the proudest monuments reared by wealth and genius in the City of the Golden Gate are crumbling like houses built of sand.

The burned district extends from the water front south of Market Street to Market Street and west to Eleventh Street, north of Market. The fire extends out Hayes and McAllister Streets nearly to Fillmore and from the Water front along Market to Montgomery and north from water front to Montgomery Street. Manufactories, hotels, wholesale houses, residences comprising the principal part of the business quarter, have been destroyed. The city hall, a structure costing \$7,000,000 was first wrecked by the earthquake, and then destroyed by fire. The Palace Hotel, value estimated at \$3,000,000 also burned. The beautiful Claus Spreckles building, at Third and Market Streets, was gutted. The Rialto Building and dozens of other costly structures were also destroyed. The Hall of Justice is threatened and will undoubtedly go. The Examiner and Call buildings are gone and the Crocker building across the street from the Palace Hotel is on fire.

The freaks of the earthquake were many. Wide fissures were made in the streets, street railways were twisted out of line, sewers and water pipes were burst, and it is feared that there will be an epidemic of disease. Provisions are sold at fancy prices and even water is vended by the glass.

It is impossible to give a list of the dead and wounded, or even a list of the principal buildings.

In San Francisco the loss of life is variously reported from 200 to more than a thousand. The entire business portion of the city is in ruins and the flames are still sweeping the city. There is no water with which to fight the fire. Buildings are being blown up with dynamite, in an effort to check the conflagration. Thousands of people are homeless and destitute. The city is under martial law. Communication with outside towns is almost entirely cut off. The property damage, it is estimated, will

reach one hundred million dollars.

In San Jose many buildings wrecked and from 15 to 20 persons were killed.

At Stanford many of the handsome university buildings were demolished. The splendid Memorial church is a mass of ruins. Two persons were killed, and six students seriously injured.

At Redwood City the court house and other buildings collapsed. Menton Park, Burlingame and other fashionable places suffered greatly.

San Jose, Sacramento, Berkeley, Alameda and other places heard from suffered severely, but so far there has been no loss of life reported.

The State Insane Asylum at Agnews was demolished, burying many of the inmates in the ruins.

Los Angeles and other Southern California points were not effected, and these places are ready to give aid to the stricken cities wherever it is possible to do so.

Many buildings were destroyed in Salinas causing a property loss of \$2,500,000. No lives were lost.

The shock was felt in Sacramento and some damage done there. Long sections of the Southern Pacific track have disappeared from view.

## STATE NEWS.

M. T. Norris, a Raleigh merchant charged with burning a house for the insurance, has been bound to court in a bond of \$1,000.

Capt. J. G. Morrison, last surviving member of Stonewall Jackson's staff, died Wednesday night at the home of his sister, Mrs. Stonewall Jackson, in Charlotte.

The Senate last week passed a bill appropriating \$25,000 for a monument to Gen. Nathaniel Greene, to be erected on Guilford battle ground. The measure has yet to pass the House.

The Chronicle says that Jim Cheatham, who was probably 100 years old, and who claimed to be 104, died Monday of last week at his home in Lovelace township, Wilkes County. He was a soldier in the Cherokee Indian war.

The barn of Sheriff McLeod, near Lumberton, was burned Wednesday morning with nineteen bales of cotton, several tons of guano, a pair of fine mules and a lot of feed. Fire believed to be incendiary. Loss about \$5,000, with \$500 insurance.

The first shipment of strawberries to be made from eastern North Carolina this season was made from Rocky Point, Pender County, Wednesday, two crates being shipped. A few scattering shipments will be made for the next few days, but no shipments of consequence will go from eastern Carolina before the 20th.

Mrs. Alice Smoot, the woman convicted with her husband, G. L. Smoot, in the Federal Court at Greensboro of passing counterfeit money and sentenced to a year in the Federal Penitentiary at Atlanta, had to be transferred to the Federal Prison at Nashville, as female prisoners are not received at Atlanta. The woman's husband remains in Atlanta.

The State of South Dakota, acting upon the authority of Governor S. H. Elrod, has declined to become the collecting agent of the New York bond shysters, who are seeking to force the payment of carpet-bag bonds through the medium of one of the sovereign States of the Union.

## A Lucky Postmistress

is Mrs. Alexander, of Cary, Me., who has found Dr. King's New Life Pills to be the best remedy she ever tried for keeping the Stomach, Liver and Bowels in perfect order. You'll agree with her if you try these painless purifiers that infuse new life. Guaranteed by Hood Bros. druggists. Price 25c.