

NORTH STATE NEWS NOTES

Items of State Interest Gathered from Here and There and Told Briefly for Busy Readers.

Shot Down by Officer.

Durham, Special.—Sheriff J. F. Harward returned Wednesday at 9:15 from Virginia, Va., where Charles Carroll, a Durham tough, is badly wanted for various and sundry devilities. Carroll has been eluding the officers here for the past three years. His worst offense is burglary, breaking into a house and stealing \$10. He has stolen chickens enough to make the most approved colored thief envious, and has made cheap chemicals and general cunningness to pollute every stream in the county. He has always managed to escape when in trouble, but was shot once by Deputy Belvin when he was chased by the Durham man. When captured Carroll made a break, but was shot down and was brought to Durham, Va., on a cot. The Durham officers met him there and brought him here. His pal escaped, but bloodhounds were put on his track and he is expected to be bagged. Carroll, in person, is the least pretty of men. He is 6 feet, 8 inches with the most elongated legs. He has the reputation of being able to outrun a horse, has been frequently known to catch a rabbit and in a foot race against Deputy Belvin is the only man who has ever distanced him. It was in one of these chases that caused Captain Belvin to shoot at him and injure him in the hand. There are so many charges against this fellow that nobody knows which one he must face first. He will doubtless be given a hearing on the count for burglary.

The Current Turned On at the Sanford Mills.

Sanford, Special.—Electric power from the Carolina Power and Light Company's plant at Buckhorn Falls was turned on at Sanford Cotton Mills Tuesday morning and now their 11,000 spindles and 400 looms, which were formerly run by a 450-horse-power engine supplied by steam from four 100-horse-power boilers, now turn at the hum of electric motors. This is the second manufacturing plant in our town to use electric power, the Sanford Ice Plant the first, and others will follow as early as wiring can be done, the power line having been completed only a few weeks ago.

Wagon Shaft Plunged in Messenger Boy's Body.

Salisbury, Special.—Clarence Monroe, aged thirteen, a Western Union messenger boy, son of Mrs. Robert Monroe, of this city, was seriously injured here late Tuesday afternoon while on a bicycle. In avoiding a collision with a street car he ran into a delivery wagon, the shaft of which pierced him in the side. So terrific was the blow that it required two men to pull the boy from the shaft. His shoes were torn from his feet. In an unconscious condition he was carried to a physician's office for treatment, and his condition is decidedly precarious.

Maud Kelly Convicted.

Raleigh, Special.—The court room of Police Justice Stronach was jammed to the limit Monday—black and white were there to hear the trial of the abandoned white woman, Maud Kelly, lately captured at Rocky Mount and brought here last Friday. She was convicted on evidence by three State's witnesses of unlawful relations with William Jones, a negro huckster.

Last week Jones was sentenced for 15 months on the roads. Monday the Kelly woman, convicted of being his paramour, was given the same sentence.

The Squirrel aMn.

Durham, Special.—Maurice Massey, a negro man of 52 years of age, came into town last week with a load of squirrels, making 582 that he has killed and sold. The old fellow has developed a decoy that is fatal to rodents. He can so thoroughly imitate the rodents that they run up his gun and are slain. He has come to be known as "the squirrel man," and furnishes a large number of patrons.

Rags Dying From Cholera.

Rocky Mount, Special.—There is a report from several parts of the two counties that cholera is working havoc with the hogs just at present, and that many are dying of the disease. The disease seems more prevalent in the section between here and Sharpsburg and heavy losses have been reported within the last two weeks by farmers who live in this neighborhood. One farmer in this neighborhood and within a few miles of this city is reported to have lost over twenty-five last week.

Fire Destroys Carriage Stables.

Carthage, Special.—G. C. Graves' big liver stable was destroyed by fire here Sunday night at 11 o'clock. No stock was burned but all the other contents, including a lot of wagons, buggies, harness, etc., were burned. The loss is something like \$5,000, with no insurance. This is the third stable which has been burned on the same site in the past four years.

Changes at A. and M.

Raleigh, Special.—Dr. Burton J. Ray, of Raleigh, has been appointed to an instructor's position in the chemical department at the A. and M. College. He is a son of Prof. John E. Ray, of this city. Dr. Ray is a graduate of Wake Forest and completed his graduate work at Cornell University this year.

Dr. L. F. Williams, who served as an instructor in chemistry for the past two years, has been promoted to the grade of an assistant professor. Dr. Williams is a graduate of Trinity College and completed his graduate work at John Hopkins University.

Another Raleigh boy, Mr. Frank W. Sherwood, now holds a position at A. and M., being located in the State Experiment Station. He graduated at A. and M., this year, in the Department of Industrial Chemistry, and was appointed as an assistant chemist in the experiment station.

Banks Declare Dividends.

Charlotte, Special.—The snug sum of \$73,250 was distributed in cash in the form of semi-annual dividends to the fortunate holders of stock of the several Charlotte banks on July 1st. Of this aggregate, the Commercial National will pay out \$25,000, which is 5 per cent. on its capital of \$500,000; the Merchants and Farmers, \$10,000, which is 5 per cent. on its capital of \$200,000; the First National, \$15,000, which is 5 per cent. on its capital of \$300,000; the American Trust Company, \$14,000, which is 4 per cent. on its capital of \$350,000; the Charlotte National, \$7,500, which is 3 per cent. on its capital of \$250,000; and the Southern Loan and Savings Bank, \$2,000, which is 4 per cent. on its capital of \$50,000. The Union National, which is only two years old, does not declare semi-annual dividends but returns all the profits to the surplus fund of the bank.

Collectively speaking, all of the local banks have enjoyed a half-year of marked prosperity.

Drowned in Yadkin River.

Spencer, Special.—Claude Livingston, aged 20 years, of Jerusalem, Davie county, was drowned in the Yadkin river near that place Sunday at noon while in bathing with a party of young friends. He was swimming in 15 feet of water some distance from the bank, when he was noticed to throw up his hands and sink. His friends made every effort to save him, but were powerless, and his body did not reappear until it was recovered from the bottom of the river several hours after the tragedy.

The cause of the drowning is unknown, but it is presumed Mr. Livingston was seized with a cramp and lost his powers of locomotion.

Must Go To Trial.

Raleigh, Special.—Governor Kitchin has declined to grant a pardon to Susan Hoyle, a 70-year-old white woman indicted at the August term, 1905, criminal court of Burke county. She was charged with arson. Being adjudged insane the woman was not tried, but committed to the criminal insane department of the State Prison. Governor Kitchin declined to grant the pardon on the ground that the woman had not been convicted and the Constitution requires conviction before the governor is authorized to pardon. It was stated that she will return to Burke county for trial and that the solicitor may not press the case.

Bond Issue Held Up.

Raleigh, Special.—On account of the fact that not every part of the act voting a bond issue of \$500,000 was read three times in the last legislature, a question of validity has arisen and the Supreme court will be asked to pass upon it at its fall session. The bond issue is therefore held up.

They Were Walking Some.

Statesville, Special.—Master Julian Morrison, son of Mr. J. K. Morrison, and Master Miles Cowles, son of Mrs. W. H. H. Cowles, of Statesville, did some walking Tuesday. The boys recently walked to Wilkes county for the exercise and novelty of the thing, and spent a week there with relatives and friends of Miles. And they returned home a-foot. They left Wilkesboro Tuesday morning at 6:30 o'clock and reached their homes here last evening at 8 having made the tramp of probably 40 miles in a single day.

Cave-In Blocks Traffic.

Asheville, Special.—The situation at the Cowee tunnel near Dillsboro on the Murphy division of the Southern Railway where a cave-in occurred several days ago is anything but encouraging according to official reports received here Tuesday night and Wednesday. The high officials of the Southern are not prepared to say just when they expect to have the trouble cleared and trains passing through. It will certainly, however, be some time yet.

A GOOD ROADS PLEA

The Duty of the Press in This Important Movement.

GREAT QUESTION OF THE HOUR

An Able Paper By G. H. Varner, Esq., Editor of the Lexington Dispatch, Read Before the North Carolina Press Association at Their Recent Convention Held at Hendersonville.

Building good roads is the great question of the hour in North Carolina. In the familiar phrase, it is the paramount issue, not only in this State, but throughout the Union. It transcends in importance politics, the tariff, the money question or any other question. Nothing is hampering this country so much as mud; nothing could possibly do more for the development of the State and nation than macadamized highways. Hence, the duty of the press in this State, especially, to begin a State-wide campaign for the promotion of better roads. It is our manifest duty to cry aloud to advocate strongly, to publish information, to mold public opinion until the people reach that point where they are willing to bear the cost of building modern roads in every county.

It is idle for me to attempt enumeration of the benefits good roads confer on a people. Every man, no matter how unlettered, instinctively knows that a good road is a far better thing to have than a bad road. We naturally have it in us to know the value of, and to construct an easy pathway, but, unfortunately, the devil of tax steps in and tempts us to bear the ills we have, rather than fly to blessings we know of and greatly desire. Our people all believe in good roads, but there are some who are unwilling to pay the cost. I have heard good men and good farmers declare that inasmuch as the mud trails we now have are used by their families, they are good enough for us and it were useless to suggest a change in them. Others declare that we are too poor to attempt road construction, and still others are vehement in their opposition to the idea of handing down to succeeding generations such a lousy thing as a public debt. These are some of the objections one hears.

Factor in Civilization. I believe in my soul that a bad road is the greatest curse that can be laid on a community. It stunts the industrial, moral and intellectual life of a people. But a good road is equally as great a blessing, for once a community gets facilities for transportation and communication, all other blessings will be added thereto. Mr. Roosevelt has well said that the difference between semi-barbarism and civilization is the difference between good and poor means of communication. Far back in history good road building was recognized as a leading factor in advancing civilization. We are told that early explorers in Peru found improved highways, one of the military roads being 2,000 miles in length, with tunnels through mountains, bridges or ferries over streams, a road 20 feet wide, made of flagstones covered with bitumen. Ancient Mexico built good roads, as did India and Persia. In the latter country the monarch built a smooth, hard highway alongside of the common earth road, and none could travel it save his royal highness. The Roman roads are still the marvel of a modern world and are still used. Nothing contributed more to Rome's prosperity and prowess than these imperial highways, straight as an eagle's flight, reaching to all parts of the world-empire.

Good roads mean progress and prosperity and are a benefit to the people who live in cities, and an advantage to people who live in the country. Like good streets, they make habitation along them desirable. You never, or rarely ever and then not for long, see a shabby home by the side of a modern road, where everybody passes and sees how you live. They make people straighten up and put their best foot forward. The value of farms is enhanced. Statistics prove that in nearly every case the States having the highest percentage of improved roads are a powerful factor in encouraging the settlement of unused lands. Roads also have a far-reaching influence in holding men to their farms, and restraining them from drifting to the towns. While the manufacturing towns must have labor, who is here that will deny that if our counties had good roads, the hundreds of good farmers would not have moved their families from the country home to town to work in the mills? So great an exodus occurred two or three years ago that farm labor was almost impossible to secure. These people are needed in the country; there they would have stayed had there been good roads, which make farm life so much more attractive. As the price of lands depends as much on accessibility to market as on productivity, it follows that road improvement, by holding people and attracting others, directly tends toward increase in values of all farm lands within touch of the improved highway. It is shown that in States

where the average price of land is less than \$20 an acre the percentage of improved roads is only 1.8, whereas, in States where the average value is more than \$20, the average of improved roads is 9 per cent of the total mileage.

There are records which show that roads have increased the value of farm lands from 50 to 500 per cent. It has been ascertained by a dozen railroads through their land and industrial departments that farms through which good roads run are enhanced in value from \$2 to \$9 an acre, and whether conservative or enthusiastic, all concede that the increase is marked, immediate and inevitable. Suppose a county of 200,000 acres voted bonds, and placing the enhanced value at only \$4.50 an acre, it will be seen that the land owners thus benefited would gain not less than \$900,000. If the bond issue amounted to half a million, there would be \$400,000 profit at once. The increase in the profit and price of farm products is equally certain and plain. The farmer's produce is worth nothing unless it can be placed on the market. Time was in England when food would be rotting in one place while people suffered for the lack of it in a community a few miles away, because it was impossible to transport the products of the farms.

Price of Farm Products. Official records in Guilford county show that the price of farm products since good roads have been built has increased from four hundred to seven hundred per cent. And yet, there is a farmer in my county who maintains that good roads will ruin him and the county, because they will reduce the price of produce. He says, when the roads are bad, he gets \$2.50 a cord for wood, because wood is made scarce by the impossibility of the highways; and he says he would rather haul wood through mud than deep for \$2.50 than to roll along a smooth road and sell it for \$1, which price he claims a cord will drop to in the event of good roads. The experience of Charlotte and Greensboro entirely disprove this absurd idea, for there are not two better markets in the State, and the first named has 200 miles of good roads leading to it and the second 100 miles.

Tax or Bonds? The question comes, how to get good roads? Shall we vote a direct tax or shall we issue bonds? Shall we pay as we go, or shall we pay part now and let future generations pay part? To my mind, the whole question comes down to whether we want good roads now, or whether we are willing to build a few miles now and let another generation build a few miles and another and another, until in the course of human events we secure good roads throughout the State years after every person now at the age of accountability is dead and gone. I stand for bonds. Mecklenburg has been building roads 50 years, and she has about 200 miles, using direct tax. Guilford has been building roads six years and she has 100 miles, using bonds. We are too far behind to depend on a direct tax. We must go ahead and issue bonds, build the roads, increase our wealth, and reap manifold the cost of the roads. Is North Carolina to labor another generation before good roads come to pass? God forbid. We would lose enough to macadamize every mile of road in the State.

Should a county issue bonds before a dollar is expended, a competent civil engineer should be secured and put to work mapping out the county. He should be under either the county commissioner or a highway commission composed of the commissioners and other men selected by the people. It is absolutely necessary that an engineer be employed, even though he cost considerable salary, for the location, construction and maintenance of roads are operations that no man or set of men without the aid of an engineer can conduct in the proper way to get the best results at the least cost. There is a disposition on the part of many people to cavil at the price paid such an engineer, and if you undertake to fight for roads you will meet it at the outset. That idea must be eradicated, as must also the idea that the men entrusted with the public funds will not place every dollar where it belongs. In an age of skepticism in business, it is not unnatural that people should suspect that huge sums voted for roads will be preyed upon. No county can build roads without an engineer who acts as pathfinder, going over the county, studying the situation, making maps, and doing all that very necessary preliminary work without which oftentimes money is worse than wasted.

Road-Building an Art. When county officers learn to appreciate the fact that road-building is an art, they will rely more and more upon expert advice and scientific demonstration, and when they have learned what class of roads is desirable, they will construct them and then guard them. Therein lies one of the most important of all American highway questions. Americans build as good roads as Englishmen or Frenchmen, but having done so, they rest contented with their efforts and let each passing breath of air, speeding automobile, or drenching rain blow or wash the road surface away. In the countries of Europe, where the well-nigh perfect roads are the pride of the citizens and the envy and admiration of visiting Americans, most jealous care is constantly given;

a careful day-by-day inspection is made, and every depression is quickly filled and all inequalities rolled or tamped.

Two requisites, therefore, confront the county supervisors at the outset—first to ascertain what roads would be most suitable to that particular section, and secure what sums should be expended for their maintenance after completion.

These are vastly important and the nation's very small percentage of improved roads is due largely to a failure to give consideration to them. Millions of money have been wasted in building roads which local conditions made impracticable and out of all cost proportion to the county's revenues.

There are exceptions to all rules, however, and Pike county, Alabama, stands as a glittering exception to the usual construction blunder. There the county officials had planned to expend a large sum in the building of gravel roads.

Mr. W. L. Spoon, United States superintendent of road construction, being sent to make an inspection of the county's road possibilities, learned that 700 miles of important routes needed improvement. He figured that the cost of gravel roads would be \$3,000 a mile—plainly a sum greater than the county could be bonded for. Conditions, however, were ideal for sand-clay construction and he strongly urged its adoption. By legal proviso the county could be bonded for only 3 1/2 per centum of the assessed value of the real and personal property. The plan was decided upon and an issue of \$143,000 was voted. One hundred thousand dollars' worth of the bonds were quickly sold, being disposed of in \$50,000 allotments.

The first allotment brought a premium of \$625 and the second one of \$825. Forty thousand dollars was at once spent for mules and road-building machinery and work was started. With the sum remaining, 118 miles of the finest sand-clay roads in the South had been built within two years from the date of the bond issue; a generous sum was still on hand; eight gangs were at work, and the people were so pleased they stood ready to take up the remaining issue of \$43,000 and expend it in the same way.

Inasmuch as road building and road mending have been for a century under county commissioners and township road supervisors with practically no beneficial results observable—it seems plain that the time for a radical change of methods is at hand.

I am an earnest believer in Federal and State aid and co-operation in building good roads, and I believe that the time is at hand when the government will hit upon some plan whereby it may co-operate with the State and the State with the county, in the work. It has been argued that it is unconstitutional. Why should it be more so than expenditure of money for river and harbor improvements, which often take the form of a private enterprise? As a matter of fact, it has been shown conclusively in Congress that so far from being unconstitutional, the government in its very beginning began the construction of good roads and expended more than seven millions on the old Cumberland road from Maryland to St. Louis, a distance of 700 miles, and the work was only abandoned because there arose a question of authority and responsibility as to who should maintain and repair the road, the State, or the Federal government.

What does the government do for the farmer? We spend millions annually on the army, a dead loss, though doubtless necessary; we spend some hundred millions on the navy; have spent a half billion on river and harbor improvements. During ten years we spent more than six billion dollars of which about forty-seven million went to the agricultural department; but not a dollar for the pressing of good roads, a common blessing for all the people. During fifty years, in all the vast sum our government has disbursed for one thing and another, not a dollar has been appropriated for roads. And yet, the farmers of the country compose the bulk of population, and last year contributed to the national wealth some eight billions of dollars. The one-horse farmer around behind the hill miles from town forms the foundation of the nation, and what has the government done for him? Nothing. The burden is upon him, he foots the bills; and the government takes his money and spends it on everything under the sun by the millions, on everything but on what affects him mostly—roads. In 1908 the farmers of this country not only fed more than eighty millions of people, but sent across the sea a billion five hundred millions of farm products. This preserved the balance of trade with all the world, and gave five hundred millions to the country to set aside for the proverbial rainy day. Had this not been a billion dollars would have had to have been sent abroad to pay import duties. It was enough to pay the immense appropriations of Congress and still add half a billion to the national wealth. In the face of all this, the Federal government has done not a thing for good roads.

The forerunners of a national highway from New York south to Atlanta have recently passed through the State. I believe the time is at hand when the government will spend money on that road. I believe we shall see a road from Asheville and the west through to the coast. It is bound to come. The duty of the press lies in hastening the day.

INDUSTRIAL SKY BRIGHT

Government Statisticians' Report Is Optimistic.

GREAT TEXTILE ACTIVITY

Building in the Large Cities of the Country Reported as Being Unusually Large.

Washington, D. C.—The silver lining of the clouds of business depression that darkened the industrial sky is about all the government statisticians saw during the month of May. The statisticians report that the internal commerce of the United States during that month, as shown by a bulletin of the department of commerce and labor, has an optimistic tone.

While the volume of live stock and cotton and wool were interpreted as grain movements was below that for May of the preceding two years, and there appeared also a slight check in the upward trend of the coal and lumber traffic, the transportation manufacturing and building activities are reported as improved.

The coke output and shipments showed a continuous improvement in answer to the larger demand of the iron furnaces. Increased takings of cotton and wool were interpreted as indicating a greater activity in the textile industry, while larger shipments of boots and shoes from the chief distributing centers served the statisticians an index of more regular industrial employment.

The building activity in the larger cities of the country was reported as unusually heavy. Traffic operations of railroads, judging by the total number of freight cars handled and the number of idle cars reported, were not up to the high record of 1907, though comparison with May, 1908, showed a considerable improvement for practically all sections of the country.

PRISONERS GUARDED BY ELECTRICITY

But Convicts Made Their Way Through the Guarded Barricade. New York City.—The heavily charged criss-cross of electric wires form the prison wall restraining the many military prisoners at Fort Hancock. Sandy Hook, has come to light in the case of the soldiers. The convicts were recently taken to Fort Hancock from the federal prison at Leavenworth, Kan., to finish their terms. They escaped from their prison, and in some manner, which will cause an investigation, they successfully made their way through the network of copper wires surrounding the prison and which carry about 4,000 volts. Had either of the men touched one of the wires, they would have been instantly killed. Scouting parties sent out for the fugitives found them hiding in a sand pit at a distance from the prison, and they were captured.

SUGAR COMBINE INDICTED.

Trust and Its Directors Sued by the United States Government. New York City.—Through a federal grand jury the United States government laid the groundwork for another gigantic anti-trust suit in the indictment of the American Sugar Refining Company as a corporation and of its directors and two prominent lawyers. The defendant company and the individuals were charged with conspiracy in restraint of trade under a criminal clause of the Sherman anti-trust law, which provides as a penalty upon conviction a fine of not more than \$5,000, or imprisonment not more than one year, or both, in the case of the individuals, and a fine of not more than \$5,000 in the case of a corporation.

DECLINE IN COTTON.

Condition Over Five Points Below Last Month. New York City.—Replies from 1,840 special correspondents of the Journal of Commerce of an average date of June 23, make the condition of cotton 76.8, as compared with 82.1 last month, a decline of 5.3 points. A year ago at this time the condition was 79; in 1907, it was 74.2; in 1906, it was 82.7; in 1905, it was 81.2; in 1904, it was 83.2; in 1903, it was 74.9; in 1902, it was 86.5, and in 1901, it was 77.0.

FOOD SUPPLY INVESTIGATED.

Committee Reports That Charges Against Meat Inspection Are False. Washington, D. C.—The committee appointed by Secretary Wilson, which investigated the charges of J. P. Harms that the federal meat inspection service at East St. Louis was "rotten and a farce," reported that the inspectors there were honest men and performing their duties efficiently and that no meat had been passed which was unfit for human food.

RICE ABOVE AVERAGE.

Report is Made on General Crop Conditions. Cawley, La.—In its monthly summary of crop conditions in the rice belt, the Rice Journal and Southern Farmer says: "The first of July finds general rice crop conditions in Louisiana, Texas, Arkansas and the Carolinas above the average, with a slight increase in acreage. Planting has been completed in all parts of the belt. Full reports from all parts of Louisiana and Texas indicate the acreage will be somewhat larger than that of 1908. It is probable that the acreage in Arkansas has been at least doubled. In the Carolinas the acreage is a full one."

STRENGTHEN PANAMA CANAL.

Engineers Are Using Old French Railroad Steel in Concrete. Washington, D. C.—For the purpose of reinforcing concrete work in constructing locks on the Panama canal, the engineers in charge have decided to use rails which are no longer fit to use on railroads. About 7,000 tons of this kind of rails, including old French track and American rails so badly bent that they are no longer useful as track, have been collected on the isthmus and will be put in the concrete work of the locks.

SEISMIC SHOCKS WASTE MESSINA.

Once More the Italian City Is Almost Devastated.

Messina, Italy.—Messina experienced two terrific earthquakes, which were accompanied by roaring sounds, and are said to have had a stronger and more undulatory movement than the earthquake of last December, which destroyed Messina, Reggio and other cities, laid waste many villages in Calabria and killed 200,000 people. Although the shocks had no such terrible consequences, the 25,000 residents of the city were thrown into a state of terror, they ran into the streets, panic-stricken, and nearly the entire population encamped in the open.

The broken walls of the old ruins were thrown to the ground and Messina was for a few minutes agitated in a cloud of dust. The casualties were few, and it is believed, after a hasty search of the new ruins, that no one was killed.

The first shock was followed quickly by a second, and the people fled pell-mell to the American quarter, which they seemed to feel was their safest place of refuge. So great was the rush to the American huts that the authorities were unable to check the invasion, and as a consequence, these structures, which were designed for the most needy of the populace, were taken possession of by the first comers. The soldiers, however, soon drew a cordon around this quarter, and a guard was mounted on the bridge leading to it. Many of the panic-stricken people were driven off, and orders were issued that no one be permitted to occupy the American quarter pending further instructions. Reggio suffered almost as severe a shock as Messina.

AWAITING SULTAN ROOSEVELT.

Uganda Ruler Had Heard of American "Benefactors of Blacks."

Mengo, Uganda, Protectorate, British Africa.—In an interview with David Chwa Kampala, the boy king of Uganda, who has been the guest of the country over which the British government has established a protectorate, the young ruler greeted the correspondent traveling ahead of the Roosevelt expedition enthusiastically, saying: "I have been looking forward with the greatest glee to meeting Sultan Roosevelt and will see that he is received with befitting honors when he reaches my country. I have heard of the great good he has done to the blacks in America, and I shall receive this man, who was a benefactor to my race, in a strange land, in a most royal manner."

"Sultan Roosevelt will find splendid hunting in Uganda, and I shall see that his hunt here is successful." Mengo is near the mouth of the Kivira river on Victoria Nyanza (lake) and about four thousand feet above sea level, six hundred miles from Mombasa as the crow flies. The head waters of the Nile are in Uganda.

LOCKER SYSTEM UPHOLD.

Judge Sayre Rules Liquors Are Prohibited by State and May Be Owned.

Montgomery, Ala.—The supreme court gave much encouragement to the locker system by holding that a man may own and keep as much liquor about his place as he sees fit, provided it is not sold. The opinion is by Justice Sayre, and reiterates the principle that "noxious" liquors are property and may be owned and held as such. The Bessamer ordinance prohibiting storage of liquors in places where soft drinks are sold is declared in violation of the constitution of the state and is null and void.

The effect will be to make storage of liquors legal, and as the ruling is constitutional, it is not possible to see what the legislature can do to break up locker systems.

He Has Lived 105 Years.

New York City.—Joshua Zeitlin, living in Brooklyn, has just celebrated his one hundred and fifth birthday. He is in good health and says he will live to be 120. Mr. Zeitlin does not attribute his longevity to abstaining from liquor and tobacco, but to the fact that he has lived a life of moderation. He has one son, 75 years old, and his youngest "boy" is 45 years old.

Renovating White House.

Washington, D. C.—Destruction of the far-famed white house, the White House, which played the scene of "Roosevelt tennis cabinet," to make room for the additional working quarters for the executive clerical staff, began when the excavators marked off the ground for pick and shovel. This is the beginning of the renovation of the white house and the further improvements ordained by President Taft.

Wrights Make Successful Flight.

Washington, D. C.—Calm, confident and nerveless, Orville Wright encircled the Fort Myer drill ground time after time in his aeroplane in three successful flights, while a crowd of thousands cheered him for the success that attended his persistency and pluck.

Cuba Pays for Cannon.

Madrid, Spain.—It is announced that Cuba has paid over to the Spanish minister at Madrid the first of the three annual installments of the \$300,000 for Spanish cannon left in the fortresses of Cuba and claimed by Spain under the terms of the peace protocol.

Seven Killed By Tornado.

Gand Forks, N. Dak.—Scores of persons were injured and farm buildings within a radius of sixteen miles were destroyed by a series of tornadoes which swept over the district in Benson county. Reports from Leeds say that eight persons were killed. A report from Minnewauba says one woman was killed, and that the town was destroyed. All the wires in the northern part of the state are down. The twisters followed at intervals of a few minutes. Between twenty and thirty farm houses were totally wrecked.