WEEKLY EDITION. \$x.oo per Annum, in Advance. FAY BUNDY LLE OBSERVE

FAYETTEVILLE, N. C. THURSDAY, MARCH 17 1910.

Carolina.

forded

In the same issue the News reports

Trenton people, as follows: "The Congressional banquet in hon-or of Washington's birthday took

place in Washington city on the even

ing of the 21st uit., and was well at-

tended, considering the inclemency of

the weather. Commodore Stockton presided, assisted by General Taylor

of Ohio and Mr. Venable of North

"Mr. Crittenden's speech, reviewing

ample room for his peculia

the life, character and services of General Washington, a field that af-

talents, is generally spoken of as the marked feature of the evening. Gen-

clining to introduce political sugges-

tions upon a purely professional theme."

Commodore Robert F. Stockton, a

a member of the United States Sen-

a banquet in Washington of peculiar interest to Jerseymen, and especially

The Last Hanging In North Caro

Elizabethtown, N. C., March 11 .-

After spending a restful night in his

cell at the county jail at Elizabeth-

man in North Carolina to hang, walk-

ed boldly to the gallows in the jail

yard. He put out his hand to the sher-

iff to show that it was steady. He was

attentive to the actions of the guards

while adjusting the rope. He made no

statement. No relative nor friends

in the Potter's field. The trap was

sprung at 12:09 and he was dead in

He was convicted of killing his fath-

er-in-law, by shooting him, after call-

The first person to be put to death

the chair in the State prison a week

Governor Kitchin announced vester

came. The remains were taken Tues-

day to the home of ex-Judge and Mrs.

T. A. McNeill, on Elm street, and

were taken Tuesday night to Fayette-

ville. The funeral services were conduc-

ted by Rev A. R. McOueen, pastor of the

deceased, and interment took place

yesterday morning at 11 o'clock at Sar

ing him to the door of his house.

ten minutes.

from today.

Morrison Must Hang,

hero of the Mexican War, was then will be Walter Morrison, who goes to

w. .. lina.

By telegraph to Observer.

NEW SERIES-VOL. XXVI---NO. 2.305

DAILY EDITION.

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1.50 for 3 Months, In Advance.

RIVER AND HARBOR APPROPRIA. TION BILL-IMPROVEMENT OF THE CAPE FEAR RIVER.

OLD SERIES VOL LXXIV NO 3, 165

Speech of Hon. Hannibal L. Godwin, of North Carolina, In the House of Representatives, Menday, February

The House being in Committee of Who e House on the state of the Lybon and unying under consideration the bill (H. R. 20686) making appro-priations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes-Mr. GODWIN said:

Mr. Chairman: 'the chief seaport city of North Carolina is in my con nal district. I have the honor gressional district. I have the nonor to refresent in Congress what is known as the "Cape Fear district." I am in favor of river and harbor im provement because I am in favor of lower freight rates. We need a re-duction in freight rates, and to have this we must have the improvement

waterways of the country. The Cape Fear River, formed by th junction, in Chatham County, N. C. of the Haw and Deep rivers, which rise in the hilly country near the Blue Ridge Mountains in the north ern part of the State, flows in a southerly direction into the Atlantic Wilmington at Cape Ocean below Fear, near the southern extremity o the State

its total length, including the ab ove tributaries, is about 420 miles draining an area of more than 7,500 square miles, of which 5,620 are above the mouth of the Black River, one of its largest tributaries. Above Smileys Falls, near Duke, about 27 miles above Wayetteville, the slope is very great, the river having a fall of 27 fest in 3 12 miles at these The total fall from the junction of the two rivers to just helow Smileys Falls is 100 feet. Above Averas-boro the river flows through an alinvia country with banks generally low, and a width of from 400 to 600 feet. Floods here do not generally exceed 20 feet. Below Averasboro the slope is gentle, averaging less than 3 inches per mile, but from there in 3 inches per mile, but from there to about 45 miles below Fayetteville the banks are high ande stream nar row, causing a very great freshet rise amounting occasionally to 60 or 70 feet at Fayettevhle.

It is claimed that the mineral resources of the upper part of the country traversed by the river are very great, yet they are undeveloped, and n does not at present extend above Favetteville. About one hundred years ago a

ipt was begun to render river navigable above Fay rende attempt stteville, and a series of locks and dams was constructed up to the confluence of the Deep and Haw rivers and for some distance up the Deep River. These were never successful financially, and were fin ally abandoned.

The principal products of the re gion alon the river are lumber, tim ber, logs, corn, cotton, tobacco, pea uts, potatoes, and various vege tables and fruits. In 1870 the popu'a-tion per square mile was 22.7. Most tion per square mile was 22.7. between Fayetteville and State in ald of it. Wilmington lies in Cumberland and

denied, owing to the fact that the depth of water in the Cape Fear did not justify making Wilmington a gate-way port. The Chamber of ommerce of wilmington could not but admit, to some extent, the force of this ar-gument. The chamber of commerce gress. I desire here to thank the several ent. The chamber of commerce inted a committee to confer with newspapers of the State for their most valuable assistance in this great indertaking, as they have taken hold reference to the 30-foot proiet. Mr. J. A. Taylor, president of the chamber; Mesars. H. G. Small-bones, H. W. Malloy, W. E. Worth, R. A. Parsley, and James H. Chadbourn composed the committee, Mr. Chad-bourn being named as chairman of the committee. of the matter most heartily, and have indorsed the project as a State-wide

The 30-foot project was fully discussed, and it was agreed that the matter should be brought to the at-

given us great aid and assistance in all of our undertakings. tention of the people and of Congress. The press of the city of Wilmington and the entire State gave its enthu-Mr. James Sprunt, the largest exporter at this port-in fact, one of the largest in the United States and slastic indersement by commenting upon the many benefits to be derived. The project was so strongly inders-ed it was soon realized that the ma-ter had assumed a greater importance also chairman of the board of navigation and pllotage-in a letter of No-vember 10, 1908, to the president of the Chamber of Commerce, wisely than a mere local scheme. The 30-foot project committee was active in its labors. As a result of its said:

deliberations it was decided as the deepening of the Cape Fear was of vital interest to the State at large it would be wise to call in the set ance of all those most deeply interchamber of commerce would ested in the project. Therefore a meeting was called, to be held in our opinion, appreciated at this stage of our development as a deep-water port. The systematic . concentration Wilmington, November 5, 1907, and to this meeting all the towns in North Jarolina were invited to send deleof the government force at points of emergency or necessity has kept the general work up to a standard of effectiveness never before attained rates. The meeting was successful beyond our greatest hopes, and the forth Carolina Waterways Associaon the Cape Fear River and bar, and do not recall in the history of this ion was formed to supersede the important undertaking a period of more general appreciation by seafarchamber of commerce committee. this association was organized to foster the local interests of North Caro-lina, having as its particular charge ing people than is now apparent with ce to its excellent results." the deepening of the Cape Fear Har-bor, thereby benefiting the whole State Mr. Chairman, I desire to thank the committee for so favorably consid-ering the Cape Fear River in the presby giving North Carolina a deep-water ort as a gateway. The meeting was well attended by lelegates from the interior cities, also ent bill. As I said, ample provision has been made for the continuing work

at and below Wilmington. The item in the bill in reference which the promoters of the Manches-to the upper Cape Fear project is as ter Ship Canal won their case-viz, our Senators and Representatives n Congress, and the association was formed by electing a president, secre-tary and treasurer, and executive

board of 8 members and 10 vice-presi-dents, one from each congressional district. At the meeting the follownavigable depth of 8 feet up to Fay etteville, including surveys and acquig resolutions, prepared by Maj. E. Hale, of Fayetteville, were adopted: sition of land for sites, for locks and dams, and completion of plans for the "1. That this meeting highly approves the splendid work of the Na-tional Rivers and Harbors Congress; that it take a leaf out of its book and same, in accordance with the report submitted in House Document No. 890 Sixtleth Congress, first session, \$10,-

This, in my opinion, fully authorizes organize a North Carolina branch and adopts the project for two locks thereof; and that such branch organand dams for a depth of 8 feet from Wilmington to Fayetteville the year ization adopt the rules and regulaions of the national organization, so The \$10,000 appropriated is round.

ar as applicable to the State. to be used in beginning the work, and the balance of the \$615,000 will be "2. That we hall with pleasure the wakening of our people in the busiforthcoming from time to time as the ness center of our State to the vast work progresses, the necessary am-ounts being appropriated in the sunimportance of concerted action direc ted to the improvement of our wadry civil bill. When the bill was first terways by the Government, and that introduced in the House, I showed we heartily thank the patriotic busithis item to Capt. Earl I. Brown, Corps ness men of Wilmington for the notaof Engineers, United States Army, who is in charge of the river and harole and efficient contributions which they have made to the movement for a North Carolina gateway by calling together and causing the assembly of bor work for my congressional dis-trict, and asked him to state his opinion as to whether the language used such a representative body as this, and the Hon. John A. Fox, for the very in the bill is sufficient to authorize the able work he has done throughout the

project. Captain Brown said: "I have seen the copy of the river-

that the case, considered from the standpoint of less than half the con-and more than three times the value of traffic, was then more than sin the remote western provinces, obtain- HENRY SPIVEY HANGED TODAY the ratio of 15 to 1; that is, an ining as much money as he can for the crease of water-borne traffic resulting in \$15 annually for every \$1 expended on the Cape Fear River by the Con-Hungarian cause. At the last date he was at Covington, in Kentucky." Just think now of Kentucky being re-mote, but so it was. times as strong as when Congress first

adopted the project in 1902. The re-port of the district engineer for the fiscal year ending June 30, 1909, show-ed that the tonnage had increased to 137,620 and the value to \$3,960,235, of the matter most hearily, and have indorsed the project as a State-wide enterprise. I wish to say a word of commendation and appreciation of the engineer in charge at this port, Capt. Earl I Brown. Captain Brown is one of the most efficient engineers in the possibilities of the Cape Fear. He has possibilities of the Cape Fear. He has their whole outlay for its construc-tion, as now recommended by the gov ernment engineers, in five years' tin

by a tonnage charge of only 5 cents per 100 pounds, and yet save to the shippers an equal amount as against the railway charges. But it is not upon the needs of ex-isting traffic, nor in consideration of local conditions in themselves, that

the argument for the adoption of this project is founded. The geographical peculiarities of North Carolina cause it to be a matter affecting nearly all of North Carolina and some adjacent parts, containing a population this side of the Alleghanies of 2,000,000 of

ate, a resident of Princeton. Mr. Crittenden was a great states-The jutting coast line of North Caro man and orator, and doubtless on lina renders it impossible for the that occasion, did ample justice to the greater portion of the population mengreat subject he had in hand. tioned to enjoy freight rates on equal General Winfield Scott was another

day that he will not grant a commu terms with the people of other States, hero of the Mexican War, as well as except approach be had through the port of Fayetteville. This peculiarity tation to life imprisonment in the case the War of 1812, who, in 1847, led his of Walter Morrison, the Robeson army from Vera Cruz, whih he left March 9 and fought his way to the distinguishes this from all other river county negro under sentence to be propositions offered to the Govern-ment. A glance at the map will make September 14 and ended the war. He electrocuted in the State's Prison March 18th for criminal assault on ; this apparent. Fayetteville is the was at once acclaimed the great hero only port between Norfolk and Rich-mond on the north and Charleston on discuss politics, because he soon ex-neither the trial judge or the solicitor the south which is on the normal pected to be nominated for the Presiwill recommend commutation and that coast line, and therefore it is the only dency, and was nominated by the after a careful investigation of the port which lies nearer to the popu Whig party, but was beaten at the case he can find no sound reasons for lation referred to. A calculation made polls in November by Franklin One of the curious testiin accordance with the principle upon Pierce. executive clemency. Morrison is the monials to the valour of this rough negro who has had his date for elec and rugged soldier was the degree of trocution postponed five times on ac Wilmington, N. C.; Continuing improvement with a view to securing a navigable depth of 8 feat metric and that 6,000,000 tons of froight shows learned doctor of laws, conferred upon count of the incompleteness of the ham in 1814 by Princeton College, a distinction on which he never ceased to look with peculiar satisfaction. This prings General Scott quite near to us. electrocution one week hence. mate of the North Carolina corpora-The late Major W. B. Slack of Trention commission, the highest authori-ty extant on this subject, is to the and commanded a battalion of 600 The Late Walter Smith. ame effect. Three legislatures of men, a part of his army in Mexico. North Carolina indorsed this project General Scott was a Virginian, and week says: upon the grounds just mentioned, a at one time resided in Burlington. ourse which the State has pursued New Jersey, for a year or more. It Cumberland county, a brother of Mrs. toward no other scheme of river or is noteworthy also that the letter harbor improvements within its borfrom Washingtona could not have left

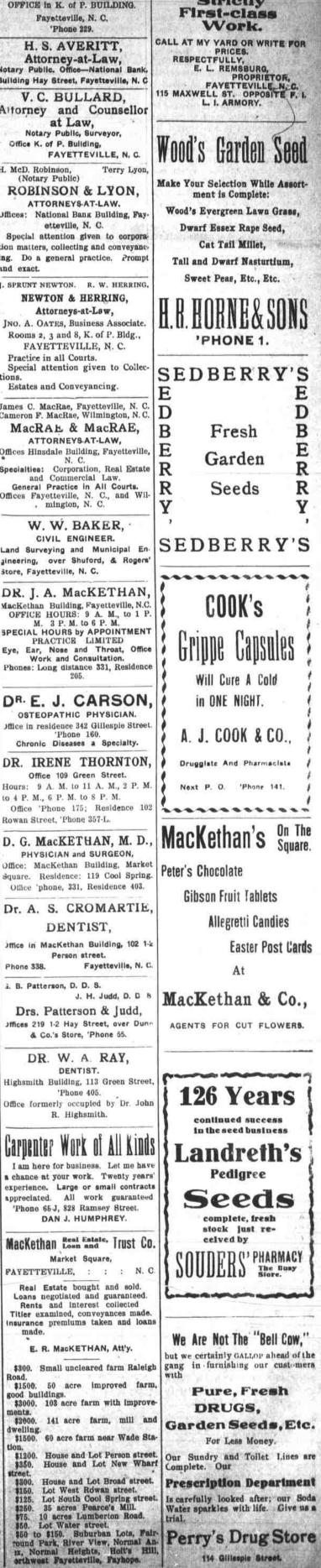
ders. Before deforestation had interruptthere before February 22 and was published in London probably a day or ed the year-round navigation which two in advance of March 13, 1852, formerly existed on this river and the which argues very good for ocean overworking of the railroad idea had transportation at so early a day in increased the effect of this impediment the history of steam navigation. Fayetteville was the market and distributing point for all the vast ter-"THE MAN WHO WINS." ritory referred to. The proposed im-

provement, therefore, does not seek Those who struggle long for a worestablish novel conditions, as in the canalization of rivers above ny cause, against apparently insepthe head of navigation, but to reestab erable obstacles and overwhelming lish trade routes disturbed by an in-complete development of the problem odds in the affairs of this life, will appreciate and be inspired by the fol-Senator Burton, the highest authorlowing from the Chicago Record Herity in these matters, in the course of ald:

The Man Who Wins.

He's the man who, from

FROFESSIONAL CARDS FAYETTEVILLE MARBLE AND GRANITE WORKS Q. K. NIMOCKS, Attorney and Counsellor-at-Law. Strictly OFFICE in K. of P. BUILDING. **First-class** Fayetteville, N. C. Work. 'Phone 229. town, Henry Spivey, a negro, the last H. S. AVERITT, PRICES. RESPECTFULLY, E. L. REMSBURG Attorney-at-Law, Notary Public. Office-National Bank Building Hay Street, Fayetteville, N. C V.C. BULLARD. Attorney and Counsellor at Law, were present. The body will be placed Notary Public, Surveyor, Office K. of P. Building, FAYETTEVILLE, N. C. H. McD. Robinson, Terry Lyon (Notary Public) **ROBINSON & LYON.** ment is Complete: ATTORNEYSAT-LAW. Offices: National Bank Building, Fay by the new method, electrocution, etteville, N. C. Special attention given to corpora-Cat Tail Millet, tion matters, collecting and conveyance ing. Do a general practice. Prompt and exact. Sweet Peas, Etc., Etc., SPRUNT NEWTON. R. W. HERRING **NEWTON & HERRING.** Attorneys-at-Law, JNO. A. OATES, Business Associate. Rooms 2, 3 and 8, K. of P. Bldg., 'PHONE 1. FAYETTEVILLE, N. C. Practice in all Courts. Special attention given to Collections. Estates and Conveyancing. E James C. MacRae, Fayetteville, N. C D Cameron F. MacRae, Wilmington, N. C. MacRAŁ & MacRAE, B Fresh ATTORNEYS AT-LAW, E Offices Hinsdale Building, Fayetteville, electric chair. This is now pro-Garden N. C. nounced in perfect order for the first R Specialties: Corporation, Real Estate and Commercial Law. R General Practice in All Courts. Seeds Offices Fayetteville, N. C., and Wil-, mington, N. C. Y The Lumberton Robesonian of last W. W. BAKER, "Mr. Walter J. Smith, of Linden, CIVIL ENGINEER. Land Surveying and Municipal En-T. A. McNeill, of Lumberton, died at gineering, over Shuford, & Rogers' the Thompson hospital, where he had Store, Fayetteville, N. C. been under treatment for two weeks. at 3:30 o'clock Tuesday morning. He DR. J. A. MacKETHAN, was 72 years old, and the end was not COOK's MacKethan Building, Fayetteville, N.C. unexpected. He was at the High-OFFICE HOURS: 9 A. M., to 1 P. smith hospital in Fayetteville for some M 3 P M to 6 P. M. time before coming to the hospital SPECIAL HOURS by APPOINTMENT here. Mrs. McNeill and the only sur-PRACTICE LIMITED Eye, Ear, Nose and Throat, Office viving brother, Mr. J. L. Smith, of Duke, were with him when the end



Bladen counties, in my congressional district. The average population of all counties adjacent to the river from Fayetteville to Wilmington is 42.5 per square mile. Below Fayetteville the river flow

generally through a gat, sandy belt thickly timbered with pine and intersected with cypress swamps. Its banks are firm and stable in the upper reaches, and are from 15 to 50 feet or more in height down to about 50 miles above Wilmington, but are overflowed in high freshets. In the 5 miles above Wilmington, ercent for onal sand bluffs and shell maris, they are low and swampy, suitable in many places for the cultivation of rice its bed is gravel in the upper reaches, and is sand and mud in the lower part, except some clay near Fayetteville. This sand, under the influence of the sudden and frequen freshets to which the river is subject causes many shoals. Gravel is some times found 5 to 7 feet below the bed and a stiff, blue clay is generally found at depths of 15 to 20 feet.

At Point Peter, where the North ast River is a tributary, It is 340 feet wide; 12 miles higher it is 760 feet wide; 14.5 miles above Wilmington the Black River is a tributary; 2 miles above Wilmington it is 120 feet wide. At Elizabethtown, 73 miles above Wilmington, it is 270 feet wide and at Fayetteville, 115 miles above Wilmington, it is 200 to 250 feet wide, generally ranging from 175 to 275 n width

The tidal range at the mouth of the river, 27 miles below Wilmington, is 4.5 feet, at Wilmington it is 2.5 feet. Tides are perceptible up to White Hall, 54 miles above Wilmington, and at extreme low stages several mile

farther up. The present available depths in the river above Wilmington are: Eight feet to Kings Bluff, 38 miles above mington; 4 feet to Walkers Bluff, miles above Wilmington; 2 1-2 feet Elizabethtown, 78 miles above Wilmington; and 2 feet to Fayetteville, 115 miles above Wilmington.

The project that the Rivers and Har, bors Committee of the House has so kindly adopted in this bill now pending for immediate passage provide for a uniform depth of 8 feet from Wi ngton to Fayetteville the year and for continuous navigation. This till authorizes the construction of two locks and dams, costing \$515,000. This is the first time the House of Representatives has ever recognized the up-per Cape Fear improvement. Mr. Chairman, I have given a com-

Mr. Chairman, I have given a com-probensive history and description of the Cape Foar River. The river ex-iends through my district, a dis-tance of over 200 miles, and is the chief river in the State of North Caro-lina. Therefore I am deeply inter-ested in its Improvement. But be-fore discussing further the upper Cape Foar project I desire to have some-thing to say in behalf of the lower Cape Fear at and below Wilmington, and what is widely known as the Fear at and below Wilming what is widely known as The engineer in charge has exp

Most in June, 1907, I was requested. Eavy in June, 1907, I was requested. a the Member of Congress from the Dape Fear district, to meet a com-mittee appointed by the Chamber of Commerce of the city of Wilmington to discuss the matter of despende ed the money wisely and well. While the depth in 1966 was 20 feet, with a very narrow channel, the depth at low water today is 22 feet in its most low water today is 22 feet in its most shallow place, with a very much wider channel. This will admit a vessel passing from the sea to Wilmington, taking into account the rise of the tides, drawing 24 to 25 feet, as there are long stretches of the river be-tween 25 and 30 feet deep. The appro-priations by Congress for the Cape Fear River has been of extraordinary profit as a business proposition, since the amount of preight produced by the discontinue of the close the base in uss the matter of deepening nor of the Cape Fear and mak the Barbor of the Cape Fear and mak-ing a 30-foot channel from Wilming-on to the sea, thus to strengthon Wil-nington's claim for recognition as gateway port. Several years prior o that time, or about the year 1895, he callroads were appealed to by the hamber of commerce for rates that yould place Winnington in comput-

all in our power to secure adequate appropriations by the Government for the completion at the earliest moment of the great project of a 30-foot channel from the sea to Wilmington. recognizing the fact impressed upon us by over a hundred years of ex-perience, as well as by the teaching

That we pledge

"Resolved:

of science, that nature has fixed the gateway of middle and western North Carolina by and through the Cape work." Fear River. "4. That we heartily indorse the

project for securing 8 feet of water at all seasons from Wilmington to Fayetteville, which has thrice been unanimously indorsed by the legisla-ture of North Carolina, approved by act of Congress, and for the beginning of which an appropriation has been made, and that we pledge our best endeavors to secure an appropriation for its immediate completion. "5. That we give our hearty in

dorsement to the great scheme of an interstate inland waterway for a part of the North Carolina section of which the Government has already made an appropriation, and to the general pur-The pose of improving the navigation of all our rivers and streams further inland as speedily as possible, to the end that we may secure for North Carolina the advantages which such a Department system has provided for the Euroonstruction of three locks with movpean nations and for some portions able dams, at a cost of \$1,350,000. of our own country." The Wilmington Chamber of Com Since that time the science of river

engineering has progressed with such merce employed an expert on river rapidity that it was thought that the and harbor work, who made a tour of the State and addressed the people purpose of the act of 1902 could be accomplished at less cost and with a on the subject of deepening the Cape ess number of locks. And in 1907 Fear River and making Wilmington s a reexamination of the cape Fear Rivgateway port. He visited many cities gateway port. He visited many cilles of North Carolina and aroused great interest in the 30-foot project. After-wards Mr James H. Chadbourn, the president of the association, visited Washington to secure the aid of our two Senators and all my colleagues from North Carolina, in the project of deepening the harbor of the Cape Fear, and he was assured of their er above Wilmington was made with a view to reporting what modifica-tion, if any, should be made in the existing project. The reexamination disclosed that the object of the act of 1902 could be accomplished by tae construction of two locks with fixed dams instead of three locks with movdespening the harbor of the Cape Fear, and he was assured of their undivided and active support in the able dams, the first to cost \$615,000 and the second \$1,350,.00. This show nterprise. In addition to this, the North Carolina Waterways Associaed a great advantage in favor of the advocates of the upper ... ape Fear im-provement project. The plan for the two locks and dams was recommend-North Carolina Waterways Associa-tion has held regular meetings, and at each one of these meetings the sup-port has been active and enthusiastic. It is now conceded throughout the State that the deepening of the Cape Foar Harbor is a matter of greatest investigations in the human investigation. ed by the Board of Engineers, con-curred in by the Chief of Engineers, and transmitted to the Speaker of the House of Representatives in a letter

importance to the business interests of North Carolina. of North Carolina. The present continuing work on the river at and below Wilmington-has been well provided for by Con-gress, and ample provision has been made in this bill for another year. The appropriation of March 2, 1907, was the largest made up to that time, it being \$265,000. At this time the Engineer Corps had a balance on hand of __12,816 making \$477,259 avail. ingineer corps and a batable on and of __12,036, making \$477,039 avail-able for expenditure during that year. The amount available for 1908 was \$800,000, and the last session of Con-gress appropriated \$400,000 for this work

rom the Secretary of War April 25, 1908, and is known as "House Document No. 890, Sixtieth congress, first session." The bill I prepared is drawn in accordance with that recommendation, and this is the project now ad-opted and approved in the present bill. This project has been strongly Washington's hirthday:

bill. This project has been strongly advocated by the people of North Carolina, three governors and several sessions of the North Carolina leg-liature having strongly indersed it. The people of Fayetteville and the entire upper Cape Fear section have been unceasing in active support, but there is one distinguished citizen who, in my opinion, deserves more credit for his wise counsel and valuable in-formation and services in supporting this project than anyone else; this gentleman is Maj. E. J. Hale, of Fay-Instature having strongly indored it.
The people of Fayetteville and the set of March 13, 1852, contains, in is use of March 13, 1852, contains, in its weekly budget of news from thick is a prominent farmer of Person county. Wastaff was one of his most trusted tenants, its is poiled of interval to the States raising moment or its is not the states of the country being little changed in this subport of this is andable undivided support and influence of our divided support and influence of our divided support and influence of our divided support and influence of our two senantors and the Members of the mark and as perform North Carolina.
The ween Fayreteville and Wilmington in 1900 was 115,000 tons, waited at \$1, 100,000, In 1906 the traffor was raise policy of inner that the states are absolutely wise policy of inner that the states are absolutely of the United States are absolutely wise policy of inner that the states are absolutely with a stand the will not stand biller that the safety and prosperity of this atternoon that Capt. J. H. Currie will be a candidate for the Senator able of the Senator.

called

and harbor bill now pending in Con-gress, and I find that the project of 1907, when chairman of the Rivers and ing of time, has proved to the world providing a depth of 8 feet in the Cape Harbors Committee, declared that the that "It can be done." He's the most object of legitimate waterways im-Fear River from Wilmington to Fayetteville, N. C., by means of locks and rovement is to supply equal opportunity to all . It is a matter of comdams is fully authorized therein. The bill non knowledge, admitted now by the provides an appropriation of \$10,000 railways themselves, that North Carofor the beginning of the work, and auina is discriminated against in thorizes the expenditure of \$615,000 freight rates. The reason assigned thereon, the difference to be appros the circumstance that we have in orlated from time to time in the sun-North Carolina no "basing point for freight rates," or "gateway," as it is dry civil bill as needed to prosecute

of transportation.

his sneech hefore the National Rivers

now called. It is stated that Fayette This makes certain the improveville will be made such a "basing ment of the upper Cape Fear River point" upon the completion of the as desired by my people. They have waited patiently for quite a while work now proposed. Until that is done, over 2,000,000 of our people must for this much needed improvement, continue, in this vital respect, to be and they will be gratified to know that their hopes will be realized and deprived of equal opportunity with that their labors have not been in vain. This matter has been agitated their neighbors.

Finally, attention is asked particu larly to the declaration of the North some time. An item providing for Carolina corporation commission, althe improvement of the Cape sFear River so as to provide a channel 8 ready referred to, in these words, feet deep from Wilmington to Fayviz:

etteville throughout the year was in-"The Atlantic Coast Line Railroad enters Fayetteville from four differ-ent directions, and I inclose you statecluded in the giver and harbor bill re orted to Congress in 1901. The whole ment showing the tonnage of freights however, failed in the Senate. same item was included in the for this road for tue State. If the act of June 13, 1902 and \$50,000 was Cape Fear River is made navigable to Fayetteville, this city would be the distributing point for a great majority appropriated for the purchase of sites locks and dams. The recommended by the artment called for bill War of this freight.

On page 15 is given the tonnage of the freights for this road for the State, in the corporation commission's inclosure referred to by them, which is 3,368,441. Assuming that a "great majority" of this sum would be at least 2,000,000, it will be seen that the saving of \$1.80 a ton by the river route would amount to \$3,600,000 per and the foe of the republic in his annum-or enough to pay the whole hands, that every State and county cost of the proposed work in two months. All the money that our Govfrom Maine to California and the Canada line to the Gulf would say ernment wisely expends in the im-Put Robert E. Lee in command of the proving of our waterways will be worth throughout the years to come cient reply to any one was objects to 100 per cent on the investment. Water Lee's statue being placed in the natransportation costs only one-sixth as tional capitol." much as that by rail. [Applause.]

Burned, to Death Near Roxboro. TIS NEARLY SIXTY YEARS SINCE. John Wagstaff, and his wife and

In sending to the writer some acto death at their home, seven miles count of the scheme for deepening northwest of Roxboro Friday in the channel of the Delaware river fire which destroyed their home. from Philadelphia to Trenton, a project somewhat similar to our Upper Cape Fear scheme, President Ransdell of the Rivers and Harbors Congress enclosed a copy of the Trenton Evening Times of February 22, in hand on his way to work found the which we find the appended article

or general interest, though intended as a contribution to the literature of

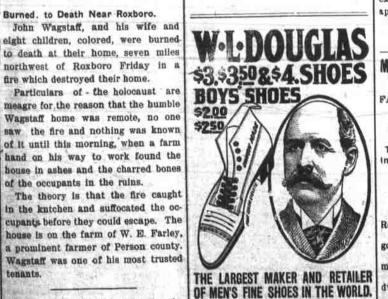
The Illustrated London News of the issue of March 13, 1852, contains, in

terrific force in humanity-the dogdis Presbyterian church, near Linged, smiling soldier of hope. He den. Confederate veterans of Fayettestands on the firing line until his carville took charge of the body when it tridge belt is empty, then digs his arrived there Tuesday night. The deheels in the turf-clubs his gun, and prepares for the hand-to-hand encounceased was a bachelor, a farmer, and was well known and highlly esteemed. "Besides ex-Judge and Mrs. T. A McNeill and their children. Misses ROBERT E. LEE WOULD BE CHOICE OF NATION. Mary and Cammie and Mr. T. A. Jr., those who attended the funeral from Henderson Gold Leaf.] Lumberton were Mr. and Mrs. W. P. Hon. George R. Wendling, one of McAllister, Messre, J. A. McAllister, he most gifted platform lecturers in A. W. McLean and A. H. McLeod. this country, who is a Northern man, Miss Cammie McNeill, who is a stu s a great admirer of Gen. Robert E. ee's character and military genius dent at Peace Institute, returned last and has frequently paid high tribute to the great Confederate chieftain. night to Raleigh with Mr. A. W. Mc-Lean, who is expected home tomorrow n Atlanta where he lectured recently Mrs. McNeill and Miss Mary will also when asked by a representative of the Atlanta Journal for an expresreturn tomorrow and Mr. T. A. Mcsion in regard to Senator Heyburn's Neill, Jr., will return this evening. icious attack, Mr. Wendling said: The others returned last night." "My reply to any one who attacks Lee, is this undeniable fact: "If a foreign foe should land an im-The R & S and the V. & C. S. nense invading force on our shores, The report of the Virginia & Carand the great Confederate leader were olina Southern to the state departiving and in the same physical and mental vigor that he possessed from '61 to '65, so great is the confidence of the American people in his sagacity and spotless integrity, so profoundly would they believe in his brilliant mil itary genius and in his devotion to our reunited country, and so absolutely would they trust the honor of the flag

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ment is as follows: Number of general officers 5, general office clerks 3, stations agents 2, engineers 2, firemen 2. conductors 1, trackmen 10, total number of employes 25. The Raleigh & Southport reports general officers 3, other officers 2, general office clerks 2, station agents 10, other station men 8, enginemen 5, firemen 8, conductors 4. other train men 7, machinists 3 other shop men 2, section foremen 7 American Army.' That fact is a suffiother trackmen 26; total employes 87. It will require about 25 men to operate the proposed extension of either

road into Bladen.



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