

The Chatham Record

THURSDAY, JAN. 18, 1906.

H. A. LONDON, Editor.

LAST Sunday's News and Observer publishes a thrilling description of the battle at Hare's Hill written by Judge Roulhac, now of Alabama, but who was a lieutenant in the 49th N. C. regiment and a gallant participant in that battle. He describes graphically the incidents of that fight so far as his personal knowledge extends, and the soldiers of the two brigades (Ransom's and Lewis') mentioned by him deserve all the praise he gives. But there were other North Carolinians there who did as much and fought as bravely. They were in Grimes' Division (composed chiefly of North Carolinians), which then numbered only about 2,200 and lost in that battle 478 killed and wounded. Gen. Grimes was the second in command (next in rank) to Gen. Gordon in that battle, and was conspicuous as the only Confederate on horseback, riding a horse captured in the enemy's lines. He and Gen. Gordon (accompanied by this writer) had, two days before the battle, carefully inspected ours and the enemy's lines near Hare's Hill, so as to make the proper preparation for the assault. And in that assault the sharpshooters of Grimes' Division charged and cleared the way just as was done by the men led by Judge Roulhac and Lieutenant Fleming. There were three assaulting columns. One column moved toward the left of Battery No. 10, a second moved toward a point between Fort Steadman and Battery No. 11, and the third moved direct toward Fort Steadman.

After an interval of forty years we visited, last April, this battlefield and readily recognized the space between the Confederate and Federal breastworks, over which our men charged at day-dawn on the 25th of March, 1865. Among the relics we there found were a minnie ball and piece of a shell.

The Southern Cotton Association held an important meeting, last week, at New Orleans. The proceedings were harmonious, and it is hoped, will be productive of much good to the South.

A resolution was adopted recommending the extension and improvement of the present warehouse system. It urged the great advantages of the warehouse and credit system based on warehouse receipts.

Another resolution was adopted to collect ten cents on every bale of cotton, of which fund twenty per cent will go to the national, thirty to the State and fifty to the county fund. It was also decided to reduce the acreage of 1904 twenty-five per cent, which means that only 24,000,000 acres are expected to be planted this year in cotton.

Energetic efforts will be made to organize thoroughly and effectively the cotton planters in this State. The State President (Mr. C. C. Moore) and the chairman of the State executive committee (Mr. H. C. Dockery) are raising a fund for organizing the association, and one or the other will visit every cotton county.

The next State Fair will be held the week beginning October 15th, and we hope that the Press of the State will in due time demand a positive and satisfactory assurance and guarantee from the authorities in charge that they will not admit and permit such immoral gangs and scenes as disgraced our last State Fair.

We had better have no fair than to have another like the last, and the moral sentiment of the State should be able with the help of the Press to prevent a repetition of the scenes that disgraced the last fair at Raleigh. Such a horde of gamblers and dissolute characters of both sexes as attended our last State Fair had never before assembled in our good old State, and we hope never will again. They can be excluded and ought to be.

Our State Fairs ought to be encouraged and can be of great benefit to all classes of our people in many ways, but we hope never to have another like the last. And the way to prevent it is for the Press of the State to demand with no voice that some positive and satisfactory assurance be given that we will have a decent fair.

The Philippine tariff bill was passed by the House of Representatives, on last Tuesday, by a vote of 258 to 71. Of those who voted against it only 14 were Democrats. This bill admits goods the growth or products of the Philippine Islands into the United States free of duty except sugar, tobacco and rice on which a tariff of 25 per cent of the Dingley rate is levied. It provides that after April 11, 1909, there shall be absolute free trade each way between the United States and the Philippines. It also exempts Philippine goods coming to the United States from the export tax of those islands. Merchandise from either country is subjected to the internal revenue tax of the country if such merchandise is withdrawn for consumption.

Before the passage of this bill Hon. E. W. Pou offered an amendment, which should certainly have been adopted but was, of course, rejected. This amendment was to give the President authority to reduce the import duty on the class of goods manufactured in this country which are sold at a lower price in foreign countries than at home. In a ringing three-minute speech Mr. Pou emphasized the importance of this subject and put the stand-pat Republicans in a very embarrassing light.

The annual reunion of the United Confederate Veterans will be held at New Orleans on the 26th and 27th of next April. That is a most favorable season of the year to visit New Orleans, and a delightful trip will be enjoyed by all who attend this reunion.

New Orleans is the largest city in the South, and is one of the most attractive in the United States. Those who were so fortunate as to attend the reunion there three years ago will ever remember it with much pleasure, and we doubt not that the coming reunion will be equally pleasant. There will be no danger of yellow fever, and the fear of that dread disease should not deter anybody from attending.

Bureau of Insurance.

Washington, Jan. 14.—Senator Dryden has revised his bill contemplating government control of insurance and will re-introduce it in the Senate tomorrow. He has followed very closely the investigation now being conducted by the New York legislative committee and this has aided him in perfecting his measure, until he expresses the belief that it will correct particularly all of the insurance evils expounded by the New York inquiry.

Publicity is the keynote, and coupled with this safeguard for the detection of wrongdoing and the punishment of those so offending. It defines policies, or insurance contracts, as instrumentalities of commerce, and provides for the regulation of the business through the medium of a Comptroller of Insurance and along lines similar to the control exercised over national banks. The Senator says that the bill has the endorsement of the President, administration officials, and eminent constitutional lawyers in and out of Congress. Discussing the principal features of the bill, Senator Dryden said today:

"The bill contains some 50 separate provisions, of which the first 13 relate to the organization of the proposed Bureau of Insurance in the Department of Commerce and Labor, in charge of a Comptroller of Insurance, bonded at \$100,000.

"In nearly all essentials, the bill, as far as possible, conforms to the organic acts establishing other Departments of the Federal government, but in particular the national bank act. There is to be a deputy collector, who is also to be a bonded officer, and an actuary of recognized professional ability and experience. All moneys collected are to be paid into the Treasury. The Comptroller must make an annual report to Congress, including the details of all examinations made of companies, etc."

Passing Confederate Money.

Vienna, Jan. 15.—What seems to be an organized effort to pass off bills of the Southern Confederacy has come to notice lately in this city, the shop keepers of which have been victimized to a considerable amount within the last few weeks. The first case occurred during the Christmas holidays when several jewelers accepted Confederate notes in payment of purchases. The publication of the swindle caused the operators to cease, but they have again become active and have secured another crop of victims.

Mr. Robert Gallaudet Erwin, formerly president of the Atlantic Coast Line Railroad Company, died suddenly last Saturday at his country home near Fenwick, Connecticut.

Thrilling Rescue From Shipwreck.

Atlantic City, N. J., Jan. 14.—After spending 24 hours in anxiety lest they be wrecked and swept into the sea, the passengers and crew, 60 in all, of the Clyde Line steamer Cherokee, bound from San Domingo for New York, which went aground on the Brigantine Shoals Friday, were rescued late this afternoon and landed at the inlet here. Captain Archibald, two mates and the ship's carpenter elected to remain aboard the steamer. The rescue was accomplished by Captain Mark Caste and a picked crew on the yacht Alberta, and their experience was almost as thrilling as that of the stranded passengers. More than a thousand people greeted the storm-tossed party.

Nothing was heard from the passengers after the fog settled down on the scene yesterday and not until dawn to-day was the fate of the party known. A signal from the steamer reported all hands still on board. All during the night the life guards of the three stations watched for a slight moderation of the storm, but it did not come until noon, when there was a perceptible fall in the wind. The life savers deemed it folly to attempt to go to the steamer in the sea that was running and it was decided to send two men in a launch. This was done, but when it was about to go over the bar at the mouth of the inlet the launch's machinery became disarranged and it drifted about helplessly. Another launch was sent out and brought back the two men and the disabled launch. Then the staunch sloop Alberta, with Captain Caste and a picked crew, got over the inlet bar in safety and went pitching up the coast toward the stranded vessel. When abreast of the stranded steamer the sloop put about and came to the leeward. A small boat was launched and several of the crew made the perilous trip to the steamer.

They found the passengers and most of the crew in a terrible state of anxiety. The women were weeping and the men were pleading that something be done. Captain Archibald and Captain Caste decided to make the attempt to transfer the passengers, though the sea was rough with a fairly stiff wind blowing. The braver passengers volunteered to go first. Only four or five were taken at a time and after nearly two hours' work all but the Captain and three of his crew were safely aboard the Alberta. A great cheer went up from the large crowd ashore when the Alberta, loaded with people, left the steamer. Most of the rescued were in an exhausted condition, not having had any sleep for 48 hours. Agents of the company took charge of the party, sending all the passengers and the crew to hotels. Among those landed was Lieutenant H. M. L. Walker, formerly of the United States cruiser Yankee, who was returning to Washington from Puerto Plata. He said the scenes aboard the steamer were heart-rending. All of the passengers and some of the crew, he said, were filled with fear. The women prayed and the men paced to and fro, believing that the great waves that were washing over the helpless vessel would tear her to pieces. All of Saturday night and Sunday morning the passengers and crew were huddled about the fire in the gallery. Early Saturday night ten feet of water was in the steamer.

Immense Water Power.

Portland, Oregon, Jan. 12.—A vast project to take up the water of Feather River, in northern California, and carry it through tunnels and aqueducts until 4000,000 horse power has been developed, or enough to supply all the towns of the Sacramento Valley, Oakland, Alameda and Berkeley with electric power, is the purpose of a \$50,000,000 corporation organized by I. Brown Wilson & Co., of New York and San Francisco.

By means of this great project it will be possible to generate approximately 400,000 horse-power or more than three times the power furnished by the plant of Niagara Falls.

This project is at the head of the Sacramento Valley and will furnish power for this valley and to San Francisco by means of two poles transmission lines 175 miles in length.

Ex-Army Officers Arrested.

San Francisco, Cal., Jan. 15.—Alexander Goehr and Harry J. Collins, at one time officers in the United States Army, were arrested here yesterday on the arrival of the transport Sherman, on account of a letter received at police headquarters from C. R. Trowbridge, head of the secret service at Manila, which was sent in advance of the visitors. According to Trowbridge's letter, both men have had records. They will be held here pending investigation.

A meeting of prominent business men was held at Greensboro last week for the purpose of organizing a fire insurance company with a paid-up capital of \$750,000.

The amount of incomes listed last year in this State was \$2,774,488, which is an increase of \$219,984 over the amount listed in 1904.

Washington Letter.

Washington, Jan. 11, 1906.

Things come around curiously in politics, and now it looks as though there might be a public building bill, in spite of the Speaker's previous pronouncement to the contrary, to coax back into line such insurgents as are not amenable to discipline. The fight in the House is by no means over. Both sides still claim the victory and it is anybody's fight as to whether or not the joint statehood bill is killed for the present session. The question of passing the Hamilton bill is simply a question of politics. Of course all four of the territories concerned want statehood. But there is a strong sentiment in all of them against joint statehood. Whether that sentiment would be strong enough to defeat the bill if it were put to a referendum vote is a question, but it is strong enough to be a factor worth considering. It is strong enough from a moral standpoint to warrant laying out the Hamilton bill for some years to come. But the reason for pressing the issue just now is the belief of the Republican leaders that they can get the states into the Union with only four senators instead of eight. When you consider that three of the states, or six senators, would be almost certainly Democratic and the other at best doubtful, it is easy to see the reason for this anxiety to bundle the two states into the national constellation and have done with it rather than risk putting off the evil day and getting perhaps a larger number of opposition senators.

It has been blazoned abroad that the President is warmly in favor of the Hamilton bill. As a matter of fact it is doubtful if he is more than lukewarmly in favor of it. There is reason to believe that some time ago, before there was the evidence of such strong opposition, that he promised Senator Beveridge who is a warm champion of the measure to recommend it in his message. This promise has been fulfilled, and it is doubtful if President Roosevelt cares particular about the matter further than he would naturally wish to favor the real sentiment of the various territories, whatever that is.

But as to the pork barrel. This is of course a retrenchment congress. That was heralded loudly before the session when the deficit looked even worse than it does now, and that is bad enough. Among the measures of retrenchment there was to be no public printing bill. That would mean that the bulk of congressmen would be cut off from one of the easiest and most satisfactory methods of paying campaign obligations. Of course public buildings are a good thing even if they are expensive, and every community, especially the younger and smaller communities want them. And there is enough log-rolling and mutual compliance about the most of such bills to be called plain grafting (except that the communities do usually get the benefit of the money spent. Now it is intimated that the Speaker may be prevailed upon to sanction a bill, and if he is coerced thus far, there are a good many weak kneed insurgents who will wash off their war paint and come into camp quite gleefully and the Hamilton bill will go through. But the Speaker may be able to accomplish his purpose without being driven to that extremity.

What the President is vitally interested in, and what is of course tied up somewhat with the statehood bill, is the Philippine tariff. If it is shown that this measure is a serious danger, the weight of the White House doubtless will be thrown into the scale. The sugar and tobacco men have played a clever part in merging their cause with the single states. But it is not believed they will be able to keep the tariff bill from a vote or defeat it when it comes up.

Severe Storm in Ohio.

Cincinnati, Ohio, Jan. 16.—Dispatches received to-day from various points in Ohio and Kentucky tell of great damage by a severe wind, rain and hail storm last night. During the height of the storm the wind reached a velocity of from forty to sixty miles per hour.

At Lancaster, Ohio, several buildings were wrecked and considerable damage is reported throughout the country.

The roofs at several dwellings at Springfield and Hamilton, Ohio, were blown off during the storm.

At Lima, Ohio, the Main Street Presbyterian church was struck by lightning and gutted by flames.

At Eaton, Ohio, a school house was razed and many dwellings, barns and small buildings were demolished. Miss Bertha Hart and twenty five pupils were in the building when it collapsed, but aside from a few minor bruises all escaped injury.

Paducah, Ky., reports that a number of houses and sheds were unroofed and other damage was done.

Secretary Bonaparte has approved the sentence of dismissal imposed by the court martial at Annapolis in the case of Midshipman Tremor Coffin on conviction of hazarding and ordered his dismissal from the Naval Academy.

Hotel Clerk's Big Steal.

Dallas, Texas, Jan. 13.—E. M. Jackson, clerk in a small hotel at Fort Worth, was arrested on a charge of theft of about \$18,000 worth of stocks and bonds of the Kennedale Canning & Preserving Company, and \$250 in money. A representative of the company put the bonds and money in the clerk's care last night when he retired. The clerk and securities were missing this morning, but he was captured later.

Victim of Toy Pistol.

Newbern, Jan. 13.—George Ireland, 14-year-old colored boy died today from lockjaw, the result of a wound on the hand made by a toy pistol about ten days ago. The boy was sick only three days but his sufferings were most intense and the physician's efforts were unavailing to check the disease, no favorable symptoms appearing.

Two Children Burned.

Mahogany City, Pa., Jan. 15.—Two children of Thos. Zeely, a fire boss for the Philadelphia & Reading Coal and Iron Company, were burned to death today in a fire which destroyed Zeely's home and the residence of George Campbell at Maple Hill, near here.

HEALTH INSURANCE

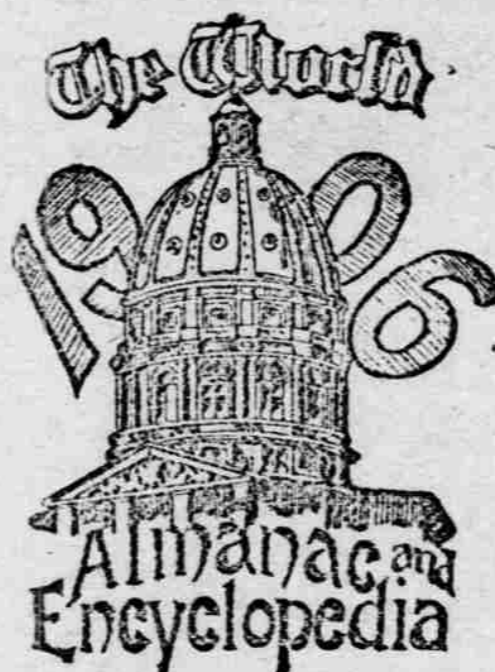
The man who insures his life is wise for his family.

The man who insures his health is wise both for his family and himself.

You may insure health by guarding it. It is worth guarding.

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MORTGAGE SALE.

By virtue of a mortgage executed to me by L. B. Bynum and wife, which is registered on page 187 in Book "D" in the office of the register of deeds of Chatham county, I will sell for cash at public auction at 12 o'clock on SATURDAY, the 17th day of February, 1906 at the court-house door in Pittsboro, the land described in said mortgage as follows: On the west side of Eaw river, beginning at the mouth of the first branch below and south-east of Bynum's bridge, running east to J. B. Atwater's line, thence due east to a cedar stake, L. B. Bynum and J. B. Atwater's corner thence south to Ward's branch, thence west to the bridge, thence down and towards the river to a post 50 feet from the river, Erwin's corner thence up the river, Erwin's corner thence to the beginning, containing acres, more or less.

W. L. LONDON.
Jan. 17, 1906.

ADMINISTRATRIX NO ICE

Having qualified as administratrix of the estate of L. B. Bynum, deceased, I hereby notify all persons holding claims against said decedent to exhibit the same to me on or before the 15th day of January, 1907.

January, 18, 1906.
NORA BYNUM.

SEABOARD

AIR LINE RAILWAY

IMPROVED PASSENGER SERVICE.

Effective Sunday, October 8th, the SEABOARD extended the Portsmouth-Atlanta Sleeper operated on trains No. 38 and No. 41, through to Birmingham. This gives double daily service from points on Seaboard to and from Birmingham, making connections with Frisco from Memphis and points West, also for points in Alabama and Mississippi.

For further information, address
C. H. GATTIS,
Traveling Passenger Agent,
Raleigh, N. C.

EXECUTOR'S NOTICE—Having qualified as Executor of the will of the late W. N. Poe this is to notify all creditors of his estate to present their claims to the undersigned on or before the 31st day of January, 1907, or this notice will be filed in bar of their recovery.

This January 3rd, 1906.

R. H. HAYES, Executor.

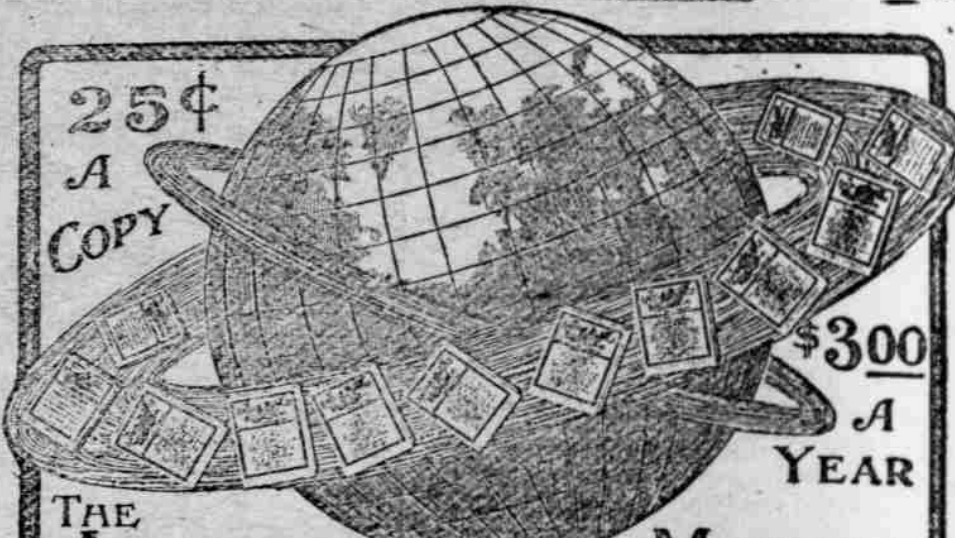
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SOUTHERN RAILWAY.

Schedules in effect Nov. 8, 1905.

TR.	6	107	112	113	114	115	117
Dir.	Daily	Daily	Daily	Daily	Daily	Daily	Daily
AM	7:30	7:30	7:30	7:30	7:30	7:30	7:30
PM	5:00	5:00	5:00	5:00	5:00	5:00	5:00
STATIONS	GREENSBORO	GREENSBORO	GREENSBORO	GREENSBORO	GREENSBORO	GREENSBORO	GREENSBORO

This condensed schedule is published as information and is subject to change without notice to the public.

Trains Nos. 112 and 108 connect at Goldsboro with Atlantic Coast Line trains, both southbound and northbound; and with Atlantic and North Carolina trains for Morehead City and intermediate points.

Train No. 114 connects at Greensboro with train No. 33 for Charlotte, Columbia and Jacksonville. No. 37 solid Pullman train, drawing-room sleepers New York to New Orleans and Memphis, also for Winston-Salem, Wilkesboro, Danville and local stations.

Train No. 117 handles through coach between Raleigh, Chase City and Richmond, where close connection is made with Washington Southern Railway for Washington and Eastern cities.

Train No. 107 connects at Durham for Oxford, Chase City and Richmond; University Station for Chapel Hill daily except Sunday; at Greensboro with train No. 36 for Washington and points North; close connection for Winston-Salem, High Point, Salisbury, Charlotte and intermediate stations.

Train No. 135 connects at Greensboro with No. 39 for Charlotte, Columbia and Jacksonville; No. 35 for Atlanta and all points South and Southwest; Nos. 34 and 38 for Washington and all points North; connection is also made at Salisbury for western North Carolina points. S. H. HARDWICK, P. T. M. W. H. TAYLOR, G. P. A. H. B. SPENCER, G. M. Washington, D. C.

R. L. VERNON, T. P. A. Charlotte, N. C. T. E. GREEN, C. T. A. Raleigh, N. C.

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says the doctor to many of his lady patients, because he doesn't know of any medicinal treatment that will positively cure womb or ovarian troubles, except the surgeon's knife.

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GAVE UP SUPPORTER

"I was a supporter for years, for my womb, which had crowded everything down before it, writes Mrs. S. J. Christman, of Mannville, N. Y. 'I suffered untold misery and could hardly walk. After taking Cardui I gave up my supporter and can now be on my feet half a day at a time.'"