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FAVOR ARBITRATION.

Plans Are Discussed By The Pan-American Congress.

IT IS TO BE BROUGHT TO AN ISSUE

The Delegates Who Favor the Compulsory Plan Are Determined That It Shall Be Adopted.

Mexico City, Special.—It is thought now that the arbitration question in the Pan-American Conference will be determined one way or another at an early day. Whether or not the solution will be the disruption of the conference will depend on whether then ten delegations who favor compulsory arbitration will accept a compromise measure to be offered to them tomorrow on the lines suggested by W. J. Buchanan, of the United States delegation. The Mexican delegation will, however, present the compromise. Monday afternoon some of the extreme advocates of compulsory arbitration were somewhat afraid of the defection of the Mexicans, and it is a matter of fact, almost certain, that the compromise to be offered by the Mexicans will involve some modification of their own attitude.

It is pointed out that when the Mexican delegation proposed a plan whereby all the delegations were to apply for admittance to The Hague Conference, while those favoring compulsory arbitration were to sign an agreement among themselves embodying that principle, they were under the impression that this solution was agreeable to all the delegations, including the Chilians. Now the Chilians claim that they did not understand the matter in that light, and the Mexicans were under an erroneous impression. The Chilians say they were never agreeable to this compromise. The Mexicans therefore feel that as the compromise was suggested under an erroneous impression on the part of Chilli's attitude, it is incumbent upon them now to suggest some other plan with the hope that it will be agreeable to all. It is again pointed out that one solution is that the delegations favoring the compulsory plan of arbitration should present it in an open session of the conference and not through the committee. It is by no means certain that if this solution, already reflected and buried once by the ten, is offered again it will be accepted. In any event the ten delegations favoring compulsory arbitration are determined to bring the matter to an issue this week.

Good-Bye to Two.

Washington, Special.—Secretary Gage's letter of resignation, dated December 19th, and President Roosevelt's reply, were made public at the White House. Mr. Gage thanks the President for confidence bestowed and expresses earnest desire for the highest success of the administration. In his reply the President says: "Your service to the nation has been rendered at the cost of loss to you— heavy loss, from a material standpoint—as must ever be the case with a man like you, who deliberately abandons the comparative ease and the high pecuniary rewards of a large private business for the exhausting work of the position you have so honorably filled during the last five years." In a letter to Postmaster General Smith accepting the latter's resignation, the President says: "I deeply regret that we are no longer to serve side by side, and I earnestly wish you, well in the future and bid you God-speed in your new duties, for wherever you may be, the weight of your influence is sure to be potent on the side of clean and honest government."

Wages Increased.

Philadelphia, Special.—The Pennsylvania Railroad announced to its train and yard men that with few exceptions their wages had been adjusted to date from January 1. This notice means an increase in most instances. The increase will require the payment of several hundred thousand dollars a month more than is now paid on the road, and affects 30,000 men.

IN SESSION AGAIN.

Congress Gets Down to Work After The Holiday Recess.

Congress resumed Monday. The Philippine revenue bill is the most important work at hand. The Senate will probably act upon it this week.

Both the House and Senate committees on naval affairs is in possession of bills and resolutions bearing on the Schley controversy. Compromise on the matter is hoped for by a favorable recommendation.

The Penrose and Pearre bills re-creating the grade of vice admiral and promoting to the rank Rear Admirals Sampson, Schley and Clark in the order named. The attendance in both Houses was light. The chaplain of the Senate referred to the death of Senator Sewell.

The principal item on the House programme for the week is the Hepburn Ishmian canal bill, which is the special order for Tuesday. No limit has been fixed as to the time for debate, upon this measure, but Mr. Hepburn does not contemplate a prolonged discussion of it. It is surmised in some quarters, however, that of the proposition if the Panama Canal Company to sell its property and franchise for \$40,000,000 should be made tomorrow, as promised, this may have the effect of opening a wider field of discussion than at first seemed probable, and if this should prove to be the case the bill may be before the House for a longer time than is now contemplated. Mr. Burton has given notice of a speech on the bill and it is understood that there will be other speeches in criticism of special features of the measure, but its friends are very sanguine not only that the bill will pass, but that it will pass speedily. Mr. Hepburn, the author of the bill, thinks that only a few days of debate will be necessary.

HOUSE.

Nineteenth Day—The debate upon the Nicaragua Canal bill in the House developed sentiment in favor of giving consideration to the recent offer of the Panama Company to sell its franchises and property for \$40,000,000 and this sentiment took the form of advocating the Morris amendment to empower the President to select the latter route if the canal commission, upon considering the company's offer, recommends it and the required concessions can be obtained from Colombia. Of 16 members who spoke today, nine favored the Morris amendment. It was agreed that general debate should close tomorrow at 2 o'clock, after which the bill will be open to amendment under the five-minute rule. The final vote probably will be taken tomorrow. The speakers today were Messrs. Shackelford, of Missouri; Parker, of New Jersey; Lovering, of Massachusetts, and Littlefield, of Maine, in favor of the Morris amendment, and Messrs. Burgess, of Texas; Bell, of Colorado; Cooney, of Missouri; Cummings, of New York; Gibson, of Tennessee, and Lacey, of Iowa, for the bill in its present form.

Twentieth Day—The day was spent in further discussion of the canal treaty.

Twenty-first Day—The House passed the canal bill, but no selection of routes has yet been made. There was much lively discussion during the session. The House adjourned at 4:30 p. m.

SENATE.

Eighteenth Day—The first notes of the contest between the Nicaragua canal were heard in the Senate. After an hour had been spent in routine business, Mr. Morgan offered and secured the adoption of a resolution which indicated his purpose to have the committee on Inter-oceanic canals inquire into the relations alleged to exist between the trans-continental railroad companies of the United States and Canada and the Panama Canal Company.

Nineteenth Day—During the consideration of the Senate of private pension legislation, in response to an inquiry from Senator Bacon, some important statements were made by Mr. Gallinger, chairman of the committee on pensions, in respect to regulations adopted by the committee to govern it in the consideration and recommendation of private pension bills. He announced that none but absolutely meritorious cases would be presented to the Senate for its consideration and that the closest scrutiny would be given by the committee to every bill introduced. He said that no pension exceeding \$50 a month would be recommended by the committee for the widow of a general officer and that pensions for the widows of other officers would be scaled down proportionately.

Twentieth Day—The session of the Senate was brief, and mostly devoted to routine business.

Twenty-first Day—The Senate passed the Philippine tariff bill and then went into executive session.

SOUTHERN INDUSTRIAL.

New Enterprises That Are Enriching Our Favored Section.

Southern Progress.

The more important of the new industries reported by the Tradesman for the week ended January 4, include a \$50,000 barrel and truck factory at Louisville, Ky.; \$30,000 brick works at Rome, Ga.; \$10,000 brick works at Abilene, Texas; \$30,000 brick works at Beaumont, Texas; a coal company at Richmond, Va.; a coal and coke company at Bayard, W. Va.; a coffin factory at Cleveland, Tenn.; a copper mining company at Bisbee, Texas; cotton gins at Paris and Wootan Wells, Texas; a \$10,000 cotton mill at Greenville, Miss.; a cotton mill at Charlotte, N. C.; a \$100,000 cotton mill at Fairmont, S. C.; a cotton mill at Vermont, Texas; \$45,000 cresote works at Houston, Texas; a \$25,000 development company at Clarksburg, W. Va.; an electric power plant at Huntsville, Ala.; a \$20,000 electric railway and power company at Elizabeth City, N. C.; an excelsior factory at Milan, Tenn.; a \$60,000 flour spar mining and manufacturing company at Paducah, Ky.; a \$50,000 company to manufacture food products at Louisville, Ky.; a gas plant at El Paso, Texas; a \$10,000 company to manufacture glass and electrical supplies at Houston, Texas; a \$50,000 glass factory at Mannington, W. Va.; a \$300,000 gold mining company at Waynesville, N. C.; a \$5,000 hardware company at Birmingham, Ala.; a \$100,000 ice factory at Shreveport, La.; a \$25,000 incandescent lamp factory at Owensboro, Ky.; a \$50,000 knitting mill at Cedartown, Ga.; a \$50,000 knitting mill at Tarboro, N. C.; a \$10,000 land company at Leaf, Miss.; a \$30,000 lumber company at Little Rock, Ark.; a \$15,000 lumber company at Memphis, Tenn.; a \$10,000 lumber company at Big Springs, Texas; a \$25,000 mining and prospecting company at Lewisburg, Tenn.; an oil company at Brenham, Texas; a \$250,000 oil and prospecting company at New Orleans, La.; an oil mill at Stamford, Texas; a peanut oil plant at Petersburg, Va.; a \$15,000 overall and clothing factory at Birmingham, Ala.; a \$100,000 railway, light and ice company at Winchester, Ky.; a \$24,000 rice mill at Pierce, Texas; a \$50,000 rice and irrigation company at Bay City, Texas; a \$50,000 rim and veneering company at Petersburg, Va.; rooding and cornice works at New Martinsville, W. Va.; a \$25,000 company to manufacture wire buckles at Weatherford, Texas, and a \$50,000 wood-working plant at Norfolk, Va.

Southern Knitting Industry.

Progress in textile manufacture in the South has not been limited to the spinning and weaving of cotton and woolen products. The manufacture of knit goods has also made marked advances.

The Southern knitting industry made considerable progress in the year just ended, the establishment of new mills and the enlargement of existing plants indicating an aggregate expenditure of \$684,000. The mills manufacture a variety of products, mainly the lines of underwear garments most commonly in demand for domestic use, although some mills are making shipments to foreign countries, one plant having recently filled orders from Australia.

The total of new mills announced during 1901 was twenty-six, with an aggregate capital of \$589,000 (five of these mills not stating the amount of their investment). The State of Alabama leads with five mills, four of which have an aggregate capital of \$295,000. One of the latter is a \$200,000 enterprise, owned by experienced knitting manufacturers, who operate mills in New York State, and is the largest reported during the year.

Textile Notes.

Franklin Mills of Greer Depot, S. C., will increase capital from \$45,000 to \$65,000.

Hope Mills (N. C.) Manufacturing Co. states that the report of its intending to build a new mill is not correct.

It is understood that Aberdeen Mills of Poulain, Ga., will be put in operation again soon. This is a 6000-spindle and 180-loom plant.

Bivingsville Cotton Mill has been chartered, with capital stock of \$100,000, at Farmont, S. C. The incorporators named are Messrs. C. P. Mathews, John H. Montgomery and Walter S. Montgomery.

Voorhees Manufacturing Co., J. V. Pomeroy, president, Graham, N. C. states that its cotton mill, reported last week at length, will be a weaving plant, and is not to be built until spring; capitalization \$100,000.

Pennant Knitting Co., of Philadelphia, Pa., previously reported as removing its plant to Shepherdstown, W. Va., now has eighty-eight knitting machines operating on the production of cotton ribbed seamless hosiery for boys and girls.

Chas. Lane Poor of New York and associates have purchased thirty-two acres of land at Huntsville, Ala., for \$7500, and will use the tract as site for the erection of a number of cottages. These cottages are to be occupied by operatives in the mills of the Lowe Manufacturing Co. and the Eastern Manufacturing Co., which recently completed textile mills.

Mathis & Davis Co. of Chattanooga, Tenn., has been purchased by the Richmond Hosiery Mills of Rossville, Ga., which latter company recently consolidated with the Ocoee Hosiery Mills of Chattanooga. W. B. Davis will have charge of the sales department of the Richmond Company. The newly-acquired plant has ninety knitting machines, and capitalized at \$50,000.

A. T. Stocks of Gadsden, Ala., is said to contemplate the erection of a knitting mill, and he has asked for information and prices on knitting-mill machinery.

Messrs. Geo. A. Howell, Jasper Miller, A. L. Smith and Wm. Cook of Charlotte, N. C., have completed the erection of a large two-story building, and announce that they will install an equipment for cotton manufacturing, probably for cotton batting. A large stock company will be organized to own and operate the plant.

Riverview Knitting Mills of Tarboro, N. C., expects to rebuild its plant, recently destroyed by fire at a loss of about \$50,000. The company will not make arrangements until the winter has passed, and the new mill will probably make finer grades of goods than was produced by the burned plant.

Tavora Cotton Mills of Yorkville, S. C. has purchased about twenty-four acres of land near its plant in order to provide better railroad facilities and obtain a supply of water.

A committee has been named at Vernon, Texas, to solicit subscription for a cotton-mill company.

Long and Short Haul.

Washington, Special.—The United States Supreme Court rendered an opinion holding as valid the State constitution of Kentucky, concerning long and short hauls by railroad companies, and the statutes enacted under that provision of the constitution. The case on which the decision was rendered was a proceeding against the Louisville & Nashville Railroad Company, which company was indicted under the law upon the charge of making a greater charge for a short than for a long haul, and a fine was assessed. The verdict of the lower State courts was favorable to the State law and constitution and this finding was affirmed by the State Court of Appeals.

Gorman For Senator.

Annapolis, Md., Special.—Hon. Arthur P. Gorman and Chairman Murry Vandiver, of the Democratic State central committee, were selected as the Democratic nominees for United States Senator and State Treasurer, respectively, at the Democratic caucus, held Wednesday night. Senator Gorman's selection was unanimous and enthusiastic. There were 64 members present and the question of the next United States Senator and State Treasurer is regarded as settled. The Republicans held their caucus in the afternoon and nominated Congressman Wm. P. Jackson, of Wicomico county, for United States Senator, and General Thomas J. Shrick, of Baltimore city, for State Treasurer.

Southeastern Securities Company.

Trenton, N. J., Special.—The Southeastern Securities Company, capital \$100,000 was incorporated. This company is given practically the same power as those that were conferred upon the Northern Securities Company, which was organized to assume control of the Northern Pacific and other railroads. The incorporators of the company formed today are David H. Taylor, Edward B. Otheman, of New York, and K. K. McLaren, of Jersey City.

Capt. Carter Must Stay in Jail.

Washington, Special.—The United States Supreme Court refused to interfere in the case of Captain Oberlin M. Carter. The decision was rendered in the proceedings instituted by Captain Carter for the purpose of securing a writ of habeas corpus that would release him from prison at Leavenworth, Kan. The case originated in the United States Circuit Court for the district of Kansas, by which the petition for a writ was denied. Today's opinion was delivered by Chief Justice Fuller and affirmed the opinion of the Circuit Court.

The golf player who gets lost is anxious to locate the missing link.

FIFTEEN ARE KILLED

In a Disastrous Wreck in a New York Tunnel.

ENGINE PLUNGES THROUGH A CAR.

Train Was Crowded With Suburban Passengers, and the Destruction Was Frightful.

New York, Special.—In the New York Central Railroad tunnel that burrows under Park avenue, this city, two local trains collided Wednesday. Fifteen passengers were killed and twice that number were injured. A dozen of the latter were seriously hurt, and the roster of the dead may be extended.

The dead: Albert M. Perrin, 43 years old, recently from Chicago, secretary and social vice president of the Union Bag and Paper Company, residence New Rochelle, N. Y.; B. D. C. Foskett, 40, New Rochelle; A. E. H. Mills, 25, New Rochelle; E. C. Hinsdale, 35, New Rochelle; Mrs. A. F. Howard, 35, New Rochelle; Frank Washburn, formerly of Chicago, president of the Union Bag and Paper Company, residence New Rochelle; Wm. Leys, 35, New Rochelle, general manager B. Altman and Co., New York; Theodore Forgardo, 30, New Rochelle; Wm. Fisher, or Forbes, 25, New Rochelle; William Howard, 18, New Rochelle; Oscar Meyrowitz, 50, New Rochelle, optician in New York and secretary of the New Rochelle Yacht Club; Franklin Crosby, 35, New Rochelle; Ernest F. Walton, 30, New Rochelle, broker in New York; H. G. Diamond, New Rochelle, assistant general manager of the American Bridge Company, this city; Charles B. Mars, New Rochelle, employed at the new custom house.

A list of the seriously injured follows: Ernest Coffin, 15 years old, New Rochelle, serious wound on head, taken to Woman's Hospital, Fifthfifth street and Lexington avenue; Alfred Wadley, florist of New York city, fracture of both legs, shock and scalp wounds; Albert W. Adams, a carriage builder, of New York, left leg cut off below knee; George M. Carter, New York, leg fractured; George M. Fisher, 46, East Port Chester, severely injured; Mabel Newman, New Rochelle, contusions of body and hip fractured; Mamie J. Rice, New Rochelle, fractured nose, lacerated ear and sprained ankle; Sadie Scott, New Rochelle, left hand and left foot fractured; Richard Millineux, New Rochelle, compound fracture of thigh; Thomas T. Murphy, New Rochelle, both legs broken and internal injuries, condition critical; Winfield Schultz, New Rochelle, fractured legs and burns; E. McRae, New Rochelle, leg fractured; Henry Keene, general manager of the Siegel Cooper Company, this city, fractured ribs and internal injuries; George W. Winter, New Rochelle, compound fracture of left leg which was amputated; Wm. Brooks, Erie, Pa., lacerated face and possible fracture of skull, taken to Roosevelt Hospital.

It was a rear-end collision between a South Norwalk local train that ran in over the New York, New Haven and Hartford Railroad, and was halted by block signals at the southern entrance of the tunnel, and a White Plains local that came by the Harlem branch of the New York Central. The wreck occurred at 7:17 a. m., at which hour the trains were crowded by suburbanites. Most of the deaths, injury and damage were wrought by the engine of the White Plains train, which plunged into the rear car of the motionless train and was driven through to the middle of the car, smashing the seats and furnishings and splitting the sides as it moved forward. The victims were either mangled in the mass of wreckage carried at the plot, crushed in the space between boiler and car sides or scalded by steam which came hissing from broken pipes and cylinders. The engine in its final plunge of forty feet carried the rear car forward and sent twisted iron, broken timbers and splinters crashing into the coach ahead. Lights were extinguished and from the wreckage and darkness came the cries of the injured and calls for assistance by those who escaped.

Judiciary Report Ready.

Richmond, Special.—Consideration of the judiciary report was completed in the constitutional convention Wednesday, except that a motion to reconsider the vote by which the paragraph was adopted providing that judges of the Supreme Court are to be elected by the General Assembly, went over for action tomorrow.