

The High Point Enterprise.

TROOPS SLAY 300 MOROS.

Fierce Fighting on the Island of Jolo Results in the Roof of Pala.

Manilla, May 15.—Fierce fighting has been going on the last two weeks on the island of Jolo between the outlaw Moro chief Pala, with 600 well armed followers, and troops under the personal command of Major General Leonard Wood. Pala's losses thus far are 300 killed, while those of General Wood are seven killed and nineteen wounded. Pala and his remaining followers, in accordance with Moro tradition, prefer death to capture.

General Wood, with detachments from the Fourteenth Cavalry, the Seventh, the Twenty-second and Twenty-third Infantry and Constabulary Scouts, has driven Pala into a swamp, which has been surrounded.

Pala was a noted slave trader and warrior when the Americans occupied the islands. Later, he escaped with his followers to the island of Pala Sekar, near Borneo. One of Pala's leaders deserted and took refuge in the British settlement at Lahad. Pala, discovering his whereabouts, landed and demanded of the British magistrate that he turn the deserter over to him. The demand was not complied with and Pala ordered a massacre. Twenty-five persons, including several Britons, were killed. Pala escaped to the island of Jolo and organized the present uprising.

It is reported that the Borneo authorities requested General Wood to apprehend Pala, dead or alive, and turn him over to them.

VICE-PRESIDENT'S INKSTAND.

Design in Gold and Cut Glass that Will Cost About \$500.

Washington, May 11.—Vice President and Mrs. Fairbanks yesterday selected the inkstand which will adorn the Vice President's desk. According to established custom, it will become the property of Mr. Fairbanks when he retires from office. Of late years the Vice Presidential inkstands have increased in elaborateness and incidentally in price, as the designers have vied with each other in producing stands that will make beautiful and lasting souvenirs.

A dozen jewelers submitted designs for Mr. Fairbanks' inkstand, and he and his wife had a choice collection from which to make a selection when they appeared yesterday at the office of the Secretary of the Senate, where the beautiful wares were set forth for inspection. A lovely creation of silver, gold and cut glass, made by Tiffany, caught their fancy and it will be on the Vice President's desk when he taps the Senate to order next October. The cover is a clever imitation of the dome of the Capitol. The final cost of the pretty souvenir is \$500.

MASSACRE OF JEWS.

St. Petersburg, May 6.—Reports in circulation here last night that there had been a massacre of Jews at Zhitomir, Government of Volynia, Southwestern Russia, are confirmed in a dispatch to the New York Herald, which says the killing began May 7 and continued for forty-eight hours. Orthodox Christians fell on the Jews in the streets. The Jews were armed and fought their assailants, many being killed or wounded on both sides.

Private dispatches from Zhitomir attribute the attack on the Jews to a mob of 100,000. Twenty persons were killed and fifty were wounded. On Sunday the Jews were expelled to friends in St. Petersburg, where the authorities are taking strong measures to keep order. A number of the slain were buried today.

YOUNG WHITE WOMAN TO SERVE ONE YEAR.

Norfolk, Va., May 11.—A young white woman, by the name of Beatrice Langhorne was yesterday convicted of robbing Hugh Thompson, chief gunner's mate of the monitor Florida of \$220 and was sentenced to one year in the Virginia penitentiary.

It was developed that the Langhorne woman has a history. On the witness stand yesterday afternoon she started to tell something of her past life beginning with the declaration that she is now suing her father a wealthy tobaccoist for her one-third interest in an estate left by her mother, but this was not considered pertinent to the trial and the woman did not tell her whole story.

It now appears that there is nothing that can save her from a term in the Virginia penitentiary where she must serve at least six months in prison stripes.

DROWNED AT GREENSBORO.

William A. Lindley, for some time an employe of the Revolution Cotton Mills, was found drowned Thursday afternoon in North Buffalo Creek leading from the mill, about fifty feet below the street car trestle spanning the creek. County Coroner Turner was phoned for, and finding it unnecessary to summon a jury, permitted the body to be turned over to relatives, and it was buried last night.

Mr. Lindley was about 40 years of age, and had been living with his mother and younger brother at the mills. He is spoken of as a man of finished education, excellent character and habits and of attractive disposition. He was unmarried. He had been mildly deranged for a month.

Monday morning after having spent a restless night, part of the night being devoted to visits to people in the settlement to whom he bewailed his condition, he left his mother saying he was going to pay a visit to a sister who lived in Reidsville. She thought it would benefit him, and made no objection. He was never seen or heard of again until his swollen blackened features were hooked up from the muddy waters at 6 o'clock yesterday afternoon.

It is supposed that the unfortunate man took the street car track to walk to the station at Greensboro, and in the early light of the morning slipped through the high trestle of the car track to the stream below and was drowned, the heavy rains and flood of water moving body to where it was found.

There were no bruises or wounds on the body indicating foul play or accident from the cars, nor was there anywhere on the sandy banks of the stream footprints or signs denoting self destruction. Lindley was raised in Burlington and his father is now an inmate of the insane asylum at Raleigh.—Greensboro Telegram.

ATLANTA DEOT.

An event of unusual importance and interest to the public, especially the railway world, is the opening of the new Union Passenger Terminal at Atlanta, Ga., on Sunday morning, May 14.

This palatial station is the most magnificent, spacious and most modern passenger station on this continent.

The first train to enter this new station will be the Southern Railway's United States East Mail Train, No. 35, from Washington, New York and the East.

This station will be used jointly by the Southern Railway, Atlanta & West Point E. R., and Central of Georgia Railway.

A reception for inspection will be held by the Management of the Union Passenger Terminal the day in which all of Atlanta will participate.

MILL COMBINE RUMOR.

Charlotte, May 12.—It is reported on good authority that five of the biggest cotton mills in this section are to form a combine. The mills interested are the Louise, Hoskins, Chadwick, and Chadwick of Charlotte, and the Dover Yarn Mills, of Pineville. The combined capital of the mills mentioned in connection with the consolidation is \$1,040,000 and the total equipment embraces 68,500 spindles and 1,468 looms. It is possible that the capital under the new arrangement may be larger than the total of the individual mills and that the output will be increased considerably. The interested parties decline to talk for publication.

WILL OF MR. DUKE.

Durham, May 11.—The will of the late Washington Duke was admitted to probate here this afternoon. Mr. Frank L. Fuller, attorney for the estate, tells The Journal correspondent that the value of the estate is estimated at \$235,000. A good portion of this is in real estate and the rest is in stocks and bonds of North Carolina corporations. Messrs. J. B. and B. N. Duke, sons of the deceased, were named as executors of the estate and they qualified today.

The following beneficiaries named are as follows: Home place, with all furniture and fixtures, to J. B. Duke. To the children of W. K. Duke, Fannie Lyon, Laura Price, Sarah Garrard, J. M. Duke, Lyda A. Angier, Lillian Duke, M. L. Duke, Marrie Taylor, Martha A. Moore, Maud Karnes, John Duke; and to the children of James Duke, Susan A. Smith, W. L. Stagg, J. E. Stagg, Fannie Roney and Alphonsus Duke, \$1,000.

TO CHURCHES AND INSTITUTIONS.

To the North Carolina Methodist Episcopal church, South, for maintenance of aged preachers, \$5,000; likewise to the Western North Carolina Conference for home missions, \$5,000; Watts Hospital, \$3,000; Oxford Orphanage Asylum, \$3,000; Kirtland Institution, \$5,000; Raleigh Methodist Orphanage, \$3,000; North Carolina Conference African Methodist church and Western Conference same, \$5,500 each. He created a residuary clause contrary to all of the balance of the estate, and provided that 30 per cent. shall be devoted as follows: J. B. Duke and B. N. Duke, 30 per cent.; Brodie L. Duke and children, 28 per cent.; Mrs. Mary W. Stagg, Geo. L. Lyon and Buchanan Lyon, 12 per cent., to be held in trust.

GREEN HAS SKIPPED.

This little bit of news from the Raleigh Times will be interesting to many newspapers in North Carolina.

"On May 10th Green McAduo made his escape from the State farm in Halifax county. For his recapture the State will pay a reward of \$25.00 and all necessary expenses.

"Green McAduo is a ginger-colored negro, 36 years old, 5 feet 8 inches high, and weighs 160 pounds. He was sentenced from Guilford county in August, 1904, for a term of 30 years for murder."

Green McAduo was given more space for two months than any other individual with a like record.

WRECK ON ASHEBORO ROAD.

The mixed train leaving High Point for Asheboro Friday morning was wrecked at the 14th mile post. Several box cars left the track and were overturned blocking the track. The passengers on the Durham train due here at 12:30 had to be transferred. The wrecking crew went down at 2 o'clock. No one was injured by the wreck.

MR. TILLMAN MUCH BETTER.

South Carolina Senator Returns Home Apparently Cured of Nervous Trouble.

Augusta, Ga., May 14.—Hon. B. R. Tillman, United States Senator from South Carolina, who went to Atlanta about two weeks ago to be treated for nervous trouble, passed through Augusta today, on his way back to his home at Trenton, S. C., much improved, and to all appearances, cured. He will remain at his home for the next few weeks in order to recruit his strength.

DISEASE KNOCKS OUT JEFFRIES.

Chicago, May 14.—James J. Jeffries, champion heavy-weight pugilist of the world, has been knocked out. Disease accomplished what no human being was ever able to do. A combination of rheumatism and malaria has put the pugilist out of the fighting game for all time, according to Jeffries, who, cancelling all engagements, to-night started for Los Angeles to try to regain his health. In the future it is Jeffries' intention to devote his time to several mining claims which he and a brother possess in Arizona.

KILLED TWO AND SUICIDED.

Memphis, Tenn., May 14.—A triple tragedy occurred here last night, when Thomas McCall, a night watchman for the Illinois Central Railroad, shot and killed Edith Ferguson, and Hal Williamson. The murderer, an hour later turned the weapon upon himself, firing a bullet into his head. The shooting occurred on Calhoun street, in the southern part of the city.

Edith Ferguson, it is claimed, was well known in New York city. She came here in February last. Jealousy is given as the cause of the tragedy.

KILLED AT MONTEZUMA.

Hickory, May 11.—Postmaster C. F. Blalock received a telegram Monday morning to the effect that his brother, William, was killed on Sunday. Your correspondent has not had any particulars since Mr. Blalock and his father left on Monday for Montezuma. It was Monday night before Montezuma could be reached.

ON THE OPEN SEA.

Paris, May 10.—A dispatch from Saigon to the petic. Journal says:

"Nebogotoff's squadron appeared at daybreak of May 9 twenty miles off Cape St. James, preparing to ascend the river to Saigon, where the commander expected to find the necessary orders for effecting a junction with Rojevsky and reactivating his fleet. He was hailed at sea by a scout belonging to the Russian Second Pacific Squadron, which communicated to him France's desire that the junction of the Russian squadrons should occur outside of Indo-Chinese waters. Nebogotoff then disappeared on the open sea, sailing toward the second squadron, which doubtless is waiting off the Annam coast."

DR. RICHARDSON TO BUILD.

Dr. E. E. Richardson, of Leaksville, was in city Saturday, and we understand has decided to build a nice two story house on Steele Street, almost in front of R. L. Pickett's residence.

BOARD OF ALDERMEN.

An adjourned meeting of the Board of Aldermen was held last night at the Mayor's office. The committees made their reports and the entire time of the meeting was taken up in the discussion of these reports. No other business was transacted. Adjourned to the regular meeting night in June.

UNIQUE INVITATION.

The following unique invitation, in two colors, has been sent out to the Red Men of the city:

"To all Chiefs of Chickasaw Tribe, No. 32, and visiting brothers, greeting—

"You are requested to assemble at the Wigwam on the 19th Sleep of Flower Moon, G. S. 414, at the 8th run and 30th breath, where we will follow the hunt and serve the meat of the captured buffalo and deer, after which the calumet will be smoked. The trophies of the hunt will grace the walls of the wigwam.

W. L. STAMEY, Sachem.
J. M. HARRELL, C. of R.

ALMOST \$5,000 A MONTH.

Mr. John A. Lindsey informs the Enterprise that the collections on the 15th day of each month for the Peoples' Building & Loan Association amounts to \$4,500. It will not take long to build a town with our Building & Loan Associations putting down on the ground in permanent improvements \$60,000 to \$75,000 a year.

MR. COX'S REPLY

As Appeared in the Charlotte Chronicle of Yesterday.

The following editorial appeared in the Evening Chronicle of the 11th:

"One of the most perfectly honest men in the country is Mr. J. Elwood Cox of High Point, and he is a member of the Friends community. It was no surprise that in his testimony before the inter-State commerce committee in Washington, he should have given the Southern Railway Company exact justice. He said that although the Southern had no competitor, 'It treated him and other shippers fairly.' There may be discrimination in some cases, but it may be set down as a fact that there is none against High Point.

To the Editor of the Chronicle: I desire to thank you for the kindly reference to me editorially in your issue of 11th.

I do not know your opinion in regard to this question of railroad rates now so prominently before the public, but you at least give a man credit for being honest in his opinion. Quite different from the editor of a daily paper in another North Carolina city, in his issue of May 13th. He apparently gives no man credit for being possessed of common honesty who does not agree with him.

The editor of the News and Observer refers today, in a slurring way, to my appearance before the senatorial committee in Washington and says, 'It is probable that Mr. Roosevelt and Mr. Taft know as much about the needs of the country as Mr. Cox.' There are few men in public life today whom I admire more than President Roosevelt and Secretary Taft and to use a common expression 'they have forgotten more than I know,' yet it is barely possible that I have had as much experience in manufacturing and shipping as either of them.

For twenty-five years I have been engaged in business of this kind and stated in my testimony before the senatorial committee that I had had grievances about rates, but that when I clearly presented to the railroad officials my case they either granted my requests, or convinced me that I was wrong. I wish to say, too, that my business has not been confined entirely to the Southern Railway Co., as one would think from reading the News and Observer, but I have dealt and now have business interests on the Nashville, Chattanooga & St. Louis, Cotton Belt, Illinois Central and Atlantic Coast Line. The officials of all these roads have treated me courteously and today I would rather take my chances with any of them to get an equitable rate adjustment than to go to some government official, who is perhaps ignorant of the conditions pertaining to the business and who is bound to carry out his interpretation of the law.

I have had some experience in dealing with government officials and my opinion is, that, if the government takes hold of this matter—passing laws regulating rates—that they will be inflexible and iron clad; there is absolutely no sentiment in building up any community or section of the country, a rate once established, if either too high or too low, it would take an indefinite period to get it changed.

Again, the government—as a rule—does not pay as good salaries as first class railroads, consequently they will be liable to get incompetent men, to say nothing of the possibility of getting the question into politics.

If rates were established so much per ton per mile, the South being sparsely settled and by reason of lack of representation would suffer more than any part of the country. High Point would lose her trade on the Pacific coast, with Oklahoma and Texas.

In my testimony before the committee, I stated that the railway officials were closer to us than any government commission could ever be. I also stated that High Point had never received a single rebate, or special privilege, we have simply attended to our business and have built up a town within ten or fifteen years from two thousand to ten thousand people. We could not have done this but for the good will and fair treatment of the Southern Railway.

I have talked to a number of manufacturers and shippers on this question and very few I have found here or elsewhere who had not rather undertake to get satisfaction from experienced railroad officials than from a government commission.

My views have never changed on this subject.

The flaming headlines in The News and Observer to-day asks, 'Why Are They for Higher Rates?' No man or manufacturer here is for higher rates and so far as I know, no one appearing before the Senate committee has advocated higher rates. The use of such headlines is simply prejudice the public, or at least create a false impression.

I would be glad if the editor of The News and Observer could lay aside his prejudice long enough to carefully read and study the evidence of the Hon. William Ackworth, of England; he clearly states and shows that the railroad rates in England are three times as high on an average as they are in the United States, and that government interference in railroad rate making has been a positive detriment to the public business throughout the British Empire.

Any radical change in our present system would tend to demoralize business, in fact no shipper would know what to depend upon. Let our present railroad commission stop rebates and unjust discriminations, but leave the rate-making to the shipper and the proper railroad officials, who are educated to the business.

Yours truly,
J. ELWOOD COX
High Point, May 12.

ALL WILL PROBABLY RECOVER.

Harrisburg, Pa., May 13.—The thirty-five victims of the South Harrisburg railroad disaster now at the Harrisburg Hospital, are doing nicely and all are expected to recover. The condition of only two, S. W. Anderson, of Pittsburg, and Joseph Eberle, New York, is regarded as serious.

Twenty-two persons were either killed outright or have since died from their injuries. Among the missing is E. D. Edson, a New York lawyer, whose body is believed to have been consumed in the burning of the wreckage.

The five unidentified victims were buried in a plot in the Paxtang Cemetery today with impressive ceremonies. The Pennsylvania Railroad Company will erect handsome monuments to mark their graves. The coroner will hold an inquest on Tuesday.

Frank W. Anderson, of Pittsburg, died at midnight tonight at the hospital. This makes twenty-three deaths from the collision.

When an engagement is announced in a small town the rest of the inhabitants begin to discuss which of the two contracting parties is going to get the worst of it.—Chicago News.