

CAPITALS AUTO ROUTE

LIVELY INTEREST BEING TAKEN ALONG LINE.

Frank Weldon, of Atlanta, Secretary of the Association Promoting the Route, Tells of Progress of the Movement.

"Lee and Chatham counties are taking a lively interest in the Capital Highway," said Mr. Frank Weldon, of Atlanta, who is here this week. He is secretary of the association which is promoting the New York, Raleigh and Atlanta route, and had just come in from Pittsboro, where he spoke yesterday in the interest of this particular good road.

There have been in every county from Atlanta to Raleigh. Eight counties along the line are now improving their respective lines in the through highway and practically all the other counties will begin laying their roads when crops are laid by. The situation is all right from Atlanta to Lee county line. From the time I crossed from South Carolina into this State I was told that we would have trouble in getting through Lee and Chatham. It was informed that the roads were bad and that they would not improve them. We were advised to go around these two counties, but President Tufts, of our Association, said we would not have any trouble. I went to Sanford, Lockville, Moncure and Pittsboro, and I found the roads better than much of the mileage in some other counties I have investigated, and I found a number of representative progressive men in every community who fully appreciate the benefits which will result from securing the highway.

Lee county is the most wonderfully blessed county ever saw in the quality, quantity and location of splendid road material. We can follow a gravel deposit almost entirely across Lee and the cost of making an excellent road will be less than in any county I have seen.

Mr. Spoon, the head of your State Highway Department, says that Lee's roads materials are worth \$100,000 to the county. Mr. Spoon and Dr. Pratt made very interesting addresses before a good roads meeting at Sanford on Saturday and I believe the enterprising people are going to raise the money by private subscription to improve the roads, which will develop a fine section of country.

"The highway will run for about seven miles through Chatham. That county has good dry weather roads, but they need gravel, sand and rock to make them passable in winter—that is along the Seaboard, through Lockville, Moncure and Merry Oaks. The people in these towns are taking hold of this enterprise and I have reason to believe the two townships which we cross will co-operate. It has been suggested that we go from Moore county to Lillington, the county seat of Harnett, and there connect with the highway which will eventually be established between Raleigh, Fayetteville and Wilmington. The only objection to that route is that it is longer than by Sanford and Apex. As the representative of the Association, Mr. Weldon is going from county to county examining the roads and interesting the people in the Capital Highway project. He left last night for the upper part of the State and will try to get the counties lined up between here and Richmond and on to Washington.

He says that Richmond county in this State has good roads and that Moore's are superb, especially from Jackson Springs to Pinehurst, and on to Lakeview—about 24 miles. When we get his route improved all the way from Washington by way of Raleigh, Columbia, Alken and Augusta to Atlanta, it will be the only



Two Fast Trains Daily to Colorado and the West.

The Colorado Limited leaves Birmingham at 10:30 p.m., Memphis 8:00 a.m., arrives Kansas City 10:30 p.m., and Denver 5:55 p.m. next evening. Carries through Pullman sleeper Birmingham to Denver, and through chair car to Kansas City. Dining car serves all meals.

The Southeastern Limited leaves Birmingham 12:20 noon, Memphis 8:25 p.m., arrives Kansas City 10:25 a.m. and Colorado Springs and Denver 8:15 a.m. second day. Carries through sleeper Brunswick, Ga., Macon, Atlanta, Birmingham and Memphis to Kansas City and Colorado Springs; also through sleeper Hot Springs and Memphis to Kansas City and Denver. Through chair car to Kansas City. Dining car serves all meals.

These fast trains via



offer quick and most convenient double daily service to Colorado, Utah, Yellowstone Park, San Francisco and the

Seattle Exposition

Take advantage of the unusually low fares in effect this Summer, and see the wonderful West. Every day until Sept. 30th, long limit round trip tickets will be on sale via the Rock Island-Frisco lines at the following

Unusually Low Fares

Table with columns: Round Trip Fares to, From Raleigh, From Charlotte. Rows include Denver, Colo. Springs & Pueblo; Ogden and Salt Lake; Yellowstone Park; Seattle (Direct route); San Francisco (via Seattle one way); San Francisco Los Angeles; and San Diego (Direct).

On Sale only June 23 to July 9 inclusive and July 26 to August 5 inclusive.

For full information and beautifully illustrated brochures, call or write S. L. FARRIS, District Passenger Agent, 4 North Prior Street, Atlanta, Georgia.



long tour possible in the winter months. There are hundreds of delightful summer tours, but in the winter tourist season we will have through this sand clip section 800 miles as smooth, firm roads connecting the capitals which can be traveled all the time. There are 200,000 automobiles in the United States now and the manufacturers are preparing to build 150,000 more next year. Thousands of autists are eager to tour the South. As soon as we get our roads improved they will swarm down here and pour a constant stream of gold into every community traversed by the highway.

A SHOOTING SCRAPE

In Which Are Involved a Necktie, a Wooden Leg and a Banjo. Henry Johnson, colored, of Panther Branch township, was brought to Raleigh yesterday by Deputy E. J. Williams and lodged in the Wake county jail in default of a \$300 bond. He was charged with having engaged in an affray with his brother, Wesley Johnson.

The affair occurred about the first of June, but owing to (Henry) Johnson's condition he was not able to be brought to Raleigh until yesterday, as he received a severe wound in the conflict.

The hearing was before Justice Upchurch. The trouble began by Wesley's wife's wiping her feet on Henry's necktie. As soon as she had done this, the two brothers began to quarrel. Wesley, who has one wooden leg, pulled off the said leg and landed his brother one across the head, whereupon the irate brother used a banjo in defending himself, striking Henry over the head with it. Immediately Henry hopped over to where his gun was resting in the corner, took it up and shot his brother, the shot taking effect in the left side. Wesley was arrested and lodged in jail in default of a \$300 bond, but it was not until yesterday that Henry was able to stand the journey to Raleigh.

TWO PATRIOTIC ADDRESSES

Dr. B. F. Dixon Spoke to Big Crowds at Shelby and Rutherfordford.

Dr. B. F. Dixon, State Auditor, has returned from Western North Carolina where he made patriotic addresses at Rutherfordford and Shelby on the third and fifth of July. Dr. Dixon spoke at Rutherfordford on Saturday and was heard by a crowd of over 5,000 people, the celebration being a big event. He was introduced by Judge M. H. Justice and the Rutherfordford Sun speaks in highest terms of his eloquent address.

On Monday he spoke at Shelby and the patriotic address he made there was to a crowd of over 12,500 people. There was a big parade and in it were many beautiful floats. Dr. Dixon says it was the best and prettiest parade he has ever seen on a Fourth of July celebration.

The western part of the State, Dr. Dixon says, is suffering from too much rain, and though the crops look well it is feared that there will suffer greatly if the rains continue as frequent as of late.

THE CONDUCTOR INJURED

And Mr. B. Moore Barker Charged in Ringing Up the Fares.

Mr. Walter Moore, a conductor of the city street car system, received a severe bruise above his eye yesterday afternoon as the car took the curve near St. Mary's School. He was on the foot board of an open car, making change and not having hold of a hand rail was thrown out.

He was dazed by the fall and barely escaped being struck by a passing wagon. He was picked up and brought to the city, going to a hospital for treatment. Mr. B. Moore Barker, who was on the car, took charge of it, and acted as conductor until one of the conductors could be secured. Captain N. W. West, who was on the car, says that Mr. Barker managed things admirably and that he is ready to give him a recommendation.

A BIG RAILROAD DEAL WILL HAVE MASS MEETING

DURHAM AND CHARLOTTE, SANFORD AND TROY ROADS CONSOLIDATE.

These Railroads Serve An Important Section of the State, Since the Outlook is for Their Development so as to Greatly Increase Their Value.

There has occurred in North Carolina within the past few days an interesting railroad deal involving the Durham and Charlotte and Sanford and Troy on the one side and the Egypt Railroad and Raleigh and Western Railway on the other side, by which the Raleigh and Western and Egypt railroads pass out and the Durham and Charlotte and Sanford and Troy railroads come in and take their places. The Egypt Railroad, built from Colon, on the Seaboard, to Cummock, on Deep River, in the present county of Lee, was constructed in 1887 by the Egypt company and has since that time been operated by the Raleigh and Western under a lease up to a few months ago, when its operation was entirely suspended by permission of the Corporation of the State.

The Raleigh and Western Company was originally chartered with the view of constructing a railroad from Cummock across Deep River via Gulf to Ashboro, and the route was graded for the most part from the Deep River crossing at Cummock via Gulf to Harper's Cross Roads, in Chatham County, the bridge across Deep River for the Egypt company and the Egypt Railroad and Raleigh and Western have never made an actual physical connection, and the Raleigh and Western, as a separate road, has never been operated. The Durham and Charlotte Railroad is at the present time completed and being operated between Gulf, in the county of Chatham, where it connects with the present terminus—Gulf and Troy—in the county of Montgomery, where it connects with the Mt. Gilead branch of Page's Aberdeen and Asheboro Railroad; and the length of the Durham and Charlotte Railroad between the present terminus—Gulf and Troy—is about forty miles of completed road.

It is understood that the Durham and Charlotte Railroad is now, and always since its incorporation has been, the property of Mr. John B. Lennig, of Bridesburg, Philadelphia, Pa., whose principal business is the manufacture of chemicals at Bridesburg, where he owns a very large manufacturing plant. Recently the "Sanford and Glendon Railroad Company" was incorporated in this State in the office of the Secretary of State, and Mr. Lennig is named as the leading incorporator. By amendment to its charter filed this week in the office of the Secretary of State, the "Sanford and Glendon" was changed to "Sanford and Troy."

The Egypt Railroad has been for some time in the hands of Mr. Samuel A. Henszey, as a receiver of the U. S. Circuit Court. By consent of all the creditors and parties interested in the Egypt road, with all its equipment in the county of Lee, was recently sold for \$25,000, and Mr. Lennig became the purchaser at that price, and the sale was confirmed by the court. Judge Connor signed the decree of the court last Tuesday, July 6th, and ordered the deed for the property to be made to Mr. Lennig or to Major Wm. A. Guthrie, his attorney, and trustee for the deed, as said J. B. Lennig shall direct. It was a cash sale and Mr. Lennig has paid the purchase price and directed the title deed to be made to Major Guthrie, who will convey it as Mr. Lennig shall hereafter direct.

Mr. Lennig has also bought and paid for the Raleigh and Western road and directed title to be made to Major Guthrie, his trustee for that road also. We are informed that Deep River is the dividing line between the county of Chatham and the present county of Lee; that it is the purpose of Mr. Lennig to have Major Guthrie, execute a conveyance to the new Sanford and Troy road "for all of the Egypt railroad and so much of the Raleigh and Western as is situated in the county of Lee, and convey the balance of the unimproved Raleigh and Western to the Durham and Charlotte. The Durham and Charlotte will extend its present line from Gulf to the Deep River crossing at Cummock, a distance of about two miles, where it will then have physical connection with the three systems there, to wit, Southern, Seaboard and Coast Lines. 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