

WIRES STRUCK DUMB BY SLEET

Service Crippled Over the Central South.

LOSS IN FRUIT BELT

Chesapeake Bay So Filled With Floating Ice as to Be Dangerous to Navigation. Schedules of Smaller Vessels Annulled. Oyster Industry Paralyzed.

(By the Associated Press.) Louisville, Ky., Feb. 6.—Telegraphic communication in the central South was crippled today to a degree of seriousness unknown in late years, by a sleet storm of many hours duration extending from Georgia over into Texas and as far north as the Ohio River. Atlanta, Ga., which, under normal conditions keeps in touch with the world over one hundred and fifty telegraph wires was entirely cut off for some time today. Telephone wires were also unworkable and railroads, deprived of their usual method of transmitting train orders by their own wires, were forced to use other methods.

The telegraph companies have many men at work in the sleet-swept territory, but it will be several days before the wires are restored. Chattanooga reported by train that 500 telegraph poles were flat on the ground near Atlanta. Macon, in central Georgia, was unable to communicate with neighboring towns. The only part of Georgia reached by wire was Columbus, in the southwestern corner of the State, and Columbus reported that no communication had been had with Atlanta or Macon for two days.

New Orleans also was affected, only two wires working to that city. Many telegraph wires reported to have fallen in Mississippi. The commercial telegraph companies, owing to impaired facilities, were forced to route telegrams originally intended between cities only a short distance over a territory covering thousands of miles and involving much delay.

Atlanta a Little Less Blue. (By the Associated Press.) Atlanta, Ga., Feb. 6.—While still suffering to some extent from the worst sleet storm in the history of the city, the situation here has improved since the change for the better during the last twelve hours. Telegraph lines are beginning to re-establish communications with the outside world and trains are reaching the city nearer scheduled time.

New York a Polar City. (By the Associated Press.) New York, Feb. 6.—With miles of residence streets in the upper part of Manhattan Island and in Brooklyn piled high with snow banks, the discomfort which the people of New York have experienced from bad weather recently was increased today when a snow storm which began last evening was changed into a heavy fall of rain and sleet.

With the rise in temperature that accompanied the cessation of the storm traffic centering here improved during the afternoon. At the Grand Central station trains were three or four hours late during the morning.

but in the evening the express from the North and West were not far behind schedule time. The storm had little effect on ferry traffic. An enormous mass of field ice passed out through the Narrows this afternoon rendering navigation in the lower bay difficult and dangerous.

The shifting wind and rain enabled many vessels imprisoned in the ice of Whitestone Landing and Throgs Neck to work their way out. All the larger ones escaped and this evening only about 25 coal barges and six or seven tugs remained fast in the park.

Rescue of Frozen in Oystermen. (By the Associated Press.)

Crisfield, Md., Feb. 6.—The State police boat Governor Thomas, commanded by Captain Howard, which arrived here today, landed at Deals Island this morning and put ashore twenty oystermen, the crews of vessels that had been frozen up in the Patuxent river for three weeks. The men had suffered greatly from long exposure to the cold and lack of sufficient food. Captain Howard reports many boats frozen up in Patuxent river, including five tugs.

The Governor Thomas will proceed from here to Tangier Sound to hunt for the schooner Perom, and other vessels reported frozen in, including one of the State police boats.

DISTILLERIES PROMOTE MORALS

ASTOUNDING DECLARATION OF THE WHISKY MAKERS OF ADVANCE.

After a session of three and a half hours yesterday afternoon the House Committee on Liquor Traffic reported the bill unfavorably to the advance, and in favor of the distillers. This was by a vote of fifteen to eleven. In advocating the retention of the stills there were in attendance Mr. V. H. Boyden, of Raleigh; and ex-Judge I. Osborne, of Charlotte; attorneys for the distillers, Mr. Boyden conducted the examination of the witnesses and Mr. Osborne made a speech arguing that the distilleries be allowed to continue their business.

The opponents of the stills had previously presented most damaging evidence against the deplorable state of affairs in Advance, which is declared on the best of evidence to be absolutely dominated by the distillers and their allies. Yesterday the distillers' relatives, friends and assistants, together with affidavits and oral testimony, depicted Advance as one of the most delightful, orderly and well managed places to be found in the State, statements that were in direct contradiction of the report of Mr. Curtis, pastor of the Methodist church at Advance, that coercion had been used to suppress voices raised against the horrible state of affairs in Advance.

The witnesses for the distilleries with one exception are either now interested in still houses or have been until lately, and are all Republicans, though they are now Democrats. Mr. A. Hendricks, Mr. B. R. Bailey, Mr. J. F. Sheet, and Mr. W. B. Peebles. Their testimony was of the kind to gild the rose in describing Advance, and for the friends of the bill, by showing that the inauguration of distilleries, the manufacture of whiskey, had improved the morals of Advance, evidence flatly contradicted by the friends of the bill, by showing that the morals of Advance, whose character as a man of truth and honesty was highly eulogized by Senator W. R. Odell, of Concord, who has known him from boyhood, and by a favorable report made by Mr. McNeich, of Mecklenburg; Messrs. Hankins, Turlington, Stealy and Graham, of Lincoln, also announcing themselves in favor of it. Mr. Sentelle, of Wake, was excused from voting as he had not heard all of the evidence. Messrs. Murphy, of Rowan; Ezell, of Cabarrus; and others spoke against the bill and in favor of an unfavorable report. The Republicans voted with these.

Against the Bill.—Coffield, Graham, of Alamance; Murphy, of Rowan; Joyner, Mopewh, Warburton, Stokes, Alley, Patterson, Mitchell, Grant, Uzziel, Glenn, Harris and Davis; 15. For the Bill.—Graham, of Lincoln; Hankins, McNeich, Frizzelle, Kennedy, White, Byrd, McQueen, Fisher, Stealy and Turlington—11.

Noes.—Graham, of Lincoln; Hankins, McNeich, Frizzelle, Kennedy, White, Byrd, McQueen, Fisher, Stealy, Turlington. Of the committee who voted to report the bill favorably said last night that if there had been a full meeting of the committee the result would have been different, and that a dozen earnest temperance men were out of the city.

Directors Meeting. The Merchants Association held a regular monthly meeting last night in the mayor's office. There was nothing of special importance that came up and only routine business was transacted.

as the precursor of an era of terrorism for which the events of January in St. Petersburg and throughout Russia gave the signal. The present circumstances in Finland render it almost certain that the crime is of a purely political character and of the same nature as the assassination of Count Boboloff, the governor general of Finland, in June of last year.

The Russification of the province of Finland has been meeting with great opposition and creating much bitterness, especially since the formation of the party of active resistance, which was recruited from the boldest spirits of the original party of passive resistance, and to which the perpetrator of this latest crime probably belonged.

MACHEN AND THE GROFF BROTHERS ARE IN GYVES.

They Leave Washington for the Penitentiary at Moundsville, West Virginia—Machen Expects to Reduce His Term by Good Behavior.

(By the Associated Press.) Washington, D. C., Feb. 7.—August W. Machen, the former head of the free delivery system of the Post Office Department and the foremost figure among the political holdouts who were taken from the building at the post office investigation and Diller B. Groff and Samuel A. Groff, both of this city, convicted in connection with the promotion of the Baltimore and Ohio scheme, left Washington with a party of eleven other convicts for the Moundsville, W. Va., penitentiary shortly after 6 o'clock tonight to serve a sentence of two years imprisonment. The three prisoners who had surrendered to the United States marshal early in the day, spent part of the afternoon in the jail here and were taken from the jail to the Baltimore and Ohio Railroad depot in a carriage accompanied by a guard. The men were placed in a special car which was attached to the regular night train for the West. All three were handcuffed. Machen occupied a seat in the car alone while the Groff brothers were linked together by their handcuffs. There were four guards, one remaining all the time at each end of the car. The three postal prisoners had a corner of the car to themselves. Occupying other seats in front of them were several negro criminals. None of Machen's relatives was at the depot to see him off, but a large number of friends greeted him, shook hands and in several cases pledged readiness to supply him money if he needed it. A letter carrier, not uniformed, grasping his hand said he had the sympathy of thousands of carriers. Groups of spectators were gathered at the depot.

Mr. Machen in an interview with the Associated Press just before he left said: "I have made a good fight and was courageous to the last; I am now facing the inevitable and will take the consequences with bravery, fortitude and philosophy. I expect to be in Moundsville for two months, reducing the two years' sentence to this time by good behavior. I have no intention at this time of asking for a pardon. I wish to thank all my friends for what they have done, and believe in me in this trouble. I am innocent; my friends know that I am innocent; and time will show that the man who put me here will have to answer for what he has done."

Mr. Machen said that he had spent practically all of his money in his defense. He said that to liquidate the fine of \$10,000 which he was sentenced to pay he would take the course of insolvency and spend one more month in the penitentiary.

REPORT OF STATE BANKS.

The Report of State Private and Savings Banks to North Carolina Corporation Commissions. The following is the report of the State, Private and Savings banks, at the close of business on the 11th day of January, 1905:

Table with columns for Assets (Loans and discounts, United States bonds, Demand deposits, etc.) and Liabilities (Capital stock paid in, Undivided profits, etc.). Total assets: \$32,267,478.17. Total liabilities: \$32,267,478.17.

To Cure a Cold in One Day. The resources of the State, Private and Savings Banks up to January 22, 1904, was \$28,424,344.61. The resources up to January 11, 1905, are \$32,267,478.17, an increase of \$3,843,133.56. There are up to date 154 State banks, 7 private banks and 14 savings banks, making a total of 175 banks.

What Pulsed on Those Wires? London, Feb. 8.—Considerable speculation has been caused here by the fact that the Russian government on Monday assumed control of the Siberian telegraph lines from 8 o'clock in the morning until 4 o'clock in the afternoon. It is said to be the first occasion on which telegraph communication has thus been stopped since the war began.

THE BALES GINNED

The Report Brought Up to January Sixteen.

Counting Round as Half Bales the Number Ginned is 12,767,600. 600. Comparison With Year Before.

(By the Associated Press.) Washington, D. C., Feb. 7.—A report, issued by the Census Bureau today, shows the quantity of cotton ginned from the growth of 1904 to January 16 to be 12,767,600, counting round as half bales. These consist of 12,524,477 square bales, 289,425 round bales and 98,116 sea island bales.

Counting the amount as running bales the total is 12,912,312. This was ginned by the 30,221 ginneries which were operated at some time this season prior to January 16. The statistics of the cotton ginned to the corresponding date in 1904 show a total of 3,859,277 bales, consisting of 3,938,496 square bales, 747,886 round bales, and 72,997 sea island bales and 30,171 active ginneries.

In the canvass this January 824 ginneries have refused to return a report and the quantities previously returned by them have been brought forward for this report without any addition. The total quantity of cotton thus brought forward is 3,272,423 running bales. A maximum estimate of the quantity ginned by these establishments between December 13 and January 16 is 32,724 running bales. This estimate of 32,724 bales is not included in the above totals.

In this report no account has been taken of linters obtained by cotton seed oil millers from reginning cotton seed. Statistics of such cotton will be shown in the final report of this season, which report will be issued about March 25. The final report will distribute the crop by counties, segregate upland and sea island cotton, and give weight of bales.

SOUTHALL'S CASE CONTINUED.

A Certificate from the Head Physician at Keeley Declares That He is in no Physical Condition to Appear. (Special to News and Observer.) Lillington, Feb. 7.—The case against John L. Southall, former agent at Dunn for the Atlantic Coast Line, was today called for trial here before Judge Neal in the Superior Court of Harnett county. A forfeiture was taken on the bond of the defendant, whose counsel presented a certificate from the head physician of the Keeley Institute in Greensboro, stating that Southall's physical condition would prevent his appearance in court for some time to come.

In consequence of this, the case was continued till the next term of court, which will meet here on May 22. It will be remembered that Southall was indicted last November under the charge of embezzling \$1,200 belonging to the Atlantic Coast Line Railroad Company.

MCAHRE BUILDING BURNED.

One of the Public School Structures, a Public Calamity. (Special to News and Observer.) Washington, N. C., Feb. 7.—The McAhre building of the public schools was burned to the ground this morning at about 10 o'clock. One of the nearby families was awakened by the roaring of the flames, which were by that time well under way and beyond control. The fire department was slow in responding, but succeeded in saving several nearby dwellings, which were in imminent danger. The origin of the fire is unknown. The janitor states that there had been no fire in the building since the afternoon. Some time ago a necessary building was set fire by some of the pupils in a moment of foolish pranking, and there is a theory that the fire this morning so started. The building and contents were a total loss. The latter included a number of books which formed the nucleus of a school library which Supt. Howell has labored faithfully to get together for many years. The loss is a public calamity.

GOVERNOR GENERAL WRIGHT.

First American to Bear That Title in the Philippines. (By the Associated Press.) Washington, Feb. 7.—Luke E. Wright, of Tennessee, is the first American citizen to bear the title of governor general in the Philippines. The Philippine Bill, signed by the president yesterday, authorizing the change of the title he now holds, namely civil governor of the Philippines. Secretary Taft today sent the following cablegram to the new governor general: "I salute and congratulate the first American governor general of the Philippine Islands, and wish for him the same success which has attended his administration as civil governor."

THE DEPOT IS CONSUMED.

This \$10,000 Fire at Wadesville Probably Started by an Incense Burner. (Special to News and Observer.) Asheville, N. C., Feb. 7.—The passenger and freight depot at Wadesville was destroyed by fire at 1 o'clock this morning. The building

Our Premium Income \$113,843.65 Year 1904

There are one hundred and ten fire insurance companies licensed to do business in North Carolina, and it may be of interest to the public to know that the North Carolina Home Insurance Company received about

ONE-EIGHTEENTH of the total premiums paid by the people of North Carolina for fire insurance in 1904.

We extend our thanks to our agents and the public for this splendid result. A NORTH CAROLINA COMPANY FOR NORTH CAROLINA INSURERS

The North Carolina Home Insurance Co.

Home Building, 118 Fayetteville Street, Raleigh, N. C.

together with the contents were a total loss of nearly \$10,000. It is believed that the fire was of incendiary origin and that the persons who fired the structure first committed robbery.

One box car standing on the side track was destroyed. Among the contents of the freight depot was a \$1,500 switch-board for the Waynesville Telephone Company, and three thousand rounds of Krags-Jorgensen cartridges. From the boxes containing the cartridges burned and the ammunition began exploding there was considerable excitement and many watching the blaze hastily took their departure. The dynamite contained in a small building removed before it had time to explode.

Title to 7,000 Acres Involved. A suit in equity involving the title to more than 7,000 acres of land in Jackson and Transylvania counties was commenced in United States Court yesterday afternoon. The suit is entitled T. M. Nelson and others against George H. Smathers and others and was filed by W. W. Zachary, of Eureka; and Moore & Rollins, of Asheville, for the plaintiffs. The complaint sets forth that the defendants claim adverse title to and possession of the land but that the plaintiffs are holders of the valid title and ask the court to restore the land to them.

There are eleven tracts of land in question, five lying in Transylvania county and six in Jackson.

BUILDING AND LOAN BILL.

Mr. John D. Bellamy Here to Oppose It on Behalf of Wilmington Association. Hon. John D. Bellamy, of Wilmington, is in the city to appear today before the Committee on Propositions and Grievances with regard to the Building and Loan Association bill being introduced by the committee. It is understood that the bill was drafted by Mr. S. Wittkowski, a prominent capitalist of that city, who is interested in the building and loan association of Charlotte.

The provisions of the bill which are objectionable to Mr. Bellamy's clients, the several Building and Loan Associations of Wilmington, are those which prevent the association from raising money for more than four months, and then only to pay a maturing series or class of shares.

No money which is borrowed by an association may be re-loaned and the amount for the association out of its own funds must, according to the terms of the bill, be made on real estate which has a value of at least 33 1/3 per cent. above the amount of the loan.

Other objections of the Wilmington associations are to the provisions that the cost of the enterprise shall be only 2 per cent. of its gross income and to the provision establishing a board to manage the affairs of the associations consisting of the chairman of the Corporation Commission, the Insurance Commissioner and a Building and Loan Commissioner.

Goes to Nebraska. Mrs. Moore, wife of Dr. J. L. Moore, of High Point, with her son is visiting her brother, Mr. N. A. Dunn, Dr. Moore left High Point yesterday for Nebraska where he has been called by a splendid offer to practice medicine under the name of Dr. Moore. He is an early practiced medicine in Apex, Wake county, and has a host of friends who regret to see him leave the State. Mrs. Moore and son will join him after a visit here.

A Guaranteed Cure for Piles. Itching, Blind, Bleeding or Protruding Piles. Your druggist will refund money if Pazo Ointment fails to cure you in 6 to 14 days. 50c.

Special Rates to New Orleans, La., Pensacola, Fla., Mobile, Ala., Account of Mardi Gras Celebration at the Above Points, March 2nd to 7th, by S. A. L. Railway.

Seaboard announces a rate of one fare plus 25 cents from all points on its line to New Orleans, La.; Pensacola, Fla., and Mobile, Ala., and return, on account of the Mardi Gras celebration at these points, March 2nd to 7th. Tickets will be sold March 1st to 6th, inclusive, with final limit to leave all three points not later than March 11th, except on payment of 50 cents and an extension of limit can be obtained until March 25th.

Seaboard offers double daily service with only one change of cars, made in Atlanta, trains consisting of vestibuled day coaches, Pullman sleeping cars and cafe dining cars.

For further information in regard to rates, schedules and routes, apply to your nearest agent, or address, CHAS. H. GATTIS, Traveling Passenger Agent, Raleigh, N. C. Hating reproof is loving ruin.

CARTHAGE RAILROAD.

Time Table. In Effect January 30, 1904. No. 38. Leave Cameron 9:00 a.m. Leave Stones 9:15 a.m. Leave Kelly 9:30 a.m. Arrive Carthage 10:00 a.m. Leave Carthage 10:30 a.m. Leave Moochance 11:30 a.m. Leave Parkwood 11:20 a.m. Arrive Hallison 11:30 a.m. No. 41. Arrive Cameron 6:15 p.m. Leave Stones 6:30 p.m. Leave Kelly 6:45 p.m. Leave Carthage 7:30 p.m. Leave Moochance 8:30 p.m. Leave Parkwood 8:20 p.m. Arrive Hallison 8:30 p.m. No. 2. Leave Cameron 8:50 p.m. Leave Stones 9:05 p.m. Leave Kelly 9:20 p.m. Arrive Carthage 9:30 p.m.

SEABOARD

Air Line Railway. Between points North, East, South and Southwest. Schedule in effect January 8, 1905. Trains leave Raleigh

NORTHBOUND. No. 50 at 1:25 a. m. daily for Norfolk, Richmond, Washington, New York and points north and northwest. Pullman drawing room sleeping cars to Portsmouth, Washington and Jersey City.

No. 38 at 11:00 a. m. daily for Portsmouth, Norfolk, where connections are made with steamers for Washington, Baltimore, New York, Boston, Providence and Nyanan for New York Pullman to Portsmouth.

No. 65 at 11:50 a. m. daily for Richmond, Washington and New York. Connections at Richmond with C. & O. for points West. Has day coaches to Washington, Pullman Sleeping Car to Jersey City and Dining car.

SOUTHBOUND. No. 67 at 4:15 a. m. daily for all points South and Southwest, connects at Hamlet for Wilmington, at Monroe for Charlotte. Pullman drawing room sleeping cars to Charlotte, Atlanta and Jacksonville. Dining cars Hamlet to Jacksonville also for Atlanta.

No. 41 at 4:00 p. m. daily for all local points, connects at Hamlet for Wilmington and Charlotte. Pullman sleeping car for Atlanta where connections are made for Atlanta South and West. No. 43 at 7:00 p. m. daily for Jacksonville, Tampa and all Florida points, connects at Hamlet for Atlanta. Pullman sleeping cars to Jacksonville and dining car to Hamlet.

No. 39 at 5:00 p. m. daily except Sunday. Shoo-Fly local train between Raleigh and Weldon with connections for Louisa and Warrenton. No. 20 Shoo-Fly daily except Sunday between Weldon and Raleigh with connection from Warrenton. Oxford and Louisa. Arrives Raleigh 10:15 a. m.

For further information relative to rates and time tables address C. H. GATTIS, T. P. A., Raleigh, N. C. H. A. MORSON, C. P. & T. A., Asheville, N. C. C. B. RYAN, G. P. A., Portsmouth, Va.

ATLANTIC AND NORTH CAROLINA RAILROAD.

Howland Improvement Co., Lessee. Schedule in Effect February 5, 1905.

EASTBOUND. Station No. 2. Lv. Goldsboro 3:45 p.m. Lv. LaGrange 4:16 p.m. Lv. Kinston 4:40 p.m. Lv. Dover 5:02 p.m. Lv. Cove 5:27 p.m. Lv. Tuscarora 5:26 p.m. Ar. New Bern 5:46 p.m. No. 7. Lv. New Bern 6:55 p.m. Lv. Riverdale 6:18 p.m. Lv. Havelock 6:30 p.m. Lv. Newport 6:50 p.m. Ar. M. City 7:12 p.m. WESTBOUND. Station No. 4. Lv. M. City 7:40 a.m. Lv. Newport 8:11 a.m. Lv. Havelock 8:23 a.m. Lv. Riverdale 8:42 a.m. Ar. New Bern 9:09 a.m. No. 6. Lv. New Bern 9:15 a.m. Lv. Tuscarora 9:37 a.m. Lv. Cove 9:49 a.m. Lv. Dover 10:02 a.m. Lv. Kinston 10:27 a.m. Lv. LaGrange 10:31 a.m. Ar. Goldsboro 11:20 a.m. Trains 3, 4, and 6 run daily. Trains 7 and 8 run daily except Sunday.

CONNECTIONS: At Goldsboro: With Southern Railway and Atlantic Coast Line. At Kinston and New Bern: With Atlantic Coast Line. E. A. NEIL, Traffic Manager, R. P. FOSTER, General Manager, Goldsboro, N. C.

RALEIGH & CAPE FEAR RAILWAY.

Effective Sunday, October 9, 1904, at 12:01 a. m. Superseding all Previous Time Tables.

So. Bound. Daily Ex. Sunday. 101. A. M. 7:30 Lv. Raleigh Ar. 5:25 7:35 Caraleigh Mills 5:29 7:45 Sylva 5:13 8:00 Fuquay Springs 5:07 8:00 Hobbs 4:57 8:15 McCullers 4:52 8:25 Banks 4:25 8:30 Wadesville 4:12 9:05 Willow Springs 4:15 9:15 C. F. & N. Junction 3:55 9:25 Fuquay Springs 3:52 9:40 Buckhorn 3:35 9:45 Rawles 3:30 10:00 Chalybeite 3:20 10:05 Bradley 3:15 10:15 Smith Mill 2:55 10:25 Ar Lillington Station Lv. 2:45 A. M. Eastern Standard Time. P. M. 191 JOHN A. MILLS, President and General Manager.

Special Rates

TO WASHINGTON D. C. VIA S. A. L. Railway

Account of the President's Inauguration, March 4th, the Seaboard announces a rate of one fare, plus 25 cents from all points on its line to Washington and return. Tickets will be sold March 2nd-3rd. Final limit March 8th, with privilege of extension to March 18th, upon payment of fee of one dollar. For Military Companies and Brass Bands use cent per mile per capita for twenty-five or more on one ticket.

We have double daily service from principal points in North Carolina without change to Washington, trains consisting of vestibuled day coaches, dining and sleeping cars.

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We are proud, very proud to hold the agency for such a piano as the HENRY F. MILLER, of Boston, Mass., and you will be just as proud to be the owner of one. A beautiful catalogue for the asking. Darnell & Thomas, Raleigh, N. C.

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