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Leads all North Carolina Daily Papers in Both News and Circulation.

IS THE SOUTHERN IN CONTROL OF THE L. AND N.

If Not Yet a Fact Accomplished it Will be Soon.

THIS NEW YORK'S BELIEF

The Result of Several Conference That Were Held in That City Yesterday.

BUT TWO LINES IN THE SOUTHEAST

Such Would be the Result of This Deal. Believed in Atlanta That the Southern Will Absorb the Plant and A. C. L. Systems.

(By the Associated Press.)

New York, April 12.—As a result of several conferences held today there is a very general conviction that control of the Louisville and Nashville Road has passed or will pass to the Southern Railway.

Representatives of the Louisville and Nashville and Southern roads and a member of the aGtes faction were in consultation early in the day and later John W. Gates was closeted for almost an hour with George W. Perkins at the office of J. P. Morgan and Company. Neither Mr. Perkins nor Mr. Gates would say what passed between them, but it was admitted that the Louisville situation was discussed in its several phases.

The most authoritative report dealing with the recent course of the Louisville and Nashville is substantially as follows:

"Sometime ago Southern Railway interests, alarmed at the increasing strength and prosperity of Louisville and Nashville made an offer for a majority interest. The offer was declined by foreign holders of Louisville and Nashville, who held the balance of power.

"Recently when Louisville and Nashville increased its capital stock by \$5,000,000 Mr. Gates and his associates saw an opportunity to 'squeeze' the insiders by buying Louisville in the market and creating a scare in the stock. To what extent the aGtes faction succeeded is still a matter of conjecture, but is not doubted that they were in a position to swing a large block of stock either way.

"Conditions seemed ripe for an attempt to gain control of Louisville and Nashville, and the Southern Railway interests, as represented by Morgan and Company, authorized the Moore Brothers to acquire as much of the stock as possible in the open market, with the understanding that this stock would be taken over by the Southern road.

"Banking interests in which the Moores are especially prominent, have been heavy buyers of Louisville and Nashville, and one bank in particular, is said to have called a number of loans this week so as to accumulate the money for his purchase of Louisville stock. Wall Street believes that some sort of a 'community of interest' deal between Rock Island and the Southern Railway will follow the change in Louisville and Nashville ownership."

The Evening Post discussing the situation in Louisville and Nashville, says: "All indications seem to point to the fact that the control of the Louisville and Nashville Railway is now so held that it can be turned over to the Rock Island Railway. The matter had not been determined at the close of business today and facts are as lacking as they have been since the excitement in Louisville and Nashville shares began some days ago. Opinion in Wall Street is in a nebulous condition as to who now controls the company, but there is conviction that control has passed from the Belmont interests, and that John W. Gates has been a factor in its passing.

"There appears to be good foundation for the opinion that Mr. Gates may now be in a position, by throwing his stock one way or the other, to decide what interest shall hereafter control Louisville and Nashville. Not much doubt is felt that the Moore interests will secure his proxies, or the stock he holds."

According to the Evening Post the Choctaw road was purchased for the Moore interests by Speyer & Company as part of the plan for Rock Island extension.

THE EFFECT OF THE DEAL.

Would Leave Only the Southern and Seaboard Systems in the South.

(By the Associated Press.) Atlanta, Ga., April 12.—The passing of the Louisville and Nashville system into the hands of the Southern Railway, as reported in New York, would leave but two lines of railroad in the Southeastern States—the Southern and the Seaboard Air Line. Although it has not been officially announced, it is believed here that the Atlantic Coast Line and the Plant System will soon come under the control of the Southern Railway, and that

the culmination of the deal will be a "community of interests." The roads controlled by the Louisville and Nashville are the Nashville, Chattanooga and St. Louis, the Western and Atlantic, the Atlanta, Knoxville and Northern, the Georgia Railroad and several smaller lines in Alabama. If the merger as outlined is accomplished, the total mileage of the lines believed to have been acquired by the Southern will aggregate 31,349 miles.

An interesting feature of the situation is the part the State of Georgia may play in the rumored combination. The State owns the Western and Atlantic, which runs from Atlanta to Chattanooga, and is leased by the Nashville, Chattanooga and St. Louis. The Southern is already operating a line between these cities, and the Central of Georgia, which is believed to be under the control of the Southern, has a road from Chattanooga to Griffin, Georgia.

The effect of the purchase of the Louisville and Nashville by the Southern is said by some to mean that at the expiration of the present lease on the State road the State road would be completely bottled up, rendering it merely a local line between Atlanta and Chattanooga.

When asked his opinion on the matter Governor Candler said:

"I do not think that there is any danger of the roads bottling up the State road. While railroad combinations are very powerful they cannot cope with the State of Georgia, for if such attempts were made, the result would be such drastic legislation in Georgia that the railroads would have to pay out more money than they could make on the transaction.

"The railroads may attempt to depreciate the value of the State road in order to get the State to sell it at a low price, but such an effort would also fail. The people of Georgia will protect their interests in the matter and nobody need have any fear on that score."

The Atlanta and West Point and the Western Railroad of Alabama constituting a line from Atlanta to Selma, Ala., will also come in under the supposed merger, as both are controlled indirectly by the Southern and Louisville and Nashville.

Louisville, Ky., April 12.—Nothing definite could be learned here today of the deal, whereby the Southern is reported to have obtained control of the Louisville and Nashville road. The officials of the latter line refused to say anything on the subject. First Vice-President Walker Hines of the Louisville and Nashville, when shown the statement sent out by "The Associated Press" from New York, said he had no knowledge of the matter.

A DUEL IN THE ROAD

It Follows Elopement to Wed. Brother and Lover May Die.

(Special to News and Observer.) Tarboro, N. C., April 12.—A shooting array occurred here this afternoon, which came near resulting in the death of both parties.

George Burrus ran off with Rube Roberson's sister to get married. When Burrus and the woman got about one mile from town they were overtaken by Roberson. Both men were very angry, and Burrus shot at Roberson, who opened fire also. They were brought to the hospital this afternoon, Roberson was found to be shot in the stomach, and Burrus in the face.

Both men are now living, but they may die at any moment. They are white men and are living this year with ex-Sheriff W. T. Knight.

Largest Cargo of Lumber Shipped.

(Special to News and Observer.) Washington, N. C., April 12.—The largest cargo of lumber ever shipped from a Southern city, left Charleston today on the steamship "Egda," consigned to Wood Barker Co., of Charlottetown, Prince Edward Island, I. I. It contains two million feet of yellow pine to be used in the construction of a bridge from Charlottetown to Hillsboro, P. E. I. Mr. M. R. McCullough was the buying representative of Wood Barker Co.

Colored Teachers' Work.

The Wake County Teachers' Association, colored, had a meeting at the Crosby School yesterday, and elected officers for some progressive work among their people for the betterment of schools and education. The officers are as follows: Dr. N. F. Roberts, president; W. H. Fuller, secretary; Mrs. C. L. Richardson, treasurer. The executive committee who will take the work in charge is J. W. Ligon, principal of Crosby Graded School; N. C. Bruce, dean of the college department of Shaw; C. H. Boyer, of St. Augustine's; J. H. Banks, of Washington School; C. N. Williams, of the Deaf and Dumb Institute, and some forty or fifty teachers of the county were present and they seemed thoroughly organized and united, and ready to do what ever work they can in the great educational campaign.

Success at Fishing.

Mr. E. R. Johnston, of this place, has made a success of fishing. The kind of fish caught are white perch, black and striped bass. Average price for perch 8 cents per pound. Black bass 10 cents per pound, striped bass 15 cents per pound. The cost of catching is about 1 to 1 1/2 cents per pound. Fishing season here from October to April.

A. M. SIMMONS, Currituck, N. C., April 4.

DR. TALMAGE IS DEAD THE LEAVEN WORKS

The Great Preacher Passed Away at an Early Hour Last Night.

(Special to News and Observer.) Washington, D. C., April 12.—Rev. Dr. T. DeWitt Talmage is dead. He passed away at an early hour tonight. At seven o'clock he began sinking rapidly. He was unconscious and his physicians said then that he had but a short while to live.

Dr. Talmage was one of the most remarkable men this generation has produced. He was the most popular preacher in the metropolis for a quarter of a century. He was an orthodox Presbyterian minister and always preached a gospel of cheer and hope. He was never dry or dull. He interested his audiences, no matter the time or the theme. Without being the most profound thinker of his day, he was easily the most popular preacher in the American pulpit, and had preached to more people than any preacher of this or any age.

KNOCKED DOWN BY A HORSE.

Mrs. John Lockey is Badly Hurt by a Runaway.

(Special to News and Observer.) New Bern, N. C., April 12.—Mrs. John Lockey, wife of John Lockey of the firm of Lockey & Cannon, of Havelock, North Carolina, while standing in front of the Atlantic and North Carolina depot here this afternoon, was knocked down by a runaway horse. She was hurt very badly. The horse struck her on the head and back. She became unconscious. The blood oozed from her nose and mouth. She was picked up by a gentleman who was standing near and taken to Capt. Hinant's boarding house, near by. Drs. Jones and Primrose was called and rendered all medical aid necessary. The accident caused a great deal of excitement and necessitated her remaining in the city. But for the assistance of Capt. C. K. Hancock, Mrs. Cannon and Mrs. C. B. Babbitt, who were standing near by would have gotten hurt also.

Mrs. John Lockey for a while was supposed to have been killed. She had a narrow escape from death, as horse and shafts passed over her body.

MISS VARIHA DAVIS.

Appointed Sponsor in Chief For the Confederate Reunion at Dallas.

(By the Associated Press.) Atlanta, Ga., April 12.—General John B. Gordon, commander-in-chief of the United Confederate Veterans, has appointed Miss Variha Davis, of New Orleans, sponsor in chief for the forthcoming re-union at Dallas. Miss Davis is a daughter of General Joseph Davis, of New Orleans, and a grand-niece of ex-President Jefferson Davis.

None of the differences between the railroad and its machinists have been settled, the men returning to work on the understanding that all contentions will be adjusted later.

Strike of Machinists Off.

(By the Associated Press.) Atlanta, Ga., April 12.—The strike in the machine shops of the Southern Railway, which was inaugurated several months ago, has been officially declared at an end, and the strikers will return to work Monday morning at seven o'clock.

None of the differences between the railroad and its machinists have been settled, the men returning to work on the understanding that all contentions will be adjusted later.

WOODEN PAVING BLOCKS.

The Australis Manufacturing Company, in Cumberland county, composed of Philadelphia capitalists, has engaged in the manufacture of wooden paving blocks. These pine blocks are made as hard as adamant, almost, by a patented process, and are said to be superior for the purpose to any other wood. Most of the principal streets of London are paved with wooden blocks and they make the finest pavement in the world, though it is very expensive. This company proposes to make the blocks at a cost that will greatly cheapen this mode of paving.

Makes His Money Raising Cotton.

Mr. L. L. Little, of Anson county, has been a successful cotton raiser. He has large cotton farms both in Anson and Richmond counties, and is one of our most substantial citizens financially. He is director in the First National bank of Wadesboro, in Anson Oil and Ice Company, member of the board of education of Anson county. With all his other interest he is a cotton raiser and makes his money in this way.

JAS. A. HARDISON.

Wadesboro, N. C., April 3.

WILSON'S NEWSPAPERS.

Wilson has two successful job printing establishments, one afternoon daily—the News; two weeklies, the Wilson Times and the Wilson Advance; and one religious paper, Zion's Landmark, the organ of the Primitive Baptist Church, which circulates in every State in the Union.

\$120 PER ACRE ON TOBACCO.

During last year I cultivated 15 acres of tobacco; made 800 pounds to the acre; sold at the Central Warehouse in Kinston and averaged about 15 cents per pound for same, or about \$120.00 per acre.

CHARLES A. RHODES, Comfort, N. C., April 4, 1902.

A SINGLE HAUL.

Brings in 5,000 Shad Weighing 4 1-2 Pounds, 400,000 Herring Weighing Three to One Pound.

The North Carolina Fisheries have been developed from the condition of a few large proprietors taking immense and unwieldy catches into a widely divided industry which subdivides the catch, reduces the large lump incomes and distributes the earnings among a vastly increased number of operatives.

Mr. W. H. Hampton, of Plymouth, N. C., is an example of the old regime, being still actively engaged in the operation of four seines, the products from which have made him a man of noted wealth. Catches of shad recently made have reached 5,000, average weight 4 1/2 pounds each, at a single haul, and herring three to four hundred thousand, average weight 3 to one pound each.

S. G. WORTH, Edenton, N. C., April 4.

\$20,000 WORTH OF CLAMS.

Fishermen Often Catch a \$200 Catch in a Few Hours.

The water industry in this county is wonderful. Joe Lewis, on Cape Banks, has at least one to two thousand dollars on hand all the time catching mullets, trout, blue fish and mackerel. He has caught in one haul over \$100 worth of fish. Alex. Lewis is another fisherman who has quite a little sum on hand all the time. Nine-tenths of our fishermen own their own domicile, boats and nets. There has been and quite frequently four men in one boat would catch one to two hundred dollars worth of trout in one haul of three hours. Clams are a big industry in this county; almost 20 to 30 thousand dollars worth sold a year.

D. S. SAUNDERS, Beaufort, N. C., April 3.

Cotton Pays Well.

Some farmers have succeeded well in making cotton in our section as a money crop during the past twenty years. R. L. Nichols, John F. Harrow, Crosland & Everett, and some others. The same diligence, judgment and enterprise given to the culture of cotton that is given to other business pursuits or to professions limit. Where nature has prepared a feast for the soul in the ever changing and lovely mountain views, in hill and dale, peaks and valleys, and in lipid streams resplendent with the matchless rhododendron, laurel and azalea, one should come and enjoy the scenery in person and not trust to the imagination that for once falls short of the reality.

W. H. Weir, of W. Weir & Sons, bankers, Montreal, Canada, said: "I came to Asheville two years ago from Montreal, Canada, for the benefit of the health of my family, and have resided here during the summer and winter, and have no hesitation in saying that as an all-around climate Asheville has few equals and none superior, either in climate or scenery and beautiful drives, all of which are so necessary to the invalid or pleasure seeker. As a place to make a home where climate and comfort of living are a consideration Asheville has few equals."

Four Acres of Land to a Boy.

(Prof. W. F. Massey.) I know a man in North Carolina who has raised a family of nine, has educated his children and lived comfortably on 36 acres of land. Is there any place North that can compete with that? This gentleman told me that he had proved that it only takes 4 acres of North Carolina soil to raise and educate a boy, and his land was far from being the best in the State naturally.

Clears \$1,000 Per Acre.

Mr. A. Satter, farming near here, has five acres under clover, heated by steam pipes through the beds, the pipes used when necessary for watering crop. He is now shipping a fine crop of lettuce which will in a few days be off, to be followed by a crop of cucumbers, ready for market fully two weeks before the out-door crop.

I am told that it is not unusual to realize \$1,000 to \$1,200 per acre from this method of farming.

WM. DUNN.

Makes Money Every Year.

Crop failures are unknown here. Mr. Jas. Ed. Clarke, Jr., Washington, N. C., who is one of the State's best farmers, makes money every year growing cotton. He uses about 500 pounds of fertilizers per acre—not because that quantity is necessary, but because it pays him to do so. He prefers a mixture of cotton meal, acid phosphate, kainit and a complete fertilizer. Even with a poor season like last year—too much rain—his profit was considerable, and he gathered nearly one bale per acre. He cultivates, all told, about 500 acres, and cotton is not the only crop that pays him. This section offers every inducement to capitalists and progressive farmers.

W. M. BRAGAW & CO., Washington, N. C., April 4.

Conspicuous Examples.

In response to yours of the 12th, E. L. Daughtridge, J. B. Bradley and J. D. Robbins are conspicuous examples of farmers in this section who have made money every year raising cotton.

THOS. H. BATTLE, Rocky Mount, N. C., April 3.

Cotton Farming Pays.

Mr. George Andrews lives three miles from Norwood and is one of the most successful cotton growers I know of in this community. He does it by hired labor and by giving it his personal attention.

M. E. BLALOCK, Norwood, Stanly Co., N. C., April 3.

CHINESE MINISTER HOTLY CRITICISED

Vest Says We Want no Industrial Parasites.

HE THUS DUBS CHINESE

Be Pays a Brilliant Tribute to Wade Hampton.

A CHRISTIAN GENTLEMAN OF HIGH TYPE

Lodge Speaking on the Exclusion Bill Holds That the Philippines Should Not be Opened to Unrestricted Admission of Chinese.

(By the Associated Press.) Washington, April 12.—A feature of the Chinese Exclusion debate in the Senate today was the sharp criticism of Minister Wu, of China, because of his protest made to the Secretary of State against the enactment of the pending bill, Mr. Mitchell, of Oregon, and Mr. Teller, of Colorado, sharply attacked him, declaring that he deserved to have been given his passports and that no self-respecting nation would have permitted such interference with its legislative affairs. Mr. Foraker, of Ohio, and Mr. Hoar, of Massachusetts, insisted that the Chinese minister had done no more than his duty and that he would have been derelict of his duty had he done less.

Mr. Lodge, of Massachusetts, delivered a speech in support of the pending bill, although he antagonized that provision which prevented American ships from employing Chinese seamen. He vigorously urged the enactment of the measure with the modifications he suggested, maintaining that Congress should place permanent and not merely tentative legislation on the statute book.

During consideration of the Chinese Exclusion Bill Mr. Vest (Mo.), briefly addressed the Senate in opposition to some features of the pending measure. He sympathized entirely with what had been said in opposition to the admission of Chinese. "I think," said he, "that any immigration is undesirable when it brings into this country people who want all the privileges of this country without participating in any of the responsibilities."

"The Chinaman," he continued, "is a social, political and industrial parasite, and ought not to be admitted to this country."

He opposed the provisions excluding Chinamen from participating in exhibitions in this country and excluding Chinese from the Philippine Islands.

Mr. Vest insisted that the inhabitants of the Philippine Islands were citizens of the United States. Passing from the Chinese question, Mr. Vest regretted exceedingly that a sectional discussion had been injected into the debate yesterday. He had hoped such discussion never again would be heard in the Senate. He paid a tribute to Lincoln, Garfield and McKinley and said the people of the South were sincere mourners at the tier of all. The people of the North, he said, should remember that the South had produced great and patriotic leaders and among them he mentioned General Washington and Robert E. Lee. He said he never should cease to feel kindly toward President Roosevelt, who, in the broadest spirit of statesmanship, had eulogized Robert E. Lee.

Mr. Vest adverted with deep feeling to the death of Hon. Wade Hampton, in the course of a brilliant tribute to Wade Hampton, Mr. Vest said he was the highest type of a Christian gentleman, whose memory would live for centuries.

Mr. Lodge hoped some sections of the bill would be omitted and some others modified. If we are prepared, said he, to admit Chinese from the Philippine Islands, it is for the Senate to say so, but in his opinion, Chinese from the Philippines should be excluded. Congress had excluded Chinamen from Hawaii, and he regarded it as idle that Congress had not the authority to prevent the Chinese from coming to this country from the Philippines.

"My belief is," said he, "that it is best to shut the Chinese out of the United States from the Philippines." He urged, too, that the Philippine Islands should not be opened to unrestricted admission of Chinese. "They should not be permitted to enter the islands—certainly not until the Filipinos desired them to enter. He maintained that the operation of the pending bill would not disturb our trade relations with China."

Weekly Bank Statement.

(By the Associated Press.) New York, April 12.—The statement of the Associated Banks for the week ending today shows: Loans \$900,351,800, decrease \$6,841,600. Deposits \$357,361,400, decrease \$2,256,900. Circulation \$30,920,000, increase \$139,900. Legal tender \$71,916,300, increase \$1,366,400. Specie \$171,995,800, decrease \$1,258,400. Reserves \$243,912,100, increase \$108,000. Reserve required \$239,340,550, decrease \$1,814,225. Surplus \$4,571,750, increase \$1,922,225.

War Revenue Repeal Bill Signed.

(By the Associated Press.) Washington, D. C., April 12.—President Roosevelt today signed the bill repealing the war revenue taxes.