

RALEIGH GETS DEMOCRATIC STATE CONVENTION, JUNE 17

Thomas D. Warren, of Craven County, Elected State Chairman By Unanimous Vote of The State Democratic Executive Committee In Session Here Last Night

TWO OTHER DATES WERE ALSO NAMED

All Precinct Meetings and Primary Elections Shall Be Held On Saturday, May 16, and All County Conventions Shall Be Held On Saturday, May 23 - Walter M. Parsons, State Senator From Richmond County, Chosen To Succeed Late J. R. Blair On Executive Committee, and D. G. Brummitt, of Granville, Succeeds Judge W. A. Devin, Resigned

By an unanimous vote in both instances the State Democratic Executive Committee last night elected Raleigh as the place and June 17 as the time for holding the Democratic State Convention, and elected Thomas D. Warren, of New Bern, Craven county, as State Chairman to succeed Charles A. Webb, of Buncombe, resigned.

Saturday, May 16, was chosen as the date for holding all precinct meetings or primary elections, and the following Saturday, May 23, was named as the time for the holding of all of the Democratic county conventions in the State.

These are the two biggest items of importance that claimed the attention of the members of the committee at the meeting held in the Senate chamber last night. The meeting was, however, full of interest in many other respects. The only matter that provoked any lengthy discussion was that of fixing the date for the county conventions, but this was finally settled upon as called for in the resolution that was introduced by Ed. S. Abbot, of Johnston.

Fifty-four answered Roll. Chairman Webb called the committee to order at 8:47 p. m., and immediately got down to business. Secretary W. E. Brock, of Wake county, was present, and the roll of members was called. Fifty-four members of the committee were present in person or by proxy, which made a quorum, and the business of the meeting was taken up.

At the instance of Chairman Webb, Secretary Brock read the call for the meeting as issued by the chairman. Chairman Webb's speech. As a part of prologue to his speech, Chairman Webb expressed his thanks for the honor of the position to which he had been chosen the year ago, and announced that the resignation of the chairman would be presented after all other business had been completed, and that the new chairman would be chosen as the last matter of business to come before the meeting.

Mr. Webb spoke as follows: "The Democratic Plan of Organization requires a meeting of this committee during the month of March, preceding an election to transact the business set forth in the program which has just been read in your presence. The committee will, doubtless, transact that business, and any other business that may come before it.

"Included in the latter is your action upon the resignation of your chairman, which has been filed with your secretary; and, as this is probably the last opportunity which I shall have to address the committee, I ask your indulgence for a few moments.

"The greatest honor that ever came to me was my election to the chairmanship of this committee. To serve the Democratic party as the official head of its organization, is an honor which comes rarely in the life of a citizen, and I am proud and gratified that I had the opportunity to occupy the position during the memorable campaign of the year 1912, memorable in North Carolina and memorable in the Nation, for it gave me the privilege of taking an active part in the interesting events, which have continued the cause of good government in North Carolina, and have again placed the party of 'equal rights to all and special privilege to none,' in charge of the government. It was a glorious privilege and a great honor to have had a hand in this great work.

A Difficult Contest. "That contest in North Carolina was an exceedingly difficult one. I do not think the party, generally, realizes it. The Senatorial contest attracted great and undivided attention, and, in many instances, keen and intense bitterness prevailed.

"In some sections it was almost impossible to procure speakers for our ticket, because Democrats who had heretofore preferred and tendered their services to the party went on the stump to oppose the candidacy of one or the other of the several candidates. The partisans of these candidates, in their zeal and eagerness, in many cases overlooked the contest between the great parties, and spent their energies in a contest within the party, instead of against the common enemy.

Your committee was, therefore, not only embarrassed for the want of speakers, but was also greatly hindered and held back by a lack of funds necessary to carry on an active and aggressive campaign. It wished, and yet, in spite of all these difficulties and handicaps, we won a telling victory. Our candidate for governor received 166,

CHARLES A. WEBB



Retiring Democratic State Chairman.

\$50 more votes than Settle, 100,048 more than Meares and a majority over the two of 56,420 - a gain of 19,978 votes over the gubernatorial vote of 1908. Our candidate for president received in the State 143,097 votes. His plurality over Taft was 115,383; his plurality over Roosevelt was 75,377, while his majority over both was 46,238 - a gain of 23,250 votes over the presidential vote of 1908.

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An Enemy Strongly Entrenched. "For sixteen years the Republican party had been entrenched in power. Time and again we had endeavored to wrest the government from their hands. We had repeatedly appealed to the people of the Nation to overthrow

(Continued on Page Two.)

MILITANTS HAVE IN LONDON TOWN

\$500,000 Painting Cut Up Because Emmeline Was Jailed. Will Hunger Strike Again

(By the Associated Press.)

London, March 10.—Mrs. Emmeline Pankhurst, suffragette leader, once more is a hunger striking prisoner in Holloway jail, but she is confident she will secure her release in a few days under the "Cat and Mouse" law.

By stopping the Scotch Express, on which Mrs. Pankhurst was brought from Glasgow after her arrest there last night, and compelling the militant leader to alight at a small way station outside of London, the police today succeeded in eluding swarms of suffragettes awaiting her arrival in the city railroad station. From the suburban station Mrs. Pankhurst was driven in a motor car to Holloway jail. A large crowd of suffragettes was assembled about the jail, but as a strong detachment of police was on hand, no attempt was made to rescue the militant leader.

May Richardson, a militant inflected severe damage today on the famous "Vokesque" picture, known as the "Rokeby Venus," which is hung in the National Gallery, Trafalgar Square. The picture was purchased for \$225,000 in 1906 and presented to the nation. Art experts have estimated its present market value at \$500,000. The woman entered the gallery and attacked the picture with a sharp knife, making six or seven bad cuts across the canvas.

ALASKAN RAILWAY BILL IS PASSED

Thirty-Five Millions Will Be Spent To Build One Thousand Miles

PRESIDENT WILL SIGN

Bill as Agreed Upon By Conference Report—Plans Already Being Made For Construction of Government Road To Connect Coal Mines With The Coast

(By the Associated Press.)

Washington, D. C., March 10.—The Alaska railway bill providing for the construction of 1,000 miles of railway by the Government and the expenditure of \$25,000,000, was ready for President Wilson's signature late today when the Senate adopted the conference report already adopted by the House.

President Wilson has indicated his intention of signing the bill as soon as it reaches the White House, and tentatively plans for constructing the first Government railway already have been considered at the Interior Department. Secretary Lane is prepared to go ahead with the project as soon as the President gives the word.

Final action in Congress came after a long debate in the Senate, the report of the conference committee appointed to settle differences between the two Houses being adopted 42 to 27. The measure authorizes construction of not more than one thousand miles of railroad to connect Alaska's coal fields with the coast, the route to be selected by the President. He also is to decide whether or not railway lines already constructed in the territory shall be purchased as a part of the Government system and whether the road is to be operated by the Government itself or leased.

The discussion today was principally on a suggestion by Senator Cummings that the Secretary be instructed to reinstate the language of the bill as passed by the Senate and stricken out in the House, providing that the President in constructing the railroad must, if existing railroad lines in Alaska are to be bought and used as a part of the system, buy or arrange for the purchase of these lines before construction of extensions is begun.

Senator Cummings declared that leaving it discretionary with the President whether the Government should begin building lines into the interior at the northern terminus of existing private roads from the Alaskan seaboard, might so enhance the value of existing roads that syndicates could demand a prohibitive price from the Government. Senator Pittman replied such a thing would be so obviously outrageous that no president would yield to any syndicate which could bring such a result about. The bill, as perfected, he said, directed the President to construct a continuous line from the seaboard to the interior and that, obviously, if first would be settled whether the lines should be built by the Government or purchased outright or by condemnation from existing corporations, before any extensions were erected in the Alaskan interior.

There was also extended debate on Senator Norris' contention that the language of the bill placed on the President the obligation to make an effort to lease the railroad after it is built. Other Senators insisted, however, that the language already made this optional.

PITTSBURGH TEAM MOVES

In West Virginia Between Drunken Men Results In Bloodshed and Death

(By the Associated Press.)

Welch, W. V., March 10.—R. L. Taylor, a deputy sheriff, of Lex, Md., is dead. A. D. Beavers, a former United States Deputy Marshal, of Bartley, is in the Welch hospital, in a dying condition, with a pistol wound in the abdomen. D. W. Beavers, a deputy sheriff and brother of A. D. Beavers, was shot through the leg, and T. E. Hickey, a non-combatant, was shot through the thigh, in a pistol battle on a crowded Norfolk and Western passenger train about 7 o'clock this morning, between Iager and Berwind.

The tragedy is said to be due to a quarrel which began at Welch, the Beavers and Taylor, according to official reports of the conductor of the train to headquarters of the road at Roanoke, having been drinking when they left Welch an hour previous to the shooting. Taylor was shot and killed instantly. Shortly afterward A. D. Beavers was probably fatally injured.

Bob Evans, one of the party, was arrested and lodged in jail here. All parties to the battle are prominent and well known officials in the coal fields.

Sixteenth Pitcher Signs. Charlottesville, Va., March 10.—Manager Clark Griffith, of the Washington Americans, has added the sixteenth pitcher to the squad training here by signing S. J. Collier, a University of Georgia student, and a former pitcher in Georgia. "Tech," as he is nicknamed he would report here at once.

TWENTY BODIES STILL IN RUNS

Ten Dead Recovered From Debris Left By Disastrous St. Louis Fire

ORIGIN OF FIRE MYSTERY

Over Million Dollars Recovered Intact From Vaults of Burned Banks—Many Days Yet Before Wreckage Can Be Explored and Some Bodies May Never Be Found

(By the Associated Press.)

St. Louis, Mo., March 10.—Ten bodies had been recovered late today from the ruins of the Missouri Athletic Club building, which was destroyed by fire early Monday. Three bodies were found today. The other seven were recovered yesterday.

Twenty bodies are thought to be in the ruins, making the total death toll thirty. Of the ten bodies recovered eight have been identified as follows:

- Marshall Bier, 35, bachelor, head of Marshall Bier Co., fur dealers, St. Louis.
Lucius Ruff, 34, department head Birmingham Hatting Company, bachelor, son of Dr. L. P. Ruff, of Cape Girardeau, Mo.; lived with mother in Dallas, Texas. (Identification doubtful).
William J. Kinser, treasurer Kinser Construction Company, engaged in construction of East Side levee.
James B. Reilly, 56, single, member contracting firm of Ware & Reilly, St. Louis.
John N. Riskey, 40, Chicago, treasurer Ford Manufacturing Company, leaves wife and child in Chicago.
William F. Ego, lawyer and real estate dealer, East St. Louis, Ill.
Edwin C. Kessler, 37, cashier Ludlow Saylor Wire Company, St. Louis; killed in jumping from sixth floor.
E. P. Williams, bank promoter, Sautter, Ga.

Days probably will elapse before the ruins are explored completely, and it is feared many of the bodies never will be recovered. Fire Chief Seering today said the fire department's work was about finished and suggested that other city departments remove the debris.

The vaults of the Boatmen's Bank, which occupied part of the building, were found intact today. Nearly \$1,300,000 in gold and currency was removed under heavy police guard to the vaults of the St. Louis Union Trust Company to be kept until a place can be provided in the temporary quarters of the Boatmen's bank.

No satisfactory explanation of the fire has been found. Explosions heard during the fire were attributed by the chief of the Fire Prevention Bureau to gas that escaped when the meters melted under the intense heat.

Harry Davidson, night watchman for the club, was on the third floor of the building, where the fire was supposed to have started, only fifteen minutes before the flames were discovered. He said he found nothing that indicated fire danger.

Says Sweeney Leads.

(By the Associated Press.) Chicago, Ill., March 10.—Ed. Sweeney, catcher, who has been negotiating with the Federal league, signed a new contract with the New York American League team today, it was announced at the office of Dan Johnson. Johnson said Sweeney's contract called for the largest salary paid any catcher in organized baseball. He would not name the amount.

Pittsburgh Team Moves.

(By the Associated Press.) Pittsburgh, March 10.—Edward W. Gwinn, local capitalist, today was elected President of the Pittsburgh Federal League team. William McCullough, former secretary, was made business manager. The Pittsburgh team will leave for Lynchburg, Va., the training camp, Thursday night, complete roster of the club will be announced tomorrow.

Cloette Still Free.

(By the Associated Press.) Chicago, March 10.—"Ping" Bodie, hard-hitting outfielder of the Chicago Americans, has signed a 1914 contract, according to a message from Sacramento. Pitcher Eddie Cloette is the only one of the five who has not yet signed, and it is understood he is holding out for an advance in salary. Cloette is said to have been offered a place in the Federal League.

Charged With Assault.

(Special to The News and Observer.) Spencer, March 10.—Bruce Butner was arrested in the Spencer shop today, charged with assaulting a well known lady in Salisbury Sunday afternoon. It is the second time he has been charged with a similar offense, and friends claim that he is unbalanced. He has been ordered sent to a reformatory. He is about seventeen years old.

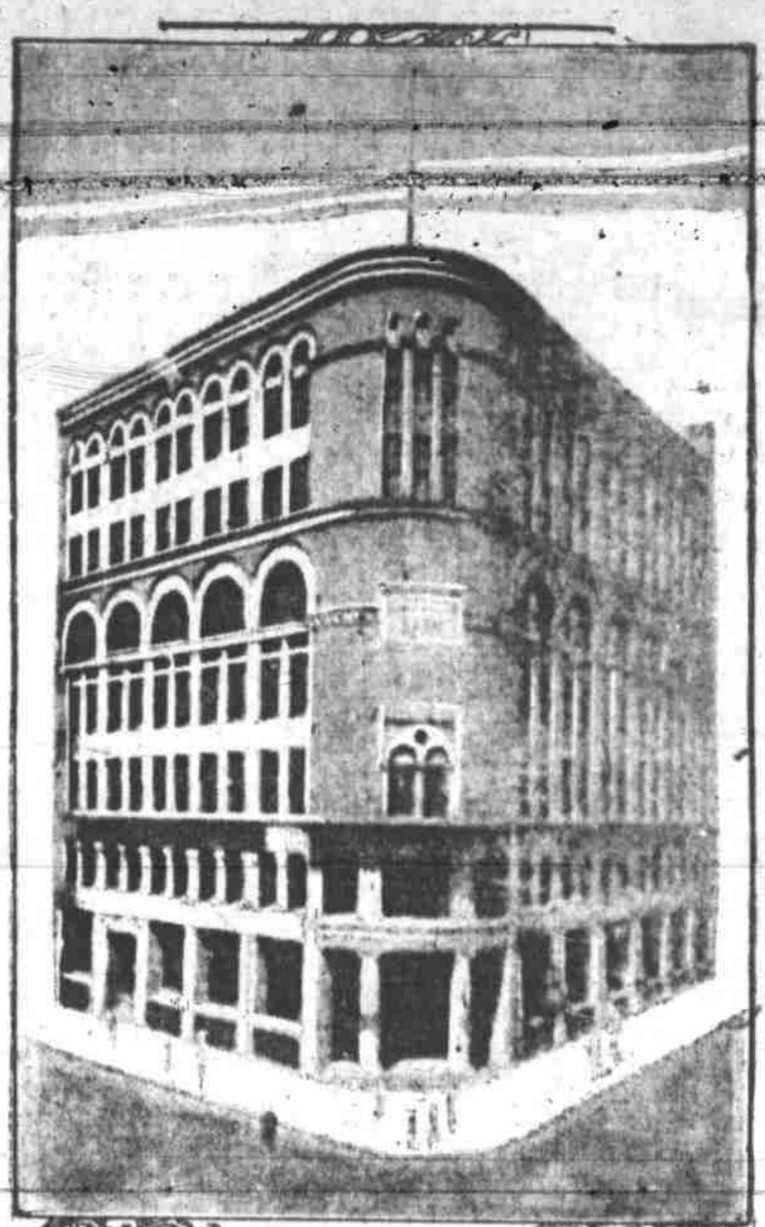
Vanderbilt Laid to Rest.

(By the Associated Press.) New York, March 10.—The body of George W. Vanderbilt was laid to rest today in the family mausoleum in the Moravian cemetery at New Dorp, Staten Island, near the old Vanderbilt residence, where he was born fifty-two years ago. The Right Rev. David H. Greer, Episcopal Bishop of New York, conducted a brief service at the tomb.

Baker Cottage Burns.

(By the Associated Press.) Brunswick, Ga., March 10.—The cottage of Mrs. Frederick Baker, of New York, on Jekyll Island, yesterday was destroyed by fire, the loss being approximately \$85,000 covered by insurance. It was at the Baker cottage that President and Mrs. McKinley were entertained when they visited Jekyll in 1893.

ATHLETIC CLUB AND BANK BUILDING IN ST. LOUIS WHERE MANY DIED IN FIRE



BOATMEN'S BANK AND ATHLETIC CLUB BUILDING

St. Louis, March 10.—Many lives were lost in a fire which destroyed the building occupied by the Missouri Athletic Club and Boatmen's bank. Three men were killed in jumping from upper windows, and fire soon spread to the St. Louis Seed Company, on Washington avenue; the St. Louis Poultry and Meat Commission; the Bankman; the Beckman; Butter and Egg Company; and the Heuten Commission Company, on Fourth street, near Lucas avenue. The site of the club building, Washington avenue and Fourth street, is in the very heart of the business district. On its Fourth street side the building overlooks the plaza and approach of the Eads bridge. Washington avenue is one of the most important business streets in St. Louis, and many of the largest stores in the city are within a block or two of Fourth street.

TOBACCOISTS NOW FACE NEW CHARGE

Restraint of Trade Indications Cause General McReynolds To Get Busy

OLD GUARD MAY PLAY AGAIN

Metropolitan Company of New York Said To Have Greater Strangle-Hold On The Public Than The Old American Tobacco "Trust" Had In Its Palmiest Days

(By the Associated Press.)

Washington, D. C., March 10.—Attorney General McReynolds tonight decided to prepare suit against the Metropolitan Tobacco Company of New York, under the Sherman anti-trust act. The decision was based on evidence of alleged restraints of trade, laid before Mr. McReynolds today by United States District Attorney at New York and his assistant C. A. Thompson, who has investigated the case.

Independents at Bat. "The chief complaint against the Metropolitan company is alleged discrimination against independent dealers. The Metropolitan acts as distributing agent for producing companies that made up the old tobacco trust. Producing companies would be parties to the action. The question of criminal prosecutions of officials of the company was not settled today.

Independent dealers have charged that the Metropolitan company's hold on the business of Greater New York, Long Island and Jersey City is so powerful that they are in worse condition than before the dissolution of the old American Tobacco Company.

What Report Shows. According to Mr. Marshall's report, investigation has shown that the Metropolitan sells to independent jobbers at the same rates it sells to retailers, so that jobbers handle Metropolitan goods at no profit at all. Officials of the disintegrated companies of the old American Tobacco Company which use the Metropolitan company as distributing agent, have talked with department officials about a severance of their relations and as a result the understanding here is that a conspiracy in restraint of trade will not be charged in the government suit, though action would be based on the allegation that there is restraint of trade.

No Competition They Say. The fact that there have been negotiations between officials of the tobacco companies and department representatives was pointed out tonight as a reason for believing the entire matter might be settled out of court. Independent dealers, however, have charged that nothing but the elimination of the Metropolitan would restore competition to the Greater New York field.

Attorney General McReynolds has been particularly interested in the Metropolitan case because he was attorney for the government in the suit against the old tobacco trust. He was greatly interested in evidence produced today and unless the Metropolitan is willing to conform to the department's view of the Sherman act, proceedings will be pressed.

COAL DOCKS PROBE ASKED BY TILLMAN

ern Line Works To The Harm of Charleston

DEMANDS FACTS IN CASE

Senate Resolution Declares Persons Not Interested In Coal Fields of The "Dixie Road" Prevent Corporation From Giving South Carolina Its Rights as a Port

(Washington, D. C., March 10.—)

Charging that the Southern Railway was dominated by men not financially interested in coal mines in its own territory but in mines elsewhere, and that for this reason the Southern was not allowed to move coal through the port of Charleston, S. C., Senator Tillman today introduced a resolution for a special investigation by the Naval Affairs Committee into Charleston's advantages as a permanent point for coal distribution as compared with Norfolk and other Chesapeake Bay ports.

Scope of the Probe. The committee would be directed to investigate the character and proximity of the coal supply; rates obtainable on coal from fields near Charleston and Norfolk; relations between railroads leading into Charleston and other South Atlantic ports, and between the railroads and owners of bituminous mines in Virginia, West Virginia, Pennsylvania, Tennessee and Kentucky and conditions of ownership of wharves property in Charleston and Norfolk.

Senator Tillman set forth that "it appears from numerous complaints before the Interstate Commerce Commission, as well as from other sources, that the power and influence of the so-called coal trust is being persistently used through the management of the railroads to prevent Charleston from preventing the free movement of coal not belonging to the coal trust, practically all of such roads being actually dominated by the same financial interests that control the great coal trust, some control chiefly through New York interests, Philadelphia and the Chesapeake Bay ports."

Tillman boasts Charleston. Mr. Tillman declared in his resolution that in view of the early completion of the Tidewater Canal and of its importance to the United States Navy and the National Defense generally, to the development of an American Merchant Marine and to the development of trade with Central and South American countries, the establishment of adequate coal supply facilities south of Cape Hatteras is deemed imperative and only available harbor having sufficient depth for the modern battleships and larger merchant vessels, as well as a satisfactory water frontage for the proper handling of coal is located at Charleston, S. C."

Arguing that the efficiency of the American fleet and the usefulness of Charleston as a coal distributing center rested upon facilities of producers for reaching that port, Senator Tillman declared:

"The Southern Railway is dominated by financiers who are not financially interested in the coal mines of the territory traversed by the Southern. Railroads in other States, Kentucky and the National Defense generally, to the development of an American Merchant Marine and to the development of trade with Central and South American countries, the establishment of adequate coal supply facilities south of Cape Hatteras is deemed imperative and only available harbor having sufficient depth for the modern battleships and larger merchant vessels, as well as a satisfactory water frontage for the proper handling of coal is located at Charleston, S. C."

Makes Specific Charges. "It is believed that efforts are now being made by individuals acting for the so-called coal trust to acquire the rights for coal docks and terminal facilities in Charleston, so as to monopolize the terminal facilities there in the same way that the big interests now control the ports of Philadelphia, Baltimore and the ports on the Chesapeake Bay.

"It is believed that the so-called coal trust is using other railroads leading to the coal fields in a similar manner, that is, in such manner as to be free from every element of competition and who have practically destroyed the usefulness of the interstate commerce commission insofar as it affects the average shipper and the small shippers on account of the great expense and the extraordinary delay brought about by the tactics of the railroad, whose agents resort to every method known to political trickery."

North Carolina Ports Too. Washington, D. C., March 10.—As soon as the Tillman resolution was introduced this morning, Senator Overman moved that Wilmington, Beaufort and Southport, N. C., be included in the investigations of the committee on naval affairs, which would be empowered under the resolution to recommend the establishment of an adequate coaling port somewhere south of Cape Hatteras. Action on the resolution, however, went over.

This resolution, if passed, will cause quite a furor in the Senate, because of the many local interests involved, and Senator Tillman will be unable to have Charleston's coaling advantages investigated without requiring the committee to examine ports in North Carolina, Georgia, Florida and even the Gulf States.

(Continued on Page Two.)