EIGHT KILLED IN STORM

HIGH WINDS DO MUCH DAMAGE.

Detroit and Michigan in Path of Hurricane, Which Swept Over North and West—The Damage to Roofs, Chimneys, Plate Glass, Etc., in Detroit and Michigan Will Probably Reach $50,000—Wind Velocity Was Seventy Miles an Hour—Three Men Drowned Trying to Cross Detroit River in a Row Boat—Eight-Year-Old Boy Struck by Lightning.

Detroit, Mich., April 7.—At least eight persons lost their lives in the storm that visited Detroit and Michigan last night and to-day. Anthony Kaup, a saloon keeper; Joe Kadich, a barber, and Adam Felin, all of Wyandotte, attempted to cross the Detroit river in a row boat from Wyandotte to Canada this afternoon in a 50-mile gale, to settle a wager, and all three were drowned when their boat capsized. Kadich bet Kaup $5 that he would not dare to cross in the small boat and Felin was the stake-holder.

At Jennings, in Missaukee county, three young men—Bernard Carlson, Charles Jacobson and John Torrey—were killed by being caught under a wall that was blown down by the wind at the Mitchell Bros. Mill.

Eight-year-old Benjamin Hellmer was killed by lightning near Cona last night, and Ray Miller was killed at Brightwood to-day when he was struck by a roof that had been blown off. Rumors that a little boy and girl were drowned while fishing at Belle Isle, Detroit, have not been confirmed.

The damage to roofs, chimneys, plate glass, etc., will probably reach $50,000 in Detroit and Michigan. The wind velocity reached seventy miles an hour.

Further Details of Storm.

Chicago, April 7.—Reports of last night's storm damage received here to-day are that ten persons are known to have been killed in Mississippi and at least fifteen were injured.

At the Terrell plantation, east of West Point, Miss., a number of negroes were killed.

Reports from western Tennessee state that the storm wrecked many small buildings.

At Wabash, Ind., Mrs. James A. Hayes and four children were pinned down beneath the wreckage of their home, which caught fire. The mother was badly burned, being rescued, and will die. The children were seriously hurt. The high wind was followed by a cloudburst. Many bridges were washed away. A dozen houses were demolished in Wabash. The damage will reach several thousand dollars.

At Peru, Ind., four factories and several school buildings, many small structures, were wrecked by the wind.

Windy at Pittsburg.

Pittsburg, Pa., April 7.—Weather Bureau officials report the highest wind velocity in the United States at Pittsburg to-day when the maximum recorded was sixty-eight miles an hour. No serious damage was done, though many windows were broken, chimneys demolished, roofs blown off and trees uprooted. Wires were blown down in every direction and for a time there was not a wire out of the city. An airship owned by the Eagle Aeroplane Company was about ready for flight. When the wind struck the tent it was kept inband blew both the tent and the airship away, demolishing both.

HIGH WIND CAUSE OF FIRE.

Repair Shop of New York Elevated Railway Burned and Loss is Estimated at $125,000—Wind Blew Sign Down and in Falling It Dislodged Several Electric Wires, One of Which Dropped Into a Barrel of Oil.

New York, April 7.—The high winds here to-night are blamed for a $125,000 fire which destroyed the repair shop of the Second avenue elevated railway at the corner of Second avenue and One Hundred Twenty-eighth street.

A large sign which hung at the east end of the shop was blown down shortly before 10 o'clock to-night and in falling dislodged several electric wires, one of which dropped into a barrel of oil. Instantly there was an explosion which blew a section of the roof off the building and a moment later the end of the structure was a mass of flames.

After an hour's fighting the firemen succeeded in confining the blaze to the repair shop.

HIGH WIND AT BUFFALO.

Tore Through Streets at Rate of 72 Miles an Hour—One Man Killed and Several Injured.

Buffalo, N. Y., April 7.—From 3 o'clock until 5 this afternoon the wind tore through the streets of Buffalo at the rate of 72 miles an hour. One man was killed and many people were injured by parts of buildings detached by the force of the wind and hurled through the air.

Out on the lake the water was lashed into a foaming, tumbling mass, and the big ice field that stretched as far as Dunkirk was broken up and forced into this harbor. The big steamers J. J. H. Brown and William H. Truesdale broke from their moorings at the breakwater and were blown aground at the foot of Michigan street. A dredge got jammed in the ice and sank.

Telegraph and telephone service in all directions is demoralized. Communication with Canada was cut off at 2 o'clock this afternoon.

TELEGRAPH WIRES DOWN.

Gale Did Much Damage Around Chicago—Several Persons Sustained Injuries From Flying Debris.

Chicago, April 7.—Telegraph wires east of Chicago as far as Pittsburg went down rapidly in to-day's gale, according to telegraph companies. Wheeling, W. Va., reported every wire down east of that point.

In Chicago, several persons suffered injuries from toppling fences and loosened sign boards. Scores of plate glass windows were broken. Samuel Holland, an elevated railroad conductor, was seated on the roof of a box car on the Metropolitan elevated tracks. The car roof was lifted by the gale and carried in a horizontal position like an aeroplane more than a hundred feet. Holland was none the worse for his experience.

The Gale in New York.

New York, April 7.—The high gale that prevailed to the west and north of New York City to-day causing havoc with telegraph and telephone lines, attained its full force here at 7:45 o'clock to-night when the wind reached a velocity of 60 miles an hour. Several persons were hurt and much damage and discomfort resulted. Two persons, an elderly woman and a child, were badly hurt by being blown off their feet and dashed against objects in the street.

OPPOSITION IS GENERAL.

Attacks Upon Provision of Payne Bill Amending Act to Provide For Revenues For Philippines Are Expected From Democrats.

Washington, April 7.—Opposition to the provisions of the Payne bill amending the act to provide revenues for the Philippine islands has become general on the part of Democratic Senators, and attacks upon it are anticipated by the Senate committee on finance. On that account this section has been laid aside to be considered by the full committee.

Senator Stone, of Missouri, intends to try to strike out of the Payne bill Section 5, providing for free trade with the Philippine islands, with certain limitations upon the amount of sugar and tobacco that may be imported in any one year. The Stone amendment will provide that the United States must define its policies with reference to the Philippines and fix a limitation, not more than fifteen years hence, upon the control of the islands. It provides that the United States then shall withdraw and deliver over the reins of government to the Filipinos. Under the amendment this government would be required to make treaties to secure the independence and neutralization of the islands.

Further provision is made that all products grown in the Philippines shall be entitled to free entry and in return all agricultural machinery and implements, cotton and manufactures thereof, books and publications, machinery of all kinds needed in the manufacturing of Philippine goods, and other articles which are wholly the product of the United States shall be entitled to free entry to the Philippines.

The Stone amendment is to become operative when it has been approved by the Filipino Assembly.

THE PAYNE TARIFF BILL.

It is Probable That Senate Will Be in Session Saturday to Receive Bill From House—Onslaughts on Committee on Finance.

Washington, April 7.—Onslaughts upon the Senate committee on finance by prominent members of Congress have become so vigorous since it became known that the work of inserting rates in the bill soon to be reported has actually begun, that there is danger of the revision being decidedly of an upward trend, it is said, unless deaf ears are turned to importunate interests. The only persons now seen by the committee are Senators and delegations introduced by Senators in the forenoon. It is probable that the Senate will be in session on Saturday in order to receive the Payne bill from the House. A session of the finance committee then will be held in order to make up the amendments that have been decided upon and send the bill to the printing office. The Democratic memebrs of the committee will be called in an effort made to obtain an agreement with them that will permit the reporting of the bill by Tuesday. There are many schedules that will lead to much debate in the Senate.

FISHING TUGS MISSING.

Seven Men Are Aboard One and Nine the Other—Wind Played Havoc at Cleveland.

Cleveland, O., April 7.—The fishing tug George Floyd, with seven men aboard, and the sand sucker Mary H, with nine men, are missing, and the barge Norman Kelley, with a crew of four persons, was rescued to-night after a desperate fight, as a result of a fierce wind storm which raged on Lake Erie to-day. The wind blew a sixty-mile gale throughout the day. Life savers have been unable to do effective work.

The steel barge Kelley's crew, three men and a woman, were picked up after floating fifteen miles from Kelley's island, whence the boat broke away and drifted to sea. There was neither an engine nor an oar on the barge, so the crew was at the mercy of the waves.

Several small buildings were wrecked and buggies overturned in Cleveland. Two men were blown from the shore of the lake into the water. Both were rescued.

DIFFERENCES ARE SETTLED.

Tobacco Growers in Kentucky Agree on Plans—There is Now No Burley Tobacco on the Market.

Cincinnati, O., April 7.—At the conclusion of the second and final session to-day of the independent manufacturers of tobacco and the executive officers of the Kentucky Burley Association all questions regarding the pooled crop of burley tobacco were disposed of amicably to all parties concerned.

With the final putting through of this deal, representing $385,000, it was stated that there is now no burley tobacco on the market. The independent manufacturers appointed an exchange committee to act as a sort of clearing house among the manufacturers and between them and the growers.

REWARD IS WITHDRAWN.

Action Taken by Gov. Smith in the Hill Murder Case Followed Conference With Dead Man's Associate—No New Developments.

Atlanta, Ga., April 7.—There were no developments to-day tending to clear up the mystery in the murder of Pope Hill, the attorney slain Sunday night at McRae while at work on the famous Dodge land cases.

Governor Smith to-day withdrew his offer of a $250 reward for the slayer of Hill, which was made yesterday. The reward was withdrawn after a conference in Atlanta between the Governor and Nat E. Harris, Hill's law partner. The Governor would make no statement of his reasons for this action. He said that later a reward may be offered.

WANTS INDICTMENT QUASHED.

Attorneys For Governor Haskell and Co-Defendants Argue Motion Before United States District Judge.

Tulsa, Okla., April 7.—Arguments were concluded to-day in the motion to quash the indictments against Governor Charles N. Haskell and five co-defendants on land fraud charges growing out of the acquirements of town lots in Muskogee. The motion was taken under advisement by United States District Judge John A. Marshall, of Utah, who is trying the case.

The court's ruling is not expected for several days. Pending the decision the attorneys will remain here. Governor Haskell, Mrs. Haskell and their son, Joseph, returned to Guthrie to-night.

Tug Leo Sunk.

New Orleans, April 7.—The tug Leo sank near Angola landing in the Mississippi river this afternoon. Captain Bisso and crew succeeded in reaching shore after a thrilling experience. The accident was caused by the boat striking a submerged pile. The Leo was valued at $35,000.

TENSION IS RELIEVED.

State Department at Washington Was Worried Over Cipriano Castro's Movements—He Must Keep Quiet, French Ambassador Says.

Washington, April 7.—The landing of former President Castro at Fort de France, Martinique, has, to some extent, relieved the tension which has existed in the State Department for several days over the uncertainty connected with Venezuelan affairs.

Just what is to become of him is still as great a problem as ever and it is not believed that he will wish to remain on the Island of Martinique for any great length of time. The presence of the armored cruiser North Carolina at Fort de France is said by the Navy Department to have no special relation to Castro's arrival there. It is stated that the vessel went to the port to give the crew shore leave, as the place generally is regarded as a great "liberty" port.

The French ambassador had a conference lasting over an hour with Secretary Knox to-day when Castro's presence on French territory was fully discussed. The ambassador stated that the French government would see that Castro should not indulge in any military activity while at Martinique.

GOV. HADLEY ON PROHIBITION.

Chief Executive of Missouri Sends Special Message to the Legislature on Proposed Constitutional Amendment.

Jeeffrson City, Mo., April 7.—In a special message to the Legislature to-day on the proposed constitutional amendment providing for State-wide prohibition, thus making the subject a matter of active controversy for two years, Governor Hadley said that the test to be applied by the Legislature was whether any useful public purpose would be served.

Governor Hadley favored the severing of saloons from breweries and distilleries and of whiskey dealers from politics. He suggested license for clubs in order that Sunday observance may be controlled and favored laws for the establishment of district local option.

THREE KILLED IN EXPLOSION.

Heavy Blast in Railroad Construction Work Set Off One Hundred Quarts of Nitro-Glycerine, Which Was in the Camp.

Huntington, W. Va., April 7.—Three men were killed when 100 quarts of nitro-glcerine exploded in the construction camp of Boxley & Carpenter at Blue Sulphur, this evening.

The dear are:

W. J. McGregory, Homestead, Pa.

Z. L. Lewis, Barboursville.

Rocio Feazoni, a foreigner.

A heavy blast in a railroad construction work set off the explosive.

Durham County Medical Dispensary.

Special to The Observer.

Durham, April 7.—The Durham county medical dispensary has been established here for the purpose of treating free cases of various kinds ranging from consumption to whooping cough. The dispensary has Mondays and Thursdays for whites and Tuesdays and Fridays for colored patients. The county pays $50 and the city $50 monthly for its maintenance and a trained nurse visits the homes with a view to teaching the people how to administer medicine. Though existing but one week, the dispensary has had a number of patients already and the doctors are pleased with the way it is being patronized.

Fire in Suffolk, Va.

Norfolk, Va., April 7.—Fire to-night is threatening the business section of Suffolk. Norfolk has been telegraphed for assistance. The following places have been totally destroyed: Nansemond telephone exchanges, Virginia Pressing Club, Suffolk Printing Company's plant, two barber shops and the Postal Telegraph office. The January & Co.'s clothing store and G. Lipman, general store, are badly damaged. The city is in darkness. At midnight it is believed the fire is under control. The damage will total over $50,000.

Forms New Cabinet.

Lisbon, April 7.—General Sebastio Custodio de Sousa Telles, who was Minister of War in the Henriques Cabinet, which resigned March 30, has succeeded in forming a new Cabinet.

Eleven Fishermen Drowned.

Naples, April 7.—By the bursting of a dyke to-day at Catanzaro, 22 fishermen were swept to sea. Eleven of them were drowned.

HAS TURNED BACK TO NATURE

BIBLE RULES OF PROPER LIVING

It is Now Learned That Modern Civilization Can Be Greatly Improved by Again Adopting the Original Teachings of the Bible and Nature.

In the "back-to-nature" movement of modern man, there have been some discoveries made that are worthy of more than passing notice, or, to be more accurate, we have learned again some things of great value to the human race that have long been forgotten. This applies with particular force to the subject of hygiene and living; the care of the health, and the prevention of disease; but there are few who realize that this same tendency to turn back to the simple things of nature has also resulted in the discovery that nature has not only provided a proper manner for man to live, but has made ample provision for his relief when stricken with disease.

The recognition of this wise provision of nature is not a new thing. The attention of man was first called to the remedies nature had provided for her sick children, in chapter 47, twelfth verse, of Ezekiel, wherein it is expressly stated that, "There shall grow trees, and the fruit thereof shall be for meat, and the leaf thereof for medicine." And in Revelation, chapter 22, second verse, it is said: "And the leaves of the tree were for the healing of the nations."

But civilization has led man away from this divine command; it has caused him to inoculate his system with poisonous minerals, until a comparatively few years ago, when a number of our foremost thinkers became interested in the treatment of disease with Nature's medicinal herbs, and to Col. F. A. Dillingham, the noted student of human ills, and medicinal botany, belongs the greatest credit for turning man back to Nature's original and dependable remedies. The greatest degree of perfection yet attained in herbal medicines is represented in the Plant Juice remedies, upon which Colonel Dillingham and his associates have labored for years, the value of which has been demonstrated time and again by such proof as the following statement made by A. P. Phillips, a resident of Ensley, Ala., who unhesitatingly says that Plant Juice restored him to health:

"I have been a sufferer for years with a bad case of kidney disease. This trouble recently grew worse, and I was forced to give up my work on account of a weakness in my back, which made it almost impossible for me to stand. I had severe pains in my groins and thighs, and was troubled with a frequent desire to pass urine, which was highly colored. I had about made up my mind that I never would be cured, when I heard of Dillingham's Plant Juice, and gave it a trial, the result of which has been far more satisfactory than I could have hoped for. I am now taking the last of my fourth bottle, and consider the four dollars that this medicine cost me the best investment of my life. I am absolutely free of all trouble with my kidneys; have no pain of any kind, and my back is becoming as strong as that of any young man."

This has been the history of Plant Juice in every case of kidney trouble in which it was used, which accounts for the great demand in Charlotte, now reported by W. L. Hand & Co., where the Plant Juice remedies are on sale. Another feature which adds much to the popularity of Plant Juice is the guarantee that it will do all that is claimed for it, or the purchaser's money will be refunded after a week's trial, on presentation of the unused portion of the bottle.

TEN THOUSAND STRIKE.

Lake Marine Engineers, Oilers and Water Tenders at Chicago Quit Work Because Shipowners Refuse to Recognize Their Union.

Chicago, April 7.—Ten thousand lakelake marine engineers, firemen, oilers and water tenders and deckhands went on a strike by a vote taken to-night. As a result the opening of navigation on the Great Lakes is threatened with a tie-up.

The strike hinges on the refusal of shipowners to recognize the marine engineers' union. The strike was called after contracts had been sent to 1,400 of the engineers as individuals. All but thirty-five of these contracts were returned unsigned and the union voted a general strike of the oilers and water tenders and the deck-hands voted to go out in sympathy, and as a result every vessel on the lakes seems likely to remain at its moorings until the differences are settled.

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My baby suffered for months with a terrible running sore on the eyelid, which, after being treated by our physician, failed to heal. We took her to a specialist (as the sight was becoming affected), but, seeing no improvement from the treatment, we stopped it, and she has been entirely cured by Mrs. Joe Person's Remedy. My mother has been cured of several attacks of cramp colic, and I think I should have been confined to my bed last winter had it not been for the Remedy.
I consider it the most wonderful remedy known.
Mrs. T. H. Montgomery.
Graham, N. C., July 11, 1905.

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Southern Railway

N. B.—Following schedule figures published only as information, and are not guaranteed. January 17, 1909

1:50 a. m., No. 30, daily, for Washington and points North. Pullman drawing room sleepers to New York. Day coaches to Washington.

2:30 a. m., No. 29, daily, for Columbia, Savannah and Jacksonville. Pullman drawing room sleepers to Augusta and Jacksonville. Day coaches to Jacksonville.

3:30 a. m., No. 8, daily, for Richmond and local points.

5:52 a. m., No. 44, daily, for Washington and points North. Day coaches Charlotte to Washington. Pullman sleeper Atlanta to Raleigh.

6:30 a. m., No. 36, daily, for Columbia and local points.

7:25 a. m., No. 39, daily, for Atlanta, day coaches Charlotte to Atlanta. Stops at principal points en route.

8:00 a. m., No. 16 daily except Sunday, for Statesville, Taylorsville and local points. Connects at Mooresville for Winston-Salem, and at Statesville for Asheville.

10:05 a. m., No. 36, daily, for Washington and points North. Pullman drawing room sleepers to New York. Day coaches to Washington. Dining car service.

10:45 a. m., No. 27, daily, New York and New Orleans Limited. Drawing room sleeping cars. Observation and club cars. New York to New Orleans. Drawing room sleeper, New York to Atlanta. Solid Pullman train. Dining car service.

11:00 a. m., No. 25, daily, for Winston-Salem, Roanoke and local points.

11:35 a. m., No. 11, daily, for Atlanta and local points.

3:00 p. m., No. 46, daily, for Greensboro and local points.

4:35 p. m., No. 37, daily, for Columbia and local points.

5:00 p. m. No. 41, daily except Sunday, for Seneca and local points.

5:00 p. m., No. 12, daily, for Richmond and local points. Handles Pullman sleeper, Charlotte to Washington, and Charlotte to Richmond.

6:05 p. m., No. 24, daily except Sunday, for Statesville, Taylorsville and local points. Connects at Statesville for Asheville, Knoxville and Chattanooga.

7:35 p. m., No. 38, daily, New York and New Orleans Limited for Washington and points North. Drawing room sleepers, observation and club cars to New York. Dining car service. Solid Pullman train.

9:35 p. m., No. 35, daily, for Atlanta and points South. Pullman drawing room sleepers New York to New Orleans, New York to Birmingham. Day coaches Washington to New Orleans. Dining car service.

10:25 p. m., No. 43, fast mail. Pullman sleeper, Raleigh to Atlanta.

Tickets, sleeping car reservations and detail information can be obtained at ticket office, No. 11 South Tryon street.

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S. H. HARDWICK, P. T. M.,
W. H. TAYLOE, G. P. A., Washington, D. C.
R. L. VERNON, T. P. A., Charlotte, N. C.

SEABOARD

Effective January 24, 1909.

Trains leave Charlotte as follows:

No. 40, daily, at 4:30 a. m., for Monroe, Hamlet and Wilmington, connecting at Monroe with 23 for Atlanta, Birmingham and the Southwest; with 38 for Raleigh, Weldon and Portsmouth; with 66 at Hamlet for Raleigh, Richmond, Washington, New York.

No. 123, daily, at 10:05 a. m., for Lincolnton, Shelby and Rutherfordton.

No. 46, daily, at 5:00 p. m., for Monroe, Hamlet, Wilmington, connecting at Hamlet with 43 for Columbia, Savannah and No. 84 for Raleigh, Richmond, Washington and New York.

No. 122, daily, 6:40 p. m., for Monroe, connecting with 61 for Atlanta, Birmingham, with train 34 at Hamlet for Richmond, Washington and New York, with No. 32 at Monroe for Raleigh, Portsmouth and Norfolk.

Trains arrive in Charlotte as follows:

No. 123, 10:05 a. m., daily.

No. 45, daily, 11:45 a. m., from Wilmington.

No. 132, daily, 9:35 p. m., from Rutherfordton Shelby, Lincolnton and C. & N. W. Railway points.

No. 39, 11:20 p. m., daily, from Wilmington, Hamlet and Monroe.

For information, time-tables, reservations or Seaboard descriptive literature apply to ticket agents or address:

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NORFOLK & WESTERN RAILWAY

Schedule in eect March 8th, 1909.

11:00 am Lv. Charlotte, So. Ry. Ar. 5:50 pm
2:50 pm Lv. Winston, N. & W. Ar. 2:00 pm
4:53 pm Lv. Martinsville, Lv. 11:45 am
7:25 pm Ar. Roanoke, Lv. 9:20 am

Connect at Roanoke via Shenandoah Valley Route for Hagerstown, and all points in Pennsylvania and New York. Pullman sleeper, Roanoke and Philadelphia.

Through coach, Charlotte to Roanoke.

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