

## UNITED STATES FURNITURE FACTORY WILL LOCATE IN THE CITY OF ASHEVILLE

Big Industrial Concern from  
Lenoir Will Settle In  
This Section.

WILL BRING SMALL  
ARMY OF WORKMEN

Plant Will Be Extensive  
One and Construction  
Will Begin Soon.

The United States Furniture company has decided to locate its extensive plant at Asheville and through the efforts of the Board of Trade and Southern railway an important industrial establishment will at an early date be in operation here.

The company yesterday purchased from Mr. Reed four and a half acres of land on the railroad at Biltmore and close to the veneer factory and the afternoon a side track was located and this will be built at once. It is the intention of the company to have its entire plant here in readiness for occupation by November 1st and though this is a big undertaking they expect to effect it.

The business of the company is to buy outright the product of furniture factories and finish the various articles, which are then sold to the trade. It is not an experiment, but a proven success, as the experience of the company at Lenoir demonstrated. The plant which is to be removed from Lenoir has been in operation some years and has caused the establishment of eight furniture factories there because there was a ready sale for their output. The company has purchased the furniture "in the white," that is in the rough, and by the aid of skilled artisans has converted it into high grade and finished articles and this it will do at Asheville.

The reasons for the removal of this important plant from Lenoir to Asheville are not only highly complimentary to Asheville, but indicate the character of the workmen who will be employed. President J. M. Chiles, who was here yesterday with other members of the company, stated that the men employed were highly skilled workmen who commanded good salaries and that he found it very difficult to retain them in a small town because they wished to live in a city where they could have the advantages they desired and that Asheville was selected for this reason and because its shipping facilities were good. The Southern railway was largely instrumental in locating the plant here by its agreement to afford a low "assembly rate" for the raw material and finished product.

The plant will be an extensive one and work of building the necessary structures, storage sheds and operating shops will begin promptly, and the Southern will hasten the building of the side track.

Secretary Powell of the Board of Trade, who has given attention to inducing the company to locate here is highly gratified at its decision and is confident that there will soon follow a number of furniture factories because of the opportunity to convert their raw product into ready money and avoid the comparatively large expense of finishing it. The average furniture plant has neither the equipment nor the skilled workmen to do this. It is stated that the average output of the company at present is 120 cars a week.

## NEW JERSEY MEN GET THE TROPHY.

(By Associated Press.)  
SEAGIRT, N. J., September 3.—The Columbia trophy match for New Jersey organization only was won today at the New Jersey Rifle Association's tournament by the second regiment of Elizabeth. The scores were:  
The second troop of New Jersey captured the first honors in the carbine team match by a score of 424, defeating both of their old rivals, the second troop of Philadelphia cavalry, by twelve points and Squadron A, of New York by 15.  
The Spencer match, fifteen shots at 1,000 yards began but was not concluded.

## CONTRACT FOR NORTH CAROLINA SILVER SERVICE IS AWARDED

(Special to The Citizen.)  
RALEIGH, Sept. 3.—The legislative committee to select and present a silver service on the part of the state of North Carolina to the battleship North Carolina, now being built at the Newport News ship yards, awarded the contract tonight to H. Mahlers' Sons company of Raleigh. That is the principal piece to the limit of the state appropriation available, and were selected from the designs submitted by Mahler. The

## HAS SPIRIT OF JOHANN HOCK BEEN ACTIVE?

New York Police Thinks  
They Have Found  
Wholesale Murderer.

## DEAD BURGLAR LEFT HIS MARKS

Hoffmann Suspected of  
Having Murdered Ser-  
vant Girls and Others.

(By Associated Press.)  
NEW YORK, September 3.—A second Johann Hock, the police believe, has been discovered in Henry Hoffmann, the burglar who was killed while attempting to rob Charles Varrell's flat early last Friday morning.

The police on Saturday declared that Hoffmann was the murderer of Sophy Heckler, a servant girl found dead August 3, and tonight they announced the belief that he also murdered Mrs. Lena Schum, who was killed in Brooklyn, August 20.

Among the jewelry in the room Hoffmann had occupied for some time before he was killed, were a pair of earrings which were today positively identified.

Samuel Weinberg, a tailor whose shop is on the ground floor of the building in which Hoffmann roomed today identified Hoffmann's body as that of a man who went to his shop on August 21, the day after Mrs. Schum was killed, with a coat which he wanted cleaned. The coat, Weinberg said, was badly blood-stained.

Hoffmann's method, like that of Hock, the police say, was to make the acquaintance of women of his own nationality, and by pretending a desire to marry them secure the opportunity of robbing and if necessary killing them.

Hoffmann entered the Varrell flat early last Friday morning and attempted to kill the entire Varrell family by turning on the gas. When this was discovered and the family retired again he once more entered the flat and turned on the gas. A short time after the second attempt was discovered Varrell saw Hoffmann in the flat and shot and killed him.

## WIFE SHOTS AND BEATS TO DEATH

(By Associated Press.)  
LYNCHBURG, Va., Sept. 3.—Following a domestic quarrel, Jos. Peoples, a farmer living ten miles from this city, was shot and seriously wounded by his wife, who then beat him over the head. He died shortly afterwards. The woman tied a wire around his body, hitched a mule to it and dragged it into the woods, where it is alleged she concealed it in the bushes. The body was discovered Sunday and the woman was arrested and placed in jail at Bedford City. The woman claims she acted in self defense.

## LIGHTNING KILLS FIVE AT RALEIGH.

RALEIGH, Sept. 3.—Lightning struck the power house of the electric plant at Buckhorn this afternoon, killing five men and injuring between twenty and twenty-five others. Owing to wires being down it is impossible to obtain the names of those killed and injured. The extent of damage to the property has not been learned.

## BIRMINGHAM IS CITED AS ONE SHINING LIGHT

Municipal Ownership In  
English City Discussed  
In Report.

HALSTEAD THINKS  
IT IS THE THING

Uncle Sam's Paper Cur-  
rency To Be Printed  
on Steam Presses.

(Special to The Citizen.)  
WASHINGTON, Sept. 3.—Just now, when the question of municipal ownership is being discussed in so many parts of the country, a report on the municipal street car service of Birmingham, England, forwarded by Consul Albert Halstead, is of more than ordinary interest. According to Mr. Halstead, Birmingham operates about fifty-seven miles of railways, employing 230 cars in operation and 1,425,000 passengers are carried each week. The weekly receipts average about \$25,293.

"Birmingham owns and operates its own gas works, waterworks, electric lighting plant, runs street cars and engages in municipal housing in a moderate degree and has its own swimming baths, in addition to sewers, parks, technical schools, etc., that are part of the recognized functions of American cities," says Mr. Halstead. "Although in contrast to many other municipalities, Birmingham has always owned the permanent way of the street car lines, it was not until January 1, 1904, that it began actual operation of a street car line, and this was but one mile in length. The first lines were constructed about 1850 and were leased to companies, the city keeping the repair and maintenance under its own control. The city expended approximately \$4,500,000 in preparing to operate its street car service. The capital for this purpose was borrowed at the rate of 3 1/2 per cent a year, the loans becoming payable at the end of thirty years.

"The fares on the various street car lines operated by the city were arranged with the idea of giving a maximum carriage of two miles for 2 cents. Workmen are carried 1 1/2 miles for 2 cents and must start before 8 a. m. and they can return at any time during the day. Motormen and conductors work ten hours a day and six days a week. The minimum pay of motormen is \$7.29 and of conductors \$6.00 a week, and the maximum pay of motormen, which begins with the third year of service, is \$8.02 and for conductors \$7.29. In addition the city grants a pension to every worker after a minimum of twenty years' continuous service, if he is not less than 55 years old. Pensions are paid as follows: After twenty years service, \$1.70 a week; after thirty years service, \$2.00 a week; after forty years, \$2.43 per week.

"The street cars are all of the double deck type, which is common in England, with a total capacity of 50 people, of whom 26 may sit outside and 24 inside. The majority of these cars are provided with a top deck cover, while their sides have large glass windows which may be opened or closed as required."

Money by Machinery.  
In the near future Uncle Sam's paper money may be printed on steam presses, thus shattering an ancient tradition that work of such necessary fitness could be done only by hand. In fact, so firmly implanted was this

(Continued on Page Six.)

## WILL BECOME A ROMAN DUCHESS.



Miss Mary Elsie Moore, daughter of Charles Arthur Moore, president of the American Protective Tariff League, whose home is in New York, is to marry the Duke-Marine Torlonia of Rome.

Miss Moore is extremely handsome and has a striking figure, being quite six feet tall. She is 23 years of age, while the duke is 28. He is possessed of great wealth and an ancient and honorable lineage. The marriage will take place in the fall.

## TWO ARE KILLED AND SIX INJURED

Rear End Collision on a  
Steep Grade—Brakes Re-  
fused to Work.

SCHENECTADY, N. Y., Sept. 3.—Two persons were killed and six seriously injured, three of whom may die and a score less seriously hurt in a rear-end collision between two cars in the Albany line of the Schenectady Railway company last night. The accident occurred on a steep grade in the outskirts of the city. The brakes of the car ahead slipped suddenly and the car behind it crashed into it, sending it down the hill. There were two other collisions before the cars could be gotten under control. Both cars were packed with persons returning from Albany.

## SIX PERSONS DIE IN C.P.R.Y WRECK

(By Associated Press.)  
ORANGEVILLE, Ont., Sept. 3.—Five passenger cars of a special Cranford Pacific passenger train from Markdale to Toronto are in the ditch near Caledon. Six persons are dead and the seriously injured number more than a score. The dead: NORMAN TUCKER, Flesherton; JOHN THURSTON, Walter Falls; JAMES BANKS, Perm; JAMES HULLER, Priceville; W. A. ARMSTRONG, Markdale; ROBERT CARL, Shelburne. The train, which was heavily loaded, was running behind schedule. From Orangeville grade and the locomotive suddenly jumped the rails. Five of the seven cars followed. The engineer was shot through the window of his cab, but escaped almost unhurt and not a train hand was killed. The six persons killed were riding in the smoking car, next to the locomotive.

## CAPT. BROWN DEAD.

CHARLESTON, S. C., Sept. 3.—Capt Henry Brown, a veteran of the Mexican and civil wars, and inventor of the ball buoy as now used at American ports, died here today, aged 80 years. He served during the sixties under Farragut and Porter and was commended and promoted for gallant conduct.

## SHOWERERS

WASHINGTON, Sept. 3.—Forecast for North Carolina: Showers Wednesday and probably Thursday; variable winds.

## YOUNG WOMAN, VISITING THE VARIOUS ASHEVILLES, STOPS HERE IN SEARCH

## SUPERINT'NTS OF COUNTY TO HOLD MEETING

State Association Opens  
Three Day Convention  
Montreat Today.

## FINE PROGRAM FOR DELEGATES.

Superintendent Joyner and  
Other Prominent Men  
To Attend.

The State Association of County Superintendents will meet this morning at Montreat for a three day's convention to which every superintendent in the state is expected to attend. The law of the state forces the superintendent of each county to attend these conventions and pay the expense of the trip.

State Superintendent Joyner is much interested in these conventions and will use every thing in his power to make them a success from every point of view.

The exercises at Montreat will consist of five sessions and will comprise the greater part of three days. Some interesting addresses are scheduled to be delivered among which is that of A. C. Reynolds, county superintendent of Buncombe.

The program is as follows:  
Wednesday, September 4.  
First Session.  
10:00 a. m.—How to Plan, Build and Equip a School-house With One, Two or Three Rooms—J. C. Kirtrell, Vance County; C. W. Massey, Durham County.  
11:00 a. m.—Public High Schools and the Distribution of the Appropriation for Them—J. Y. Joyner, N. W. Walker.  
12:00 m.—The Best Method of Collecting and Managing the Special Tax Fund—T. R. Foust, Guilford County; C. C. Wright, Wilkes County.

Second Session.  
2:30 p. m.—The Best Means of Securing the Interest and Co-operation of Parents in the Work of Public Schools—W. S. Long, Alamance County; F. P. Hall, Gaston County.  
3:30 p. m.—How to Get and Use a Teacher's Library—A. C. Reynolds, Buncombe County; W. H. Ragsdale, Pitt County.  
4:30 p. m.—General Discussion.

Thursday, September 5.  
Third Session.  
10:00 a. m.—County Teachers' Association—Time of Holding Meetings, Hours, Attendance, Program—R. B. White, Franklin County; J. M. Way, Randolph County.  
11:00 a. m.—Five-year State Certificates and High School Certificates—A. J. Barwick.  
12:00 m.—Compulsory Attendance and How to Get It—Z. V. Judd, Wake County; R. A. Sentell, Haywood County.

Fourth Session.  
2:30 p. m.—How to Help the School Committees Secure the Best Teachers for Their Schools—R. J. Cochran, Mecklenburg County; P. J. Long, Northampton County.  
3:30 p. m.—How to Use and How to Preserve Rural Libraries—E. T. Atkinson, Wayne County; E. J. Barnes, Wilson County.  
4:30 p. m.—General Discussion.

## She is Looking For Parents Missing for Eighteen Long Years.

## BELIEVES THEY ARE IN "SOME ASHEVILLE"

Daughter Was Left in Ger-  
many When Only Four  
Years Old.

With eyes that told of Teutonic ancestry and long flaxen hair which left no doubt on that score, a prepossessing young woman, who gave her name as Bertha Neidhammer, alighted from passenger train No. 11 yesterday afternoon and unfolded to a Citizen reporter a tale of filial devotion which reads like a romance. The young woman, who did not appear to be more than 22 years of age, had an air of prosperity about her, and her language, which was well chosen, had little trace of the German accent.

"So this is another Asheville," she said, after some preliminary questions. "Well, this makes the sixth city of that name which I have visited in search of my parents, who left me in Germany with an aunt 18 years ago. My people were poor then, and circumstances compelled them to emigrate to America. I and my little sister, who died several years ago, were left in charge of my mother's sister, and as we grew older we were taught to expect that some day father and mother would be rich and would send for us. When I was 13 years old I determined to come out to America and seek my parents. As

is the case with most immigrants New York was my destination, and I was under the impression that they had very likely settled in that city. I had not been in New York two months before I had an offer of a good position as governess and I accepted it. My inquiries for Mr. and Mrs. Adolph Neidhammer of Leipzig, Germany, elicited no information that would serve me, and for four years I kept steadily at work in New York. About two months ago I was fortunate enough to meet a German woman who said she was from my home city in Germany. She had been in America for more than 20 years, but she said that she remembered my father and mother. More than that, she had met them in New York city about five years ago and she said they had gone to a place called Asheville. She didn't know what state, so you see I am on a sort of wild goose chase. I have been to cities called Asheville in New York, Florida, Alabama, Ohio and Pennsylvania, and this makes the sixth city of that name I may be successful here, but I have been disappointed no such that I have but little hope. There is still another Asheville in Maine, but I hardly think I shall go out there."

Turning to the reporter, the young woman asked, "Do you know of any Neidhammers here?" Upon receiving a reply in the negative, she seemed rather downcast, but she gathered new courage when she was told that the reporter did not know every family in the city, and there was a possibility of her parents being here. She was advised to go to the chief of police and to make inquiries at the postoffice. Muttering her thanks, the young German left the station looking tired, but still hopeful.

## "THIRTY-FIVE" WRECKED AT CONCORD LAST NIGHT; NO DEATHS REPORTED

CHARLOTTE, N. C., September 3.—Southern southbound passenger train No. thirty-five was derailed tonight at Concord by the first section of northbound passenger train No. thirty-eight. The wreck caught fire and three cars were consumed. The official report gives the following personal injuries:

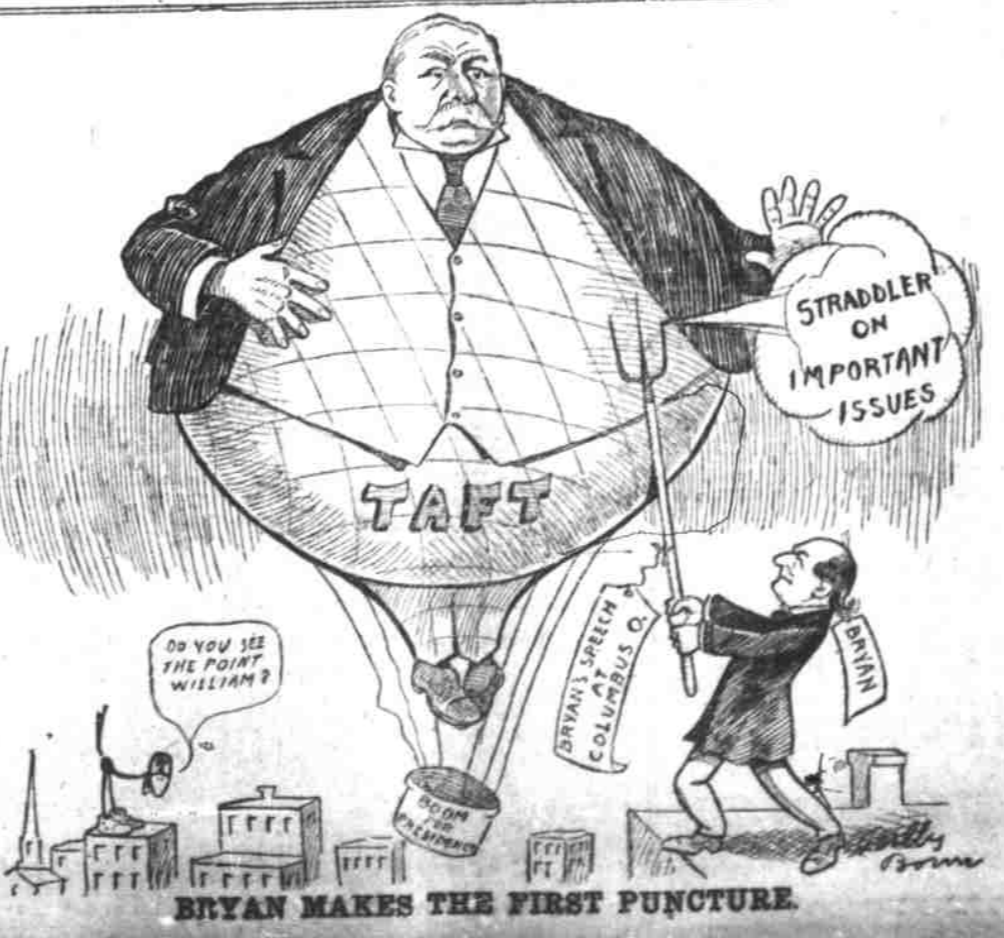
H. A. Miller, of Philadelphia, hurt internally and face bruised; Charles Ayres, of Charlotte, leg bruised; Charley Mills, colored, of Sencer, badly bruised; Jim Torrance, colored, of Charlotte, N. C., slightly bruised; H. L. Berry, of Salisbury, N. C., right leg cut and slightly bruised.

No cause for the accident is given.

## TWO HUNDRED ACRES ARE NEEDED FOR JACKSON TRAINING SCHOOL

(Special to The Citizen.)  
RALEIGH, Sept. 3.—Incorporators and directors on the part of the state for the Stonewall Jackson Manual Training and Industrial school, the nearest approach the last legislature could make to state reformation, met here this afternoon and elected Dr. Hubbert Royner chairman and J. P. Cooke of Concord secretary. It was decided to hold an adjourned meeting in Greensboro September 19th, at which the executive committee and

other officers of the board will be named. At that time the board also hopes to receive a proposition from a number of North Carolina towns as to sites, rather by donation or from other sources for the institution. The board decided that 200 acres of land will be necessary, the act originating from one to five hundred acres. This state appropriation for the reformation is \$1,000,000 this year and \$1,000,000 next year. Other towns are expected from other sources.



BRYAN MAKES THE FIRST PUNCTURE.