

MESSINA IS AGAIN SHOCKED

Two Terrific Quakes Felt Thursday--The 25,000 Inhabitants In Panic--Mother Dashes For Her Babe And Dies With It In Her Arms.

Messina, By Cable.—Messina experienced two terrific earthquakes at about 7:30 o'clock Thursday morning, which were accompanied by roaring sounds and are said to have had a stronger and more undulatory movement than the earthquake of last December which destroyed Messina, Reggio and other cities, laid waste to many villages in Calabria and killed 200,000 people.

Although the shocks Thursday had no such terrible consequences the 25,000 residents of this city were thrown into a state of terror. They ran into the streets panic stricken and Thursday night nearly the entire population was encamped in the open.

The broken walls of the old ruins were thrown to the ground and Messina was for a few minutes smothered in a cloud of dust.

The casualties were few and the only persons killed, so far as is known, were a young woman and her infant. The woman had come here only a few days ago and had settled in rooms, which the great earthquake had left relatively undamaged. She was standing at the

door when the shock occurred and rushed inside to save her child. Before she could escape from the room the second shock threw down the walls, burying both mother and child under the debris. Soldiers and engineers who rushed to the rescue heard the voice of the mother calling for help and they worked heroically for several hours, when they found the dead bodies, the mother with her child in her arms.

The first shock was followed quickly by a second and the people fell pell mell to the American quarter, which they seemed to feel was the safest place of refuge. So great was the rush to the American huts that the authorities were unable to check the invasion and as a consequence these structures, which were designed for the most needy of the populace, were taken possession of by the first comers. The soldiers, however, soon drew a cordon around this quarter and a guard was mounted at the bridge leading to it. Many of the panic stricken people were driven off and orders were issued that no one be permitted to occupy the American quarter pending further instructions.

ORVILLE WRIGHT MAKES THREE SUCCESSFUL FLIGHTS

Washington, Special.—Calm, confident and nervous, Orville Wright late Thursday encircled the Ft. Meyer drill grounds time after time in his aeroplane in three successful flights while a crowd of thousands cheered him for the success that attended his persistency and pluck. While the machine oscillated at certain points in its flights and dipped and rose suddenly at other points, it was evident from the regularity with which these things happened that they were due to the condition of the atmosphere and not to any fault of the machine.

For the first flight the machine got away with a fine start. Down the field the aeroplane sailed, curved gracefully and came back up the east side of the field along the edge of Arlington Cemetery. The machine seemed to be behaving beautifully. The first round was made in fifty seconds. Five times the machines skirted the field, attaining a height which varied from 15 to 30 feet.

On the sixth round Mr. Wright came to earth within a few hundred feet of the starting point, completing the flight in exactly five minutes. The landing was perfect, the machine swooping down in successive glides until Orville pulled the string which stops his motor and the aeroplane glided smoothly over the grass on its skids until it came to a stop. The machine was returned to the starting apparatus and again was placed in position, and another flight was essayed.

COMMISSION DECIDES ADVERSELY IN BISHOPS' CASE

Washington, Special.—The Interstate Commerce Commission has decided adversely in the matter of the complaints filed before them by five bishops of the African Methodist Episcopal Church, who claimed that they had been the victims of discrimination while passengers on Southern railroads. The complaints were directed against the Pullman Company and the Richmond, Fredericksburg

and Potomac, the Southern and the Central Railway of Georgia.

The complainants were Bishops Wesley J. Gaines, H. M. Turner, Evans Tyree, C. S. Smith and E. W. Braumton.

The principle involved in the complaint was the old one of the "Jim-Crow" car, it being alleged that the coaches furnished for the negroes are not as good as those for white passengers and that the negroes were refused sleeping accommodations and food on trains.

STRANGE FREAK OF LIGHTNING IN MARYLAND TOWN

Cumberland, Md., Special.—Lightning struck the house of Johnson Collins, last Wednesday, four miles east of Flintstone, while Mr. and Mrs. Collins, their six children and Mrs. Johnson, a neighbor, were in the kitchen. Mrs. Collins was putting pies in the bake oven. When Mr. Collins recovered from the shock he found his wife and the youngest

child in her arms standing under a tree in the yard. She could not tell how she got there. One of her shoes had been torn from her foot and the flesh was scraped from her ankle downward almost to the bone. The roof was torn from the house, one side of the building demolished, the stone chimney shattered in pieces and dishes in the cupboard broken.

MAY BE THE BODY OF ELSIE SIGEL'S MURDERER

New York, Special.—Although complete identification was impossible as yet, there appears to be a strong probability that the body of a Chinaman, which was found floating in the Hudson river in the upper part of the city Thursday evening, was that of Leon Ling or William L. Leon, the murderer of Elsie Sigel. The man's height, weight and general appearance tallies with that of Leon Ling, but as the body was nude, except for a silk undershirt, and had been in the water for more than a week, a thorough examination will be necessary. Coroner McDonald, who was the first

to inspect the body, believes that it is Leon's as do a number of policemen, but until measurements and facial characteristics are carefully gone over the identification will remain in doubt.

If it is Leon the cause of his death will be another mystery although one theory, that of suicide, would appear reasonable. In salient features the body bore a marked resemblance to Leon Ling. The teeth were good; as were Leon's, the height about 5 feet 4 inches, which was Leon's height, and the weight 125 pounds, which was about Leon's.

POLITICAL PRISONERS MAKE DASH FOR FREEDOM

Seattle, Wash.—A cable dispatch from Nome, Alaska, describes a bloody outbreak of Russian political prisoners in the Yakutsk District, Siberia and the flight of the mutineers across the wilderness toward Bering Straits in an effort to reach Alaska. The dispatch says:

Advices from Vladivostok of the Northern Siberia Company, across Behring Strait, are to the effect that a band of prisoners in the

Yakutsk district revolted and killed the guards and started on a retreat of 2,000 miles for East Cape, where they planned to take small boats and make the mainland of Alaska, thirty-six miles away.

Captain Kalinnikoff, acting governor of the district, ordered Cossacks to overtake the prisoners. The fugitives in ambush killed four Cossacks and wounded twelve others, forcing them to retreat.

TREASURY CONDITION

Officials Pleased at the Showing of the Governments Finances.

Washington, Special.—Treasury officials are pleased at the present showing of the government finances. Ordinarily a deficit in the government revenues of \$89,811,156, as shown by statement on July 1st, would not be a matter for congratulation. Nevertheless at the close of the fiscal year 1909 the treasury officials express much gratification that the official estimate of a deficit of \$114,000,000 made last December has not been verified, and are hopeful for a continuance of the improvement, which has been especially noted during the last four months.

The customs receipts for the year aggregated \$301,209,863, which is an increase as compared with last year of \$15,000,000. The internal revenue produced \$246,329,063, a decrease of about \$5,000,000. Miscellaneous receipts aggregated \$56,893,919, which is a falling off of about \$6,500,000. The receipts from all sources during the year aggregated \$604,432,846, which is an increase over last year of \$3,250,000.

On the side of expenditures the total for the year was \$694,244,002, which is an increase over 1908 of about \$37,000,000. The civil and miscellaneous expenditures amounted to \$164,288,538, an increase of \$5,000,000 over last year. The War Department expenditures aggregated \$164,100,242, an increase of \$40,000,000. The navy account is the only item in the list to show a decrease, the figures for the year being \$115,988,869 as against \$118,780,233 for the year 1908.

Pension payments for the year amounted to \$161,689,423, an increase over \$8,000,000.

Interchange of Students.

London, Special.—A scheme for the interchange of university students between the United States, Canada and the United Kingdom, rivaling in importance that established under the will of the late Cecil Rhodes, is in process of formation, with every prospect of success. The idea, which is supported by an influential committee, headed by the Hon. H. H. Asquith, Prime Minister of Great Britain and Lord Strathearn, High Commissioner of Canada, and which includes the heads of the chief universities in the United Kingdom, and has also the endorsement of the presidents of the American and Canadian universities, aims at providing opportunities to students of the three countries to obtain some real insight into the life, progress and customs of other nations, with a minimum of inconvenience to their academic work, and at the possible expense. The promoters suggest the provision of certain traveling scholarships, the selection for which should be along the lines of the Rhodes scholarships, the selected candidate, in addition to his academic qualifications, to be what is popularly known as an all-round man.

Twenty-eight of these scholarships are proposed, fourteen to be available for universities in the United Kingdom, ten for America and four for Canada, the American and Canadian students securing them to have a week's tour in Great Britain under the guidance of a university man, the British students, on the other hand, to have a similar tour of America and Canada, always during their respective long vacations. Before efforts are made to obtain permanent endowment for the scheme, it is proposed that funds shall be asked for its maintenance for an experimental period of three years. The total cost is estimated at \$68,500 for the three years, of which sum it is proposed that the United Kingdom shall contribute \$36,000, the United States \$22,500 and Canada \$9,000.

Kaiser's Yacht Wins Race.

Kiel, Special.—Emperor William's Meteor, steered part of the time by His Majesty himself, won the 51-one mile race of Eckernforde Wednesday, covering the distance in 5 hours and 10 minutes. Germania was second, in 5 hours and 30 minutes, and Iduna, owned by the Empress, was third.

Fire in Messina Ruins.

Rome, By Cable.—Fire started in the ruins of Messina Monday evening. Owing to the high wind and a lack of water, the flames extended over a large area. The coal depot was destroyed, as were stacks of furniture and wood recovered from the ruins, and several encampments were threatened. Soldiers and blue-jackets, after two hours' work, succeeded in establishing a water supply and in diminishing but not extinguishing the fire, which is burning itself out. The survivors of the earthquake were thrown into a panic and spent the night in the open.

Murderer Riddled.

Adrian, Ga., Special.—Fighting in a swamp with a cheap, small calibre pistol, Robert Jenkins, a negro accused of murder, Wednesday held at bay a sheriff's posse until he had wounded two of them, and then exclaiming, "Lord, have mercy on my soul!" dropped dead, riddled by rifle and pistol balls. Jenkins last week shot and killed George K. Howell, a farmer, and wounded Mrs. Howell,

A GOOD ROADS PLEA

The Duty of the Press in This Important Movement.

GREAT QUESTION OF THE HOUR

An Able Paper By H. B. Varner, Esq., Editor of the Lexington Dispatch, Read Before the North Carolina Press Association at Their Recent Convention Held at Hendersonville.

Building good roads is the great question of the hour in North Carolina. In the familiar phrase, it is the paramount issue, not only in this State, but throughout the Union. It transcends in importance politics, the tariff, the money question or any other question. Nothing is hampering this country so much as mud; nothing could possibly do more for the development of the State and nation than macadamized highways. Hence, the duty of the press in this State, especially, to begin a State-wide campaign for the promotion of better roads. It is our manifest duty to cry aloud to advocate strongly, to publish information, to mold public opinion until the people reach that point where they are willing to bear the cost of building modern roads in every county.

It is idle for me to attempt enumeration of the benefits good roads confer on a people. Every man, no matter how unlettered, instinctively knows that a good road is a far better thing to have than a bad road. We naturally have it in us to know the value of, and to construct an easy pathway, but, unfortunately, the devil of tax steps in and tempts us to bear the ills we have, rather than fly to blessings we know of and greatly desire. Our people all believe in good roads, but there are some who are unwilling to pay the cost. I have heard good men and good farmers declare that inasmuch as the mud trails we now have were used by their fathers, they are good enough for us and it were useless to suggest a change in them. Others declare that we are too poor to attempt road construction and still others are vehement in their opposition to the idea of handing down to succeeding generations such a loathsome thing as a public debt. These are some of the objections here.

Factor in Civilization.

I believe in my soul that a bad road is the greatest curse that can be laid on a community. It stunts the industrial, moral and intellectual life of a people. But a good road is equally as great a blessing, for once a community gets facilities for transportation and communication, all other blessings will be added thereto. Mr. Roosevelt has well said that the difference between semi-barbarism and civilization is the difference between good and poor means of communication. Far back in history good road building was recognized as a leading factor in advancing civilization. We are told that early explorers in Peru found improved highways, one of the military roads being 2,000 miles in length, with tunnels through mountains, bridges or ferries over streams, a road 20 feet wide, made of flagstones covered with bitumen. Ancient Mexico built good roads, as did India and Persia. In the latter country the monarch built a smooth, hard highway alongside of the common earth road, and none could travel it save his royal highness. The Roman roads are still the marvel of a modern world and are still used. Nothing contributed more to Rome's prosperity and prowess than these imperial highways, straight as an eagle's flight, reaching to all parts of the world-empire.

Good roads mean progress and prosperity and are a benefit to the people who live in cities, and an advantage to people who live in the country. Like good streets, they make habitation along them desirable. You never, or rarely ever and then not for long, see a shabby home by the side of a modern road, where everybody passes and sees how you live. They make people straighten up and put their best foot forward. The value of farms is enhanced. Statistics prove that in nearly every case the States having the highest percentage of improved roads are a powerful factor in encouraging the settlement of unused lands. Roads also have a far-reaching influence in holding men to their farms, and restraining them from drifting to the towns. While the manufacturing towns must have labor, who is here that will deny that if our counties had good roads, the hundreds of good farmers would not have moved their families from the country home to town to work in the mills? So great an exodus occurred two or three years ago that farm labor was almost impossible to secure. These people are needed in the country; there they would have stayed had there been good roads, which make farm life so much more attractive. As the price of lands depends as much on accessibility to market as on productivity, it follows that road improvement, by holding people and attracting others, directly tends toward increase in values of all farm lands within touch of the improved highways. It is shown that in States

where the average price of land is less than \$20 an acre the percentage of improved roads is only 1.8, whereas, in States where the average value is more than \$20, the average of improved roads is 9 per cent of the total mileage.

There are records which show that roads have increased the value of farm lands from 50 to 500 per cent. It has been ascertained by a dozen railroads through their land and industrial departments that farms through which good roads run are enhanced in value from \$2 to \$9 an acre, and whether conservative or enthusiastic, all concede that the increase is marked, immediate and inevitable. Suppose a county of 200,000 acres voted bonds, and placing the enhanced value at only \$4.50 an acre, it will be seen that the land owners thus benefited would gain not less than \$900,000. If the bond issue amounted to half a million, there would be \$400,000 profit at once. The increase in the profit and price of farm products is equally certain and plain. The farmer's produce is worth nothing unless it can be placed on the market. Time was in England when food would be rotting in one place while people suffered for the lack of it in a community a few miles away, because it was impossible to transport the products of the farms.

Prices of Farm Products.

Official records in Guilford county show that the price of farm products since good roads have been built has increased from four hundred to seven hundred per cent. And yet, there is a farmer in my county who maintains that good roads will ruin him and the county, because they will reduce the price of produce, since, when the roads are bad, he gets \$2.50 a cord for wood, because wood is made scarce by the impassability of the highways; and he says he would rather haul wood through mud than a smooth road and sell it for \$1, which price he claims a cord will drop to in the event of good roads. The experience of Charlotte and Greensboro entirely disprove this absurd idea, for there are not two better markets in the State, and the first named has 200 miles of good roads leading to it, and the second 100 miles.

Tax or Bonds?

The question comes, how to get good roads? Shall we vote a direct tax or shall we issue bonds? Shall we pay as we go, or shall we pay part now and let future generations pay part? To my mind, the whole question comes down to whether we want good roads now, or whether we are willing to build a few miles now and let another generation build a few miles and another and another, until in the course of human events we secure good roads throughout the State years after every person now at the age of accountability is dead and gone, I stand for bonds. Mecklenburg has been building roads 30 years, and she has about 200 miles, using direct tax. Guilford has been building roads six years and she has 100 miles, using bonds. We are too far behind to depend on a direct tax. We must go ahead and issue bonds, build the roads, increase our wealth, and reap manyfold the cost of the roads. Is North Carolina to labor another generation before good roads come to pass? God forbid. We would lose enough to macadamize every mile of road in the State.

Should a county issue bonds before a dollar is expended, a competent civil engineer should be secured and put to work mapping out the county. He should be under either the county commissioner or a highway commission composed of the commissioners and other men selected by the people. It is absolutely necessary that an engineer be employed, even though he cost considerable salary, for the location, construction and maintenance of roads are operations that no man or set of men without the aid of an engineer can conduct in the proper way to get the best results at the least cost. There is a disposition on the part of many people to cavil at the price paid such an engineer, and if you undertake to fight for roads you will meet it at the outset. That idea must be eradicated, as must also the idea that the men entrusted with the public funds will not place every dollar where it belongs. In an age of skepticism in business, it is not unnatural that people should suspect that huge sums voted for roads will be preyed upon. No county can build roads without an engineer who acts as pathfinder, going over the county, studying the situation, making maps, and doing all that very necessary preliminary work without which oftentimes money is worse than wasted.

Road-Building an Art.

When county officers learn to appreciate the fact that road-building is an art, they will rely more and more upon expert advice and scientific demonstration, and when they have learned what class of roads is desirable, they will construct them and then guard them.

Therein lies one of the most important of all American highway questions. Americans build as good roads as Englishmen or Frenchmen, but having done so, they rest contented with their efforts and let each passing breath of air, speeding automobile, or dreching rain blow or wash the road surface away.

In the countries of Europe, where the well-nigh perfect roads are the pride of the citizens and the envy and admiration of visiting Americans, most jealous care is constantly given;

a careful day-by-day inspection is made, and every depression is quickly filled and all inequalities rolled or tamped.

Two requisites, therefore, confront the county supervisors at the outset—first to ascertain what roads would be most suitable to that particular section, and secure what sums should be expended for their maintenance after completion.

These are vastly important and the nation's very small percentage of improved roads is due largely to a failure to give consideration to them. Millions of money have been wasted in building roads which local conditions made impracticable and out of all cost proportion to the county's revenues.

There are exceptions to all rules, however, and Pike county, Alabama, stands as a glittering exception to the usual construction blunder. There the county officials had planned to expend a large sum in the building of gravel roads.

Mr. W. L. Spoon, United States superintendent of road construction, being sent to make an inspection of the county's road possibilities, learned that 700 miles of important routes needed improvement. He figured that the cost of gravel roads would be \$3,000 a mile—plainly a sum greater than the county could be bonded for. Conditions, however, were ideal for sand-clay construction and he strongly urged its adoption. By legal proviso the county could be bonded for only 2 1/2 per centum of the assessed value of the real and personal property. The plan was decided upon and an issue of \$143,000 was voted. One hundred thousand dollars' worth of the bonds were quickly sold, being disposed of in \$50,000 allotments.

The first allotment brought a premium of \$625 and the second one of \$825. Forty thousand dollars was at once spent for mules and road-building machinery and work was started. With the sum remaining, 118 miles of the finest sand-clay roads in the South had been built within two years from the date of the bond issue; a generous sum was still on hand; eight gangs were at work, and the people were so pleased they stood ready to take up the remaining issue of \$43,000 and expend it in the same way.

Inasmuch as road building and road mending have been for a century under county commissioners and township road supervisors with practically no beneficial results observable—it seems plain that the time for a radical change of methods is at hand.

I am an earnest believer in Federal and State aid and co-operation in building good roads, and I believe that the time is at hand when the government will hit upon some plan whereby it may co-operate with the State and the State with the county, in the work. It has been argued that it is unconstitutional. Why should it be more so than expenditure of money for river and harbor improvements, which often take the form of a private enterprise? As a matter of fact, it has been shown conclusively in Congress that so far from being unconstitutional, the government in its very beginning began the construction of good roads and expended more than seven millions on the old Cumberland road from Maryland to St. Louis, a distance of 700 miles, and the work was only abandoned because there arose a question of authority and responsibility as to who should maintain and repair the road, the State, or the Federal government. What does the government do for the farmer? We spend millions annually on the army, a dead loss, though doubtless necessary; we spend some hundred millions on the navy; have spent a half billion on river and harbor improvements. During ten years we spent more than six billion dollars, of which about forty-seven million went to the agricultural department; but not a dollar for the promotion of good roads, a common blessing for all the people. During fifty years, in all the vast sum our government has disbursed for one thing and another, not a dollar has been appropriated for roads. And yet, the farmers of the country compose the bulk of population, and last year contributed to the national wealth some eight billions of dollars. The one-horse farmer around behind the hill miles from town forms the foundation of the nation, and what has the government done for him? Nothing. The burden is upon him, he foots the bills; and the government takes his money and spends it on everything under the sun by the millions, on everything but on what affects him mostly—roads. In 1908 the farmers of this country not only fed more than eighty millions of people, but sent across the sea a billion five hundred millions of farm products. This preserved the balance of trade with all the world, and gave five hundred millions to the country to set aside for the proverbial rainy day. Had this not been a billion dollars would have had to have been sent abroad to pay import duties. It was enough to pay the immense appropriations of Congress and still add half a billion to the national wealth. In the face of all this, the Federal government has done not a thing for good roads.

The forerunners of a national highway from New York south to Atlanta have recently passed through the State. I believe the time is at hand when the government will spend money on that road. I believe we shall see a road from Asheville and the west through to the coast. It is bound to come. The duty of the press lies in hastening the day.