

# AN ENERGETIC ENTERPRISE

## STATUS OF PANAMA RAILROAD

No Congestion of Freight on the Isthmus. The Charge That Preferential Treatment is Given the Canal Commission Also Without Basis—The Need of Another Steamship Line Fought Out—The High Price of Supplies a Chief Source of Complaint.

Correspondence of The Observer.  
Colon, Panama, March 29.—There is no congestion of freight on the Isthmus. The Panama Railroad is a breath of fresh air in a somewhat oppressive atmosphere. It is being operated in a thoroughly business-like manner by a man whose ability and energy have been made apparent to all with whom he has come in contact.

It is operating daily over forty-seven miles of road eight combinations passenger and freight trains, four extra freight trains, and sixteen work trains. Twenty-four new locomotives are now being installed for the use of the Panama Railroad. One hundred and twenty new locomotives have been ordered and are en route for the use of the Isthmian Canal Commission. Five hundred new box cars have been ordered, two hundred of which are here and are being put into use. Two hundred new steel flat cars have been ordered and will be in use within ninety days. The docking facilities have been wonderfully improved, and to-day ten vessels of any size may be handled at one time. Three more berths will be ready within a month. The railroad is being double-tracked, and within two months it is expected that half of the road will be thus improved. Fifty per cent. of the grading for the entire double-tracking already has been completed.

If one could be transported in the night from a quiet corner in the United States to the luxurious (?) Astor House on the front of the Colon, it would be difficult to persuade the person thus transported that he was not in Pittsburgh, Elmira, Harrisburg, or some other great railroad center. All day and all night much to my discomfort, he it is said, there is a continuous procession of trains of all sorts and descriptions, interspersed with switch-engines, whose whistles and bells are seldom silent. It is, indeed, difficult to imagine that we are 4,000 miles from New York. The deep-chested conductor of the 5:40 a. m. train stands underneath my window and calls out: "All aboard for Mount Hope, Panama, Colon, Foz de Antioquia and stations." The crowd scrambles aboard just like it does when the suburban train comes hustling through the Shore Hills of New Jersey and stops only for a moment en route to Great Neck, New York. The Panama Railroad is not a theory, as some folks would have us believe—it is a fact; a living, moving, energetic, and resultful enterprise.

Upon my arrival at Colon I read the cable advice that told certain testimony given before the Senate committee on inter-oceanic canals; how Mr. Scherwin, vice president of the Pacific Mail Steamship Company, claimed that on February 25, 1905, there was great congestion of freight on the Isthmus, and how Mr. Shonts presented a letter of the Panama Railroad, under the same date, who denied that there was any congestion. It was quite evidenced from the fact that somebody was well, we will say, misinformed. During the past week I have talked with the local agents of several lines, with disinterested and well-informed persons, with the officials of the railroad, and finally with the general superintendent, Mr. W. G. Bled. The result of this investigation has been to convince me that there was on February 25 no more congestion than occurs every day on the great railroads in the United States, which by railroad men is considered incidental to the best traffic. To-day there is not an ounce of "congestion" freight either at Colon or Panama.

The mistake made by many persons who have reported congestion has been a superficial examination of the docks. At the Colon docks to-day there are 7,000 tons of freight awaiting shipment. On the first view this would appear to be congestion, but I was told by one of the employees that about half of this freight was awaiting Atlantic shipment by certain boats that had not yet arrived, and that the other half was destined to Pacific ports by boats that had not yet arrived at Panama. This explanation was verified by a personal inspection of much of the freight. For instance, a vessel discharges 1,000 tons of freight at Colon for transshipment to Panama, and thence to San Francisco by the Pacific Mail steamer City of Para. The cargo is discharged at Colon a week before the scheduled arrival of the City of Para at the Panama side. What would it avail the railroad or the shipper to transport the cargo immediately to Panama, there to remain a week, particularly in view of the fact that the storage facilities at Colon are the better? That the City of Para is not due for a week is not the fault of the Panama Railroad, and the storage of its cargo at Colon therefore cannot properly be termed congestion.

The same conditions apply to cargoes for Atlantic shipment. Because of the better storage facilities at Colon, freight is brought over from Panama and held for shipment on vessels due to arrive in from two days to a week. It also has been charged that the Panama Railroad has been handling the freight for the Isthmian Canal Commission preferentially, to the disadvantage of the commercial shippers. This charge also seems to be unsupported by facts. Indeed, the contrary appears to be true, and I come to this conclusion after discussing the matter with almost every one in Colon who should have reliable information. I have found instances where freight for the canal commission has been temporarily held up in order to permit of the immediate dispatch of commercial freight. In two instances preferential treatment was accorded the Pacific Mail Steamship Company, which company has so strenuously opposed the Panama Railroad in the Senate committee hearings.

Mr. Joseph L. Bristow, in his report to the President, as a special commissioner for the investigation of the Panama Railroad, recommended "that the Panama Railroad be continued as a commercial line, that its facilities for handling commerce be improved at once; that it be double-tracked and equipped with modern rolling stock; that its port facilities be enlarged by the construction of additional wharves, and that modern facilities for handling cargoes be provided." This report was made about six months ago, and to-day its provisions practically have been carried out. To accomplish this meant much.

DEVIL'S ISLAND TORTURE  
It is no worse than the terrible case of Piles that afflicted me years ago. Then I was advised to apply Blisters. I tried Salve, and then a box permanently cured me, writes L. A. Nipper, of Raleigh, N. C. Cures all wounds, Burns and Scalds, Itch, Eczema, etc. at R. H. Jordan & Co., Druggists.

work. The road to Panama crosses the Isthmus by a series of bridges, of which had to be repaired before they would stand the strain of modern rolling stock. Several of the bridges had to be replaced with new ones. All the old rolling stock had to be patched and repaired and some of the old French paraphernalia was made use of. It was with these poor facilities that the road, under Mr. Bled's management, reduced a congestion aggregating 15,000 tons to no congestion at all, for it is only within the past month that the new rolling stock has been put into commission. If the remainder of the new rolling stock is on the tracks within the next sixty or ninety days, and there seems to be no reason for doubting that it will be, the Panama Railroad should be able to handle any and all freight consigned to it, and by unloading direct from ship to car and car to ship, the ideal of all shippers.

Another factor should be taken into consideration—the increase of shipping during the past year. During October, November, and December, 1905, the total tonnage carried by the Panama Railroad for outside commercial interests only, was an increase of 26 per cent. over the same period for the previous year. But by including the freight handled for the Isthmian Canal Commission (which is clearly proper) the tonnage increase was more than 150 per cent. When this is borne in mind it is little less than remarkable that the road has been able to do as well as it has. I have it on the authority of the general superintendent that there is no single track railroad in the world, approximately fifty miles long, doing the amount of business that is being done every day by the Panama Railroad. However, accounting what has been done and what is being done, it is only fair to report the feeling of the community concerning what has not been done. By this I mean the establishment of a line of steamers to operate between Colon and ports on the Gulf of Mexico, principally New Orleans. An enormous amount of flour, meat, and other products of the Mississippi Valley and adjacent territory is consumed on the Isthmus by the employees of the government and those whose welfare depends directly upon the United States. It is claimed by shipping agents here that if the United States would establish a line of steamers employed on the route, Colon these supplies could be sent down the Mississippi to New Orleans and transhipped to Colon—an all-water route—as quickly and at half the expense of the present Panama Railroad. The argument of this plan is that the supplies could thus be sold to the laborers at a lower figure, giving them more net wage, which, of course, is equal to an increased pay.

Such a line of steamers was recommended by Mr. Bristow in his report to the President, and if it is at all practicable there is no doubt as to the good that will thus be accomplished. I have found by talking with the laborers employed on the government work that their chief complaint is the high price of supplies. The same old question of increased cost of living without a proportionate increase in the wage scale is paramount on the Isthmus of Panama, and it would seem that if a material reduction in the cost of living can be accomplished through a 50 per cent. saving in the cost of transporting supplies that course would be advisable.

### DOZIER-ANDERSON.

Miss Edith Anderson Becomes Bride of Capt. R. Dozier in Beautiful Wedding at Kingsville, S. C.

Correspondence of The Observer.  
Columbia, S. C., April 7.—A pretty home wedding was celebrated at Kingsville Wednesday afternoon at 6:30 o'clock, at the hospitable residence of Mr. and Mrs. William H. Anderson, when their only daughter, Edith, was happily married to Capt. R. Dozier, of Georgetown. The home was beautifully decorated with yellow jessamine fresh with the inspiration and golden in the beauty and joy of spring. The color of this flower of the Carolina forest being the scheme selected for the occasion. Proceeding from the spacious hall, the bridesmaids and groomsmen entered as follows: Miss Susie Gadsden, of Charleston, costume of chiffon, lace, yellow giraffe; Miss Carrie Pennington, of Orangeburg, Persian lawn, valencienne lace, yellow giraffe; Miss Irene Beckman, of Columbia, Persian lawn, yellow giraffe; Miss Julia Kirkpatrick, of Charleston, N. C., chiffon, thread lace in white, violet ribbon and pearl trimmings, yellow giraffe; Messrs. Charlie Dozier, of Conway; Grange Lucas, of Georgetown; Hugh Taylor, of Georgetown; Ralph Johnson, of Edgely. Each of the bridesmaids carried bouquets of yellow jessamine.

The bride, attired in a beautiful costume of lovely white silk de crepe silk, and carrying a bouquet of white carnations and ferns, entered the parlor with her maid of honor, Miss Marie Alphonse, of Georgetown, whose costume was lovely lavender silk and lace, preceded by little Miss Vera Price, of Columbia, as flower girl, wearing giraffe, white, the gladiolus strains of Mendelssohn's wedding march sweetly sounded from the piano under the skillful touch of Miss Emily Alphonse, of Georgetown, in a pretty costume of chiffon, valencienne lace and blue ribbon.

Beneath a canopy of apple blossoms, in which was suspended the marriage bell of white, with a similar bell of purple suspended over the altar formed of the green foliage and flowers of the spring, the beautiful ceremony of the ring was performed, according to the rites of the Methodist Church, by Rev. J. Walker Daniel, pastor of Washington Street Methodist church, Columbia. An elegant repast was served in honor of the happy occasion, and the bride was the recipient of a number of gifts, the gift of the groom being a handsome gold watch and chain. Better friends on the family, the community the guests from abroad were Mrs. T. M. Burns and Mr. Kenneth Burns, of Augusta, Ga.; Mrs. Grace Williams, of Orangeburg; Miss Nettie Holmstrom, of Blacksburg; Julia Holmstrom, of Charleston; Mrs. Grace Williams, of Orangeburg; Mr. and Mrs. Wm. Rouseal, of Newberry; Misses Laura McCoy, Jennie Belle Anderson, Mrs. N. D. Beckman, and Lillian Price, of Columbia, and Captain Dozier and his bride left for their future home, amidst showers of rice and fond wishes for their future happiness.

A bridal couple can lose a lot of money getting wedding presents for which they will have to give better ones.

IS THE MOON INHABITED.  
Science has proven that the moon has an atmosphere, which makes life in some form possible on that satellite, but not for human beings, who have lived enough time on this earth of ours, especially those who don't know that Kieckhefer's Bitters cure Headache, Migraine, Chills and Fever, Jaundice, Dyspepsia, Diarrhoea, Torpid Liver, Kidney, Rheumatism, and all sorts of female weaknesses. Unequalled as a general Tonic and Appetizer for weak persons. Cures all ailments. Bitters and Food and Sleep. Fully guaranteed by Dr. R. H. Jordan & Co., Druggists. Price only 50c.

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### PISTOLS WERE USED.

Bullet Intended for White Foreman at Whitney Strikes and Seriously Wounds Negro.  
Special to The Observer.  
Spencer, April 8.—From persons who came in on the train from Whitney Saturday night it was learned that a serious fight occurred at that place Saturday afternoon, in which one Negro was dangerously shot in the head by another laborer of the same color. The men were employed on a steam shovel and had a quarrel with the foreman, a white man, whom they attempted to kill. Pistols were brought into play by the negroes but the balls went wide of the mark, one taking effect in the arm of one of the negroes. The wounded man was taken to Charlotte for treatment. His assailant was chased about five miles and was captured in the woods by officers. He was taken to jail at Albemarle.

Arthur Craver, of Lexington, Special to The Observer.  
Lexington, April 8.—Mr. Arthur Craver died Saturday after a short illness from fever. He was a Mason and the local order of Masons attended the funeral at Reeds yesterday. Mr. Craver was for many years mail clerk on the Southern Railway, and prior to his illness was engaged in carrying the rural mail from Lexington. He is survived by a wife and child.

Hollister's Rocky Mountain Tea is a wonderful spring tonic. It drives out all impurities. A good thing for the whole family. Keeps you well all summer. 25 cents. Tea or Tablets. R. H. Jordan & Co.

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Perfection Blue Flame Wickless Oil Stove.

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Insurance in force December 31, 1905, \$10,310,681.00  
Number of Policies in force.....86,450  
Number Death Claims paid in 1905.....1,137  
Death Claims, Dividends, etc., paid to Policy-Holders in 1905.....\$ 111,496.75

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2:30 pm Lv Winston, N. & W. Ar 2:50 pm  
4:00 pm Lv Martinsville, Lv 11:45 am  
5:30 pm Lv Rocky Mount, Lv 10:30 am  
7:30 pm Ar Roanoke, .....Lv 9:30 am

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Makes Walking Easy.  
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