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WASHINGTON LETTER.

From our Regular Correspondent.

Washington, Feb. 19.—Since I last wrote President-elect Taft and the distinguished engineers who accompanied him to Panama have returned and made their report and the President in turn has sent a message to Congress confirming the information that has already been given that the lock type of canal is the only one approved by the engineers and the President-elect who, after a very careful study of the ground have expressed their preference for this type rather than for the sea level canal. The President has sent a special message to Congress on the subject in which he characterizes further advocacy of the less desirable and more expensive sea level canal as "foolish."

The President-elect has made it known that he will after the inauguration, call Congress in special session to be assembled on March the 15th.

The apparently petty complications standing in the way of Senator Knox of Pennsylvania, to his acceptance of the highest cabinet office under the new president, have been swept away by special enactment of Congress and there now appears to be no doubt that he will be the Secretary of State under the new administration.

The President-elect has returned to his Cincinnati home, while Mrs. Taft, it is understood, is adding to her wardrobe in New York.

Only about ten legislative days and nights remain for this Congress and there are a number of important appropriation bills not yet enacted. There has been filibustering in the Senate and threats of filibustering in the House. The House is restless and even recalcitrant under the despotism of Speaker Cannon. There is much talk among the insurgents and mutterings of revolts from both Democrats and Republicans. The same condition prevails in the Senate, where Senator La Follette of Wisconsin is effectively protesting against the authority of Aldrich, Hale, Penrose and Gallinger. During the week he has successfully resisted Senator Hale, who attempted the immediate passage of the naval appropriation bill; and also Senator Penrose, who attempted to rush the Post Office bill through without debate. Mr. La Follette began with arguments against the general policy of withholding appropriation bills until it was too late for other senators to inquire into them. This led Senator Penrose of Pennsylvania to ask, with sarcasm, if the Senate had to be compelled to listen to another Chatauqua lecture. Mr. La Follette, unmindful of the interruption, continued with his remarks and intimated that Penrose had not given enough attention to the preparation of the Post Office budget and that the measure had not been properly prepared. Then Mr. Penrose arose in wrath and in a few moments there was a sensation, recognized both on the Senate floor and in the galleries. His arraignment was bitter and he concluded it with the remark that Mr. La Follette's arguments "might better be made by a vender of patent medicines, from the tail end of a cart in some obscure village in Wisconsin than by a Senator of the United States."

It became evident yesterday that the plans for the conservation of the natural resources of the country had passed the experimental stage and have become continental instead of national, inasmuch as Canada and Mexico are giving enthusiastic cooperation to the great enterprise. These facts became apparent in the address of President Roosevelt this week in the East Room of the White House and the sentiment was strengthened later in the day in the State Department by speeches made by representatives from other governments. In these speeches, it was recognized that international streams are affected by cutting forests on either side of the boundary and that conservation plans, to be effective, must be international.

Mr. Hepburn of Iowa, one of

AN INTERNATIONAL RAILWAY.

Hinton Rowan Helper's Dream May Yet Be Realized.

Troy (N. Y.) Times.

The dream of an international and intercontinental railway system by which it will be possible to pass readily to and from remote points in North and South America is becoming more and more an actuality. This is suggested by the announcement that within a very short time passengers may take a drawing-room car at Portland or Seattle and remain therein until the City of Mexico is reached, the distance traveled being 3,500 miles. The arrangement being the outgrowth of recent developments along the Pacific Coast of the United States and in Mexico. The trip mentioned, when one may go without change of cars, will be through San Francisco, Los Angeles, Mazatlan, and Guadalajara, and is the result of the construction of new and connecting lines on both sides of the international border. There has been notable expansion in Mexico, which is becoming gridironed with steel rails and is finding extraordinary industrial and commercial development as a consequence.

Such connections as are mentioned permit travel by rail not only in the manner mentioned, but to and from other sections of the United States. Passengers from this part of the country, as well as from the Pacific Coast, can go to Mexico without change of cars, if railroad managers choose so to arrange matters. And the roads in Mexico extending southward are reaching out to those coming up from the other direction. South America has many systems or parts of systems, the logical and inevitable destiny of which is to form part of a whole, by which that region will be joined to Central and North America. Wonderful things are going on in that quarter, and many persons now living may see materialized the project suggested more than forty years ago by that then misunderstood genius, Hinton Rowan Helper, who outlined the "three Americas railway," and wrote vigorously and earnestly in support of an idea that was ridiculed by contemporaries, but is being carried out by his successors.

Mr. Helper, although a Southern-born and bred, also urged the abolition of slavery on economic grounds, and used a gifted pen in expression of his views. Thus do the visionaries of one period become famous as true prophets in another.

Ma. Fonville's Land Sale.

Saturday February 27th, 1909, The Piedmont Trust Co., agent for L. J. Fonville, will sell 30 lots near the colored graded school. This sale will be conducted for colored people and will enable any thrifty colored man to secure a home on reasonable terms. So far as we know this is the first sale of real estate conducted for colored people, but white men are invited to attend and invest for the benefit of the colored people. The sale will begin at one o'clock. Terms of sale, \$10.00 down, balance on easy payments.

Missouri thanks the trust for its partnership offers, but she doesn't care to go into the oil business.

the most capable and influential members of the lower house, attacked the House rules this week and referring to a plank in the last national Democratic platform denouncing the rules of the House as at present enforced, said: "I am one of those who would condemn the ten commandments if by some accident the Democratic party should adopt them. For fifty years it has been my duty to criticize the Democratic party, but this particular plank is consoling to my soul." After Colonel Hepburn's speech, Speaker Cannon agreed to make a concession to the House insurgents by setting apart a day each week for the consideration of bills on the calendar. This is one of the principal privileges demanded by the insurgents.

CONGRESS MEETS MARCH FIFTEENTH

Taft Announces Date of Extra Session—Tariff Bill Will be Long Time Getting Through Both of the Houses.

Washington, Feb. 17.—Mr. Taft will summon the Sixty-first Congress in extra session on March 15. Yesterday he conferred with Senator Aldrich, and at his request the latter saw Speaker Cannon this morning to ascertain the date that would be most acceptable to both Houses. They agreed upon March 15. Mr. Taft was notified early this morning and immediately replied that that date would suit him perfectly. Today in the House of Representatives, Mr. Payne, chairman of the Ways and Means Committee, announced the date.

When the next Congress meets the Ways and Means Committee will have its tariff bill ready to report to the House. In the House the program is to put the bill through as promptly as possible, but to allow ample opportunity to every member to discuss the bill in general, or those features in which he is locally interested. It is hoped that the bill can be sent to the Senate by the middle of April. When the bill will pass the Senate no one will guess. After it passes the Senate it will remain in conference probably a month longer, so that no one here believes the tariff bill will be a law much before the middle of the summer.

That it will be an honest revision of the tariff no one doubts. Mr. Taft has made it plain both to Senator Aldrich and Speaker Cannon that he is thoroughly determined to sign only a bill which really revises the tariff. It will be well for business men to recollect that in its final form the bill will be prepared in the Senate. Too much importance must not be attached to the bill which Chairman Payne will introduce. Indeed it is not saying too much that the Payne bill will be largely tentative, with ample allowance for the trades and the concessions that must be made in rates, both upward and downward to get the bill first through the House and then through the Senate.

Mr. Taft was here until 4 o'clock this afternoon when he left for Cincinnati. Early this morning he received Senators Aldrich and Hale, the Senate leaders, and Speaker Cannon of the House of Representatives. There was some discussion between the gentlemen as to whether the extra session should be limited to the sole enactment of the new tariff law or whether other legislation should be permitted. Mr. Taft and Speaker Cannon emphatically declared themselves in favor of permitting only the tariff bill to come up for action, but Senators Aldrich and Hale pointed out that other legislation might be inevitable.

They pointed out that with only 15 days of this session remaining a number of Republican senators were filibustering against appropriation bills; that there still remain 10 other appropriation bills to be considered in the Senate, so that if the present insurrection in the Senate continues there was every probability that the session would adjourn with less than one half of the indispensable appropriation bills passed. Mr. Taft conceded that in such an event it would, of course, be necessary to consider the appropriation bills at the extra session as well as the tariff bill. The census bill too, must be passed at the extra session.

There is so much trouble in Congress about what sort of conveyance shall be supplied President Taft, it is surprising someone has not proposed the elephant.

Senator Tillman says he will "keep right after the President." This means, of course, the President will have to maintain a sharp lookout both fore and aft while in Africa.

FLEET ANCHORS AT STARTING PLACE.

The Great American Fleet Returns to Hampton Roads and is Reviewed by President and Thousands of Visitors.

Hampton Roads, Va., Feb. 22.—This is a great day for the navy and the American people. Historic Hampton Roads has not witnessed such an event since the naval fight nearly half a century ago between the Monitor and the Merrimac. When the globe-circling battleship fleet cast anchor today in the immense watery triangle, bounded by Newport News, Norfolk and the gray old walls of Fortress Monroe, there ended one of the most spectacular and successful cruises in the history of the world. The fleet anchored after the review at the place where it started more than a year ago, and it is home in almost as good condition as when it began its 42,000 mile journey, more than twice the distance ever sailed by any fleet in the history of the world. For a week the cities bounding Hampton Roads have been "fleet mad" and the culmination of the enthusiasm and excitement was reached this morning when the great battleships steamed majestically into the Roads with the flagship Connecticut leading the procession and Admiral Sperry on the bridge.

The theatre for this gigantic drama was in keeping with the actors and the date, Washington's birthday, is singularly appropriate. Everything in the great pageant occurred exactly according to prearrangement.

Condensed Facts About the Trip Around World.

Norfolk, Va., Feb. 22.—Ships making up the fleet: Connecticut, flagship; Kansas, Louisiana, Vermont, Virginia, Georgia, New Jersey, Rhode Island, Alabama, Illinois, Kearsarge, Kentucky, Ohio, Maine, Minnesota and Missouri. The scout cruiser Yankton also accompanied the fleet from port to port in advance.

Commanders of the fleet: When the sixteen machines of naval warfare moved out of Hampton Roads on December 16, 1907 it was commanded by Admiral Robley D Evans. On May 9, 1904, Rear Admiral Thomas succeeded Admiral Evans, who was badly crippled with rheumatism and who retired while the fleet was in Californian waters. Admiral Thomas held sway over the fleet just six days. Then he was succeeded by Admiral Sperry, who brought the fleet home.

Distance made by the fleet: The fleet in its tour steamed 40,000 miles. The route from port to port was from Hampton Roads to Trinidad to Rio Janeiro, to Port Arenas, to Callao, to Magdalena Bay, to Alabau, to Manila, to Yokohama, to Honolulu, to Manila, to Singapore, to Columbia, to Suez, to Gibraltar, and thence to Hampton Roads.

The battleship line formation today is ten miles long.

The fleet has been manned by 12,000 jacksies.

On its cruise the fleet used 365,000 tons of coal.

The cost of coaling on the long trip is \$2,600,000.

The cost for food for the crew has been \$200,000.

The fleet is being welcomed today with naval ceremonies on a larger scale than ever attempted in the United States before. A welcoming fleet steamed out to sea and met the fleet, consisting of the following warships: Maine, Alabama, Mississippi, and New Hampshire and the cruisers Montana, North Carolina, Salem, Chester and Birmingham.

There was a pleasant one and married by very few unpleasant incidents. Upon the trip the officered son of Admiral Evans was court-martialed, at Gibraltar Captain Qualtrough, of the Georgia, was court-martialed for drunken-

PANAMA CANAL PLANS WILLING? OF COURSE! WHAT NEXT?

Gatun Dam no More Impracticable Than one at Gamboa.

New York Tribune.

There will be no change in the plan of the Panama Canal. It will be completed according to the lock plan, within six years, and possibly in less time. The total cost, including the original purchase of the French title and the lease of the Canal Zone, will be considerably under \$400,000,000. The cost of a sea-level canal would be something over 50 per cent more than the lock type. The engineering difficulties in the way of a sea-level canal, chief of which would be the construction of a dam 170 feet high, to control the Charges River, as opposed to the Gatun Dam, which will be only 85 feet high, will, in the opinion of all who have seriously investigated conditions in the Canal Zone, prevent any change from the lock plan. These facts and various others became known to a high official of the administration here.

The consulting engineers declined to talk for publication, saying that, as they were busily engaged in completing their report for the President, it would not be proper for them to make a preliminary report through the press. The engineers discussed the situation, however, with their superiors, although the discussion was informal. All the engineers agree with regard to the general plan of the canal, and it is doubtful if their report will contain a single recommendation in favor of the sea-level type.

The engineers regard as almost too obvious for explanation the proposition that the Charges Dam, which would be made necessary by the adoption of the sea-level plan, would be as much more difficult to construct with safety as the proportion of 170 to 85, although that notice may need to be reminded that only the height of a body of water controls the pressure of the dam with which it is sought to restrain it, and the pressure on the Gatun Dam, despite the fact that it constitutes the retaining wall of a lake 23 miles long, will be no greater than if the lake were only a mile or half a mile long. The result is that the pressure against the Gatun dam would be 5,312.5 pounds a lineal square foot, as against the pressure on the Charges dam, which would be made necessary by a sea-level canal, of 10,625 pounds a lineal foot.

The argument that an earthquake may destroy the Gatun dam or other works of the lock type, while not regarded as particularly forceful by the engineers, becomes, it is pointed out by them, of increased force when applied to a sea-level canal which would involve the construction of a masonry dam 170 feet high.

Death of a Child.

Willie, the little six-months-old daughter of Mr. and Mrs. Wood Allen, died at the home of her parents near Elmira Feb. 19, and was buried at Pine Hill cemetery on Feb. 20, the funeral service was conducted by Rev. J. D. Andrew. These parents have the sympathy of a large number of friends, since this is the third time death has taken an infant from their home.

When the fleet first touched Manila there was a cholera scare on which precluded the possibility of sailors landing.

The fleet took 65,000 pounds of frozen mutton.

Jack Tar consumed 35,000 lbs. of bologna sausage.

He ate 140,000 pounds cheese.

If all the foodstuff were piled in bulk it would reach to the height of a fifteen story skyscraper.

The fleet has been gone one year, two months and six days.

Note—The Maine and Alabama started with the fleet from Hampton Roads but were ordered back and their places were taken by the Nebraska and Wisconsin.

Charlotte Observer

Col. Bryan said again at Denver, Col., Saturday, what he has said many times since the last election, in reference to making a fourth race for the presidency: "I am not an out-and-out candidate, but if the people of this country and my own party should demand that I make the race again, standing for my well known principles and ideas, why, I do not very well see how I could refuse." He said in the same connection that he had made himself "clear on this subject time and again, and if the people have sense enough to understand it, why, what's the use of explaining it over again?" We scarcely see. And here we have it once more, except a little more definitely, perhaps.

We do not know but what it will be just as well to have it over again—not, as some would argue, in order to "get rid" of him, for another experience would be ineffective for that purpose; it has been said that defeat is not a cure; but because he would defeat any other candidate and better he than a better man. Why, do we say that? Witness: In a speech at Urbana, O., in 1904 he said: "The Democrats in 1892 played a confidence game on the people and put a bunco-steerer [Mr. Cleveland] at the head of the party." In the campaign of 1904, while "supporting" Judge Parker for President, he said:

"A Democratic victory will mean very little, if any, progress on economic questions so long as the party is under the control of the Wall street element. Mr. Parker is as thoroughly committed to the side of the financiers as Mr. Roosevelt. After the party had rejoiced over the harmony secured by the omission of the money question from the platform and after he had secured the nomination he injected his views upon the subject at a time when he could not be taken from the ticket without demoralization. The nomination was therefore secured by crooked and indefensible methods.

This is the sort of "support" he gives Democratic candidates. With a great many people, enough to turn the scale in an election, Bryanism is a religion. Therefore any Democratic candidate whom he wants beaten will be beaten and he wants any one beaten excepting himself. The Norfolk Virginia-Pilot, heretofore one of his most loyal supporters, has suffered an exhaustion of patience and we copy a few sentences from an interesting editorial in its issue of Saturday:

"The mistake was made last time of allowing him to assume the part of 'It' without interruption or contradiction until he had all the strings of the situation in hand and no choice was left to Democrats but to support him or desert their party. He is now playing again the double role of oracle and organizer, and if the waiting policy should be repeated by other leaders and by the press he will turn up in 1912 with another organized army of noisy shouters, formidable enough to scare all possible competitors into their holes and eager to do his bidding to the letter. He must be discounted and discredited now, at the inception of his campaign, or it will be too late. If it is not too soon for Mr. Bryan to be laying his pipes and stretching his wires for a fresh exemplification of his Kingship of Democracy, it is not too soon for those who think he has already too long and too often led the party to defeat to take up arms against him and inaugurate active measures to circumvent his ambitious and impudent scheme for ruling the future as he has ruined the past of the party.

"Selfish, self-centered, self-magnified, the human pack must be unloaded or the patient donkey will die outright. So far as that fraction of the Democracy for which this paper speaks is concerned, there is to be from now on flat repudia-

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