

# Future Occupations and Interests of the Medical Profession

By President Eliot, of Harvard.

**T**HE future occupations and interests of the medical profession are to be in some respects different from those of the past, and they are to be more various. The ordinary physician has for the last hundred years been almost exclusively a man devoted to the treatment of diseases already developed in human bodies or of injuries already incurred. He made his diagnosis, and then sought remedies and a cure. He was the sympathetic and skillful helper of sick or injured persons. Most of the cases that came under his care were considered plain as to symptoms, period and accepted treatment. The minority of cases were obscure, and called for unusual knowledge and skill in discerning the seat of the disorder, or the approximate cause of the bodily disturbance. Hence the special value of the experienced consultant, who was ordinarily a man of some peculiar natural gift of body, mind or temperament, possessing also in high degree the faculty of keen observation and the habit of eliminating irrelevant considerations, and ultimately finding his way to the accurate, limited inference from the facts before him. Both the ordinary physician and the consultant have already been much helped by the extraordinary progress made in medical science during the last thirty years, but they have been helped chiefly to a surer recognition of diseases established in human bodies, and to a better treatment of their patients' diseases when recognized.

The physician or surgeon commonly renders a personal service to an individual, sometimes for a pecuniary recompense, but often without money compensation. He is often a trusted adviser in the most intimate family concerns. Births and death alike bring the physician into the home. In rendering these services he must be tender, sympathetic, considerate, pure-minded and judicious. There will always be need, crying need, of the physician and surgeon in this sense, and for these functions; and whatever else the regular education of the physician provides in the future, it must provide all the elements of the best training for the practicing physician who is to treat diseased or crippled human bodies, and give advice about the sudden and the chronic ills which afflict humanity. So much will continue to be demanded of all good medical schools; but much more they must do.

The progress of what we call civilization exposes human beings more and more to the ravages of disease. When savages come in contact with men called civilized, they invariably suffer from diseases new to them. When a rural population crowds into cities, it falls a victim to diseases from which in the country it had been exempt. When hundreds of thousands of people huddle into small areas, and create there smoke, dust and noise, they suffer not only from diseases, but from the exacerbation of diseases not wholly unknown to them in the rural condition. Under such favorable conditions of residence and labor the human body degenerates in many respects, and, losing vigor, becomes in some respects less able to resist the attacks of disease.

# The Ship Canal Between the Chesapeake and Delaware Bays

By George Harvey.

**T**HE commercial usefulness of a broad and deep waterway between the bays (the Chesapeake and the Delaware) named will be appreciated when we point out the services that have been rendered, even by the small Chesapeake and Delaware Canal, which has existed for about three-quarters of a century, and which has a depth of only ten feet, and a width of not more than thirty-six feet at the bottom. The construction of this canal began in April, 1824, and was completed in October, 1829. During the period of its existence 708,000 vessels, carrying merchandise to the aggregate weight of 46,000,000 tons, have passed through it. Its largest traffic in any one year was 1,318,000 tons in 1872; but although the traffic has since decreased, it amounted, even last year, to more than 700,000 tons, carried in 5447 vessels, besides tens of thousands of passengers conveyed through the waterway on the Ericsson Line steamships. The initial cost of this canal, which is thirteen and five-eighths miles long, was only \$2,500,000, and the total subsequent expenditure for repairs has only been about a million and a half of dollars. No fewer than seven canal routes have been surveyed at various times across the peninsula separating the Delaware and Chesapeake bays. They vary in length from 13-8 miles to 53-3-4 miles, and the estimated cost of construction ranges from about \$8,000,000 up to \$42,000,000. It is, as we have said, only the two shortest routes which the present canal commission is directed to examine. When the new Chesapeake and Delaware Canal shall have been finished, an artificial waterway deep and wide enough for battleships will next be called for between Philadelphia and New York. The Delaware and Raritan route may be selected for that purpose; or perhaps a more northerly line might be preferred.—Harper's Weekly.

# Need of Social Inspiration for Art

By M. Jean Devalve.

**I**N proportion as the artist observes with greater piety, as he penetrates and identifies himself with nature, surrenders himself to her, does he find unity in her laws, correspondence between her sensible manifestations and the yearnings of his own soul. In the shape of the earth, in the movements of water, in the play of the sun's rays in the many aspects of life, animal and human, he will discover himself. He expresses himself in copying things, for he understands the union between his thought and all the forms of nature, and realizes that in the marvelous multiplicity of appearances there is but one life, one will.

And this comprehension of nature is the new center, the unique center, in which henceforth the union of souls will take place. This comprehension is the true internal discipline of the spirit—a discipline far stronger than any external one. The artists thus have a ground of reunion in love and profound reverence for nature. And the same ground will serve as the principle of their future union with the people. It is not possible or conceivable that art subjected with fervor to the truth of nature should not respond fully to the needs of the life of the people; it is not possible that the productions of such an art should not harmonize with the fundamental activities of men and with their celebrations and festivals, should not serve to beautify and elevate their lives and their interests. But it should be borne in mind that the secret of popular art is not in trying to please or astonish or educate the people, but without any extraneous designs, in all sincerity and passion, in understanding nature and expressing the truth. Such art will make its appeal spontaneously; it will be social because human universal, natural.

# Why They Are Not Likely to Have Many "New" Women for Some Time in Old Japan

By Prof. Taichiro Honjo.

**I**N Japan there is no co-education of the sexes, except for young children of the primary grade. Boys and girls above the middle grade have separate schools, each with its separate programme or curriculum. One of the most surprising things to me in your American School system, so far as I have inspected it, is the fact that the education for girls and for boys is practically identical. They are both taught the same things! In my country, in the reverse is the case. The boys are specifically trained for business, for the army, for diplomacy. The girls are fitted to become good wives and mothers. That is the chief end of all the educational facilities provided for them, even in the highest grades.

Cooking and sewing occupy an important place in the rudimentary instruction of Japanese girls. With these combined the care and training of their younger brothers and sisters. The theoretical study of pedagogy is combined with actual kindergarten practice. Medicine and surgery, in their simpler domestic applications, are also considered a proper part of these "little mothers' equipment for family life and management. English is the only foreign language taught in our girls' high schools. Their teachers are of both sexes. The average age of graduation is from sixteen to eighteen.

The Formosan government is now spending a large sum of money for a new high school on the American plan whose faculty board will include a number of lady teachers from the United States. This experiment is independent of the State educational system of Japan.

# NORTH CAROLINA AFFAIRS

Items of Interest From Many Parts of the State

## MINOR MATTERS OF STATE NEWS

**Happenings of More or Less Importance Told in Paragraphs—The Cotton Markets.**

### To Push Immigration Matter.

Raleigh, Special.—It seems certain that the next Legislature will be pressed to push the matter of immigration to North Carolina, following the lead of South Carolina, where the movement seems to be so successful. There will also be a very earnest effort to secure immigrants from the Northwest and North, particularly English, Germans and Scandinavians, who have been in the country long enough to become somewhat acclimated and to know enough of the language to make themselves understood. It is the opinion of many observant people that this class is more desirable than those from abroad, as the latter will have so much more to learn in every way. The New England States are now congested with foreigners, and out West the good land has to a very great degree been taken up by homesteaders and great numbers of the people are pouring over into Canada. If this movement could be diverted Southward it would mean a good deal. Governor Glenn feels that North Carolina needs a quarter of a million of sturdy immigrants. A concerted movement, literally advertising and active work by agents will mean a great deal. It is Governor Glenn's desire that Secretary Bruner, of the board of agriculture, shall make a tour of the Northwest illustrating North Carolina by a display of resources and perhaps by stereopticon views and by the very free distribution of literature.

### A Chapter of Tragedies.

A special from Asheville gives the following: Delayed communications from Diltsboro, received here indicate that Jackson county was made a veritable battle ground this week. One man was shot and instantly killed, while another man shot several times, is not expected to live, and a third was cut so badly that he will hardly recover.

In Savannah township Sunday night Coleman Frady was shot and instantly killed by his brother, Robert Frady. The brothers were the best of friends up to the moment of the killing. They were drinking and playing cards, when a dispute arose and Robert drew his gun and killed Frady.

In Canada township Christmas day John Brown was shot several times by Henry Rheinhart and is not expected to live. Rheinhart and Brown engaged in a pistol duel in Rheinhart's store, when both emptied their revolvers. Brown was shot through both shoulders. A few hours afterwards the men met again and for a second time a pistol duel was fought, Rheinhart shooting Brown in the mouth, inflicting a probable fatal injury.

A day before the Brown-Rheinhart shooting, Elijah Owens was stabbed to the hollow several times by a man named Brackens. Owens was fearfully cut. He had the reputation of being Canada township's bad man.

### Mills Shut Down.

Concord, Special.—On account of the scarcity of coal and the inability of the railroads to deliver the coal the Cannon Mills Nos. 2 and 3 and the Franklin Mill were compelled to close down Thursday afternoon at 3 o'clock. This, of course, means an indefinite period, and will necessarily throw many employes out of work for the time being.

### Child Burned To Death.

Winston-Salem, Special.—The 4-year-old daughter of Mr. and Mrs. T. M. Nunn, of Walkertown, was burned to death. The child was out in the yard with her mother, who was burning some leaves and trash. The little ones clothes ignited and soon her body was wrapped in flames. Effort was made to extinguish the fire, but the child's clothing was practically burned off before the flames few minutes. Mr. Nunn is manager of a flouring mill and is a highly esteemed citizen of Walkertown.

### Brought to 'Spartanburg.

Spartanburg, Special.—George T. Dallas and Otis L. Dallis, who were arrested in Crowley, La., several days ago charged with taking \$9,000 from the local express office, were brought to Spartanburg by Deputy Sheriff W. J. White. The young men were released on bonds of \$500 and \$1,000 respectively. The bonds were signed by M. L. Dallis and Stanyarn Wilson.

# SPURIOUS COIN IN CIRCULATION

James W. Muse, of Asheville Arrested, Charged With Passing Counterfeit Money.

Asheville, Special.—James W. Muse probably 30 years of age, has been arrested here charged with passing counterfeit money. He has been given a hearing before a United States commissioner and held under \$1,000 bond, to await the action of the grand jury at the May term of United States District Court. It is alleged that Muse passed several half-dollar and dollar pieces in the railway section of the city, and it was upon this evidence in particular that his arrest was effected. Several of the spurious coins were recovered and are now in possession of the officers. The "queer" is a good counterfeit, and would easily pass undetected. It has been known for some time that spurious money was being circulated in and around Asheville, and the officers have been on the lookout for the guilty ones. The counterfeit that has recently been passed is of half-dollar and dollar silver pieces. Muse makes no denial of paying money to certain persons, from whom the counterfeit was obtained, but contends that he did not know the money was counterfeit. He alleges that he is innocent of the crime and that he will be able to satisfy a jury of this alleged fact when placed on trial. He came to Asheville from Salisbury several years ago and has been employed by the Southern Railway since that time. At the time of his arrest he was a flagman on the Asheville division. The officers say they are confident that Muse has had in his possession a considerable quantity of the counterfeit, and that he knew it was counterfeit. They do not think however, that he has made the money. It is supposed that he was a mere representative of the makers of spurious money.

### Two Trains Collide.

Greensboro, Special.—The Winston-Salem passenger train and a southbound freight train had a head-on collision Monday near the coal slute, in which two passengers were slightly injured. C. W. Rawlings, chief clerk to Superintendent Andrews, was thrown from his seat. His head struck a window and an ugly gash was cut on his forehead. Mr. Rawlings' head struck the window with such force that the woodwork was shattered, and he was rendered unconscious. A physician treated him. The other injured man, whose name was not learned, also received a cut on the head. The responsibility for the accident has not been fixed. It is thought to have been due to a misunderstanding in regard to orders.

### Dies in Paris, France.

Winston-Salem, Special.—A cablegram from Paris, received Tuesday by Geo. P. Pell, announces the death near Paris of Mrs. Edwin L. Hardin, his aunt. Mrs. Hardin was a sister of Mrs. V. C. Pell, of Oxford; Miss Annie Pell, of Raleigh, and Theo. N. Ramsey, Esq., of Norfolk. She was the mother of Madam De Strole, wife of the Swedish charge d'affaires at Washington, and of Duncan B. Hardin, a prominent Parisian artist. She was a native of Raleigh, being the daughter of Walter J. Ramsey, once a jeweler of that city, and, as Miss Booker Ramsey, was known prior to the war as one of the belles of the State.

### Shooting Scrape at Winston-Salem.

Winston-Salem, Special.—Joe Gordon and Pride Brannum, both colored, exchanged several shots Tuesday night. Brannum is in the hospital in a dying condition. Gordon has a ball in one arm, but the wound is not considered serious. The two men fell out over Gordon's wife. Gordon alleges that Brannum was too intimate with her.

### Three Men Cut.

Asheville, Special.—A special from Canton says that there was a serious stabbing affray among the Italians employed by the Champion Fibre Company, at their quarters there last night. Five or six of the men were involved in the fight. Three men were badly cut, one in the back of the neck, one in the side, and the third, the most seriously injured, near the heart. Officers have caught two of the men implicated, but the one believed to be most guilty has not been apprehended.

### The Farmers' Institute.

Raleigh, Special.—The two patries holding farmers' institutes in 16 counties have completed their work. Dr. Tait Butler in charge of one, Franklin Sherman of the other. The attendance was much smaller than it should have been. Dr. Butler said that small attendance was due to the great discouragement of the farmers crops being largely a failure in the east.

# THREE RAILROADS SUED

Corporation Commission Takes Action Against Southern, Seaboard and Coast Line for Inaccurate Train Bulletin.

Raleigh, Special.—The Corporation Commission is suing the Southern Railway in this county for violating the order which went into effect November 1st, requiring train bulletins to be posted promptly and accurately, these violations having occurred at Raleigh, Gastonia, Whittier and Greensboro. The Atlantic Coast Line is being sued for violations at Fayetteville, and the Seaboard Air Line for several violations. The penalty in each case is \$500.

### Horrible Death of Engineer S. E. Maxwell in Seaboard Wreck.

Charlotte, N. C. Special.—The Seaboard Air Line's fast mail No. 32, northbound from Atlanta to Richmond, crashed into a string of loaded freight cars at Peachland, a flag station 19 miles east of Monroe, late Saturday night, partially wrecking the passenger train and killing Engineer S. E. Maxwell of Raleigh. Running 50 miles an hour Engineer Maxwell sighted the freight train as he rounded the curve near Peachland and with concern only for the passengers, whose lives were in his care, he applied the emergency brakes in an effort to moderate the impending crash. The speed was reduced to 10 miles an hour when the train struck and the fireman jumped without being hurt. Maxwell stuck to his post of duty, was caught between the engine and tender and slowly roasted to death in view of the rescuers, who strained every nerve to reach him. Helplessly pinned in an upright position with both feet in the firebox, the brave man lived four hours, fully conscious, talking cheerfully to the rescuers, his last words being a message to his wife and child at Raleigh. No one else was hurt.

### Negro Killed in Wreck.

Louisburg, Special.—Saturday morning as the 10:30 train was coming in from Franklinton the engineer lost control of his train and the engine, tender and one box car, loaded with hay, ran off the little bluff at the waiting rooms overlooking Main street, and are now a complete wreck, almost blocking the street. None of the train crew or passengers were injured, the box in front preventing the passenger coaches from running off. One negro, Tom Macon, was caught under the tender and killed instantly. It is miraculous that the hacks and waiting carriages in the street escaped injury, but none was hurt. The air brakes were not working nor had they been for more than a week and the sand box on the engine was devoid of sand. There is a steep grade for about one mile coming down to the station and it was upon this grade that the train attained a terrific rate of speed, which a reverse of the engine and the handbrakes on the box car, whose wheels were sliding along the rails, failed to check in time.

### New Durham Street Railway.

Durham, Special.—A number of capitalists are arranging to back a company that will put in here another street railway system, or rather an auxiliary system to the one that is now in operation. This new company proposes, so it is stated, to ask the city officials for a franchise that will put in a boult system for the city, touching East and West Durham and connecting with the present system at a number of points. The ruand connecting with the present system gained currency here a few days ago. Saturday afternoon it was learned as an absolute fact that men of great wealth, who are able to float the deal, are planning and arranging for this new company.

### Give Wage Increase.

Wilmington, Special.—The Consolidated Railway, Light and Power Company at a special meeting of the board of directors, called by President Hugh McRae Saturday, granted a voluntary increase of ten per cent in the wage scale of all conductors and motormen of its city and suburban lines.

### State Farmers to Meet.

The annual meeting of the North Carolina division of the Southern Cotton Association is to be held in the capitol building in Raleigh, Wednesday and Thursday. The address of welcome will be delivered by Governor R. B. Glenn Wednesday evening at 7:30 o'clock. A preliminary meeting of all the presidents of the county organizations will be held Wednesday afternoon at 2:30 o'clock Thursday morning at 10 o'clock the report of the president will be read. The election of officers for the ensuing year will follow.

### Curtis Jett Gets Life Sentence.

Louisville, Ky., Special.—Curtis Jett was found guilty of the assassination of James Cockerell, at Jackson, Ky., four years ago. He was sentenced to life imprisonment. Jett confessed Friday that during the progress of his trial at Cythiana that he alone had killed Cockerell. Jett is now serving a life sentence for complicity in the murder of Attorney Marcum, several years ago.

# HOLD UP ON THE SEABOARD

Conductor on Pullman Car is Shot.

## ROBBERS KNOWN TO OFFICIALS

Seaboard Air Line Train No. 81, South Bound, is Held Up Near La Cross, Va., by Two Men, Who Boarded Train at Acca—Passengers Robbed of \$800 Besides Jewelry.

Richmond, Va., Special.—Near La Cross, Va., on the Seaboard Air Line at 2:30 Monday morning the passengers in the sleeper of train 81 out of Richmond, were held up and robbed of about \$800, besides jewelry. The robbers, two in number, got on at Acca, north of here, as passengers and one remained in a day coach while the other went through the sleeper. The Pullman conductor while attempting to arrest the man robbing his passengers, was shot by the robber through the arm. The man then pulled the emergency brake cord, stopped the train, and with his confederate escaped to the woods. F. K. Bull, a millionaire, of Racine, Wis., was among the passengers who were robbed.

The two men who held up the train are known to the local authorities. They had been shadowed here for four days, but gave the police the slip. A Petersburg special says they were heavily armed and had the passengers at their mercy.

The Pullman conductor, C. A. Eberhart, of Jersey City, N. J., who was shot by one of the robbers, was not dangerously hurt.

### Dead New Number Fifty-Two.

Washington, Special.—The Baltimore & Ohio wreck at Terra Cotta Sunday night grows in magnitude, as the hours pass. The most conservative estimate of the dead Monday night is 52, with three scores of injured in the hospitals at their homes suffering from wounds and fractures sustained in the rear-end collision which completely demolished the two day coaches and the smoker attached to the local Frederick (Md.) train No. 66. Several of the most seriously injured are expected to die and the death list may reach 60 or more. Heart-rending and pitiful were the scenes at the city morgue Monday where hundreds of persons flocked to assist the police in identification of the dead. Women, girls and even men with iron nerves, sobbed faintly as their relatives or friends were found among the corpses strewn about the door.

### Fire in Newport News.

Newport News, Special.—Fire of unknown origin which destroyed a great frame and sheetrock building containing the ship carpenters' sheet-iron and pipe-fitters' shop and rigging and mold lofts and threatened to wipe out the plant, broke out at 4 o'clock at the works of the Newport News Shipbuilding and Drydock Company. The total loss is estimated at about \$200,000 and is covered by insurance. The Old Dominion liner Jefferson was damaged \$10,000 and was barely saved from total destruction. Eddie Eddins, a young member of Eagle Fire Engine Company No. 3, the city's crack company, was struck by a falling telegraph pole and fatally hurt. He is now dying at the General Hospital, with his skull crushed and throat cut.

### Bucket Shop License \$1,000.

Lancaster, Special.—The town council has made the license of bucket shops \$1,000 for the next year, which doubtless means that Lancaster will have none in the year 1907.

### Well-Known Restaurant Proprietor Dead.

New York, Special.—Samuel W. Martin, proprietor of a well-known all-night Broadway restaurant, died suddenly Monday from heart disease. The restaurant, properly known as "Sam Martin's" was for many years one of the most popular and widely known of the many eating houses along the Great White Way.

### Serious Fight Beneath Earth.

New York, Special.—Far below the surface of the earth in an air lock of the MacAdoo tunnel under North river two men fought Monday until one of them was stretched out unconscious with a fracture of the skull which may cause his death. When a patrolman was lowered into the caisson he found seven men standing around the prostrate form of John Lundening. The injured man recovered consciousness for a moment and pointed out Christopher Lynch as his assailant.

### Burned Out of Jail to Enjoy Christmas.

Belton, Special.—Samuel Rollins was arrested by the chief of police Sunday and placed in the guard house. It is alleged he had violated the dispensary law and was also neglecting his family. Some time during the night he burned a hole in the building sufficiently large to make his escape, then extinguished the fire and left. He is still at large.