

EMBARRASSING POTASH

Farmers and Fertilizer Manufacturers Are Asking That Some Action Be Taken to Induce Germany to Reduce It.

NOMINATION OF MR. BRIGGS OF RALEIGH NOT CONFIRMED

Marion Butler Evidently Hopes Something May Happen in His Brother's Favor—Plans to Drain Rich Soils in Eastern Part of the State.

Gazette-News Bureau, The Hamilton, Washington, Dec. 21. THE senate adjourned without confirming the nomination of Willis G. Briggs, postmaster at Raleigh. Representative Morehead is understood to have withdrawn his opposition after being told by the president that he wished Mr. Briggs' nomination confirmed, but inasmuch as Senator Carter did not release the papers it is thought Butler still entertains the hope that "something may happen" to make an opening for his brother, Lester.

The Potash Question. The North Carolina senators have received many telegrams of late from farmers and fertilizer manufacturers respecting the action of the German government in imposing an export duty on potash which is well nigh prohibitive. Senator Overman saw the president yesterday before returning to Salisbury for the holidays, and took occasion to mention the subject. It is hoped that representations may be made to the German government, through the state department, or direct by the president, which will have the effect of bringing about a reduction of the duty.

It seems that the fertilizer manufacturers of this country were under contract to provide so much fertilizer for next year's trade, and the attitude of the German government has had the effect of creating for them an awkward situation. Senator Simmons has written a letter to the president with a view to impressing him with the importance of the matter, and nothing more unfortunate it is that the farmers of this country must be dependent upon one source for this essential element in the manufacture of fertilizer. The fear obtains that fertilizers will be appreciably higher in price next year unless Germany's excessive export duty is lowered.

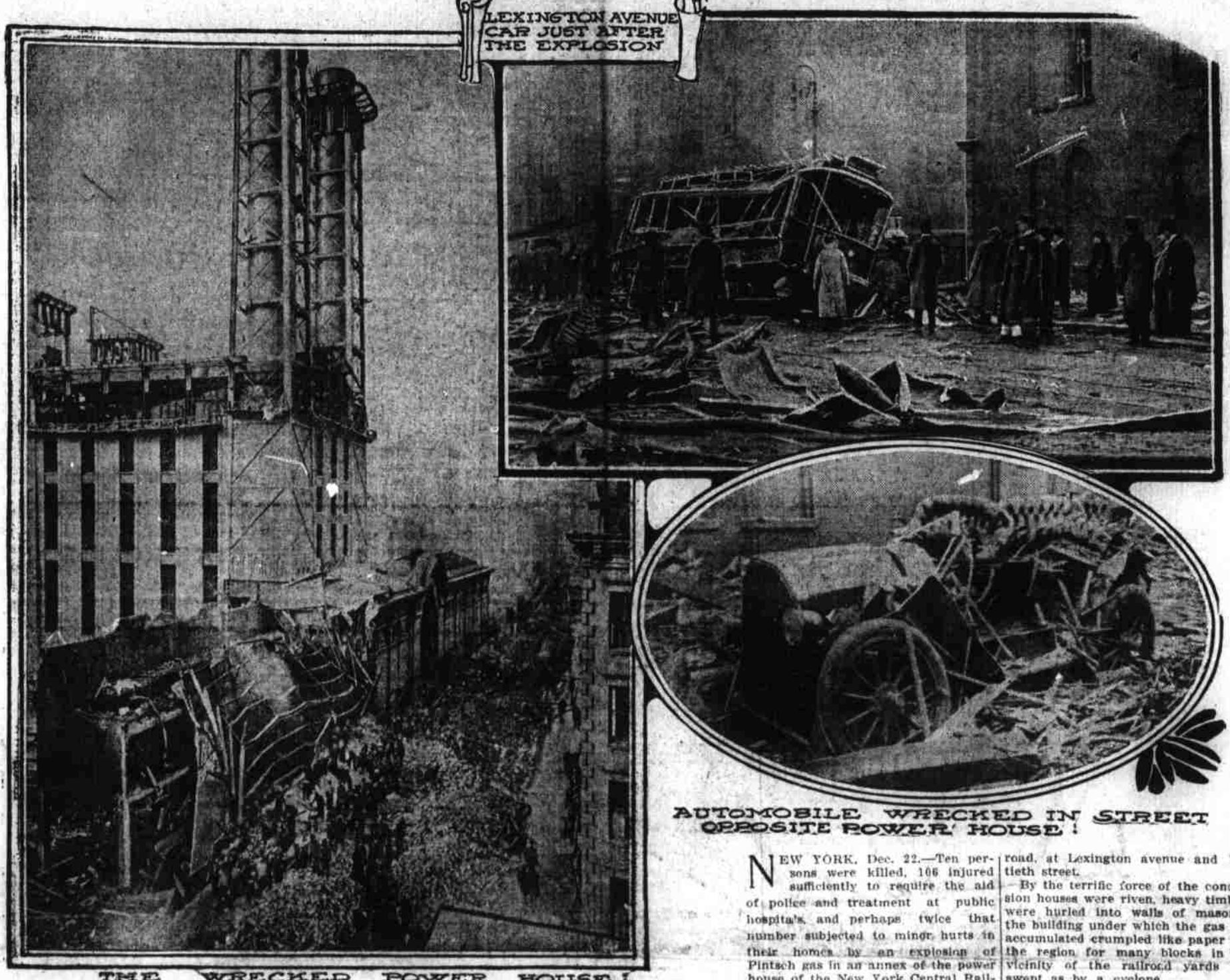
Senator Simmons' Investigations. Speaking of matters relating to farm life bring to mind some side investigations which Senator Simmons is making. For example, the cotton raisers of his section have suffered, during certain years, from too many cold rains. Explaining these things some of the weather sharps here have told him that a barometric pressure forms over sections of the country at times, a condition that has been known to exist more or less for a period of several years. In this way they account for crop failures in certain sections for several consecutive seasons. After awhile this pressure will be removed, shift to another section of the country, and weather conditions will therefore be favorable to the production of good crops.

Senator Simmons brought here a tin can full of Jones county soil which he wished to have analyzed, and sent it to the agricultural department. The sample, black, decayed vegetable matter, was taken from a depth of six feet. There is a vast tract of this land in Jones and Onslow county, not exactly swamp lands, but in need of drainage, and if this could be done the owners would soon be sending corn to Indiana. There is no telling how much corn the land would produce, or how long crops could be grown without the use of fertilizers. The senator expects to take up this matter of draining these lands, thousands of acres, with a western drainage concern that has plenty of capital. It is believed that the system usually adopted by this drainage company, of building one big canal, with a system of collateral ditches, would be found practicable in Jones and Onslow counties, because several clear, running streams have their sources in that section. Some of the western concerns will not only contract to drain a certain area, but will interest themselves in securing for the new territory a desirable class of emigrant to buy the reclaimed land.

Third Assistant Postmaster General Britt will return to Asheville for the holidays. W. A. H. Occupants Escape from Hotel in Night Clothes. Boston, Dec. 21.—The Hotel Esplanade was damaged by fire. A dozen occupants made escape in scanty clothing.

French Steamer and Crew Believed to Be Lost. Hamburg, Dec. 21.—The French steamer Bayona is believed to be lost with a crew of 21, bound for Naples. Col. Marie Dead. Richmond, Dec. 21.—Colonel Morton Marie, Confederate veteran, who has been many years state auditor of public accounts, died this afternoon.

Scenes After Gas Explosion Which Rocked N. Y. to Its Foundation



TWENTY OR MORE FIREMEN ARE DEAD

Men Were Fighting Flames in Meat Warehouse in Chicago When Wooden Canopy Suddenly Collapsed—Chief Fire Marshal and Assistant Among Victims.

CHICAGO, Dec. 22.—Fire Marshal James Horan and 28 firemen were killed in a fire causing \$1,250,000 damage to the warehouses and stock of Morris and company, packers, and for hours threatened the whole stock yard district. The injured numbers more than 50, listing being difficult because they were rushed in ambulances and private automobiles to hospitals and home in many sections. Seven bodies have been recovered. A 1 p. m. the fire was headed in and its spread checked. Efforts to save buildings originally attacked by flames were vain. The buildings destroyed include two warehouses full of dressed meats, hemp, etc., a tall house and other structures. STILL BURNING FIERCELY. 2 p. m.—The fire is still burning fiercely. The explosion occurred on the top floor of warehouse No. 6. Roofing was blown into the air and the flames shot skyward. Half a dozen companies of firemen on the further end of the roof narrowly escaped being struck by flying debris. They clambered down fire escapes in time to escape.

Chicago, Dec. 22.—Twenty or more firemen, among whom are believed to be Chief Fire Marshal Horan, Battalion Chief William Burroughs and Lieutenant Fitzgerald, were killed this morning when crushed beneath a heavy wooden canopy while fighting fire which did \$1,250,000 damage to the beef house of Nelson, Morris & Co., at Forty-third and Loomis streets, in the stock yards. The fire, carrying its loss of life, which will reach 40, started from an explosion. Immediately after the first alarm the fire spread with great rapidity. A general alarm brought Chief Horan from his home and he began directing his men. With Battalion Chief Burroughs he led a line of pipemen and truckmen to the east entrance of the building. The battle against the flames was fought from beneath a heavy canopy hanging menacingly above them. Apparently oblivious to all danger the firemen crowded beneath the death-trap which, with a roar of tumbling bricks, buried the departments' chief, together with more than a score of his aides. Word quickly spread among the firemen that their leader went down under the ruins. Their efforts were redoubled in attacking the furnace-like building, now enveloped from ground to roof by flames. At 6 o'clock there was no trace of any leaders, and the few captains reported missing. The explosion, causing the death of the firemen, was caused by a burst ammonia pipe. The gas was first discovered in a basement known as the hide room. A watchman making his rounds heard the explosion and immediately turned in an alarm and then fled from the building. Railroad Tracks Hindered Firemen. The canopy death-trap ran alongside the east side of the building. The railroad tracks hindered the firemen's work, making it necessary for the firemen to climb on a platform beneath the covering. The hopes of thousands of the fire chief's admirers that he and his men had not perished was lost when Battalion Chief Lacey told of seeing the marshal and Burroughs, together with 18 or 20 men, beneath the falling walls. At the general alarm office it is estimated that 20 or 30 firemen are dead, following two hours hard fighting to recover the buried men. Assistant Chief Wept as He Urged His Men Forward. Shortly before 10 o'clock there seemed little hope of checking the flames. Assistant Chief Seyferlich wept as he called upon his men to do their best. "We won't get to the men imprisoned in the building," said Seyferlich. "Some of them may still be alive but we can do nothing under these conditions."

PLANNING NEW COUNTY FOR OLD NORTH STATE

Circulars Now Being Sent Out Urging Forming of the "County of Piedmont."

The movement for forming "Piedmont county" out of a portion of Guilford, Davidson and Randolph counties, with High Point as the prospective county seat, is being pushed ahead. This will be quite strenuously favored and equally opposed before the legislature this winter. Circulars and petitions are being sent widespread throughout the state in the interest of the county. Should the legislature establish "Piedmont county" it would make the 99th county. The last addition was Lee, cut out of Moore and Chatham counties, that making the 98th.

BELIEVED 360 LIVES WERE LOST IN MINE DISASTER

Rescuers, Boring Their Way to Center of Catastrophe, Passed 150 Bodies.

Bolton, England, Dec. 22.—It is now believed 360 lives were lost as a result of the disaster at the Little Hulton colliery which was wrecked by an explosion yesterday. Rescuing parties, boring their way to the center of the catastrophe, passed 150 bodies.

Captain and Lieutenant Given Priced Sentences. Lepzig, Germany, Dec. 22.—Captain Bernhard Frederick French of the British Royal Infantry and Lieut. Vivian H. Brandon of the Royal Navy were found guilty of espionage upon the German fortifications at Borkum and sentenced to four months imprisonment in the fortress.

Graine Flies Over English Channel for \$20,000. Dover, Eng., Dec. 22.—Cecil Crane, competing for the De Forrest \$25,000 prize, flew over the English Channel from Dover in a thick fog this morning and was reported passing over Calais, France, 10:45.

Three Days to Christmas. DECEMBER 22. Now Have You Forgotten Anybody?

PHILADELPHIA FIRE COSTS MANY LIVES

Firemen and Policemen Buried Under Falling Walls of Friedlander Factory—Pitiful Cries of Men Beneath Ruins Spurs Brother Firemen to Heroic Action.

PHILADELPHIA, Dec. 22.—After an all night search in the leather factory of F. Friedlander, 1114 to 1120 Bodine street, which was destroyed by fire last night, it is thought the number of firemen and policemen killed by falling walls is under twenty. Fire Chief Baxter, who narrowly escaped death, said at 9 o'clock this morning that between 11 and 14 firemen lost their lives. His reports, however, are incomplete. Superintendent of Police Taylor believes the death list will reach 20. Twelve bodies have been taken from the ruins. The difficulty in determining the number of killed is due to the fact that when the catastrophe occurred the general alarm brought ambulances and patrol wagons from all parts of the city. The injured and dead were taken to widely scattered hospitals. The work of digging into the ruins is exasperatingly slow. Fire fighters have been on duty working like Trojans 24 hours. Some of the bodies removed from the ruins were so badly burned that limbs dropped off. The number of firemen and policemen injured will reach 50. Several of them may die. The injured are scattered in nearly a dozen hospitals. The Friedlander factory was a five-story structure on the west side of Bodine street. Wagon tower No. 7 had a ladder against the front wall playing a great stream of water into the flames. Just inside of the building were a group of firemen also throwing water on the ruins. Suddenly the Bodine street wall collapsed, falling inward, burying all the men within the building and carrying down the ladder of the truck on which half a dozen firemen stood. The cries of the men caught beneath the ruins spurred their brother firemen to heroic action without any thought of danger to themselves. No sooner had they climbed over the smoking ruins than there was a warning from a nearby roof and the next moment a part of that wall came down. This caught within its deadly grasp not only the brave firemen but also a number of policemen who plunged into the rescue work. Three hundred more policemen were brought to the scene. Pitiful cries of help came from the men buried beneath the ruins. Some few of the injured extricated themselves.

Thirteen Known Dead. Thirteen known dead—12 firemen and one policeman—and more than 50 injured in the record of last night's fire at the Friedlander leather factory. The figures were given out by the police at noon. The monetary loss will not exceed \$25,000. Of the injured several may die. Two firemen were taken out alive after having been pinned under a great mass of twisted iron and broken bricks.

GEN. NAVARRO SURROUNDED; WRECK ON LOOKOUT SHOALS; LAKE SAVERS RESCUE CREW

The General, Uninjured, Is at the Head of a Force of 250 at Pedernales, Says Man Who Left Monday. Chihuahua, Mex., Dec. 22.—Rumors that General Navarro has been surrounded by insurgents were confirmed this afternoon by an American who left Pedernales Monday. He says Navarro is uninjured and remains at the head of a detachment of troops numbering 250, at Pedernales.

U. S. Warship Will Convey Body of Chilean Minister Home. Washington, Dec. 22.—The United States government's offer to take the body of Senator Don Anibal Cruz, late Chilean minister to this country, to Chile on an American warship was formally accepted by Senator Yocum, in charge of the Chilean legation. The body will be taken from Washington in February and placed aboard a vessel in Hampton Roads.

Italian Grocer Murdered. Kalamazoo, Mich., Dec. 22.—Giuse Martello, an Italian grocer, was murdered today, being stabbed by an unknown person. Five men and four women, all Italian, were taken into custody.

SEVERAL CHANGES ARE NOW PROPOSED

It is Suggested That With the Inauguration of the Carolina Special Connections Be Made Here.

TRAINS NOS. 21 AND 22 COULD EASILY CONNECT WITH NEW TRAIN

Traveling Public Would Be Greatly Benefited—Corporation Commissions May Take up Matter.

The business men of the city have highly complimented the new train service which is to go into effect January 2 between Cincinnati and Charleston. The time from Charleston to Cincinnati is reduced for 22 hours to 25 hours, while the time from Cincinnati to Charleston is made in 27 hours. The trip from Charleston to Asheville will be made in 19 hours and 30 minutes, a shortening of two hours and 45 minutes; while the trip from Asheville to Charleston will be made in 19 hours and 25 minutes, a shortening of nearly four hours. From Asheville to Cincinnati there is already a fast schedule but this will be improved by the new train. The trip on the new train will be made in 15 hours and 20 minutes, against 15 hours and 55 minutes on the present schedule, while the trip from Cincinnati to Asheville will be shortened from 17 hours, under the present service, to 15 hours and 25 minutes. In this connection it was suggested today that by making No. 21 and No. 22, "the eastern and western Carolina express," connect with the Carolina special at Asheville, it would be greatly appreciated by the traveling public. After January 2, train No. 7, bound for Cincinnati, will arrive at Asheville at 7:30 p. m. and leave at 7:40, eastern time. Train No. 21, from Goldsboro arrives at Asheville at 7:45 p. m., just five minutes after the fast train has departed. It would be a great convenience to the traveling public in this state, who have business in the west, if they could make direct connection at Asheville with the fast Knoxville and Cincinnati train. Train No. 7 arrives from Cincinnati and Knoxville at 8:25 a. m. and departs for Columbia and Charleston at 9:35 a. m. If train No. 22, which leaves here at 8 a. m. for Goldsboro, and follows No. 36, just 50 minutes later, would be changed back to leave here at 9:30, it would afford another direct connection from Cincinnati, Knoxville and the west to Salisbury, Raleigh, Greensboro and the east with little delay. It is understood that members of the corporation commission have had under advisement a proposition to make the morning train No. 8, from Waynesville, on the Murphy division, form a connection with No. 22, the idea being to have No. 22 leave later. Granting that No. 8, on the Murphy line from Waynesville, is exactly on time, it would be possible under the proposed schedule of No. 8, the Carolina special, to make connection with the Charleston train.

LAST NIGHT COLDEST NIGHT OF YEAR 1910

Thermometer on Park Square Showed a Minimum of 11 Degrees Above Zero for the Night.

The longest night of the year 1910—last night—takes the record for being the coldest of the entire 12 months so far. The official record of the weather bureau shows a temperature of 11 degrees, which is about two degrees colder than during any 24 hours this winter. Last night was even colder than any day of last January or February.

The day warmed up to some extent towards noon and some of the ice and snow on the warm side of the buildings and hills melted. The weather bureau promises snow tonight or tomorrow so it seems highly likely that a little bit more added to what we've got will make a white enough Christmas to suit anybody. A reference in the weather map printed in today's Gazette-News shows that the freezing line extended very far south last night with an area of high barometric pressure in western North Carolina.

Double Train Wreck Results in Several Injuries. New Brunswick, N. J., Dec. 22.—Several were injured in a double wreck when two westbound freight trains on the Pennsylvania railroad collided. Into the wreckage, scattered over four tracks, a passenger train for Philadelphia crashed. Engineer Lowenburg of one freight train was badly scalped. The dead are: JOHN LOWENBURG, freight engineer, died in hospital. FRANK KNOX, fireman of passenger train. J. Minton, a Sagman. Mrs. Mary Davols of Philadelphia, a passenger, and J. Lowenburg, a freight engineer, were injured. Mrs. Minton's condition at the time she was taken to hospital she gave birth to a child.