



Devoted to the Industrial and Educational Development of Eastern North Carolina.

EASTERN NORTH CAROLINA'S LEADING PAPER.

Vol. 2. ELIZABETH CITY, N. C., FRIDAY, APRIL 24th, 1903. No. 56.

THE COMMITTEE NOW INSPECTING

Burton and Small Visit These Waters

MR. BROOKS YACHT TENDERED

Prominent Members of Chamber of Commerce Call on the Visitors The Water-Way Now Certain.

On Monday night, the wharf at the foot of Water street, within a block of The Tar Heel office, presented to the people of Elizabeth City an opportunity for meeting with the most distinguished party of visitors that have been here for a considerable length of time. The yacht "Amadis," owned by Mr. Walter B. Brooks, president of the Dismal Swamp Canal, carried the party having escorted them hither from the canal, where they previously made entrance in the light house tender "Violet," of Norfolk.

The following were among the party who met the visitors: Dr. A. L. Pendleton, president of the Chamber of Commerce; Hon. E. F. Arnett, W. T. Old, H. C. Tunis, H. C. Greenleaf, Sr., and W. L. Cohoon, of the Tar Heel.

As is well known in this city, the trip to the soundings of the Pasquotank and adjacent waters, was in the interest of the proposed Inland Water-Way project, which of late has passed from a mere state of congressional foster into the light of actual attainment. No greater enterprise has been started, nor have the citizens along the eastern coast had such a brilliant opportunity for establishing a broad and lucrative field of commerce, through channels of both import and export. This fact is proven from the very importance the government has attached to the matter lately. The best and most skilled material of the Federal ranks have been sent hither and heads whose salaries are up in the thousands are daily figuring, and estimating the cost and subsequent profits which the Inland Water-Way must bring, should millions of government dollars be expended in the deepening of the channel along the rivers and sounds of the eastern coast.

Those who composed the government party were Hon. Thomas E. Burton, chairman of the House Committee on Rivers and Harbors, and Col. Charles Allen, of the corps of engineers, of the U. S. Army, and president of the board of engineers, having in charge the subject of Inland Water Ways. Also Walter B. Brooks, Jr., the president of the Dismal Swamp Canal Co., whose yacht, as before mentioned, brought the party from the swamp. The day had been spent on the upper waters of the Pasquotank and in the swamp canals and intervening routes.

In discussing the question at issue, Mr. Burton was not very talkative. He evidently preferred to figure first and do his talking through proper channels. But in regard to this section and its prospects he was very free in conversation, paying our inland coast and cities the highest compliments. He was apparently impressed especially with Elizabeth City, whose future he pictured in a conjecture as bright and promising. "You can pin your faith to the future of Eastern North Carolina," said Mr. Burton, to a Tar Heel man. He was especially struck with the Pasquotank river from Turner's Cut, to this city. This part of the river, he said, would be much less expensive to deepen to the sixteen foot depth, than he had anticipated. "I am impressed," said the number of your industrial enterprises in operation, and the spirit of progress, which I have observed on every hand." He spoke favorably and with interest of the broad sound and number of rivers emptying therein and the number and size of the towns that would seek commerce through this channel which furnished the large territory through the tributaries of the proposed water-way.

It is important, in fact necessary, that Mr. Burton pass favorably upon the route which is to be established, if such should, in fact, be done. Some time ago government officials worked on the water-way, and the little steam yacht "Aurelia" was chartered to establish soundings. The original plan was for the government to purchase one or both of the canals through the Dismal Swamp and to through the Dismal Swamp and to widen and deepen one which should be selected into a sixteen foot channel, extending about two hundred miles to the Beaufort Inlet, so that steamers of less than sixteen feet draught could use the inland water-way, and so escape the dangers of Cape Hatteras. The plan would have cost some millions. Today, however, the proposition has been extended and embraces an even greater ex-

tensions of the channel have grown into utmost importance, so that now it has assumed a magnitude sufficient to invoke the interest of every state on the eastern shore, from Maine to Florida.

In leaving Elizabeth City, the party will go south as far as Newberne. They will return by way of Albemarle and Chesapeake Canal. The trip will later be continued by rail as far as Wilmington, and from thence to some other point, perhaps by water, or again by rail, until sufficient information and knowledge of the entire coast condition has been obtained. It must be remembered that the government bases its action and the appropriation of the ten millions or more dollars necessary to carry out the project, on the commercial importance which may be shown as dependent on it.

Senator Martin, of Virginia, was with the party when they left Norfolk, and this gentleman also, is interested in the welfare of the scheme for Virginia, like North Carolina, has much to gain, Norfolk, Baltimore's strongest opponent, commercially, will be given new opportunities, and E. City will give Norfolk a chance to keep up with the race, so soon as the inland Water-Way has become an established fact.

Bristol, E. I., April 18.—With the Reliance more than half rigged and the Constitution on her way to New London to complete final preparations for her trial spin, there is a prospect that these two yachts may come together for a short while off Newport News a week from today. The main mast of the Reliance was painted to-day a light straw color and from a distance it gives every appearance of being an ordinary Oregon pine mast. The rigging aloft shows some innovations as the struts on the forward side of the mast in line with spar trales instead of being above or below them as is in case of other large yachts. As the throat halyards block is slightly above the spreaders it is apparent that the foot of the gaff will be just opposite the struts which will give it a good backing.

Urges Greenleaf Square.

Hon. John Small, in an interview with a Tar Heel man stated that he would go to Washington next Tuesday to appear before the Treasury Department with reference to the selection of the site for the government building, which is soon to be erected in Elizabeth City. "I understand," said Mr. Small, "that a number of opposition bids to the Greenleaf selection have been filed, but I shall urge the selection of the site chosen by the Chamber of Commerce and the board of City Aldermen, which practically insures the selection by the government of the Greenleaf property."

"I was surprised to hear of these opposition bids, since a mass-meeting of the citizens had agreed to a compromise on any site on Main street, between Road street and the river. I hope there will be no further opposition to the Greenleaf site. The construction of the building should not be delayed if its completion is to be in the near future. Main street is one of the prettiest streets I have ever seen, and with the new building in the center of the Greenleaf square you will have a federal building second to but few in the whole country."

SOLICITS AID.

Boston, April 20.—The Boston Central Labor Union yesterday appointed a committee to solicit money to aid the strikers of Lowell. President Conroy, of the local Textile Company, made an address in which he said that of 1,700 operatives out of work, 1100 are women and children who are not members of trades union.

Mayking, April 20.—In a pitched battle between moon shiners and revenue officers on Elkhorn creek, in eastern Fletcher County, at daybreak Sunday morning, Jack Moore, a desperate distiller, was mortally wounded, his brother William slightly, and three others surrendered to deputy Marshall James Asher and a posse of men.

John Asher and Bart King took their prisoners to Whitesburg jail. Arriving at Whitesburg, Marshall Asher attempted to paint the town red. Meeting John F. A. Morgan, Asher drew his pistol, and had he not been prevented would have killed Morgan. Morgan swore out a warrant, placing the warrant in County Jailor Ison's hands.

Ison proceeded to Asher's boarding house. Asher opened fire, and at the third shot Ison also fired. The bullet passed through Asher's body and he fell lifeless.

For a time the greatest excitement prevailed. The militia was called out and last night Whitesburg was guarded by soldiers for the first time in its history.

The ladies of St. Catherine's Guild met at the home of Miss Mary Grice, on Pearing street, on Monday night. They have decided to hold a rummage sale on Thursday, Friday and Saturday of next week.



SNAPSHOT OF PRESIDENT ROOSEVELT AS A CAR PLATFORM ORATOR.

Shamokin, Pa., April 20.—Because a number of employes quit last Saturday at the collieries of the Reading and individual operators at Northumberland and Scuyler region, five thousand men and boys are rendered idle today by owners closing down work until the employes agree to work the full number of hours on Saturday.

The schooner R. E. Bratten, spent a part of the week at the wharf here. Her cabin was the scene of attraction, for the fishermen in port Tuesday, an accordion furnished music for a rainy day.

Decision By Sanborn.

St. Paul, Minn., April 20.—At noon today Circuit Court Judge Sanborn handed down a decision granting the request of the Northern Securities Company to be permitted to pay direct Northern and Northern Public dividends to the Northern Securities Company. The decision says in part: "The appeal on this case will probably be determined by the Supreme Court about November, 1903. It is not perceived how the payment of the retention of these dividends during the pendency of this appeal can injuriously affect any right of the United States in this litigation and the only question here is whether these dividends shall be piled up in the treasuries of the railway company or paid to the stockholders to whom they legally belong, and who must ultimately receive them which ever the final decision in this case may be. These dividends ultimately will go to the stockholders of the Northern Securities Company whether paid as they are earned or after the final decision. If the railroad companies are permitted to pay their dividends to the Securities Company that company will pay them over to its stockholders. The decree permits the stockholders of the Securities Co., to exchange the stock for the stock of their railroad companies and can draw these dividends upon the latter. If the supreme court reverses the decree, the same parties can draw these dividends by the railroad companies while the appeal is pending will not enhance or speed the enforcement of any legal right of the United States, while it might inflict unnecessary loss upon the stockholders who are justly entitled to receive these dividends as soon as they are earned."

Boston, April 20.—The 123th anniversary of the first battle of the revolution is today being celebrated in Massachusetts. Public observance was inaugurated yesterday in Lexington and Boston, the features of the exercises at Lexington being the presentation by Lieutenant Caproni, on behalf of the State, to the Lexington historical society, of the drums on which the call to arms was beaten 1775.

In Boston services were held in The Parker Memorial Hall, where addresses were delivered by a number of speakers. Today's observance is Patriot's day, marked by a lengthy programme in which sport predominated.

The first truck peas of the season were presented to The Tar Heel by Mr. L. L. Winder. The peas were of unusual size and the pods contained from seven to nine peas. They were Mr. Winder's own product, and were raised from the celebrated Miller Fertilizer, of which Mr. Winder is the general agent. This fertilizer seems to be giving general satisfaction among those of our people who have used it. Last season Mr. Winder only sold 150 tons, while this season he increased his sales to three hundred tons.

Mail Boxes Located.

The United States Post office inspector Mr. E. N. Davis, was here this week, attending Federal Court. While here, Mr. Davis, in company with Mr. M. Meekins, drove over the city, and located the position for letter boxes, preparatory to the free delivery which Mr. Davis says will be instituted about July 1st.

About 85 positions were selected for the boxes at convenient points, which will thoroughly cover the city. These boxes will be used for depositing mail. Five carriers will be employed in the new free delivery system. Already a number of applicants are preparing for the civil service examination, which is necessary for the position. This examination will take place sometime prior to July 1st, 1903.

Mr. Davis in speaking of the city, said: "Your town is much larger than I had thought. Of course I have been reading recently of the wonderful strides which Elizabeth City had made along commercial lines, but I was very greatly surprised to note the large area which it covered, and the handsome dwellings. Few towns in North Carolina are equal to Elizabeth City in point of beauty, and no town in North Carolina its size is growing so rapidly. The post office receipts is perhaps the best barometer of the growth and prosperity of a city, and it is safe to say that no post-office under my supervision has increased its receipts more readily than has the Elizabeth City office."

Mr. Washington Perry and daughter of Kitty Hawk, were visitors to the city this week.

Prominent among the growing industries of this city is the Marine Railway business of Mr. John M. Williams. He is constructing a gasoline boat for W. J. Smith, of Oriental, N. C., on Pimlico Sound. The boat is fifty-two feet long, fourteen feet beam, and with a draft of two-and-one-half feet. It is an excellent model, and bespeaks the mechanical genius of Mr. Williams. He is also reconstructing a gasoline boat for Mr. W. W. Beveridge, of Martin's Point. Two barges from Norfolk, are also undergoing repairs at this point, which is also a compliment to the coming supremacy of Elizabeth City in matters of marine importance.

FAIRBANKS SAYS YES.

Washington, N. C., April 20.—Dr. W. Godfrey Hunter, of Kentucky, formerly United States Minister to Guatemala, is responsible for the statement that Senator Charles W. Fairbanks, of Indiana, has announced that he will be a candidate for the Republican nomination for president. Senator Fairbanks and Dr. Hunter held a conference of several hours at the Galt House in Louisville a few days ago, and shortly afterwards it was announced that Dr. Hunter would look after the Hoosier senator's interest in the "Blue Grass" State.

Roscoe C. Mitchell, the young North Carolina journalist, who is the father of the Fairbanks movement, has arrived in Washington from Chicago, and left tonight for Knoxville, Tenn. Mr. Mitchell denies the rumor that he has been to Indianapolis to confer with Senator Fairbanks. He said that should the Indiana senator announce his candidacy he would have a strong following in North Carolina.

The evening Star, the organ of the administration, comments on the statement given out by Dr. Hunter in nearly a half column, editorial.

REAR END COLLISION.

Jamestown, N. Y., April 20.—Eight persons are dead and ten injured, three of them seriously, as the result of a collision between a passenger train and a freight on the Erie road, at an early hour today near Red House, N. Y.

Of the dead only one man, Robert Hotchkiss, of Meadville, a brakeman, even bodies apparently those of three women, and a child, were burned beyond recognition in the fierce fire which followed the wreck. The women are said to have boarded the train at Youngstown, and to have come from Pittsburg.

Jeff Davis Sold For Junk.

Mr. W. J. O'Neal, of Stumpy Point, was in the city this week, and showed The Tar Heel man a cannon wheel which he had caught while oystering on Gulf Rock, off the shores of Hyde county. This cannon wheel is from the large gun "Jeff Davis" used by the Confederates in the defense of Cape Hatteras, the first part of the war. The late Col. W. F. Martin, of this city, was in command of the forces at the Cape at the time that the cannon was in use. The wheel has been the source of great interest to many of the old battlescarred veterans, here and many actual tears were shed as they gazed upon it. The finding of this wheel recalled memories of the war that have since been nearly forgotten, and while the younger generation pines the field of commerce, many a fading old warrior, whose coat of gray yet hangs in the closet under the stairs, pauses to think of the way of life and the strange breach that nearly severed the greatest nation on earth.

The bringing of this relic to Elizabeth City was due to an advertisement of Mr. Miles Jennings, in The Tar Heel, and not perhaps realizing the importance of his find, the cannon wheel was brought here by Mr. O'Neal and sold as junk to Mr. Jennings.

BANK ROBBER KILLED.

Wampum, Pa., April 18.—One man was killed and another wounded this morning during an attempt to rob the First National Bank at Wampum. About 1 o'clock Harry Wilroughby, a baker, was on his way home, when in passing the bank a man stepped before him, pointing a revolver, and said: "Hold up your hands and keep quiet." Wilroughby threw up his hands, but as he did so, drew from his pocket both men began firing at each other. Two other men came out of the bank and took a hand in the shooting. One of the burglars was killed, while Wilroughby was wounded in both legs. The shooting aroused people in the vicinity and the burglars fled without having secured anything of value.

HAIL DESTROYS VEGETATION.

Williamson, Va., April 20.—The most terrible hail storm ever seen occurred at 7 o'clock last night. Hail fell in torrents for fifteen minutes completely covering the ground. Early gardeners are entirely ruined and trees of the forest are stripped of leaves and covered with a coat of ice.

Mahoney City, April 20.—As a sequel to the refusal of the men to work nine hours on Saturday last, a lock-out was inaugurated at the collieries of the Philadelphia & Reading Coal & Iron Co., this morning, and thirty men and boys are idle.

No explanation accompanied the action of the company. The men were simply told that there was no work.

UNITED STATES COURT SESSION

Judge Purnell Presides Over His Regular Court

TWO THOUSAND IS EXPENDED

The Pie Eaters Become Rampant for the Deputy Clerkship. Many Candidates Seek the Place

The Federal Court convened in this city Tuesday morning with Judge Thomas R. Purnell on the bench. Judge Purnell made a rather lengthy, and exceptionally able charge to the jury. He laid especial stress on the question of fraudulent use of the mails. There were eight cases on the docket, and only about a jury case, that of the United States against H. B. Craddock, of Cherry, N. C., for breaking open letters. The defendant was declared not guilty in this case.

J. R. Peal, of Martin county, pleaded guilty to the charge of removing and concealing spirituous liquors. Judgment was suspended on payment of cost. The leniency of the court in this case was due to the fact that Mr. Peal was a consumptive, and unable to undergo confinement.

Two cases against F. A. Tucker, of this city, for removing and concealing spirits was continued, pending a compromise.

The other cases were United States against L. H. Griffin, of Martin county, for removing and concealing spirits; United States against R. E. Sample, of Tyrrell county, for fraudulent use of mail, both of which were continued. In the case of Mr. R. E. Sample, it will be remembered that the defendant was sentenced 10 years in the state prison at the last term of the court, and he is now serving his term, and the above case is awaiting his dismissal from the penitentiary.

Clerk of the Court, J. Q. A. Wood, tendered his resignation to Judge Purnell, to take effect at once. This position pays about fifty dollars per month, and is eagerly sought after by a number of pie hunters, among whom are Roscoe W. Turner, Fanning Craik, Samuel Alexander, T. P. Wilcox, and Mr. Worth.

Judge Purnell will give out his appointment in a few days, after he returns from Newbern court. Mr. B. F. Spence was at this term appointed deputy marshal, vice C. A. Banks, resigned. Judge Purnell ordered the jury box revised before the next term of court, which meets in October. About forty-five jurors were summoned at this term of the court to whom was paid in round numbers one thousand dollars for mileage and per diems. The court really did not consume five hours, while the total cost of those five hours proceedings to Uncle Sam were more than two thousand dollars. The jurors are paid \$3 per day and mileage, and a few of them received Uncle Sam's check for as much as forty dollars.

DEATH OF MR. BELL

A telegram was received Wednesday from Norfolk, announcing the death in that city of Mr. Chas. H. Bell, who had gone there for hospital treatment. Mr. Bell was thirty-five years of age, and a son of Mr. and Mrs. George Bell, of this city, and both of whom survive him. The burial will be conducted at the Overman cemetery this afternoon at 3:30 o'clock.

Mr. Bell was never married. His tenderness to his mother was a quality which proved the nobility of his character and is one of the remembrances that will always endear him to the people of this community. He leaves two brothers, Messrs. J. Walter Bell, of Scranton, N. C., and Frank W. Bell, of this city; also two sisters, Mrs. C. C. Pappendick, and Mrs. L. L. Winder, both of this city. An older brother, Mr. Geo. W. Bell, preceded him to the grave since last December.

Hon. Wheeler Martin, of Williamson, is here this week attending Federal Court. Mr. Martin visits E. City about twice a year, and says that the growth of the city even in this short time is very noticeable. "I do not see why you people don't establish a furniture factory," said Mr. Martin to a Tar Heel man. The local trade of Eastern North Carolina is, I would support a factory in E. City. The Williamson factory paid \$1 and found a ready market for its product.

The stockholders of the Water and Improvement Company, will meet in this city the second of May. This company, which owns what is known as the Baxter Field, is contemplating big improvements. They have at ready paved about a mile of avenues with vitrified brick, and Mr. Baxter says that it represents the Ghent of Elizabeth City.