

The Fayetteville Index.

VOL. 1, NO. 44

FAYETTEVILLE, N. C. WEDNESDAY, DECEMBER 2, 1903

17 A. M. 1903

Three Railroad Propositions Now

Bladen Has Two Chances to Make Sure of a Railway to Elizabethtown—A Three-Cornered Fight Now On—The Situation.

Track and fast have come announcements and developments during the past week relative to railroads to Elizabethtown, the county seat of old Bladen, which county is in such desperate need of another railroad. No less than three separate propositions to build a railroad to Elizabethtown are now before the people, and these propositions are made by three distinct and separate interests. The danger now lies in the possibility that in the confusion caused by the claims and propositions of conflicting interests the people will let slip their opportunity to secure a railroad to Elizabethtown.

The propositions are these: The Virginia & Carolina Southern proposes to build a road from St. Pauls to Elizabethtown, on condition that Hollow Bethel and Elizabethtown townships will vote \$40,000 in bonds to aid the construction of it. The Raleigh & Southport proposes to extend its line from Fayetteville to Hope Mills and thence to Elizabethtown on the same conditions, and Ex-Sheriff George B. McLeod, of Robeson, proposes to build a road from Lumberton to Elizabethtown without cost to any citizen of Bladen county.

Some time ago it was announced by President J. A. Mills, of the Raleigh & Southport, that he would certainly extend his road from Fayetteville to Hope Mills in the near future, but no promise was made that the road would go any nearer Bladen.

Last week THE INDEX was first to publish a detailed story of the proposition of the Virginia & Carolina Southern to extend a line from St. Pauls to Elizabethtown. It printed a story to the effect that the Bladen county commissioners called an election to be held on January 11th in Elizabethtown, Bethel and Hollow townships on the question of issuing \$40,000 of bonds to aid the Virginia & Carolina Southern, now operating from Lumberton to Hope Mills, to build an extension from St. Pauls to Elizabethtown, that President Armfield of Fayetteville, guarantees that his company will locate a depot half way between Galberry and Cape Fear river, one at Far Head, Dublin and two other depots between Bladen Union and Elizabethtown, that the company also guarantees to operate through passenger service from Hope Mills to Elizabethtown and to give close connection with Atlantic Coast Line trains north and south, and that it is also stipulated that work on the proposed route will begin not later than March 1st.

Next day the following dispatch was sent the Wilmington Star from Lumberton:

That Lumberton is to have another railroad at an early day is an assured fact. An engineering corps of 10 or 12 men have arrived here to begin the work at once. The new road will be constructed from here to Elizabethtown via Dublin, the distance being between 20 and 25 miles.

The engineering corps will go to Dublin in the morning, where they will have their headquarters until the work is completed. Work will be commenced at Dublin, leading toward Lumberton and Elizabethtown at the same time. Mr. George B. McLeod, the promoter of the new road, has been quietly at work for some time on the project and will have the encouragement of all our people who are interested in the upbuilding of Lumberton.

This was printed in the Star of Friday. The same day President Mills, of the Raleigh & Southport, announced his intention to go to Elizabethtown, and the Raleigh News and Observer of Thursday morning said:

"The extension of the Raleigh & Southport Railway to Hope Mills from Fayetteville is now an assured fact, and it will only be a question of a short time when the extension will be continued



On Christmas eve the children, all gathered around the fire, discuss the probabilities until they must retire.

With their fair, expectant faces and eyes with light aglow they await the anxious moment when all of them shall know.

'Tis then the fateful wishbone, kept over from Thanksgiving day, is brought to light and broken in the traditional way.

Who is to be the favorite of fortune and whose choice is sure to bring fulfillment fit to make the heart rejoice.

to Elizabethtown, the county seat of Bladen county, provided the present plans are carried out.

"This interesting information to the people of Raleigh and Bladen county was communicated to a reporter of the News and Observer by Mr. John A. Mills, president of the road, who returned from New York yesterday, where he met with complete success in financial negotiations."

Friday night a meeting was held in Lumberton, of which the following account was sent to the Wilmington Star Saturday:

"Quite a number of our citizens assembled in the court house last night to discuss the advantages to Lumberton of the proposed new railroad from here to Elizabethtown. Mr. Geo. B. McLeod, promoter of the new road, addressed the meeting, going carefully over the lines of the new road, and stated that all he asked at the hands of the people of Lumberton was their moral support. He did not ask for a dollar in money.

President Mills, of the Raleigh & Southport, was in Fayetteville Monday, and said he was going to Elizabethtown this week to look over the situation. In conversation with the editor of this paper he declared that he is going to extend his road to Hope Mills immediately. He further declared that he is going to extend it from there direct to Elizabethtown, if the people of Hollow Bethel and Elizabethtown townships would vote \$40,000 in bonds to aid in the construction, and if he should get his road to Elizabethtown it would be a matter of only a short time before he would go on to Wilmington or Southport. He said, however, that without the bond issue he could not afford to go to Elizabethtown.

On the other hand, President Armfield, of the Virginia and Carolina Southern, and his associates are just as enthusiastic, and in conversation with the writer Mr. Armfield, as late as Saturday, expressed his determination to build his road from St. Pauls to Elizabethtown if the bond issue were voted. He left Sunday for the seat of Bladen.

So "there ye ar-re," as Mr. Dooley would say, three interests trying to get to Elizabethtown at the same time. This much is true: Hollow Bethel and Elizabethtown townships need badly need—a railroad. And it is just as true that they now have the opportunity to make sure of securing it—an opportunity that may not be theirs again in ten years. It is for them to say whether they will have the ad-

[CONTINUED ON PAGE EIGHT]

A CHRISTMAS SENTIMENT

JUNIUS A. MATTHEWSON
In Charlotte Observer

CHRISTMAS again—a retrospective pause in the scale of life's memories. A time when men and women everywhere unconsciously take from their dark recesses the heart's negatives and expose them to the bright sunlight of unselfish interest and kindly regard, to be developed into living images of unforgettable faces—each joyously waiting to pledge again a mutual faith and trust and love. A happy, a delightful time it is—giving to each of us an equal opportunity to put our own selfish thoughts and interests in the background—the happiness of our friends in the foreground, and to wish for each the joys and the happiness that come from a renewed assurance that neither time nor distance has dimmed memory's sensitive plate. This is my Christmas sentiment, and I send it to you, with all good will, in the Spirit of Christmas.

Their Silver Wedding.

Invitations reading as follows have been issued:

Mr and Mrs Lanoster request the pleasure of your company on Saturday evening, January the first, at eight o'clock, Lumber Bridge, N. C. Silver Wedding, David Lanoster Margaret McNaair

RABBIT AND BLIND TIGER

While pursuing a burglar who had robbed a house in the southeast section of this city last week Deputy Sheriff Pate and a couple of citizens assisting in the search came upon a unique blind tiger concealed in a straw thicket to the south of the city. They had pursued the chase until they were near Massey Hill, when a rabbit bounded across their path and was shot by one of the citizens, who plunged into a nearby thicket to recover his game. There he discovered a small clearing containing two gallon jugs, one empty and one holding three quarts of whiskey, a straw pallet, some bed clothing and tin utensils, the last including most of the articles taken from the house just burglarized. The proprietor has not yet been apprehended.

SEYMOUR BAKER

THE INDEX acknowledges receipt of the following invitation:

"Rev and Mrs Thomas James Baker invite you to be present at the marriage of their daughter, Lulu Elizabeth, to Rev Theophilus Yates Seymour, on Wednesday evening, December the twenty-ninth, at half after eight o'clock Baptist Church, Parkton, North Carolina."

The bride elect is one of upper Robeson's most cultured and popular young lady teachers and has many friends also in Cumberland, where she is well known.

Rev Mr. Seymour is an able young Baptist minister, a native of Chatham county, educated at Wake Forest College.

THE INDEX wishes them many, many years of unclouded happiness. Both are sterling young people and worthy of the best their many friends can wish for them.

Dr. H. R. Oomartie has bought the cottage now occupied by W. E. Freeman and family from Capt. McLaughlin, says Ræford Facts and Figures

THE WEEK'S NEWS.

Except for the little friction in Nicaragua the world is at peace—Nothing much in sight save the expected visit of Santa Claus.

Monday's Charlotte Observer

Yuletide week opens with the world generally at peace, with the exception of comparatively insignificant Nicaraguan disturbances, which nevertheless remain probably the focal point of news interest on the American continent at least. Stories of outrages on helpless prisoners in Managua by the retiring Zelayan government have aroused new apprehension for the safety of foreign interests. Whether the United States government will feel called upon to land an armed force upon Nicaraguan soil to protect both the natives and the foreign population the coming week will develop. A body of American marines is near enough at hand if the necessity arises.

In Brussels the obsequies of King Leopold will take place on Wednesday. The body of the late ruler meanwhile lies in state at the palace.

Renewed rumors of the death of another monarch, Menelik of Abyssinia, are in circulation, but are as yet unconfirmed.

In Rome, the eminent prelate, Cardinal Satolli, lies in a critical condition.

Portugal is undergoing a change in her responsible ministry, but without disturbances.

In Great Britain the campaign attending the election of a new Parliament progresses animatedly.

In sordid contrast to the spirit of the times, the New Jersey authorities continue their investigation of the death of Okey Sneed, whose mother and two aunts are held pending action by the grand jury.

The jury which has had the "night riders" cases before it in Union City, Tenn., will be heard from on Monday.

Mr. G. D. Barlow, Superintendent of the Cotton Mills of Dillon, S. C., who was brought to the Highsmith Hospital a few days ago with a badly inflamed leg, is reported as being much better. At first it was thought he would lose his limb.

The many friends of the popular company are pleased to note that the United States Government has awarded to the E. A. Poe Brick Company, of this city, the contract to furnish the brick for the public building. The Poe company sent samples of their product to Washington for examination as did their competitors.

Thirteen Killed; 20 More Injured

Disastrous Wreck of Southern Passenger Train Near Greensboro—Cause, Broken Rail Over Defective Tie.

Greensboro, Dec. 1, 1903.

One of the most frightful wrecks in the history of the Southern railway occurred this morning at 6:30 o'clock when two day coaches and two Pullman cars of southbound local train No. 11, enroute from Richmond, Va., to Charlotte, jumped the track on the trestle over Reedy Fork creek ten miles north of Greensboro, and plunged into the creek 25 feet below 12 people being killed and more than a score more or less injured.

The dead are: A. P. Lane, of Richmond, Va., superintendent of the Richmond division of the Southern railway; John G. Broadnax, Jr., formerly of this city, but who had been a resident of Richmond, Va., for the past year or two; D. C. Nolan, a Pullman car conductor; V. E. Holcomb, of Mt. Airy; Ed Sexton, of Denton, Davidson county; Frank W. Kilby, Anniston, Ala.; Charles Bagley, flagman of Manchester, Va.; C. H. White, Washington, traveling auditor Southern railway; Richard Eames, a miner, of Salisbury; Isaac Dummalls, colored porter, Richmond, Va.; Chas. T. Broadfield, Americus, Ga.; Virginia-Carolina Chemical Co.; H. I. Stribling, of Winston-Salem, traveling salesman.

The ill-fated train was in charge of Conductor George H. Coble, of Richmond, Va., and Engineer Munk Clark, of Danville, Va., was at the throttle. They escaped injury, but when the coaches left the track Conductor Coble and others were hurled into the creek below, two or three of the coaches rolling down the embankment on the side of the creek. The passengers who were in the coaches which plunged into the creek were drenched, Conductor Coble being thrown into the water with the others. He managed to scramble out of the coach and walked to Brown Summit, a distance of nearly two miles, and sent a message to Greensboro telling of the accident. A large number of physicians were hastily summoned and a special train was made up, leaving here shortly before 8 o'clock for the scene of the wreck. The special had on board several physicians and railroad officials. Arriving there in remarkably quick time they gave assistance to the work of rescuing and giving relief to the frightened and injured passengers. The work of getting the dead bodies out of the debris of the demolished coaches was quite difficult and it was nearly 11 o'clock before all of the dead were removed.

One of the day coaches rolled down the embankment about fifty feet south of the trestle, but none in this car was seriously hurt.

The rail which caused the accident was found broken in two 160 feet north of the trestle. From this point to the trestle the cars ran on the cross-ties, the other three cars leaving the track at this point. Very little damage was done to the trestle.

The sight was the most horrible ever witnessed. Some of those killed were cut in two and numbers of people, including several ministers from Greensboro, waded in the water up to their shoulders and helped to remove the dead and seriously injured from the wreck in blankets.

Two members of the corporation commission went at once to the scene of the wreck to investigate. The verdict of the coroner's jury was to the effect that the wreck was caused by the breaking of a defective rail immediately over a defective cross-tie. The broken rail has been brought to Greensboro and is being kept under lock and key to be used as evidence in court should the necessity arise.

Since the wreck one of the injured has died.