

THE SOUTH'S TIME IN 1906

IT SHOULD NAME NEXT CANDIDATE

PARKER'S SIGNIFICANT SPEECH

Distinguished Jurist, in an Address Yesterday Evening in the Southern Manufacturers' Club, Declares That the Time Has Come When Southern Democrats Should be Recognized, and They Themselves Should no Longer Hesitate to Accept the Honors for Work Well Done—His Momentous Utterances Enthusiastically Received and Warmly Commended—Recent Candidate for the Presidency in Guest of Manufacturers' Club at Luncheon and Reception, and Afterward Attends Banquet of Greater Charlotte Club, Where Governors Glenn and Heyward Are Also Guests—Makes a Brief and Felicitous Address at Latter Function—Escorted to Charlotte by Mr. D. A. Tompkins and Spends the Night Here—Will Leave for Home This Morning.

One of the most significant utterances that has been made in the South in many a day was delivered here last night by Judge Alton B. Parker, the national leader of the Democratic party, when he declared that the next Democratic nominee for the presidency of the United States should come from the South. He argued that the section of the country that furnished the votes should also furnish the head of the ticket.

Judge Parker was a guest of a number of his political friends. On his way back from Mississippi, where he had been to address the Legislature, Judge Parker stopped over at Camden to see his friend and fellow Democrat, former Governor David Bennett Hill, of New York, who is there resting and recuperating. Mr. D. A. Tompkins, who has known Judge Parker for several years and admires him very much, went to Camden yesterday morning and accompanied him to Charlotte, where he was met at the station by the following named gentlemen, composing a reception committee: J. L. Chambers, S. S. McNeel and J. P. Hester.

Immediately on arriving at his room Judge Parker prepared for supper, after which he appeared in the parlors of the club held an informal reception to his friends. He was accompanied by Governor D. C. Heyward, of South Carolina, and R. E. Glenn, of this State, who were here to attend the banquet of the Greater Charlotte Club. Many of the leading Democrats of the city and county were here to see and hear the distinguished guest. The time before the formal programme, which had been arranged by a special committee, opened there in general hand-shaking and a lot of easy conversation.

THE TWO GOVERNORS. "Governor Heyward, that splendid fellow, from the Palmetto State, who is so easy on his feet, so gentlemanly and so attractive, sent a home thrust at Governor Glenn by reminding him that it was time for the time honored saying between the Governor of South Carolina and the Governor of North Carolina.

Judge Parker was the centre of attention. Everybody wanted to get close to him and shake his hand. He stood in the middle of the floor and held animated conversation with those about him. His hands were busy, going out to shake hands with everybody in the room. He was in the middle of the floor and held animated conversation with those about him. His hands were busy, going out to shake hands with everybody in the room.

"I thank you for the honor," said Judge Parker, "but I cannot say now. I would love to be here." "I will come if there is any change in the world," said Governor Heyward, "if the State of South Carolina would do without me that long." "I will be here unless Winston takes my place," declared Gov. Glenn.

JUDGE PARKER IS INTRODUCED. Mr. D. A. Tompkins called the meeting to order by saying: "Some of Judge Parker's political friends have asked him to come here, and they have also asked him to speak at the Democratic Democracy of this country. We want him to feel free to say whatever he sees fit. We are all Democrats. Now I shall let Mayor McNinch introduce him."

Mayor McNinch presented the honored guest in a few well-selected sentences, saying, among other things, that the South felt very close to him. As Judge Parker spoke, Governor Heyward stood at his right and Governor Glenn at his left and the room was full of men with eager faces.

A SIGNIFICANT SPEECH. "In the beginning the speaker said that 'Mr. Tompkins and Fellow Democrats! It gives me pleasure to be with you at this time. I have been asked to say something of the future Democratic party. I will gladly do so. I have prepared what I will say, and every sentence has been weighed carefully. It is not long and I shall read it.'"

Here Judge Parker took out his manuscript and read the following interesting deliverance: "I am pleased to accept your invitation to have my voice heard in one of the most interesting and historic counties in our common country. I am especially pleased to see so many of the sturdy men who, through many years, in good report or ill, have never been able to ignore the growing tendency to look to the government of State for support."

(Continued on Page Four.)

WAKE COTTON GROWERS.

They Will Meet in Raleigh To-Day—Confusing Rumors as to Wreck—Charters Granted—Raleigh News.

These are many confusing rumors in Raleigh regarding the wreck of the Seaboard train on the Air Line road, and this was heightened by the fact that Seaboard trains were running into the city over the lines of the Southern via Greensboro. At an early hour it was impossible here to secure accurate information as to the real seriousness of the affair.

The State chapters of the Farmers' Bank of Seaboard, Northampton county, the capitalized stock, which is \$5,000, is paid up with the following subscribers: Col. W. H. S. Burgwyn, of Weldon; J. G. L. Crocker, H. Ramsey, W. T. Grubbs, R. W. Edwards, R. E. Galt, R. E. Steinhorn, all of Seaboard. The limit for increases in capitalization is placed at \$25,000.

Dr. B. F. Dixon, the eloquent State orator, has accepted an invitation to deliver an address at Tarboro, on the occasion of the Memorial Day exercises there, and under the auspices of the Daughters of the Confederacy.

Work is most actively being pushed on the construction of the Raleigh & Southport Railroad, popularly known and regarded as "Mills Road." Trackage in Cumberland county shows the progress that is being made.

Much interest is being manifested in the meeting of the Wake County Teachers' Association. The sessions of last evening and to-day have been characterized by a large attendance.

Mr. Brooks, of Colorado, explained that there was evidence of a rubber famine in this country. The land in question, he said, was unfit for agricultural purposes and had no mineral value.

MR. SHACKLEFORD'S ATTACK. "The gentleman was not recognized until he first surrendered his constitutional rights as a representative of the people and crept into your private room, Mr. Speaker, there to supplicate you to extend him your grace."

APPLICATION DENIED. Guilford Commissioners Refuse Franchise to Philadelphia Concern to Operate Electric Lines. Special to The Observer.

Mysterious Disappearance of Important Witness for Defense in Divorce Suit of Brodie L. Duke Against Alice M. Trial. Special to The Observer.

DUKE TRIAL DELAYED. Mysterious Disappearance of Important Witness for Defense in Divorce Suit of Brodie L. Duke Against Alice M. Trial. Special to The Observer.

Freight Wreck at Ogburn Delays Traffic on Seaboard. Special to The Observer.

TEN CARS DEMOLISHED. Durham, March 16.—On account of the wreck on the Seaboard Air Line road near Ogburn yesterday afternoon, Seaboard fast trains passed through here from midnight to noon to-day. The last train to pass here was north-bound and since then trains have been passing over the main line, the wreck having been repaired to that extent. The first two trains to pass through were two north-bound fast trains. The wreck occurred at a point near Ogburn and 10 freight cars were demolished, leaving up some 500 yards of track and causing delay and trouble in traffic. No one was hurt.

500,000 Crate and Basket Factory Fire. Kinston, Ga., March 16.—The crate and basket factory of Messrs. Brothers was destroyed by fire here late this afternoon. The plant took fire from a pile of burning crates on the right of way of the Atlantic Coast Line. The loss is estimated at \$50,000, with insurance of \$15,000.

CALLS CANNON A DESPOT

MISSOURIAN ASSAILS SPEAKER

Commenting on Means Being Used by Colonel to Secure Speaker's Re-election on Bill Permitting Lease of Public Land for Rubber Cultivation, Mr. Shackelford Waxes Hot—Says Members Have to Creep Into Speaker's Private Room and Make Supplication—Session's First Filibuster is Made Against Bill Abolishing Lieutenant Generalship. Washington, March 16.—For an instant in the House to-day there was a lapse in the vigilance of those who have been on guard to prevent legislation which would take away the rank of lieutenant general in the army, and the chances of Generals Corbin and MacArthur for promotion. Mr. Prince, of Illinois, whose bill abolishing the grade in question is the legislative breach. There was an immediate call to arms on both sides and for three hours the friends of the generalists filibustered against the bill. The net result was that the previous question is ordered on the bill, and an amendment by Mr. Grosvener, of Ohio, is pending, which extends the time of the operation of the bill so as to allow the promotion of officers named. On this amendment the House was voting, but without a quorum, when adjournment was had until Monday, when the vote will be counted.

Previous to this, the first real filibuster of the session, there had been four hours of debate on the legislative bill. Mr. Shackelford opened the program by a long and bitter attack on Speaker Cannon, which he was not allowed to finish. Then followed a somewhat lively debate on the appropriation bill.

ARID LAND FOR RUBBER.

Mr. Shackelford's remarks were prompted by a consideration of a bill permitting the leasing of 5,000 acres of arid land in La Plata county, Col., to the P. F. U. Rubber Company for the purpose of the cultivation of the rubber tree.

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ON VIRGINIA MANUFACTURES. Census Bulletin Indicates Increase of 60 Per Cent. in Capital Since 1900 and 38 Per Cent. in Wages. Washington, March 16.—In a bulletin issued to-day by the Census Bureau giving the preliminary statistics for the manufacturing industries of Virginia for the year ending Dec. 31, 1904, it is indicated that there has been a marked increase in the manufactures of that State. The number of establishments with a product of \$500 or over is given at 3,187, with a total capital of \$147,989,182, an increase of 60 per cent. over the figures for 1900 of 60 per cent. The total amount paid to salaried officials, clerks, etc., for 1904 was \$4,874,806 and to wage-earners \$27,843,958, an increase, respectively, of 21 and 38 per cent. over the salaries and wages paid in 1900. The total cost of material used in 1904 was \$83,649,149 and the total value of the products \$148,856,625, an increase, respectively, of 41 and 37 per cent. over the figures for 1900.

THREE FIREMEN MEET DEATH.

Nine Others Seriously Injured at Fire Which Destroyed MINTZ Armory at Camden, N. J. Camden, N. J., March 16.—Three firemen were killed and nine others seriously injured to-night at a fire which destroyed the old Sixth Regiment armory at Bridge and West streets, in this city. The dead are: GEORGE W. SHIELDS, WILLIAM J. HILLMAN, WILLIAM JOHNS.

SAW ROOFER CLUTCH FOR LIFE.

Desperate but Ineffectual Struggle of Man Who Had Lost His Footing on Church Roof is Witnessed by Score of Persons in New York. New York, March 16.—A desperate but ineffectual struggle against death was witnessed to-day by more than a score of persons who stood helpless to assist in front of St. Bartholomew's church at Madison avenue and Forty-fourth street. The victim of the tragedy, he was at work on the roof of the church to-day when he lost his footing and fell, rolling swiftly down the incline. At the edge he managed to grasp a gutter, which he clung to for a few moments, but he was unable to hold on and he fell to the sidewalk. He struck on his head and was instantly killed.

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FOR NASHVILLE LADY'S DEATH.

Prudent Physician of the Tennessee Capital is Arrested, Charged With Murder of Mrs. Mangrum, Whose Body Was Found in Ohio River, and Given \$10,000 Bond. Nashville, Tenn., March 16.—Dr. Herman Feist was arrested here to-day charged with the murder of Mrs. Rosa Mangrum, whose dead body was found in the Ohio at Cairo, Ill., about six weeks ago. Mrs. Mangrum left Nashville December 14 last, ostensibly for a visit to St. Louis. Feist is a prominent physician of Nashville and his arrest caused a sensation. The warrant for the arrest was sworn out by Chester Mason, a brother of the dead woman.

Mrs. Mangrum was a beautiful woman and was related to prominent families in this city and throughout the State. Dr. Feist is said to have borrowed money from Mangrum and it is claimed by those interested in his arrest that the doctor was seen with Mrs. Mangrum early in the evening on which she disappeared. The warrant charges Dr. Feist with robbery and murder.

NEGRO'S GUN WORK IN CAFE. Ex-Convict Who Had Been Ordered From a New York Establishment Empties Three Revolvers Wounded Three Men—Captured Later After Hard Fight. New York, March 16.—Eli Lucas, a negro ex-convict, who served a 20-year sentence in Kentucky for murder, to-night shot three men in the Crescent Cafe, 108 West Thirty-second street. The injured men are Roundsman John Walsh and Patrolman James Scott, both of the West Thirtieth street police station, and John Jones, manager of the cafe. The most serious injury was sustained by Scott, who was shot in the right shoulder. He will probably be paralyzed for life.

FOREIGNERS ROASTED ALIVE. Hardly had the noise of the wreck ceased when a sheet of fire ran through the shattered cars of both trains. In the forward coach of the west-bound train every seat was occupied by passengers, many of whom were home-seekers. A number of foreigners were among them and in their terror they gave up life without making any attempt to reach safety outside the burning car. The sheet of fire broke in two and three coaches were squeezed together. The baggage car, the mail car and a coach of the east-bound train buckled, but none of the passengers were hurt.

NINE FIRES IN NEW YORK. Over 100 Tenants, Clad Only in Night Clothing, Stand in Deep Snow on Roof for 15 Minutes—No Serious Losses. New York, March 16.—Nine fires, none of them particularly serious as far as financial loss is concerned, but which resulted in great hardship to tenants and firemen because of the frozen hydrants, occurred in New York city just before daylight to-day. More than 100 tenants of a flat house in West Fifty-third street were driven, either half-dressed or in their night clothes, upon the roof of the building, where the snow was nearly six inches deep and from which they could not be rescued until they were compelled to stand for about fifteen minutes before firemen with ladders were able to take them all off the roof. The fire was in the basement and the smoke drove them to the roof. Six of the other fires were in buildings occupied for business purposes.

Disastrous Fire in Buncombe. Asheville, March 16.—J. H. Lance, of Arden, this city, was in the city to-day and told of a destructive fire which occurred at Arden yesterday morning when a considerable amount of property and the family of R. L. Garvin barely escaped with their lives. The stock of goods and the store-house of Charles Presbury, the store-house of R. P. Youngblood and a carload of corn stored therein were totally destroyed. The dwelling of R. L. Garvin was burned to the ground and the inmates were awakened just in time to escape with their lives.

Widely Known Catholic School Destroyed by Fire. Shreveport, La., March 16.—St. Vincent's Academy, established 30 years ago and one of the most widely known institutions in the South, was destroyed by fire this afternoon. Loss, \$60,000; insurance, \$12,500. The fire originated from a defective fuse while the teachers and pupils were at lunch. Almost a panic resulted, but all escaped without injury. Carnegie Gives \$50,000 to Georgia Tech. Atlanta, Ga., March 16.—Professor K. G. Mathewson, acting president of the Georgia Society of Technology, announced to-day that Andrew Carnegie had agreed to give the school \$50,000 for the erection of a library building, provided the school will furnish the sum of \$25,000 annually for the maintenance and support of the library. The gift will be accepted.

FAMILY NEARLY WIPED OUT. One of the pathetic tragedies of the disaster was the wiping out of all but two of the family of Taylor Howell, of Lebo, Kansas. Father, mother, daughter, grandchild and the wives of the sons are missing. The two sons, E. A. Hewitt and L. Hewitt, are among the injured in the hospital here, each of them having leg fractures in addition to other injuries. E. A. Hewitt said that he and a family member were in the room when the fire broke out. He saw the fire and saw just as plainly as he later saw the real truth everything that took place after the collision.

Some of the victims were plucked under the wreckage and burned alive before help could reach them. Most of the injured were on No. 8, which was heavily loaded. No 16 carried comparatively few passengers and these escaped, generally, with a slight shaking-up. Relief trains were sent out from the scene from Pueblo and Florence, but the work was necessarily slow, because of the smoke from the burning wreck and because of the cold weather. The first train bearing injured reached Pueblo shortly after 6 o'clock.

SAW HIM SLOWLY ROASTED. During the progress of the fire one man was seen hanging from a car window. "For God's sake, save me," he cried, but the heat was too intense for the rescuers to reach him. He slowly roasted to death before the eyes of the crowd around the burning wreck.

Many thrilling rescues were reported. One man whose name could not be learned, forced his way into a coach that had received the brunt of the shock, and seeing a young girl who had been plucked under a seat, endeavored to lift her to a place of safety. He raised her to the girl died in his arms.

The rescuer dropped his burden and seized a man who was lying under a roof timber. He dragged the man to safety and in the process was carried to a place of safety. This one rescuer saved four persons' lives. A correspondent who returned from the wreck says that the car in which he believed he was sitting was killed was completely consumed. He also states that a dry goods box had been placed alongside the track and the bones of the bodies which were buried in the snow were found in this box was brought to this city by the coroner.

JUDGE PARKER AT ROCK HILL. Addressed the Young Lady Students of Winthrop College and Was Driven Over the City. Special to The Observer. Rock Hill, S. C., March 16.—For an hour this afternoon Judge Alton B. Parker was the guest of Rock Hill. He arrived at 4 o'clock and left at 6 o'clock for Charlotte. Judge Parker was met at the depot by a committee of citizens and was driven at once to Winthrop College, where he addressed the young ladies of the college. He was then driven over the city, there being several carriages in the party. When shown by one of the young ladies a picture of Senator Tompkins on the wall, Judge Parker said: "He always pushes everything he undertakes; no wonder you have such a nice college here." Quite a large crowd greeted Judge Parker at the station.

Special to The Observer. Asheville, March 16.—The trial of the personal damage suit of A. W. Hemphill vs. the Buck Creek Lumber Company, now pending in Superior Court, Mr. Hemphill is suing the concern for \$2,000 for alleged permanent injuries sustained while an employe of the company about two years ago. The case is being hard fought and every point contested. Negligence on the part of the company is charged in not providing safe equipment.

Executive Committee of Truckers' Association to Meet April 20. Special to The Observer. Wilmington, March 16.—Special meetings of the executive committee of the board of directors of the East Carolina Fruit and Truck Growers' Association are called to be held here April 20. It is announced that matters of vital importance concerning transportation and the movement of the strawberry crop will be considered.

CRASH AND FIRE KILL 35

WRECK AMID STORM IN ROCKIES

As Result of Undelivered Orders, Heavy Loads and Blinding Snow Storm, Score of Lives Are Lost on Denver & Rio Grande, Several Foreigners Being Roasted Alive by Fire Following Collision—Was Wild Night in Mountain Canyons and Sharp Curves—Casualties Confined to East-Bound Train—Relief Trains on Scene. Pueblo, Col., March 16.—Thirty-five lives were crushed out early to-day in a head-end collision of two passenger trains near Adobe, Col., on the Denver & Rio Grande Railroad, and a score of victims incinerated beyond identification by a fire that destroyed the wrecked coaches. More than a score were injured, but all will probably recover.

The wreck was due to undelivered orders, heavy mountain grades, a snow storm, a sharp curve and the slippery condition of the rails. Only the locomotives, baggage and day coaches were wrecked, the sleeping cars escaping almost unscathed, as in the Eden disaster on the same road in 1904, when part of a train ran into a flooded canyon through a washed-out bridge.

Many of the dead were home-seekers bound for the Northwest. The three crushed locomotives set fire to the splintered coaches and it was hours before all the bodies were recovered, the flames being so hot that rescuers could not approach the debris until the fire burned out.

It was a wild, stormy night in the mountain canyons when the two heavy trains met. Blinding snow darkened the rocky gorges and speed was not high.

ENGINEERS WERE HELPLESS. Suddenly headlights flashed out, and it was realized by the engineers that something was wrong. According to Fireman J. H. Smith, of the west-bound train, Engineer Walter Cobblett applied the emergency brakes, but the slippery rails allowed the momentum of the heavy train to carry it on to the fatal crash.

The impact was scarcely noticeable, but the cars crushed and ground into each other. The helper engine of the west-bound train acted as a cushion, minimizing the force and weight of the heavy mountain engines. This helped to crush together like so much paper and the steam locomotive ran through the mesh of iron and plowed each other to pieces.

Fireman Smith was the only one of the passengers to escape. The baggage car of the west-bound train broke in two and three coaches were squeezed together. The baggage car, the mail car and a coach of the east-bound train buckled, but none of the passengers were hurt.

FOREIGNERS ROASTED ALIVE. Hardly had the noise of the wreck ceased when a sheet of fire ran through the shattered cars of both trains. In the forward coach of the west-bound train every seat was occupied by passengers, many of whom were home-seekers. A number of foreigners were among them and in their terror they gave up life without making any attempt to reach safety outside the burning car.

When the occupants of the two sleeping cars saw that nothing could be done to check the flames, they aided the trainmen in pushing back the undamaged cars.

Communication was opened with the Pueblo office of the railroad from Portland, a mile from the wreck and a relief train with physicians was dispatched to the accident. The injured were placed in the sleeping cars and brought to Pueblo with the passengers of the east-bound train, who were unhurt. Another relief train came from Florence to take away the injured portion of the east-bound train.

A list of dead made up from close investigation by responsible persons follows: WILLIAM HOLLIS, engineer, H. D. SUDDUTH, fireman, EDWARD E. BAIRD, deputy sheriff, Denver. ARCHIBALD WHITNEY, prisoner in charge of Baird. MRS. WILLIAM BURNSIDE, DAUGHTER AND DAUGHTER'S CHILD, all of Kansas. AN. BARELO, Salida, Colo. MISS GRACE BARKLO, Salida, Colo. ENOS MPARLAN, express messenger. MRS. W. M. HEWITT, Lebo, Kansas. FRED JONES, Lebo, Kansas. FRED LEMMON, Denver. MRS. WINONA HEWITT, Lebo, Kansas.

The Utah & California express, west-bound, left Pueblo an hour and a half later with orders to meet the Colorado and New Mexico express, east-bound, at Florence. This order was changed and the west-bound train was directed to pass the east-bound train at Beaver, about 12 miles east of Florence. The order should have been delivered to the train crew at Swallow, but for some reason the operator there neglected to deliver the order. In the morning the east-bound train received its orders and expected to meet the west-bound train at Beaver. No other orders intervened the wreck.

It is impossible to determine the exact number of dead on account of the incineration of many bodies. The number of victims burned is said to be at least 20. The railroad officers asserted during the day that only 15 persons were killed. The work of clearing away the debris of the wreck began at daylight with the aid of two wreckers. It is announced that the tracks would be entirely clear and the trains running by to-morrow noon.

The monetary damage to railroad property is \$200,000. In addition to this, much baggage and mail were destroyed.

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MR. HOLTON'S NOMINATION

WILL BE CONSIDERED TO-DAY

Committee, of Which Senator Foreaker is Chairman, Will Meet To-Day to Determine Whether District Attorney's Nomination Shall be Longer Held Up—Urging Erection of Bridge Over Pamlico River—Former Congressman, Editor of Southern Carolina, Appointed Grave-Marker—Mr. Small's Bill for Drainage of Dismal Swamp. BY W. A. HILDEBRAND. Observer Bureau, 1417 G Street N. W., Washington, March 16.

At Senator Foreaker's committee room the information was to-day given the writer that the sub-committee, of which the Ohio Senator is chairman, would certainly be held to-morrow to consider the nomination of District Attorney Holton. The clerk to the committee said he was not aware of the fact if any more charges had been filed by Congressman Blackburn or his friends during the past two or three days and a persistent report was incalculable to-day to the effect that members of the sub-committee are inclined to report the nomination favorably. Of course nothing officially can be made known until to-morrow, but at least two Senators who have looked into the situation are being quoted to-day as taking the view that the answer of Mr. Holton to all charges has been reasonably satisfactory.

FOR BRIDGE OVER PAMLILO. E. L. Travis, of Halifax; Maynor Stewart and S. C. Stevens, of Washington, N. C., are among to-day's arrivals from the State. The last two named gentlemen called at the War Department to discuss the matter of a bridge to be built across Pamlico river which will permit Pamlico & Raleigh Railroad to enter Washington. There has been some objection to the proposed structure, but it is believed that the North Carolinians that the Department engineers are taking a more favorable view of the project. The clerk to the Senate postoffice committee to-day said the nomination of Lewis N. Grant to be postmaster at Goldsboro, had been favorably reported by the committee and that the nomination now occupied a place on the Senate calendar. It was announced that it will be confirmed at the next executive session.

NORTH CAROLINA LOSES. North Carolina loses out on the contest for the position of commissioner to mark the graves of Confederate soldiers who died in Northern prisons. It was announced that the Department to-day that the position would go to former Congressman Elliott, of South Carolina. North Carolina had at least two candidates who expressed a willingness to serve without pay. It was stated to-day that the position would perhaps be worth about \$3,500 to the former South Carolina Congressman. Mr. Elliott was, of course, a Confederate soldier and he possessed all the other qualifications. Representative Small, of North Carolina, has introduced a bill providing that \$3,000,000 of the money hereafter arising from the sale of public lands, which would otherwise become a part of the reclamation fund, may be used for the purpose of constructing a suitable and comprehensible system of drainage of the lands comprising what is known as the Dismal Swamp, situated partly in the State of Virginia and partly in the State of North Carolina. The bill provides that the money shall be expended under the supervision of the Department of Agriculture and that all the expense of such construction for a period not exceeding 10 years shall be assessed against the lands to be drained in proportion to the benefit therefrom.

The Dismal Swamp was formerly about 40 miles by 25 miles in area, but part thereof has been reclaimed by reason of the construction and operation of what is known as the Dismal Swamp Canal which intersects the edge of the swamp. In the center of the swamp is Lake Drummond, made famous in the closing days of the last century by a famous poem. The surface of Lake Drummond is some several feet higher than that of the Elizabeth River, upon which Norfolk is situated, and the surface of the swamp has always been a source of annoyance to Norfolk, therefore, it is practicable to drain the same.

The drainage of this swamp would open up thousands of acres of the most fertile land in the State, which whose fertility would continue undiminished for generations to come. No more inviting returns could be found than from the investment of this money.

This does not appear to be so novel a proposition. Senator Hanbrough, of North Dakota, introduced in the Senate and the Senate has passed a bill providing for the drainage of certain lands in six counties in the State of North Dakota. This bill came over to the House and is now pending before the House committee on public lands. If the government wishes to make a proprietary investment in the drainage of lands, no finer opportunity is offered than is presented by this in Dismal Swamp, the most fertile in the world.

Mr. Holton Leaves for Washington. A Winston-Salem, March 16.—District Attorney A. E. Holton left to-night for Washington. The sub-committee of Senators is scheduled to meet to-morrow to decide whether the charges filed against the District Attorney by Congressman Blackburn justify, or are entitled to, further investigation.

OPENS FOR GREENE-GAYNOR. Prosecution Having Closed, Civil Engineer is Put on Stand to Show Effectiveness of Work Done—Admits Being Well Paid by Owner. Savannah, Ga., March 16.—After 47 days of bitter preliminary proceedings the actual conduct of the Greene and Gaynor trial, the government says this afternoon closed its case. George Y. Wisner, civil and hydraulic engineer and a member of an international board that is concerned with the waterways between the United States and Canada, was the witness for the defense, his evidence being designed to show that the contract was made in good faith and that the work done was of the highest quality. He was asked to show that the contract was made in good faith and that the work done was of the highest quality. He was asked to show that the contract was made in good faith and that the work done was of the highest quality.

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FAMILY NEARLY WIPED OUT. One of the pathetic tragedies of the disaster was the wiping out of all but two of the family of Taylor Howell, of Lebo, Kansas. Father, mother, daughter, grandchild and the wives of the sons are missing. The two sons, E. A. Hewitt and L. Hewitt, are among the injured in the hospital here, each of them having leg fractures in addition to other injuries. E. A. Hewitt said that he and a family member were in the room when the fire broke out. He saw the fire and saw just as plainly as he later saw the real truth everything that took place after the collision.

Special to The Observer. Asheville, March 16.—The trial of the personal damage suit of A. W. Hemphill vs. the Buck Creek Lumber Company, now pending in Superior Court, Mr. Hemphill is suing the concern for \$2,000 for alleged permanent injuries sustained while an employe of the company about two years ago. The case is being hard fought and every point contested. Negligence on the part of the company is charged in not providing safe equipment.

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