

THE NATIONAL RIVERS AND HARBORS CONGRESS.

The Seventh Convention of the National Rivers and Harbors Congress will assemble at the New Willard Hotel, Washington, D. C., on Wednesday, December 7th, and will continue in session throughout that day and Thursday and Friday.

National Rivers and Harbors Congress, Office of E. J. Hale, Director, Fayetteville, N. C., November 14, 1910.

I am requested by President Randall and my colleagues of the Board of Directors of the National Rivers and Harbors Congress to invite your attention to the approaching Convention of this body, which takes place at Washington, at the New Willard Hotel, on December 7th, 8th and 9th, and to ask that you attend the Convention.

As no doubt you are aware, the National Rivers and Harbors Congress is now recognized as the most important unofficial body in the United States--"second in importance," as an authority says, "only to the Congress of the United States."

It is understood that the President, the Chief of Engineers and the Chairman of the Rivers and Harbors Committee of the House of Representatives, all favor the framing and passing of an ample rivers and harbors bill at the approaching session of Congress, so that a precedent for annual appropriations will be established.

It is hardly necessary to call attention to the fact that the long contest for deepening the Cape Fear river in which the entire State is interested--was ended in May last by an act of Congress covering the whole project.

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Importance of the Sale, This Week, of the "Blewitt Falls" Property.

A telegram from Wadesboro to the Charlotte Observer, of Saturday's date, says:

Interest centers here in the proposed sale of the Blewitt Falls property, the entire holdings of the Rockingham Power Company located at Blewitt Falls on the Pee Dee river, 12 miles from Wadesboro.

This sale is to take place in New York and the upset price has been fixed at \$750,000.

This plant is to produce 36,000 horsepower and the work of construction was begun several years ago when the company went into the hands of receivers after expending \$2,000,000 and partially completing the dam.

It proposes to be one of the best hydro-electric plants of this section and contracts were made several years ago for the larger part of the proposed horsepower.

Lines were to be run in all directions touching Wadesboro, Albemarle, Laurinburg, Rockingham and other points and thus offer industrial plants cheap power.

The panic and industrial disastens stopped the work and finally the plant was sold and bought in by the bondholders.

Later another sale was ordered but the upset price was placed at \$1,000,000 and no bidders appeared.

In the meantime the Southern Power Company investigated the plant and its opportunities and it is generally understood that they will bid on the property at the sale next week.

May Build Railway. There is a rumor--and while it cannot be traced to the Southern Power Company, it continues to be heard--that the purpose of the Southern Power Company, if it shall purchase the plant, to build an electric line from Charlotte through Wadesboro to Wilmington.

Branch lines to run up to Albemarle and Salisbury and there connect with the Charlotte-Durham proposed electric line. In this connection it is reported here that the Southern Power Company will also purchase the Whitney Hydro-electric plant when that property is sold under order of the court November 30.

The Whitney plant is also partially constructed and the Whitney Company, which was composed largely of Philadelphia and Pittsburg capitalists, spent over \$5,000,000 in the construction of the plant and it has a potential production of 140,000 horsepower.

The Southern Power Company would perhaps use this power to operate that part of the traction system from Charlotte to Durham.

The Blewitt Falls plant is more than half completed. Something like \$2,000,000 has been spent on the work and it is estimated that \$1,000,000 will be required to put the plant in operation, when it will produce about 36,000 horsepower of electricity.

The rumor regarding a trolley line from the city to the coast opens a large field for the most interesting sort of speculation. In the first place there is no doubt in the mind of anyone but that the Southern Power Company interests are amply able to put into effect any plans they may formulate.

There are practically no limitations to the amount of capital that is available and with the brains, business acumen and genius for organization and administration that is possessed by the officers of the company it is easy to imagine tremendous things being done by the Southern Power Company and its allied interests.

If the Southern Power Company does purchase the Blewitt Falls property for the purpose of using the power in the operation of a trolley line from Charlotte to Wilmington there is every probability of its putting such a line in operation. Branches will probably be built to connect with Pennsylvania and Florence and with Fayetteville and probably with Raleigh, Wilson, Goldsboro and other North Carolina towns, forming a system in the piedmont section of the two States that will be one of the greatest interurban systems in the world.

The Southern Power Company has spent more than \$10,000,000 in hydro-electric developments in this section, including a transmission system that embraces more than 1,100 miles of transmission lines for the distribution of 165,000 horsepower of electricity that is available at present for the like amount that may be developed from waterpower sites as yet untouched. Ten million dollars is a large sum of money and yet all signs indicate that the stream of capital being turned toward this section by the men who are behind the Southern Power Company has just begun.

Company Anticipated With a Welcome. The people of this section of the State will welcome the coming of the Southern Power Company and it is hoped that the rumors of the purchase of the Blewitt Falls plant will be verified the coming week. The great supply of cheap and convenient electricity for power from the hydro-electric plants of the company will assure the industrial supremacy of this section. The interurban trolley system will mean a great advance in the commercial life of the section and the fertilizer plants will mean much to the agricultural interests of the section. Indirectly almost every industry, trade and profession will be influenced.

THE TROUBLE IN MEXICO. Our dispatches yesterday evening gave a somewhat surprising account of the spread of revolutionary movements in Mexico. Light upon the situation, for those of our readers who did not see the morning dispatches, will be found in the following associated press telegram of Monday night's date from Laredo, Texas:

The situation in Mexico appears to be serious tonight. For the first time in the 15 years of operation, the leased wire of the Associated Press from Laredo to Monterey and Mexico City was commandeered by the Mexican government on the plea of military need and the Federal circuit manager in Nuevo Laredo was ordered to cut off the Laredo office of the Associated Press to prevent information being gleaned from messages moving over the wire.

These instructions emanated from the headquarters of the Federal telegraphs in Mexico City, where it was explained that the government would require the full capacity of all its telegraph facilities throughout the night.

Coming as it does after what was officially reported to have been a perfectly tranquil Sunday throughout the greater part of the republic, broken only by a few almost insignificant disorders in the smaller places, this action on the part of the government would appear to lend substance to the rumors of bloody riots at Zacatecas, Gomez Palacios and Torreon, the authenticity of which is in doubt.

These three important cities are situated in a region which has been disaffected for years. Gomez Palacios and Torreon are cities of about 15,000 and 25,000 inhabitants, respectively and are located 4 miles apart in the Laguna district of the State of Coahuila.

This territory was the scene of the insurrection in 1910 which was quickly quelled by the Federal government and which is supposed to have emanated in the sending of General Bernardo Reyes, who had been proclaimed leader by the revolutionists, to Europe.

Almost at once the same element that had recognized Reyes as their standard-bearer turned to Francisco I. Madero and nominated him for President of the republic in opposition to the incumbent, Porfirio Diaz, in the elections held last spring.

Madero and his supporters claim that they were not accorded fair treatment in the campaign and Madero was imprisoned on the charge of insulting the government by his statement that he could not get justice in the courts. He was held in prison until some weeks after the election day, when the existing government was overwhelmingly returned to power, and his wife was released on bail and made his way to San Antonio, Texas, from which point he is alleged to have been secretly preparing his partisans for the widespread revolt which was planned to commence last Sunday, November 20.

Ship with one or even without one. (Laughter.)

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So far reported as those desiring to go from Fayetteville to the National Rivers and Harbors Congress convention at Washington.

Others desiring to go are requested to send their names at once to Maj. E. J. Hale, Director, who will have tickets issued to them. Invitations have already been sent to all those who have subscribed to the funds of the Congress heretofore.

In this connection, the following from our special correspondent at Washington will be interesting:

The Seventh Convention of the National Rivers and Harbors Congress which will be held in this city December 7, 8 and 9 next is expected will bring to the National capital the largest gathering of waterway enthusiasts ever assembled in this country.

President Taft, who will deliver the opening address to the delegates said in the course of a speech in Chicago that transportation was the question of the hour and that the only solution of the problem was recourse to the waterways of the United States.

Probably next in importance to the address of the President of the United States will be the speech of Judson Harmon of Ohio, who has for years been a close student of the question of improved waterways and at the very meeting held in Cincinnati seven years ago when it was determined to reorganize the National Rivers and Harbors Congress, Governor Harmon completely refuted the idea in his address to the delegates at that time that the different states through which interstate waterways run should be set up for a pro rata share of their improvement, insisting that the jurisdiction belongs entirely to the Federal government whose duty it is to improve such streams for the benefit of all the states through which they flow.

In addition to these distinguished citizens others quite as well known in their several vocations will deliver addresses during the days of the convention including the Hon. Clifton Sifton, chairman of Conservation of the Canadian government; the Mexican Ambassador; General W. H. Birney, Chief of Engineers; Governor Hoxby, of New York; Rep. Champ Clark of Missouri; Col. William L. Sibert, member of the Panama Canal Commission, who will speak on "The Panama Canal as a Connecting Link Between Our Coasts"; Walter S. Dickey, of Kansas City, the chief promoter of the Missouri River Steamboat Line; F. W. Caswell, National Chairman Railroad Committee; Travelers Protective Association of America; Robert J. MacFarland of Brooklyn, who is one of the leading spirits in the New York Waterways association and Mrs. Hoyle Tomkins, of Louisiana, president of the Woman's National Rivers and Harbors Congress.

The appearance of the Chief of Engineers upon the platform of the National Rivers and Harbors Congress marks a precedent as none of the preceding Chiefs of Engineers have ever addressed this great body of waterway advocates. Their particular objection to this appearing was that as they were intimately associated with the recommendations for the improvement of the rivers, harbors and canals of the country and their references to the same might be regarded as official in character, therefore greater importance might attach to their presence than would otherwise be the case.

General Birney, however, who probably has a knowledge of the waterways of continental United States as wide as that of any officer of the Corps has accepted the invitation of President Joseph E. Ransdell of the Congress to address the Convention after consultation with the Secretary of War.

Four thousand delegates attending the convention held in this city last year and according to Secretary J. F. Ellison, of Cincinnati, who opened his headquarters today at the New Willard, this number will be greatly augmented at the forthcoming convention.

Such a gathering is an indication of increasing interest in the propaganda of the National Rivers and Harbors Congress which stands for a "Waterway Policy and not for a Waterway Project."

ON THE COMMITTEES. [Charlotte Chronicle.] Of the 226 Democrats recently elected to the House of Congress, 127 are from Southern States and there is an intimation that through their influence, the next House may designate a committee on committees instead of leaving it to the Speaker; but even should that be, those Democrats now in ranking positions on the old committees, it is safe to assume, will be promoted as heretofore. It is so given out by the Washington correspondence of The States that the committee on committees will be based on this calculation, the men who stand the best chance for important committee appointments in the next Congress are:

Agriculture--John Lamb, of Virginia; Asbury F. Leer, of South Carolina.

Appropriations--Albert F. Bursleson, of Texas.

Accounts--Charles L. Bartlett, of Georgia.

Alcoholic Liquor Traffic--Ezekiel S. Candler, Jr., of Mississippi.

Banking and Currency--Arsene P. Reno, of Louisiana; Carter Glass, of Virginia.

Census--James Hay, of Virginia; John T. Robertson, of Arkansas.

District of Columbia--Dorsey W. Shackelford, of Missouri.

Education--Asbury F. Leer, of South Carolina; Finis J. Garrett, of Texas.

Foreign Affairs--Henry D. Flood, of Virginia; John N. Garner, of Texas.

Immigration and Naturalization--John L. Burnett, of Alabama.

Indian Affairs--John S. Stephens, of Texas; Edward W. Sanders, of Virginia.

Insular Affairs--William A. Jones, of Virginia; Robert N. Page, of North Carolina.

Interstate and Foreign Commerce--William C. Adamson, of Georgia; William Richardson, of Alabama.

Judiciary--Henry D. Clayton, of Alabama; Robert L. Henry, of Texas.

Manufacturers--Joseph T. Johnson, of Alabama.

Merchant Marine and Fisheries--Thomas Speight, of Mississippi.

CONGRESSMAN GOWDIN HAS REASON TO BE PROUD.

Henderson Gold Leaf.] Congressman Gowdin down in the Wilmington district has as much cause to be proud as any man who was elected. He was bitterly fought for his own party to begin with to keep him from getting the nomination, because he had served two terms and there is a sort of unwritten law in that district against a man staying in Congress longer than two terms, and then there was a row in the convention and a second round was held, all of which did not strengthen his cause any. But he won out in great shape carrying the district by more than 6,000 majority.

CHINA IN THE THROES OF A REFORMATION. [Haltimore Sun.] Those American missionaries who were attacked the other day at Lenchou, in the Chinese province of Kwangsi, had been given plenty of warning of the uprising which came so near proving fatal to them, and might have sought safety in Hongkong had they been more prudent, two or three months ago. Kwangsi is in the centre of the southernmost tier of Chinese provinces, as far as possible from Peking and its influences, and has been for many years the headquarters of anti-Manchu agitation. Many of its people are pirates, smugglers, fugitives from the port, and have been ordered and efforts have been made to put the administration of justice upon an honest basis. The backward and lawless Chinese of the South are bitterly opposed to all of these things. They see in each new reform a fresh invasion of their ancient rights, and every such invasion is being met by a rising tide of Manchu and against the foreigners who settle in the land under Manchu protection and give their approval to Manchu ideas.

According to the cables, last week an edict was issued that all the houses in the town be numbered. "The natives believed that this was but another device for levying taxes upon them." Out of the same abysmal ignorance they evolved the notion that the prohibition of bribe-taking by judges, proclaimed last spring, was a device for robbing them of justice. It will take a long while to illuminate such darkness. More than an imperial edict is necessary to transform a horde of barbarians into groups of self-governing and civilized people.

LISTEN. I am going to give one complete life scholarship in Bookkeeping or Short-hand and Typewriting with all books and stationery furnished, for the sum of \$20, to one gentleman and lady in your town, provided they enroll before Jan. 1. Enroll immediately and secure this \$50 contract for \$20. Address: L. B. JACKSON, Prin., High Point Business College, High Point, N. C.

Dressed in "Black and Yellow" Not "Football Colors," but the color of the carton containing Foley's Honey and Tar, the best and safest cough remedy for all coughs and colds. Do not accept a substitute, but see that you get the genuine Foley's Honey and Tar in a yellow carton with black letters. Souders' Pharmacy.

Hexamethylenetetramine. Is the name of a German chemical, one of the many valuable ingredients of Foley's Kidney Remedy. Hexamethylenetetramine is recognized by medical text books and authorities as a uric acid solvent and anti-septic for the urine. Take Foley's Kidney Remedy promptly at the first sign of kidney trouble and avoid a serious malady. Souders' Pharmacy.

Where the Third District Democracy Will Convene.

Henderson Gold Leaf.] "Speaking of the retirement of Congressman Thomas, the Washington correspondent of The Raleigh News and Observer says: "Of the North Carolina delegation Congressman Thomas had the highest rank in the way of committee assignments by reason of his length of service, but he drops out of the next Congress. Mr. Thomas was the ranking Democrat on the public buildings committee, and since his defeat for renomination, Sheppard, of Texas, goes to the head of the list." And to this, The Asheville Gazette adds: "The failure of Mr. Thomas to secure a renomination reflected very seriously upon the intelligence and patriotism of the Democrats of his district. Mr. Thomas was a good and faithful public servant, and the whole State will now realize what a fine thing it would be to have a North Carolina man at the head of the great public buildings committee." "The Democrats of his district perpetrated a wrong on the whole State in retiring Mr. Thomas."--Charlotte Chronicle.

If anything more were wanted to substantiate the correctness of the Chronicle's opinion, reference is had to the recent campaign just closed in Mr. Thomas' district. But Thomas had had it long enough they said and they proceeded to stand him aside, able man and efficient representative though he was. The people of the district realize their mistake now it is too late.

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PROFESSIONAL CARDS.

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J. Sprunt Newton, R. W. HERRING, NEWTON & HERRING, Attorneys-at-Law, JNO. A. OATES, Business Associate. Rooms 2, 3 and 8, K. of P. Bldg., FAYETTEVILLE, N. C. Practice in all Courts. Special attention given to Collections, Estates and Conveyancing.

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