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EDITORIAL BRIEFS

Instead of helping the farmer to double his income, the Democrats have doubled his taxes.

Asheville reports the granting of five divorces in one day, which is about up to Greensboro's record.

Why doesn't Attorney-General Bickett examine North Carolina's anti-trust law and see if it really has any teeth.

Had you noticed that the public school system in this State, under Democratic management, is top-heavy?

The State officials set a bad example by deciding to buy the granite for the new State building from another State.

It seems that many Democratic officials in this State are either incompetent or that they are winking at lawlessness.

Now honest, have you heard or seen a mocking-bird since Aycock announced that he would again be a candidate for office?

If you could cut the politics, out of the public school system in the State the children might be able to secure an education.

An exchange says children should be taught to think. And there are some grown-ups that should be taught the same thing.

Mr. Bryan says that no Democrat cares for office. That may be so, but some of them get awful hungry for the salary attached thereto.

Webster's Weekly says that law enforcement depends upon education. Then it is time to turn out the illiterate Democrats and take charge of the State.

The Democratic politicians claim that the tariff is responsible for the high cost of living. There is no tariff on coffee and why does it continue to soar in price?

The Democratic Governor of Massachusetts spent over \$16,000 to secure his election. He must have a good income from some other source than his office.

An exchange says that Georgia passed many hours without a Governor. That is nothing strange—South Carolina has been without one for many months.

If the Lumberton Robesonian does not stop telling the truth about the Democratic mismanagement in Robeson County, it may expect to be read out of the party.

Mr. Bryan says the next session of Congress will materially effect the next campaign. Most especially if the Democrats try to pass more legislation to destroy the industries of the country.

The Supreme Court has ruled that you can't borrow whiskey except for snake bites. And just think, this decision has been handed down in the winter time when there are no snakes!

The Democratic Governor of Massachusetts has filed a sworn statement showing that his election cost him over sixteen thousand dollars. As the salary is only \$8,000, it is not exactly clear what he wanted with the office.

Webster's Weekly urges that Simmons should be returned to the United States Senate as in all probability he would step into Senator Bailey's shoes. But hasn't a majority of the Democratic papers in this State declared Bailey unfit to be a Senator?

North Carolina's Commissioner of Agriculture says there is no over-production and that cotton should sell for fourteen cents a pound. And it would be selling for even more than that if it were not for the threats made against the cotton industry by a Democratic Congress.

SUFFRAGETTES STORM PARLIAMENT.

They Undertook Window Smashing Campaign and Were Arrested by the Police.

A cablegram sent out from London, England, Tuesday night, says: "The suffragettes fared badly at the hands of the police tonight. They had tried to force their way into the House of Commons and make a protest on the floor of the House against the Prime Minister's refusal to pledge the government to a bill giving equal suffrage to both sexes, but they failed even to reach the entrance to Parliament."

Thwarted by the police, who made 223 arrests, the suffragettes resorted to a campaign of window smashing. Driven from Parliament Square by the police, 1,800 of whom were on duty, the women, accompanied by sympathizers and gangs of rowdies, proceeded through White Hall armed with bags of stones concealed under their coats, and broke windows in public offices, Liberal headquarters and the National Library.

The militant tactics of the suffragettes followed a statement by Premier Asquith that the government was unable to introduce a bill to enfranchise women, as the Cabinet was divided on the question, but would allow an amendment to be introduced to the proposed manhood suffrage bill, leaving it to the House of Commons to decide whether women should be given a vote.

CHINESE REBELS MASSING TROOPS.

Revolutionists' Worst Battle is Now Pending—Preparing to Attack Nanking—Former Viceroy of Canton Flees to Europe—Mohammedans Figure in Situation.

San Francisco, Nov. 21.—Revolutionary troops are assembling in great numbers outside of Nanking, according to a cable dispatch received today by Chinese Free Press, and the attack on the city is expected within a few hours. The troops are commanded by General Cao Shu Chung, former general under the Manchu government. The revolutionists are well supplied with arms and ammunition.

Hong Kong advices to the Chinese daily papers say the former Viceroy of Canton, Chong Ming Chi, has cut off his queue and gone to Europe. The commander-in-chief of the republican army in Canton is sending the regiment north and will lead the other troops of his command in an attack on Peking.

Chang Continues Defensive Preparations.

Nanking, Nov. 21.—General Chang, commander of the Imperial forces within the city, continues his defense preparations, indicating his determination to stand a siege. The railway has not been interfered with. The heights commanding the city are unguarded. General Chang seems to consider the walled city impregnable.

In revenue for the desertion of General Shu, who went over to the revolutionaries, General Chang has beheaded Shu's relatives who remained inside the city.

Reports of Massacre of Foreigners.

Peking, Nov. 21.—The killing of foreigners at Sian Fu, Shen Si province, has been further confirmed by two Chinese students who have arrived from that city. During the fighting in Sian Fu a mob attacked the China Inland Mission, located outside the city. They murdered Mrs. Beckman, said to be an American, and five of the mission children. Mr. Beckman was wounded, but escaped, saving an infant. The surviving foreigners were sheltered by Chinese Christians and subsequently departed outward toward the railroad.

Mohammedans Responsible. The Potal authorities here express the opinion that Mohammedans, who are numerous in Sian Fu, are responsible for the outrages.

Famine in Russia Causes 8,000,000 to Go Hungry.

A cablegram sent from St. Petersburg, Russia, states that eight million persons are in need of immediate relief, owing to the failure of the crops in twenty Russian provinces.

The Russian Premier explains that the crops failed completely in twelve provinces and partially in eight others. Of the 12,500,000 inhabitants of the affected territory, 8,000,000 were in immediate need of relief.

The necessary measures would require, the Premier said, the expenditure of \$60,000,000, of which amount the Imperial exchequer would have to find \$44,000,000. Half of the total was necessary at once, to defray the cost of supplies already dispatched. M. Kokovzoff added that actual famine conditions were not widespread yet, but the sanitary situation was a cause of great anxiety.

A BIG CLASH COMING

Between the New Commerce Court and the Interstate Commerce Commission Commerce Court May be Abolished

The Big Banks and Transcontinental Railroads Combine to Defeat the Building of a Fast Steamship Line Through the Panama Canal—Mr. Baker of Baltimore Makes a Most Interesting Statement Before a Senate Committee—Will the Government Have to Build the Steamship Line and Also a Transcontinental Railroad?—Some Astonishing Freight Rates—Will China Become a Great Republic, or Will it Be Divided.

(Special to The Caucasian.)

Washington, D. C., Nov. 21, 1911.—The situation in China has grown so serious that our Government has felt called upon to order several warships and some troops to Chinese waters. It is understood that our forces will co-operate with other European forces that were associated together to protect the lives of foreigners during the Boxer movement several years ago. It looks as if the present revolution will result either in the establishment of a republic or a constitutional monarchy something like the Government in England. It is possible, however, that the country may be divided into two governments.

China May be Divided.

It is known that over half of the States in China have, through their State governments, declared squarely for a republic. There are nineteen States in all, and ten or eleven of those in the southern part of China seem to have been co-operating together to this end. There are, however, few people who realize that even if China was divided into two nations or governments that each government would still contain more population than any other government on earth.

There are no doubt a number of the larger European powers who would like to seize this opportunity to split up China and divide it between themselves, as already has been done in the case of Africa. Every large European country, except Italy, has already gotten its slice of Africa, and now the remaining powers are winking at Italy while she grabs Tripoli as her slice. It is understood, however, that the American government will not favor or submit to the dismemberment of China in the way that Africa has been parceled out into colonies under the control of European government.

A Clash Between the Interstate Commerce and the New Commerce Court.

Within the last week there has developed two most interesting situations, the results of which will be of very great importance. The first is the action of the Commerce Court just created by the last session of Congress in issuing an injunction to stay the orders of the Interstate Commerce Commission in making a general reduction of freight rates where upon investigation they have been adjudged too high.

It will be remembered that the last session of Congress passed a law strengthening the hands of the Interstate Commerce Commission by directing that the Commission should not permit any rate on a short haul to be higher than the rate on a long haul. The only discretion given to the Commission was that where manifest injustice would be done on account of peculiar conditions, then the Commission might use this discretion and make exceptions to the rule.

After long and patient investigation, the Commission has announced its reductions of rates under this law and under the general law. The railroads, of course, ran at once to the Interstate Commerce Court for an injunction, but it was not thought that that court would grant an injunction in such a case. The action of the court has caused a great deal of criticism not only among legislators here in Washington, but by business people and public men all over the United States.

An Effort to Abolish the Commerce Court.

Already Senator Cummins and Senator Borah and a number of the other leading progressives have declared that a bill will be introduced to abolish the court, and that there will be enough votes in Congress to pass the bill. They further say that if the President should veto the bill,

and they could not muster a two-thirds majority to pass the bill over his veto, that they could withhold the appropriation and starve the court out of existence in that way.

The Opposition of the Combined Capital Against a Fast Steamship Line to Carry Freight and Passengers Through the Panama Canal.

The country was more or less startled a few days ago by a statement made by Mr. B. N. Baker, of Baltimore, explaining why he had failed to organize a company of sufficient capital to build a steamship line to ply from the Atlantic and Pacific Coasts through the Canal.

Mr. Baker is himself a man of considerable means and has been a leading captain of industry for many years. He organized the great Atlantic Transport Steamship Company and was its active manager for a number of years. He has organized many other important enterprises and all of them successfully.

Mr. Baker has been at work for sometime to try to organize a steamship line to transport passengers and freight from one coast or ocean to the other through the Canal, but he has met with signal failure. Nobody has or will raise the point that Mr. Baker was not a competent man to organize such a company, and no capitalist who has refused to take stock in the enterprise has given such a reason.

The remarkable information which Mr. Baker has given to the Interstate Commerce Committee in explaining his failure has been that a number of bankers and financial institutions which had earlier encouraged him to go ahead and organize such a steamship line have, one after another, all withdrawn their subscriptions and support. He says that these banking institutions are those that are, of course, closely connected with transcontinental railroads, and their action has unquestionably been influenced by these transcontinental railroads not desiring any competition of any kind. He said he found these bankers and financiers not so hostile to the idea of a slow steamship line as they were of any suggestion that ships should be built to make fast time.

The Government Will Have to Build the Steamship Line.

It is well-known that the freight that is not perishable and can be carried by a slow freight is not desirable to the transcontinental railroads and they seem to be willing that such freight should be carried by water. Mr. Baker, in his testimony, expressed great surprise at running against this condition of things. He said that he had every confidence of succeeding when he began, and that he had no idea that he should run against this formidable and apparently well organized opposition against the building of such a line. He suggested, however, to this committee that if private capital could not be induced to build such a line on account of such a powerful opposition, that then the Government should by all means build such a line and operate it.

A Government Transcontinental Railroad Also Needed.

It has also been suggested in a number of quarters in the last few days that the Government should also build a transcontinental railroad line so that there should be competition by rail across the continent as well as by water through the Canal.

The experience of Mr. Baker shows how concentrated and compact all of the great banking, railroad and industrial combinations are organized together, and we shall soon see whether or not they have already grown stronger and bigger than the Government.

Some Astonishing Freight Rates.

In this connection, it is most interesting to notice some of the facts gathered by the Interstate Commerce Commission in their recent investigation of railroad rates. The facts gathered show how it is in the power of the railroad lines when working together to build up on business and make it an impregnable trust while breaking down any other competing business.

The Commission found that the railroads made vastly discriminating charges in favor of certain trusts, of which the rates to the Sugar Trust is a fair illustration. For instance, they found that sugar valued at approximately \$150 a ton is shipped at the rate of one and ninety-three hundredths mills per ton per mile, while cement, on the other hand, which is valued at only \$30 per ton, is forced to pay a freight rate of six and sixteenth mills per ton per mile.

It is well-known that the rule that is supposed to be equitably followed in fixing freight rates will take into consideration the value of the material shipped per ton, the material of the less value not being able to stand a rate as high as a material of the greater value.

Here we have cement, which is

(Continued on page 5.)

A BIG RAILROAD DEAL

Norfolk Southern Gets Control of Three Other Roads in This State

MAY BUILD MORE TRACKAGE

The Raleigh and Southport, Durham and Charlotte and Asheboro and Aberdeen Railroads Purchased by Those Interested in Norfolk Southern Road—Rumored That Durham and Southern Has Been Purchased Also—Road May Be Extended to Charlotte by Way of Concord—Plans Not Definitely Stated.

A big railroad deal was consummated in Raleigh Friday whereby the Norfolk Southern Railroad or the interests behind this system have acquired the Raleigh and Southport, the Durham and Charlotte and the Aberdeen and Asheboro Railroads and their subsidiaries.

The Raleigh and Southport, extending from Raleigh to Fayetteville, N. C., has a trackage of about sixty miles; the Durham and Charlotte, extending from Colon to Troy, N. C., a trackage of about fifty miles, and the Aberdeen and Asheboro, extending from Asheboro to Aberdeen, has a trackage of about 112 miles.

Adding this new trackage of about 222 miles to its present trackage of 620 miles, the Norfolk Southern, when all new connections are made, will have a total trackage in Virginia and North Carolina between 840 and 850 miles, increasing its mileage 33 1-3 per cent and giving it an inlet into a very large portion of the Piedmont section of North Carolina.

It was reported that the Durham and Southern, from Durham to Dunn, had also been purchased by the Norfolk Southern, but one of the officials of the Durham and Southern has denied that report. The Norfolk Southern had not made public all of its plans, but it is rumored that it will build more trackage and connect with Concord and Charlotte.

The Raleigh Chamber of Commerce is making an effort to have the Norfolk Southern erect its principal shops in Raleigh.

GEN. REYES ARRESTED IN TEXAS

Mexican General is Charged With Violating the Neutrality Laws.

General Bernardo Reyes was arrested at San Antonio, Texas, Saturday by a United States Marshal on the charge of violating the neutrality laws. The arrest was made in pursuance of an indictment returned by the Federal grand jury sitting at Laredo, Texas.

Besides General Bernardo Reyes, four Mexicans of prominence and the sheriff of Webb County, Texas, are charged in indictments returned in the United States District Court at San Antonio with conspiracy to violate the neutrality laws of the United States.

Saturday's indictments came as a climax to an investigation by the Federal grand jury, in progress for several weeks, of reports that an uprising in Mexico with General Reyes as the leader was being arranged on this side of the border.

New York Bankers Offer Fund of \$50,000 to Handle Cotton in the South.

New York, Nov. 21.—New York bankers who have been conferring here for the last two days with representatives of the Governor's Conference and the Southern Cotton Congress announced this afternoon that they had raised a fund of \$50,000,000 to be placed immediately in the cotton belt States for the purpose of handling the cotton crop of 1911, and enabling growers to participate in any rise in the market.

Cotton Increase.

Washington, Nov. 21.—According to a cotton ginning report issued by the Census Bureau to-day there were 11,269,986 bales, counting round as half bales, ginned from the growth of 1911, to November 14, as compared with 8,780,433 bales for 1910. The per cent of the last two crops ginned to November 14 is 75.9 for 1910, and 80.5 for 1909.

Round bales included this year are 76,011, compared with 93,364 for 1910.

Sea Island included 71,199 bales for 1911, compared with 52,631 for 1910.

President of San Domingo Assassinated by Political Malcontents.

Ramon Caceres, president of San Domingo, was assassinated Sunday afternoon by political malcontents. No uprising followed the assassination.

AMERICAN GOOD ROADS CONGRESS.

Convened in Richmond Monday With Good Delegation Present—President Taft Unable to Attend.

The first American Good Roads Congress convened in Richmond Monday. About three hundred delegates were present at the opening of the meeting. President Taft was unable to attend owing to a cold which caused the White House physicians to forbid him to leave Washington. The President telegraphed his regrets, saying, "I am in sympathy with the movement, which is gaining strength in every State in the nation for the construction of permanent good roads."

"The effect they will have in making the lives of the farmers and their families much more full of comfort and in the general benefit conferred by the greater ease of intercommunication the country over, cannot be exaggerated. I wish I could be there to utter my approval and encouragement."

Secretary of Agriculture Wilson attended as the President's special representative.

Governor Mann pledged Virginia to a policy of highway development and announced he would send a special message to the Legislature. He favored convict labor and declared it the solution of the road building problem.

Some of the speakers were opposed to national aid, and said the States should carry on this work.

WARSHIPS TO SAN DOMINGO.

United States Has Ordered the Washington and North Carolina to Report for American Protection.

A press dispatch sent out from Washington under date of November 21st says:

"The Cabinet to-day decided that the situation in Santo Domingo was such, as a result of the assassination of President Caseres, as to make it expedient for the United States to have a naval force there sufficient to meet any demands for the protection of foreign lives and property and to insure the maintenance of order and the observance of law."

"As soon as the decision of the Cabinet was reached, the commander-in-chief of the Atlantic fleet was directed to dispatch the two big armored cruisers Washington and North Carolina to Hampton Roads."

"Mr. Russell, the American Minister to Santo Domingo, was directed to take passage on the cruiser Washington, on which he will sail tomorrow from Hampton Roads."

There is nothing on the surface indicating danger of serious trouble in Santo Domingo, but the decision to send this powerful naval force to the island was inspired by a desire to relieve any other nation from apprehension as to the safety of its citizens or their property."

TRIAL OF THE MEAT PACKERS.

Case Against Them for Violating Sherman Anti-Trust Law Was Begun Yesterday.

The trial of J. Ogden Armour and nine other meat packers, charged with violating the criminal provisions of the Sherman anti-trust law was begun yesterday before Judge Carpenter, of the United States District Court in Chicago. The trial had formerly been set for Monday of this week.

Postponement was in recognition of the act of Judge Kohlsatt, of the United States Circuit Court, who, after quashing writs of habeas corpus previously granted the packers, withheld entry of the order until Wednesday.

PROSECUTING THE TRUSTS.

The Number of Prosecutions Under President Taft's Administration Will Break the Record.

A Washington dispatch of Monday says:

The Taft administration promises to break the Roosevelt trust prosecution record. During the past five months more actions against alleged illegal combinations have been begun than in the entire term of any other President except Roosevelt.

With fifteen months yet to run, the number of prosecutions nearly equals the total for Roosevelt's seven years.

Cabinet Met at White House for First Time in Seven Years.

A dispatch from Washington Tuesday afternoon says:

"For the first time in the more than seven years, a formal meeting of Cabinet was held in the White House proper to-day, instead of the executive offices. President Taft's cold showed improvement but his physician persuaded him not to venture to his office."