

WORK SOON TO BEGIN ON NORFOLK SOUTHERN

A THOUSAND MEN TO BE PUT TO WORK.

Contract for Raleigh, Charlotte and Southern awarded to Lane Brothers Company of Altavista, Virginia. Three miles across city of Raleigh.—H. L. Lane has established headquarters in Raleigh.

The Raleigh Times of Tuesday has the following which will be of great interest to our people and to this entire section of the State:

Actual work on the construction of the Raleigh, Charlotte & Southern Railway, the contract for which was awarded to Lane Brothers Company, of Altavista, Va., April 12, will begin within the next few days at three points between Raleigh and Troy. Mr. H. L. Lane, president of the company, has arrived in Raleigh and today left in an automobile to a point below Fuquay Springs, to make some additional surveys. Mr. Lane and his assistants are stopping at the Hotel Raleigh.

Eight mammoth steam shovels, 500 miles, numerous locomotives, and other machinery necessary to the work and 1,000 men will soon be employed on the system, which is to give the Norfolk Southern, by means of the Raleigh, Charlotte & Southern Railway, a direct line from Norfolk through Raleigh to Charlotte, thereby lessening by many miles the distance from the capital city to the Mecklenburg town. In addition the road will open up practically a virgin territory, as much of the country through which the line will pass has been without railroad facilities.

Three Miles Through Raleigh.

Of most interest to Raleigh people will be the construction of a road-bed from the Norfolk Southern freight station at the corner of Jones and Saunders streets to the Carleigh mills to connect with the Raleigh & Southport tracks. This line will run between Boylan avenue and West street and will necessitate the excavating of many million cubic yards of earth. The line will cross Hillsboro street next to the Seaboard tracks, and great bridges will be built across Hillsboro, Morgan and other streets. Work on this piece, which is three miles long, will begin within a week. The contract for this work was sublet by Lane Brothers Company to Waugh & Waugh, of Orange, Va.

To Be Rebuilt.

The old line of the Raleigh & Southern and Durham & Southern, a distance of 20 miles, will be entirely rebuilt. The old line between Concord and Troy, a distance of 50 miles will be rebuilt in places and repaired all along the line. Many changes in grades will be made.

The section of road from Varina to north of Cape Fear, a distance of 7 miles, will be built by Fisher & Caranza, of Baltimore.

The contract for the construction of the line between Concord and Charlotte has not yet been awarded. Chief Engineer C. R. Walton has a force of men on the line between Mr. Ghend and Charlotte making surveys so that work may begin as soon as practicable.

The news that the contract has been awarded for the construction of the Raleigh, Charlotte & Southern will be received with interest throughout the State. Mr. E. C. Duncanson, of Raleigh, is president of the road, and it was through his efforts that the plans have been so successfully carried out. The contract for the construction was made in Norfolk, April 12, and the Lane Brothers Company at once began assembling their machinery for the work. The construction will be done by several contractors, the successful bidders having awarded contracts for part of the work and having more contracts to sublet.

With such a huge undertaking before them the contractors are scouring the country for laborers. One thousand men will be employed at one time, the work proceeding all along the line. Eight mammoth steam shovels, to say nothing of the locomotives and other machinery necessary to operate the shovels, will be laboring at the big job. It will take days to move the machinery from one point to another.

Some of the hardest work will be done in the city of Raleigh, where deep cuts will be necessary. Many months will be necessary to complete the work.

Headquarters in Raleigh. President Lane, Chief Engineer

Walton, Mr. J. W. Starritt, general superintendent, and Mr. L. M. Schenk, camp superintendent, left Raleigh early today in an automobile for Varina to complete arrangements for beginning construction. Headquarters have been established in Raleigh.

DAIRY INSTRUCTION CAR TO BE IN CONCORD.

Southern Railway's Car Will Be Here Tomorrow.

The "Dairy Instruction Car," which the Southern Railway Company is operating through the South for the purpose of encouraging the development of dairying and the live stock industry, will spend from April 25th to May 15th in North Carolina, the itinerary, which has just been arranged, including stops in all parts of the State served by the Southern Railway. While in North Carolina, the State and United States Department of Agriculture and the North Carolina Agricultural and Mechanical College will lend their hearty cooperation, having arranged to send representatives on the tour to assist in the demonstration and lecture work. The car will be in Concord on Friday, April 26, and in Charlotte the day before.

All the latest models of dairy machinery are on the car, with pictures of the best dairy animals, charts telling how to feed, how to handle milk and how to make large profits from dairy products. It is equipped with a fine stereopticon lantern and fifty or more views are flashed on a screen as the experts discuss dairy and live stock problems. The car is in charge of Dr. C. M. Morgan, the Southern's dairy agent. With the assistance of the Federal, State and college authorities, assurance is given that the meetings will be highly instructive to farmers and dairymen and well worth a long trip to attend.

One of the most popular features of the meetings is the free testing of milk samples brought to the car by owners of cows. By means of this test the owner of a cow can tell if the animal is a profitable investment. Those in charge of the tour invite the people to take advantage of the tests, and in Virginia, South Carolina and parts of Georgia, where the car has been demonstrating since February 1st, hundreds of dairymen have been given individual assistance.

Former Mrs. Astor is Returning Home.

New York, April 23.—With Vincent Astor, a boy of 21 years, succeeding as the head of the house of Astor, and Mrs. Ava Willing Astor and the bride-widow who was snatched from the sea to guide him, the Astor house has entered the strangest era of its reign.

Confined to the bed, where she reviews in tears the horrors of the Titanic disaster and her parting with her husband on the icy seas, the young widow of John Jacob Astor learned today that her predecessor, Mrs. Ava Willing Astor, is returning to America to comfort her son in his bereavement. Since Madeline Force married John Jacob Astor she has not met his former wife. It may come to a point where Vincent Astor will be forced to choose between his mother and the young girl who became his stepmother.

Dr. Reuel E. Kimball, Mrs. Astor's physician, said today that he had no fears for her recovery. She is a robust young woman and the physician thinks she will recover rapidly.

Famous Singers to Be Heard.

Spartanburg, S. C., April 24.—Music lovers from half a dozen States are in Spartanburg for the eighteenth South Atlantic States Musical Festival. The festival opens tonight and will continue over Thursday and Friday. The participants in this year's programme include Mary Garden, Mme. Jeanne Jomeli, George Hamlin, Ellison Van Hoose and several other famous soloists, assisted by the New York Symphony Orchestra and the large chorus of the Converse College Choral Society.

What the Code Words Stand For.

Statesville Landmark.
"Looker On," who writes interesting observations in the Charlotte News, says in response to inquiries, that S. O. S., the wireless distress signal sent out from vessels at sea means "Save Our Souls." This is error. The signal means, "This is our ship." Of course no human agency can save souls. Formerly the distress signal was C. Q. D.—"Come Quick, Danger." This was recently changed to S. O. S.—"Save Our Ship."

The North Carolina Public Service Co. announces that the new cars recently purchased for Salisbury will be put in operation Wednesday, April 24th. These cars were built by the Southern Car Co., of High Point, and are of the pay-within type.

MACKAY-BENNETT HAS 205 VICTIMS

SEA WAS STREWN FOR MILES WITH BODIES

Of Those Lost in Titanic Disaster, But Majority Will Never Come to Surface.—Body of Major Archie Butt Recovered?

New York, April 25.—The bodies of two hundred and five Titanic victims are on the Mackay-Bennett, according to a wireless received at the White Star offices today. The captain says the sea was strewn for miles with bodies, but he believes the majority will never come to the surface. A corrected list gives the name of George Widener, of Philadelphia. The name of A. B. Att was changed to L. Butt, and may be Major Archibald Butt.

TITANIC STORY SOLD BY WIRELESS OPERATORS

This Statement is made in Investigation Today by Marconi, the "Wireless Wizard."—Denies That He Sent Message to Operator to Keep His Mouth Shut.

Washington, April 25.—How the Titanic story was sold by the wireless operators was told today at the Senate inquiry by William Marconi, the "Wizard of the Wireless." He said that Operator Bride got \$500 and that Operator Cottam also got a fancy figure. Marconi denied that he sent to the operator a message copied by a government vessel saying "keep your mouth shut, arranged for exclusive story in dollars in four figures."

ISMAY WANTS TO SAIL FOR HOME.

Committee Has Decided to Hear Sea- men Before the Survivors.

Washington, April 25.—Trouble over the detention of Director Ismay and Vice President Franklin and the Titanic crew reached the breaking point in the Senate investigation today. Senator Smith and other members of the committee are divided. Finally Smith promised to hear the seamen before the survivors. There was another large and select crowd present today.

TITANIC SHOULD HAVE SHUT DOWN.

Was in Ice for Miles Before She Struck Berg, Says Captain Lord.

Boston, April 25.—That the Titanic ran through miles of small ice for four hours before she struck the fatal berg, was the statement made by Capt. Lord, of the Leyland line ship Californian today. The Californian was in the Titanic's wake and shut down and drifted over night.

Californian Only 20 Miles Away.

The Leyland steamer Californian was less than twenty miles from the ill-fated White Star liner Titanic when the latter foundered on the morning of April 15. Captain Lord, of the Californian, said that had he known of the Titanic's plight all the latter's passengers could have been saved. That his ship was the steamer reported to have passed within five miles of the sinking liner and to have disregarded signals for help, Captain Lord denied positively. "I figure that we were from seventeen to nineteen miles distant from the Titanic that night," he said.

"About 10:30 that Sunday night we steamed into an immense ice field," said Captain Lord, "and immediately, as a matter of safety, our engines were shut down to wait for daylight. With the engines stopped, the wireless was, of course, not working, so we heard nothing of the Titanic's plight until the next morning. Then the news came in a message from the Virginian. On receipt of the message we started immediately for the scene of the disaster."

Captain Lord explained statements credited to members of his crew to the effect that the Californian was within sight of the Titanic and failed to respond to her calls for assistance by saying:

"Sailors will tell most anything when they are ashore."

A big celebration is assured for May 20th. The business men have come across with the money and the committees are now at work on a program which will make the commemoration of the signing of the Mecklenburg Declaration of Independence one long to be remembered.

WINECOFF HIGH SCHOOL

Commencement Exercises Concluded on Tuesday—A Most Successful Year.

The commencement exercises at Winecuff High School were concluded Tuesday afternoon and evening. In the afternoon there was a declamation contest and in the evening a play, "Red Acre Farm." Those who took part in the declamation contest were:

Misses Viola Shinn, Nora Tarlton, Evelyn Winecuff, Jeannette Stroud, Margaret Hurlocker, Lois Winecuff and Roxie Fink; Messrs. John Barnhardt, Caleb Barnhardt, Paul Rodgers, Robert Litaker, and Hugh Goodman.

The judges of the contest, Rev. W. H. Causey, and Messrs. M. H. Caldwell and John M. Oglesby, awarded the medals to Miss Evelyn Winecuff and Mr. Caleb Barnhardt. Mr. Caldwell presented the medal to Miss Winecuff and Mr. Causey presented the medal to Mr. Barnhardt.

In the junior declamation contest Master Willie Winecuff, son of Mr. and Mrs. M. I. Winecuff, won the medal. Mr. D. B. Coleraine made the presentation speech.

The prizes were awarded by Prof. C. E. Boger. The prize for the highest grade in spelling was awarded to Mr. Caleb Barnhardt. Honorable mention, Mr. Robert Litaker.

The scholarship medal for highest grade in scholarship was won by Miss Clara Carter.

The prize for the most improvement in penmanship was won by Miss Lois Winecuff.

After the close of the exercises a sumptuous dinner was served at the grounds.

In the evening "Red Acre Farm," a most entertaining play, was presented by talent from the high school department. The play was a great success and was greeted by an audience that taxed the seating capacity of the schoolroom. The following composed the various characters: John Barnhardt, Ralph Kenerly, Dallas Winecuff, Fred Goodman, Robert Litaker, Claude Stroud, Harry Winecuff and Misses Pauline Shinn, Evelyn Winecuff, Gertrude Stroud, Mary Patterson and Jeannette Stroud.

The school this year has rounded out the most successful work in its history. Mr. W. J. Weddington is principal and Misses K. Lee Steele and Ola Johnson teachers. The best testimony as to the efficiency of their work was reflected yesterday by the young people who participated in the programme, which was a credit to the school, the teachers and the community.

Prize Winners in Primary Grades.

Highest number spelling head-marks: Lower second grade, Tolar Litaker; higher second grade, Margaret Litaker; third grade, Mack McLelland; fourth grade, Orlin Barnhardt.

Perfect Attendance.

Annie Cline Barnhardt, Orlin Flow Barnhardt, Hugh Cline, Mack McLelland.

Prize Winners in Intermediate Grades.

Highest general average—gold medal—Luther Barnhardt. Honorable mention—Carl Pethel.

Writing—gold medal—Margaret Shinn. Honorable mention—Inez Winecuff.

Spelling—Mary Belle Means. Honorable mention—James Winecuff and Luther Barnhardt.

Perfect attendance—Luther Barnhardt and Annie Stroud.

Death of Mrs. W. S. Charles.

Mrs. W. S. Charles died at the Charlotte Sanatorium Sunday morning, following an operation Thursday. She was before marriage Miss Ida Troutman, of Concord, a sister of Mr. John Troutman. The Observer gives the following particulars:

"Mrs. Charles had previously undergone two operations. Mrs. Charles had been ill for two months, but hopes of her recovery were entertained up to a few days ago when complications set in.

"Mrs. Charles before her marriage was Miss Ida G. Troutman, daughter of Wiley A. and Elizabeth Troutman, of this city. She was born at Gold Hill, Rowan county, 37 years ago. Her parents afterwards moved to Concord and it was there that she was married to Mr. Charles in 1894. She is survived by her husband and parents and two sons, William S. Jr., and Donald Charles; by three sisters, Mrs. W. G. Maynard and Mrs. G. W. Spittle, of this city. Mrs. R. A. Pardon, of Atlanta; and by two brothers, Messrs. Howard Troutman, of China Grove and John Troutman, of Concord.

"Mrs. Charles was a loyal and consistent member of St. Mark's Lutheran church and was vice president of the Ladies' Aid Society. She was popular with a large circle of friends who will mourn her loss."

Mr. Frank Miller, of Charlotte, is a visitor in the city today.

LET'S HAVE MORE ELECTRIC SIGNS

CONCORD IS MUCH BEHIND IN THIS MATTER.

Nothing Could Be Done to Make Con- cord More Like a City Than This— Other Cities of Like Size Are Full of Them.

Now that the summer season is drawing nearer and nearer and the people go out on the streets more, electric signs are becoming more and more noticeable. Nothing adds more to the appearance to any town than for the progressive firms to have electric signs in front of their places. Not only do they make the place take on a more attractive appearance but next to newspapers it is one of the most effective methods of advertising. It is an obvious fact that Concord does not have as many electric signs as a town its size should have, and it is to be hoped that many will be placed before the summer season is under way.

Ivey Shoe Company, Gibson Drug Store, Lowe Tailoring Company, the Marshall Hotel and the People's Drug Company are the only firms in the business section that have electric signs making a silent but effective call to the populace. In High Point nearly all of the larger firms have added electric signs. Mayor Tate, one of the most progressive city officials in the State, took the matter up and secured a remarkably low rate for such a purpose. As a result of his efforts the rate in High Point is almost twice as low as the rate here. It is to be hoped that Concord merchants can make arrangements whereby they can get such a rate as to induce them to invest in electric signs. Let the light board and the merchants get together and Concord's white way will extend entirely through the business section.

Closing of Harrisburg School.

The commencement of Harrisburg school will be held April 30 to May 1 inclusive. The following is the programme:

Monday, April 29, 8 p. m.—Exercises by Primary Department.

Tuesday, April 30, 3 p. m.—Baseball game.

Tuesday, April 30, 8 p. m.—Annual concert.

Wednesday, May 1, 3 p. m.—Ball game.

Wednesday, May 1, 8 p. m.—Closing exercises.

Marshals: Fred Leffler, chief; Robt. Cope, William Harry, Bennette Teeter, Raymond Heglar.

Mrs. Isenhour's Condition.

Mrs. Martha Isenhour, who had the misfortune to fall yesterday and break her leg, is resting very comfortably today. Mrs. Isenhour was returning from Concord, where she spent the morning shopping, and was riding in a buggy. Just before she reached home it was necessary to go down a steep, rough hill. Mrs. Isenhour decided to get out and walk and when her foot struck the ground a bone in her leg just above the ankle broke. Mrs. Isenhour was assisted to her home and received medical treatment.

Ready to Put Down Asphalt Street.

The city is ready to begin work on putting down the asphalt in the section on Union street from the St. Cloud Hotel to the Lutheran church. The work will begin as soon as the street car company lays its track in this section. According to the agreement between the street car company and the city the work was to be completed within sixty days after receiving notice from the city. This notice was given April 13. The material is already here and work is ready to start on putting down the asphalt.

Settlement of Coal Strike.

Philadelphia, April 25.—A sub-committee of miners and operators has prepared a settlement of the anthracite miners' demands, said President Geo. F. Baer, of Philadelphia and Reading road. A full conference of the committee meets in New York on May 2. The terms will not be made public until they are accepted by the full committee, said Baer.

the Mauretania Damaged.

New York, April 24.—The Mauretania was slightly damaged today when a strong ebb tide swung her against the pier shed as she was leaving the dock on her regular trip to Liverpool. The bridge rail was twisted and the pier damaged. None were injured.

Use the Penny Column—it pays.

Overflow Leaves Many Big Fish in the Creek Bottom.—Some Lively Scrambles for Them.

The big meadow at the bridge over Cold Water creek was the scene of activity on Tuesday afternoon and last night. Not since the young man caught 50 pounds of fish with a pit-brook has there been such a wild scramble for the weedy inhabitants of the stream. As a result of the recent rains the meadow is covered with water and it was here that the great fishing contest was pulled off.

Soon after dinner that day several fishermen visited the meadow. Fish after fish was seen swimming around in the shallow water in order to keep them out in the meadow they sent to town and purchased some wire and placed it across the ditch that leads out into the meadow. Then the fun started. With great hip boots on the men stood in the water and with sticks, and dip seines, "gigs" and various other fish arms they worked. In every direction over the wide area of water covered earth the fish could be seen swimming around and grubbing in the grassy bottom. The news quickly spread and recruits rushed to the scene of the company of fishermen. A lawyer and a physician were in the party. Enough progress could not be made by the usual methods of capture the big carps and they sent a rush order back to town for their guns. An order was then placed for more dip-nets and they were quickly rushed to the scene. Never before has such a sight been beheld. A big carp would come swimming along in the shallow water and no sooner would he leave in sight than Dave Fowlkes would start after him. A regular marathon would then result. Across the meadow the race would go with Dave in grabbing distance of the flying fish. Race after race of this nature was pulled off and as a result Dave has a large supply of carp at his place of business this morning. While the race was going on there were other attractions taking place. Dr. Pemberton and Mr. J. Lee Crowell had received their guns from home and a regular bombardment took place. Time and time again the physician and lawyer fired upon the swimming fishes, but this method of annihilation proved ineffective compared with dip-nets, gigs and running them down.

The fishing party held sway all during the night and this morning another party went forth to do battle with the carp. The fun will likely continue until the waters recede, for be it known to all the world that Concord has within her borders an aggregation of the most persistent fishers that ever fished.

WOMEN CAUSE CRUSH AT INVESTIGATION.

Pretended to Be Wives of Congress- men in Order to Get Seats.—Police- men Had to Force Them to Vacate.—Caustic Comment of Ismay. Charged With Attempting to Shape Course of Inquiry.

Washington, April 24.—The worst crush occurred today since the Titanic investigation began. The report that Mr. Ismay would testify was the cause. Scores of beautifully dressed women stood two hours in front of the committee room waiting for the doors to open.

"I'm the wife of a congressman," a woman shouted as she attempted to pass the door keeper. The crowd surged after her and the door keeper was carried off her feet. The women scrambled into the committee room, taking the seats reserved for the press, and those around the long table where the investigators sit. Ten policemen forced them to vacate.

Washington, April 24.—Caustic statement, believed to be aimed at Ismay and other White Star officials, was really the sensation today of the Titanic investigation. Senator Smith Openly charged that an attempt to shape the course of the inquiry had been made and would no longer be tolerated by the committee. He exonerated the officers and crew from such interference, but gave a veiled hint that the shaft was directed at Ismay. After this statement Smith refused to put Ismay on the stand as the latter requested, but instead called Fifth Officer H. J. Lowe. Lookout Fleet, was the first witness called for cross examination on yesterday's story that line officers did not furnish him with binoculars.

Republican Convention in Missouri Today.

St. Louis, April 25. In the State Republican convention here today, Roosevelt and Taft leaders jockeyed for advantage. The contest threatens to result in a rump convention. The Taft managers declare every Taft delegate will be seated.