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FEDERAL APPROPRIATIONS FOR ROAD IMPROVEMENTS

Convention Urges More Extended Use of Convict Labor in Road Building.

NORTH CAROLINA GOOD ROADS ASSOCIATION

Organized With Mr. P. H. Hanes as President.

MANY ELOQUENT SPEECHES YESTERDAY

Among the Resolutions Passed is One

Advocating the Creating of the Office of Highway Commissioner in North Carolina With Appropriation Sufficient For Proper Road Supervision.

Yesterday afternoon at the second and last day's session of the Good Roads Convention, the following resolutions were adopted tending to further the movement for better roads in North Carolina:

Resolved first, That we endorse the work of the office of Public Road Inquiries of the United States Department of Agriculture, for the betterment of the public highways of the country, and that we believe that this office should be enlarged into a bureau of the Department of Agriculture with sufficient appropriation at its disposal to extend its work, and that we especially urge the Senators and Representatives of North Carolina in Congress to vote for the appropriation for this office asked for this year by the Secretary of Agriculture.

Second: That we believe that it is just as important that the National Government assist in the improvement of the common highways and post roads of the country as it is for it to care for the rivers and harbors; and we therefore favor Federal appropriations for highway construction—such appropriations to be distributed among the States and to be expended only where there is an appropriation equal to the amount apportioned by the general government.

Third: That this convention hereby heartily endorse the work of the National Good Roads Association in organizing and commend its plan of organization of branch Associations in each State, Territory and county for thorough co-operative action under a systematized plan.

Fourth: That we favor and advocate the enactment of legislation providing for the office of Highway Commissioner of North Carolina, and the annual appropriation of sufficient funds to enable that office to give proper supervision to road improvements in the State.

Fifth: That this Convention recommends that the General Assembly of North Carolina make provision for giving instruction in road building at both the State University and the Agricultural and Mechanical College.

Sixth: That this Convention urges a more extended use of convict labor in road building in North Carolina, and respectfully asks the General Assembly of this State to adopt a system, which will provide for the employment of all its able-bodied male convicts either in actual work on the public roads or in the preparation of materials therefor.

Seventh: That this Convention expresses its appreciation of the efforts of the Southern Railway Company in behalf of the good roads movement in furnishing its splendidly equipped good roads train, and our thanks to all the railroads of this State for the favors extended to this Convention.

Further, that we extend our thanks to the Director and Assistant Director of the office of Public Road Inquiries, the President and Secretary of the National Good Roads Association, and the various machinery manufacturers who have contributed to the equipment of said good roads train.

Eighth: That we especially extend our thanks to the press of this city and the State for its splendid work done in the cause of good roads, and that we express our appreciation of the courtesies extended and assistance given by the officers of the city of Raleigh and of the County of Wake.

Respectfully submitted,
S. B. ALEXANDER, Chairman.
S. H. WEBB,
W. R. COX,
T. B. PARKER,
DUFF MERRICK,
E. L. DAUGHTRIDGE.

The convention then organized as the North Carolina Good Roads Association, with the following officers:

President, P. H. Hanes, Winston-Salem.
Secretary, J. A. Holmes, Chapel Hill.
Treasurer, Jos. G. Brown, Raleigh.
The principal office is to be maintained in Raleigh.

The membership of the association is to be composed of all those who have registered in this convention, and all other citizens of the State who may desire to become members.

The Committee on Organization also recommended that several vice-presidents be appointed to serve the interests of the association in their respective districts.

ity of the people worship in country churches.

"The church today is the foundation upon which much of the social life of the farmer of today rests. Many a man, hardened by toil, lones on Sunday morning for the kind of rest that he can get at the country church, but on account of the poor roads he would be too much worn out by the time he reached there to be benefited by the service. This is what is diminishing every year the attendance upon the churches throughout the country."

Dr. Ivey spoke of the flourishing condition of the churches in Mecklenburg county, and said that in every church prayer ought to be offered for good roads just as much as for the other blessings commonly asked.

"I have not," he said, "found a single interest in the church that is not affected by this road question, that would not receive a mighty stimulus from this great movement."

"Good roads would enable the Sunday Schools to run all the winter."

"Then, taking the editorial interest, the subscription lists of the church periodicals would be largely increased, as well as the subscription lists of the newspapers."

"I have closed with a splendidly drawn picture of North Carolina under the conditions that were coming."

MR. ABBOTT'S SPEECH.
Mr. Abbott, of Colorado, who represents the Government in the Pacific States, was then introduced by Col. Moore. He said in part:

"This country, which I represent, this great western empire beyond the Mississippi, is not a country of the future, it is a country of the present."

Chief Woodall Returns From a Fruitless Quest. Small Fire.

Durham, N. C., Feb. 13.—Chief of Police J. A. Woodall has returned from Cincinnati, where he went for U. G. Baumgardner, who was wanted here. His trip was fruitless, as the Ohio authorities refused to give Baumgardner up. The authorities of Richmond have also been strongly trying to secure Baumgardner, but had not done so at last accounts.

The steamer of Trinity Methodist church, in this city, is to be taken down and rebuilt. It has been found to be out of plumb a few inches.

I understood that Mr. Wesley Hall, of Willardville, who was recently sent to a sanitarium in Richmond for treatment for cancer, has returned home not much improved.

The Bell Telephone Company is making many improvements to their exchange here. In a short time the new phones will be in and also a new switchboard.

Monroe Rogers, colored, who attempted to burn the residence of W. B. Whitaker, on Tuesday night, has not yet been captured.

Swift & Company of Chicago, the great meat packers, have opened a distributing station in Durham. G. Guggenheimer is manager.

Seven prisoners have just been discharged from the county road camp, having served out their sentences. Three were white and four colored.

J. W. Mansfield, of the Union News Company, Washington, D. C., is visiting at his old home in East Durham. He came in response to information that his sister, Miss Nannie Mansfield, is sick.

J. C. Klutz, superintendent of the weaving room, and W. D. Cook, who holds a similar position in the spinning room, of the Durham Cotton Manufacturing Company's mills in East Durham, have gone to the Charleston Exposition.

Dr. T. T. Frazier is erecting two new residences on Rose street, in Edgemont. "Squire" D. C. Gunter is having a new dwelling erected in the southern part of the city. Numerous new houses are going up in the city and suburbs.

The Sun La Woodworking Company is just finishing up several very fine cabinets, which are to be shipped to Tarboro.

A small blaze occurred this afternoon between 1 and 2 o'clock at the millinery store of Agnes Satterfield, colored, in Hayti, just south of the city. The roof caught on fire from sparks from the chimney. A few buckets of water extinguished the flames.

VOICE ON THE TARIFF BILL IS LOOMING

The End May be Reached Next Week.

A PROTECTORATE FAVORED

Mr. Teller Urges One in Concluding His Speech.

LIFE SAVING STATION FOR BOGUE INLET

The House Passes a Bill Providing For One.

Resolution Providing For Erecting Stations by Popular Vote. Elector-Soldiers' Claims.

(By the Associated Press.)
Washington, Feb. 13.—While no definite agreement has been reached, a vote upon the Philippine Tariff Bill in the Senate seems to be in sight. It appears likely, judging from a discussion of the subject late in the day's session, that the vote may be had next week, although the matter yet is involved in some uncertainty.

Mr. Teller (Colo.), concluded his speech today. He urged strongly that the Philippines be given the fullest possible measure of self-government, the United States simply maintaining a protectorate over the islands. He said he would prefer that this government should withdraw absolutely and without condition from the archipelago than that the present war should be continued.

Mr. Teller said that as a solution of the Philippine trouble, he would send to the islands a commission of prominent, able, and liberal men to say to the Filipinos that they should have the kind of government they wanted except that they could not become citizens of the United States. He urged that the commission say to them that they need not maintain an army or a navy but that the United States would protect them from foreign invasion. "It would be a protectorate I should apply to the Philippines," said Mr. Teller, "and I believe it would be satisfactory to the Filipinos."

Mr. Mitchell (Ore.), delivered a carefully prepared speech in support of his amendment to reduce the tariff duties upon Philippine products coming into this country to 50 per cent of the Dingley rates, maintaining that Congress owed this concession to the Pacific coast States, as well as to the Philippines themselves.

Mr. Mitchell said: "I submit that if the policy enforced in the last Congress of permitting the products of Porto Rico to come into the United States at 55 per cent reduction of the rates of duty imposed by the Dingley act and later on entirely free, and this all largely in the interest of the trade and commerce of the people of the Atlantic States, as well as of the people of Porto Rico, then upon what principle of right or justice, or equity must the people of the Pacific coast States pay the same rates on Philippine products coming into this country?"

Why impose one rate on our insular possessions in the Atlantic ocean and another on our possessions in the Pacific ocean? What occult force, if any, is operating on the Congress of the United States and this too, without Congress seemingly being conscious of the fact which seems to compel the nation's parliament to arrive at such absolutely contradictory conclusions?"

Mr. Mitchell warned Congress against striking down the sugar belt industry and declared for the development of American merchant marine.

The Philippine bill will not be considered tomorrow or on Monday, the Senate having made special orders for both of these days.

SENATORS BY DIRECT VOTE

Corliss Speak in Favor of Government Operation of Cables.

(By the Associated Press.)
Washington, Feb. 13.—The House today unanimously adopted a resolution proposing an amendment to the Constitution of the United States for the election of Senators by direct popular vote. There was no demand for time to debate the resolution. This is the fourth time the House has adopted a similar resolution.

Two bills of general importance were passed by the House today, the remainder of the time being devoted to minor business. One was a Senate bill to provide for the payment of the claims of Confederate officers and soldiers whose horses, side arms and baggage were taken from them by Union soldiers contrary to the terms of the surrender of Lee and Johnston's armies. The amount to be paid under the bill was limited to \$50,000.

The other bill was to confer upon the Spanish Claims Commission authority to send for persons and papers and to publish for contempt.

Bills were also passed to transfer Carroll county, Ga., from the northwestern division of the Northern district of Georgia to the Northern district and to construct a life-saving station at Bogue Inlet, N. C.

Mr. Corliss (Mich.), who is the author of a bill for Government cable from San Francisco to Manila, delivered a speech in opposition to the laying of such a cable by a private corporation.

He spoke earnestly in opposition to Congress yielding concessions to private cable monopolies, notably the Commercial

Cable Company, controlled by the MacLay-Bennett forces, and dwelt emphatically on the importance of the United States operating its own cable lines. "The right to construct cable lines," he said, "is an inherent right of the nation. No one has a right to lay a cable without permission of Congress. There is no law in existence under which cables lines may be laid."

Mr. Corliss attacked the proposals of the Commercial Cable Company as intended to establish a foreign cable monopoly.

DE WET BURSTS THROUGH KITCHENER'S RING OF FIRE

Hemmed in by Block Houses and Armored Trains

Furnished With Powerful Searchlights.

RIFLES, CANNON AND POM POMS ABLAZE

"Storm, Burglers!" is Their Thrilling Cry.

THEN COMES THE THUNDEROUS CHARGE

Bending Low in the Saddle, Scattered Among Frightened Cattle, the Boers Dash Upon the British Line and Many Break Through the Net in Which Kitchener Hoped to Ensnare Them.

(By the Associated Press.)
London, Feb. 13.—The detailed accounts which have just reached here of Lord Kitchener's combined movement to drive out the Boers from the enclosure of blockhouse lines show that the conflict was very picturesque and the most exciting incident of the whole campaign. Although apparently surrounded by an impenetrable ring of fire and steel, the Boers' dauntless bravery and dashing charges ultimately resulted in the majority's escape from the meshes of Lord Kitchener's close drawn net.

The British commander's scheme was the most extensive ever carried out during the present war. It consisted of a continuous line over fifty miles in length. Lord Kitchener, who personally directed the operations, was in close touch day and night with every detail of the movements. The Boers, though hard pressed, shrank from attempting to cross the railroads, which were patrolled throughout the night by armored trains, equipped with powerful searchlights.

The train lights were supplemented by stationary searchlights, and the spectacular effect, as witnessed from the trains, was most striking.

The battle at Hellborn raged from 9 o'clock Friday night until 5 o'clock Saturday morning. Throughout the five hours a fearful ring of fire from rifles, cannon and pom poms swept along the British line in holding De Wet's Boers, who made repeated attempts to break out of the circle of troops. From various positions, behind rocks and kopjes, the Boers kept up a vigorous fusillade, hoping to find a weak spot in the line. Simultaneously others charged, but again and again were the Boers repulsed, leaving dead, wounded and prisoners in the hands of the British.

At the outset of the preparations were not merely an ordinary "drive," but a movement threatening them with total annihilation and General De Wet assembled his whole force and discussed the situation with the commanders, with the result that the Boers were split up into three forces. On Thursday night five hundred Boers, headed by Van Collyer, pushed a force of the Imperial Light Horse, yelling "Storm Burglers." About 100 Boers got through, but the remainder, encountering a tremendous fire, were turned back.

Friday night's conflict ebbed and swelled over an area of 40 to 50 miles in which the long hunted, harassed and desperate men endeavored to find outlets. The Boers, at one spot got within thirty yards of the British firing line, but the barbed wire balked the burghers and forced them to retreat.

The firing never ceased. Aided by the electric searchlights, the British harrowed the surrounding territory with shrapnel, shells and Maxim bullets. In the northern section the Boers made a desperate effort to break through. Collecting a number of cattle, the Boers drove them down on the British lines. Bending low in their saddles, the Boers rode among the cattle, making it impossible to distinguish them in the darkness. The British pickets opened a terrible fire and the Boers were everywhere met with a relentless hail of bullets. A long line of flame ran up and down the firing line, nearly thirty miles in length as the armored trains flashed their searchlights over miles of country.

This lasted for some twenty minutes, when gradually the rattle died down until only the crack of single shots was heard. They all were again quiet.

The Boers attempt to break the line had failed. A few broke through and among them was Bernard De Wet.

Red Springs Goes Forward.

(Special to the News and Observer.)
Red Springs, N. C., Feb. 13.—The trustees of Red Springs Seminary met in semi-annual session February 11. The report of President Vardell showed a continuous growth of this school. The demand for room for next year is so great that plans were adopted and the money raised for a new brick building to contain six recitation rooms and accommodation for fifty additional students.

Ex-Governor Lindsay Dies.

(By the Associated Press.)
Sheffield, Ala., Feb. 13.—Ex-Governor Robert B. Lindsay died today. He was the first Governor of Alabama after the reconstruction period.

Booth Tucker Takes Oath of Allegiance.

(By the Associated Press.)
New York, Feb. 13.—Commander Booth Tucker of the Salvation Army, took the oath of allegiance as a citizen of the United States in this city today. He said that he was already half American as his ancestors were Virginians and he had long since adopted this as his country.

Mr. Lindsay Patterson, who is visiting her parents in Philadelphia will leave there in a few days for Princeton, N. J., to extend an invitation to ex-President and Mrs. Grover Cleveland to attend the

CAUGHT IN THE ICE.

The schooner Frank Herbert From North Carolina Abandoned.

(By the Associated Press.)
Cape May, N. J., Feb. 13.—The schooner Frank Herbert, with a cargo of pine lumber, was abandoned in a sinking condition off here today, it being the second vessel to fall a victim this week off this coast to the great ice fields flowing out of Delaware Bay.

The distress of the schooner was first discovered on shore by the Cold Spring Life Savers, who immediately launched their yawl and made an effort to reach the vessel. The Herbert was about five miles off shore and owing to the heavy ice fields the life savers were unable to reach the distressed schooner. Fortunately the tug Harold with a tow of large hove in sight and after signalling the barges to anchor the tug went to the rescue.

It was found that the schooner had been caught in the ice and that she had been pierced in several places by the heavy mass. She was full of water and sinking and the captain and the Herbert decided to abandon her. Before he and the crew were taken off by the Harold the sinking vessel was set on fire and was soon a mass of flames. The fire burned for several hours after darkness fell.

GUILTY OF BLACKMAIL
Jim Nelson Given a Term on the County Roads.
(Special to News and Observer.)
Winston-Salem, N. C., Feb. 13.—Jim Nelson, a white man, who has long had an unsavory reputation, submitted to a verdict of guilty in court today. The indictment was blackmailing, threatening to burn out two merchants if each failed to leave \$200 in a place designated by Nelson in his threatened letters. He was given one year on the county roads. Nelson has served a term in the penitentiary for forgery.

The trial of James Hyde for killing Sanders Westmoreland, an old colored man in November, will be taken up next Monday. Westmoreland was shot in his own yard.

Mrs. Lindsay Patterson, who is visiting her parents in Philadelphia will leave there in a few days for Princeton, N. J., to extend an invitation to ex-President and Mrs. Grover Cleveland to attend the