BAHERIALL SUMMARY

At Brooklyn: Brooklyn, 3: St. Louis, At Beston: Beston, 5: Pitteburg, 1. At New York: New York, 4: Chicago,

STANDING OF THE CLUBS.

	STENING SEA	(E83)		gen)
	AMERICA	NIMAG	HEL	100
A		Won.	Lost.	884
New Yo	ork	4	200	883
Chicago		83	54	DE:
Clevelar	14	10000000000000000000000000000000000000	59	903
Philadel		· 24	60	888
Bt. Lou		100000	68	8062
Detroit	***** *****	37 mg 68 g 72	73	395
Washing	rton	53	100	10750
Boston	APPRICATE ACTO	THE RESERVE	95 P	53
1		STATE OF THE PERSON.	KN#3587	723
BUEFFESS)	NATIONA	L LEAG	UE.	£98

EASTERN LEAGUE.

LEAGUE GAMES. AMERICAN LEAGUE.

Second game:

R. H. M.
leveland 090000001-1 5 2
oston 600002020-4 10 0
Batteries, Townsend and Clark; Young
od Carrigan. Time, 2:35. Umpire,
vans.

Detroit, Sept. 21.—Detroit won as in-teresting game from Washington to-day. In the ninth inning the visitors bunched four hits isoluding a home-run, scoring four runs. Detroit won in her haif of the ninth.

Betroit 100000031-5 6 1
Washington 00000004-6 12 2
Batteries: Slever and Schmidt; Kitson, smith and Warner, Time, 1:65. Umpire, furst.

NATIONAL LEAGUE.

Boston, Sept. 21.—Boston's hits were lentiful and well timed to-day and the ome team won easily. Batteries: Dorner and O'Neill: Willis and Gibson. Time 2 hours. Umpire,

ew. York 0100000034 5 3 Batteries: Overall and Kling; Fergus, Taylor, Ames and Breshnahan, Time, 6. Umpires Carpenter and Klein.

Brooklyn, Sept. 21.—Brooklyn won ay's game by superior hitting.

Innati 011006806-2 8 6 adelphia 00000001-1 7 1 tteries: Wicker and Schlet: Sparka, hie and Dooin. Time, 1:55. Umpire.

JOCKEY KILLED AT GRAVESEND.

Preishan Meets Instant Death and C. Ross Sustains Skull Fracture as Result of Former's Horse Falling and Two Others Stumbling Over Him.

Him.

New York, Sept. 21.—Jockey
Bertrand Freishon was instantly
killed and Jockey C. Ross sustained a
fracture of the skull as a result of
an accident in the fifth race at
Gravesend to-day. G. Burns, who
sleo fell, escaped injury.

Freishon had, the mount on Joe
Levy, C. Ross on Louis H. and G.
Burns on Sonoma Belle. As the
field was making the paddock and in
full view of the grand stand, Joe
Levy, who was on the rail, crossed
his legs and fell, and in falling
bumped into Senoma Belle, causing
her to fall. Louis H., who was directly behind Joe Levy, stepped on
Treishon, crushing him and foll over
Joe Levy. G. Burns sat up in the
middle of the track, while Freishon
and Ross never moved. Ross was
removed to the bospital at Consy Island. Freishon was 16 or 17 years
old and was a native of New Orleans.

Summaries:

When the will was presented to the
surrogate, counsel for the executors
announced that Mrs. Sage intended
to give each of Mr. Sage's relatives,
who are beneficiaries, an additional
sum equal to the amount of the
legacy, pravided there is no contest.

Special to The Observer.

Spartanburg, S. C., Sept. 21.—Fire
which was discovered in the rear of a
Walker's shoe store sto-night damaged goods to the amount of \$2,000. In
During the fire Logan Gaffney, a
member of the fire Logan Gaffney, a
member of the fire department, was
printing house suffered slight damage from smoke and carried from
the building. In addition to the damsage in Walker's store, Band & White's
printing house suffered slight damage from smoke and water.

Carbolic Acid Causes Fire,
Observer Bureau,

Carbolic Acid Causes Fire,
Observer Bureau,

1209 Main Street.

i-3 furiouge: Kennyette, i to 1, ii c; Gold Lady, 4 to 1, second: Fan-tic, 7 to 5, third. Time 1:97 1-5, ii fifth race selling, mile and a h arter: Lancautrian, 7 to 2, won; ii

First race, selling, 5 1-2 furiouss:
Plausible, 3 to 5, won; Jessamy, 5 to
1, second; Grackhus, 5 to 1, third.
Time 1:12
Second race, selling, 8 furiouss:
Miss Anxious, 4 to 1, won; Gallop Off,
15 to 1, second; Orderly, 19 to 1,
third. Time 1:18 3-5.
Third race, east end merchants
league steeplechase, short course:
Mayurick, 2 -2 to 1, won; Sigmund,
2 to 1, second; Little Wally, 10 to 1,
third. Time 2:58.
Fourth race, selling, one mile:
Malleable, 4 to 1, won; Pan MyKenna,
4 to 1, second; Inflammable, 12 to 1,
third. Time 1:48 4-5.

A MATCH GAME TO-DAY. Davidson Picked Elevens Will Meet on the Gridiron-College News

Special to The Observer. Davidson, Sept. 21.-To-morrow afternoon there will be a formal match game of football between picked elevens from the whole squad of players. The practice, despite the heat, has aroused a good deal of enthustasm and it looks now as if, bevidson will have an excellent team.

up full to the statue he was described up full to the statue he was described as having and is greatly liked by the men under his direction. A training table has been provided at Mr. Booe's hotel for those who are the most promising candidates for the team and for those who are willing to limit their desires by what is best for them, athletically speaking.

It was hoped that Oak Ridge would play here to-morrow, but some days ago the management wrote that the date was altogether too early in the season and that no team was yet in process of forming.

AFTER THE DEMI-MONDES.

Salisbury's Mayor Inaugurates Move ment to Clean Out the Red-Light District—Other News Items. Special to The Observer.

Salisbury, Sept. 21,-Mayor Boyden and the policemen are making war upon the disreputable districts. Po-Batteries: Owen and Roth; Hogg and MrGuire Time, Itill Umpires, O'Laugh lin and Sheridan.

St. Louis, Sept. II.—St. Louis to-day after knocking Waddell out of the box pounded Cunningham for eight runs. Game called in the eight inning on account of darkness.

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St. Louis, Sept. II.—St. Louis to-day after knocking Waddell out of the box power of and, unless they of expending \$1,000,000,000 upon the restored of this point where there must either be a breakdown in the handling of traffic, a breakdown in the han

The Greater Washington special will arrive here Monday evening, spend the night and continue the journey to Statesville the next morning. The train comes here direct from Greensboro and its special mission is the carrying of the merchants of Washington into contact with those of Virginia and Carolina. Mr. Woodworth Clum, an able newspaper writer, will be with the party. The extension of trade is one of the mo-tives of the business men and an ef-fort to make Washington wares pop-ular in this country will be made by

nd Glbson. Time 2 hours. Umpire, Lileutenant V. D. Dixon, of the Supple.

New York, Sept. 21.—The local team ried hard for a ninth-inning finish to-lay, but was beaten out, 5 to 4 by Chi.

R. H. E. Newly in the visitors.

Lileutenant V. D. Dixon, of the United States army at Whipple Barracks, Aris., is in the city on a visit to Mrs. Dixon and child, who are here spending some time with Mrs. Bixon's mother, Mrs. Henrietta Mc-Neol's.

Mr. A. K. Klininger, of Statesville, has moved here and will be connect-ed with the G. W. Frix Music Com-pany. He will be in active gryice and is a stockholder in the business.

The Elks are preparing to give their annual reception in October, the noted event to be complimentary to noted event to be complimentary to the ladies of the city. Last year they falled to have their great date and are going to make up this time for what they did not do last year. The young people of the city will be invit-ed and there will be a dance after the reception. This is always the so-cial event of the season and this year it promises to be the greatest of them all.

Russell Sage's Will to Stand.

New York, Sept. 21.—Senator I Brackett has announced that there would be no coasest of Russell Sage's will. The Senator intimated that a final settlement had been effected, but refused to give any information.

When the will was presented to the surrogate, counsel for the executors announced that Mrs. Sage intended to give each of Mr. Sage's relatives, who are beneficiaries, an additional sum equal to the amount of the legacy, pravided there is no contest. This was accepted as satisfactory. Russell Sage's Will to Stand.

Carbolic Acid Causes Fire.

Observer Bureau,

1209 Main Street,
Columbia, S. C., Sept. 21.

A box car and contents were bureed in the Southern yards here buelight. The fire originated by the acsion of carbolic acid, a carboy having buret in the car, The fleemen
prevented the apread of the flames.

Baltimore, ept. 20.—The Manu-cturers' Becord to-morrow will say: No one who has been studying the usiness expansion of the country will now confronts the entire railroad inrests of the United States. We have the most favorable season of the year for expeditious handling of freight, practically the whole railroad system of the country is so overwhelmed with business that there is a great shortage of cars and an utter inability to handle freight promptly. On many railroads the running of trains on schedule time seems to have become a thing of the past. Serious as this is it does not come as a surprise to those who have been watching the relative growth of the country and its rall-

Comparing the mileage, the number of cars, locomotives and ton mileage fore the season is far advanced, Da- of the railroads of the country for 1895, 1900 and 1904 we have the fot-

Milesge, 1895, 180,966; 1900, 194,221; 1904, 212,348, Cars, 1895, 1,365,108; 1900, 1,885,253; 1904, 1,770,388, Locomolives, 1895, 26,610; 1900, 18,065; 1904, 48,668 48,68. Ton milenge, 1895, 88,567,770,861; 1906, 141,162,169,413; 1904, 173,442,762,190. Pauenger milenge 1895, 12,642,292,551; 1900, 16,213,284,471; 1904, 22,167,124,184.

These figures show an increase between 1895 and 1904 of 31,000 miles. season and that no team was yet in process of forming.

All of the dormitories of the Watt building will be occupied by to-morrow night.

Miss Mary Young entertained a few friends this evening in honor of Mrs. Frank Brown, of Salisbury. The guests were: Mesdames Currie, Dupuy, Vinson, H. L. Smith, Harding and Brown, and Misses Anna Belle Munroe, and Mary Marshall Dupuy.

The continued rains and showers are playing havoc with the pea vine hay which was never so bountiful in the fields can not be gotton out of the wet.

Was an increase of 505,000, or nearly 40 per cent., and of locomotives 12,-000, or about 23 per cent. The total ton mileage of freight traffic increased by 85,000,000,000 tons, or just a little less than 100 per cent., and the passenger mileage by 9,500,000,000, or 75 per cent. These figures give some indication of the very great improvement in the traffic per car and per locomotive. With a gain of only 25 per cent. in the umber of locomotives the freight traffic has icreased nearly 100 per cent, while the mileage of rail-roads increased during the period 17 cent. or 17 per cent., while of cars there roads increased during the period 17 per cent. Since 1904 this growth in traffic has gone on still more rapidly. and we are at a point where the pres ent railroads with their present equip-ment have reached the utmost limit of their facilities, and a further increase in traffic would be practically impos-sible unless there should be a steady expansion in the facilities for hand-

> exceeded by that of the next 10 years. There may be the ups and downs of business, but while we are to expect an occusional slackening from the present high pressure, each new burst present high pressure, each new burst of activity carries the country far ahead of the point at which it started. To a population of about \$5,000,000 we will add during the next 10 years about 20,000,000, giving us a total in 1916 of 105,000,000 people, and by 1926, or 20 years hence, 130,000,000, and in 1931, or 25 years from now, our population will be 145,000,000. The gain in population in the next 20 years will be but a little Jess than, the total population of the country as late as 1880. Beyond our grasp as these figures are, it must be borne in mind that business expansion makes a far greater rate of increase than the growth of population. In the latter the increase will probably average a little less than 25 per cent. every 10 years, while the volume of freight, as judged by the past, is increasing 100 per cent. In the same period, and the value of agricultural and manufac-

judged by the past, is increasing 190 per cent. In the same beriod, and the value of agricultural and manufactured products between 1895 and 1805 gained more than twice as rapidly as population. If we would avoid a breakdown of our reilroad system of from insubility to handle traffle, we must look shead and see something of the country was 100 the creation of business and prepare for railroad expansion to meet the necessities of the times.

In 1900 the agregate of the wheat and corn craps of the country was 2, 600,000,000 bushels. This year the total is 3,500,000,000 bushels. In 1900 the pig-tron production of the country was 13,700,000 tons, and the world wondered at the magnitude of country was 13,700,000 tons, and the world wondered at the magnitude of tons, or an average gain of nearly 1,-300,000 tons a year. Ignoring the percent of 292,600,000 tons and the world wondered at the magnitude of tons, or an average gain of nearly 1,-300,000 tons a year. Ignoring the percent of 292,600,000 tons in 1905, and the same average of increase and simply estimating the same average and simply estimating the same average of the country, 112,000,600 tons in 1905 to 292,600,000 tons in 1905, and the same average of the country, 112,000,600 tons in 1905 to 292,600,000 tons in 1905, and the same average gain of nearly 25,000,000 tons in 1905 to 292,600,000 tons in 1905, and the same average gain of nearly 25,000,000 tons in 1905, and the same average gain of nearly 25,000,000 tons in 1905, and the same average gain of nearly 25,000,000 tons in 1905, and the same average gain of nearly 25,000,000 tons in 1905, and the same average gain of nearly 25,000,000 tons in 1905, and the same average gain of nearly 25,000,000 tons of coal increased from 170,000,000 tons in 1905, and the same average gain of nearly 25,000,000 tons of coal increased from 270,000,000 tons of coal i

CHANGING SENTIMENT.

GROWTH OF POPULATION.

It will be noted that we have entirely ignored the percentage of the rate of growth in these industries, and have likewise ignored the fact that the increase of population in 19 years will in effect be the adding to the country of almost 28 many people as the jotal present population of the South, imagine that between the present and 1918 a population nearly equal to that of the South, with a yolume of new business as great as that of the entire South added to our present business, and that in the following 10 years a still greater population and a still greater business be added, and we gain some possible conception of the vastness of the future. If we should undertake to base any calculation as to the future upon the accelerating rate of growth in iron and coal and comment and manufactures generally, if we should consider the enormous increase in the per capita consumption of iron and coal and comment and the or ease in the per capita consumption of iron and coal and cement and the per capita icrease in traffic and travel, the total would far exceed the ex-ceedingly conservative figures which we have used, not as indicating the probable conditions 10 years hence, out'as indicative of the minimum development which is shead of us. With a coal output in 1918 of 640,000,000 or 650,000,000 tons, with 40,000,000 to 45,000,000 tons as the probable output of iron, with a likelihood that cement production will then far exceed 100,-000,000 barrels, and with the output of the farms continuing to great and the farms continuing the great and the gr of the farms continuing to grow as during the last five or ten years, we can readily see that the 173,000,000,-990 mileage tons of 1904 will probably have grown to between 300,000,000,-000 and 350,000,000,000 tons 10 years hence. If the railroads of the country are to measure up to the demands of the times, these figures mean that on the most conservative basis there must be a gain of 50 per cent. In the total railroad facilities of the United States 10 years hence as compared with to-day and this would be below the indicated volume of business at that time as compared with the present. It is true that this situation can to some extent be met by a great increase in the number of cars and locomotives on existing roads, provided that in connection therewith there shall be a rapid development in double-tracking and in improved handling hence. If the railroads of the counble-tracking and in improved handling facilities that the movement of freight and passengers may be expedited. But even under the best that can be hoped for in the expansion of existing rail-roads there must of necessity be a very great increase in railroad contirely new systems or the extension of existing ones. The estimate of the late Edward Atkinson that during the next 10 or 15 years this country must average 10,000 miles of new track a year eems not unreasonable in the light of

these figures. Such construction, how-ever, including the increased equip-ment needed by existing lines and the enlargement of depots and terminal lowing 10 years, since the population of 105,000,000 people in 1916 will have grown to 130,000,000 people by 1926 and to 145,000,000 or 150,000,000 25 years hence, with an expansion of business and of railroad necessities far in excess of the rate of increase in population. The human mind cannot grasp these figures; they are beyond our comprehension. We cannot measure what they mean in the way of material expansion the increase in wealth the growth in cities, in railroads, in electric and interurban lines and in all other phases of man's activities. But these things are coming, and the financial and railroad people of the country

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