

Goldsboro Semi-weekly Argus.

\$1.00 a Year.

"This Argus o'er the people's rights
Doth an eternal vigil keep;

No soothing strains of Maia's son
Shall lull his hundred eyes to sleep."

\$1.00 a Year

VOL. XXIV

GOLDSBORO, N. C., WEDNESDAY, SEPTEMBER 29, 1909.

NC. 86

A CELEBRATED HERO

Centennial of The Birth of Admiral Semmes Celebrated.

Assisted at the Landing of General Taylor's Army at Monterey and Was Present at Taking of the City of Mexico.

New Orleans, La., Sept. 27.—By command of Gen. Clement A. Evans, commander-in-chief of the United Confederate Veterans, and in accordance with resolutions adopted at the last annual reunion, today was set aside throughout the South for the observance of the one hundredth anniversary of the birth of Rear Admiral Semmes, one of the most celebrated heroes of the Confederate States navy.

Admiral Semmes was born in Charles county, Maryland, September 27, 1809. In 1825 he was appointed a midshipman in the United States navy, and in the ensuing winter made his first cruise in the sloop of war Lexington. He saw service during the war with Mexico, assisted at the landing of General Taylor's army at Monterey and was present at the taking of the City of Mexico.

At the outbreak of the Civil War he resigned his commission and immediately offered his services to the Confederate States government. He purchased the Habana, a propeller packet of 500 tons, plying between New Orleans and Cuba, and hastily equipped her as a commerce-destroyer. This vessel he renamed the Sumter and succeeded in taking her out of New Orleans, which was blockaded by the Federals. For several months he cruised along the coast of South America and made many rich captures.

In the latter part of 1861 he crossed the Atlantic, arriving at Cadiz, January 2, 1862. Being closely blockaded at Gibraltar, he sold his ship and with several of his officers went to England and thence to the Bahama Islands. Soon afterwards he was commissioned captain and sent to England to take command of the new ship building in the Mersey for the Confederate States.

Captain Semmes commissioned the vessel as the Confederate man-of-war Alabama, and on August 24, 1862, began a series of daring and successful cruises, lasting nearly two years.

On January 11, 1863, he fought and sank the United States steamer Hatteras, off Galveston. The following June he encountered in the English Channel, off Cherbourg, the United States steamer Kearsarge. In command of Captain Winslow, after one of the most desperate naval battles of the war, Semmes surrendered and twenty minutes later the Alabama sank. Captain Semmes escaped by jumping overboard, and a few months later returned home and was commissioned rear admiral. With the close of the war he returned to his home in Mobile, and devoted the remainder of his life to the practice of law. His death occurred August 30, 1877.

MONTANA WELCOMES PRESIDENT

Elaborate Arrangements Have Been Completed for His Visit.

Butte, Mont., Sept. 27.—After a night ride through the mountains from Pocatello, President Taft's special train reached this city shortly before seven o'clock this morning. An immense crowd was at the station to greet the President. After an informal reception, the President was taken on a drive about the city, viewing points of interest. A brief address and an informal luncheon completed the program of the visit. At 1:30 the presidential train departed for Helena.

Helena, Mont., Sept. 27.—The most elaborate arrangements have been completed for the visit of President Taft in this city, and he will be kept busy from the hour of his arrival late this afternoon until he shall leave at 7:30 p. m. for Spokane. A brief address at the Capitol and a visit to the Montana State Fair are the chief features of the program. The governor of Montana, the mayor of Butte and a delegation of representative business men will receive the distinguished guest. A detachment of military from Fort Harrison will furnish the escort.

STOCKHOLDERS' MEETING.

There will be a meeting of the stockholders of the Goldsboro Argus Publishing Company at 4 o'clock on Thursday afternoon, September 30, 1909, in the president's office of the Bank of Wayne.

JOS. E. ROBINSON,
Secretary.

HIGH SCHOOL FOOTBALL.

Association Re-organized and Fast Now Practicing Daily.

Football, which was revived at the Goldsboro High School last fall, after a lapse of ten years, and which afforded our citizens no small amount of pleasure, is again in season, and the boys of the High School are most enthusiastic in their efforts to again develop a winning team.

The Athletic Association was re-organized last week, and on the first day forty members were enrolled. This number has since greatly increased. Several plans were formulated as to how money might be raised to properly equip the team and a systematic campaign of securing funds entered upon. The following were elected officers:

Grover Tyson, president; Basil Watkins, vice-president, secretary and treasurer; Mr. J. E. Avent, manager; Mr. J. L. Hathcock, assistant manager; Thomas Daniel, captain.

Football practice has been carried on each afternoon for the past two weeks and prospects point to a fast team, the line-up of which will probably be: Buck Rackley, full back; Omond and Britt, half-backs; Daniels, quarterback; Spence and King, ends, with other positions to be filled by Watkins, Borden, Daughtry, Denmark, Hummel, Dewey, Whitfield, Butler, Outlaw and Manley. And not to be forgotten is Gaston Dortch, with his 190 pounds of avoirdupois, who last year starred on the local gridiron as centre, and who will again delight enthusiasts with his sensational playing.

The boys look in a large extent to the citizens for financial aid and respectfully solicit support in the way of attendance at the games soon to be played. The team represents Goldsboro and her High School and, therefore merits the good wishes and aid of the people of Goldsboro. The boys promise on their part to furnish exciting contests.

STORM-SWEPT AREA CRIPPLED.

Loss of Life Placed at 100—Accurate List of Dead Not Known.

New Orleans, La., Sept. 23.—Those engaged in the work of rescue and repair made necessary by the West Indian hurricane, which swept Louisiana and Mississippi last Monday have found their task far more colossal than they expected.

Practically all of the isolated country sections of the storm-swept area have now been explored, but until definite reports have been received from relief parties it will not be possible to form anything like an accurate list of the dead and injured.

A conservative estimate tonight of the number of people who lost their lives as a result of the hurricane places the total at one hundred. In spite of the work of thousands of men brought in by the railroad, telegraph and telephone companies, New Orleans and many other smaller cities in Louisiana and Mississippi are still seriously handicapped in the way of communication with the outside world. Many miles of tracks, trestles and bridges are yet to be replaced by the Louisville and Nashville Railroad, and at the present time their depot at the foot of Canal street has the appearance of a deserted village. The trains of this road are being sent out over the Queen and Crescent route.

The main line of the Illinois Central Railroad is still blocked, as eight miles of the track and roadbed were washed out at Manchac. Sections of the rails and ties were carried clear out of the right of way by the rushing waters, and it will be several days before through traffic is resumed over the main line. The trains are now being detoured over the Yazoo and Mississippi Valley road.

The other railroads have succeeded in clearing their tracks.

CHARLEY HEAD RUNS AMUCK.

Demented From Drink He Shoots Wildly Upon Street Yesterday.

No little excitement was caused yesterday afternoon about five o'clock when Charley Head, a white man of this city, acting under the influence of drink, without provocation fired three shots into a crowd standing at the intersection of John and Walnut streets. One bullet hit Richard White a respectable colored laborer, in the left wrist, but fortunately the others went wild.

Head was brought to trial this morning on three charges. For discharging firearms on the city streets he was fined \$10 and costs, and was bound over to Superior Court under bonds of \$100 and \$200 respectively for carrying a deadly weapon and for making an assault with the same.

New nets don't catch old birds.

The neighbors' misfortunes to us are only dreams.

OLD QUESTION REVIVED

The Confessional Cannot Be Invaded by The Court.

Priest Is Privileged From Being Forced to Go on Stand and Tell What Has Been Confessed to Him by Penitent.

Baltimore, Md., Sept. 26.—Attorneys, members of the bench and authorities upon jurisprudence in Baltimore were interested today to observe in a Massachusetts court of law a revival of the question as to how far communication between the penitent and the priest confessor in the Roman Catholic Church is to be treated as privileged and, under the rules of evidence, exempt from showing secrets of the confessional to the public eye.

Cardinal Gibbons, head of the Roman Catholic Church in America, declared today that Judge Milliken was right in declaring the testimony of the woman in such a case not privileged and that the action of the court was in accordance with established precedent.

"If she wanted to relate conversation in the confessional, it is evidence," said the prelate, "but the priest is privileged from being forced to go on the stand and tell what has been said to him in the confessional. This latter was established in New York something like one hundred years ago, in the Coleman case, where it was laid down that a priest does not have to tell the conversations of the confessional."

"Literally speaking, none of the conversation in the confessional is privileged," said John P. Roe, professor of the law of evidence in the Maryland University, and one of the greatest authorities upon evidence in the East, "but practically the priest is privileged in this respect because by custom it has been learned that you cannot make the incumbent of the priestly office speak of matters which are to be sacredly kept secret. He will die first rather than reveal these secrets."

In this case, however, where the woman wished to speak, her evidence was not privileged, in the sense that it was incompetent, as the conversation between a wife and husband or a lawyer and his client would be, if either wished not to disclose it.

"There has been no case of this sort decided in this state that I know of," continued Mr. Poe, "although it was attempted at one time to change the statute and place among the privileged communications the conversation of the confessional. This was not done, however."

By statute in some jurisdictions this privilege has extended to physicians and clergymen, notably in New York.

LEAVES BALTIMORE SUN.

Dr. Franklin Joins Editorial Staff of New York Evening Post.

Baltimore, Md., Sept. 26.—Dr. Fabian Franklin, who for the past year has been a contributor to the editorial pages of the Sun, brings his connection with that paper to a close today. He received and accepted last June a call from the New York Evening Post to become associate editor of that paper, and will assume his new duties at the beginning of next month. Dr. Franklin's removal to New York terminates a residence of forty years in Baltimore. He came to this city with his parents in 1869 from Washington, where at the age of sixteen he had just graduated from Columbian College, now George Washington University.

For years Dr. Franklin was connected with the Baltimore News as editor, when the paper was under the management of Charles H. Grasty.

GOV. JOHNSON'S MONUMENT.

America Continues to Breed Men Above Money and Above Price.

The value of the estate left by Gov. John A. Johnson of Minnesota is estimated at \$18,000. This modest property was that of a man who had been many years in public life, who had been three times elected governor of a great state, and who was the choice of a large element of his party for the office of Chief Magistrate.

The figures of the estimate constitute not only a monument to the fidelity and integrity of Governor Johnson, but they are additional proof that America continues to breed men capable of sacrificing to the public service all thought of pecuniary gain.

A LOOK AHEAD.

Honors of the Air, Science and Romance Are Joined.

In celebrating with unwonted display two great achievements of the past, New York takes a long look backward. But one event in the week's program forecasts the future; it invites a look ahead. The Fulton Aerial Flight from New York to Albany demands the mechanical skill and inventive genius that Fulton drew upon in devising the Clermont, and the daring and love of adventure which Hudson and other early navigators so notably possessed. In the race for the honors of the air, science and romance are joined. The field of contention is that noble valley where-in Hudson and Fulton won lasting fame.

The mastery of the air in 1909 is still as primitive as was geographic knowledge of our continent in 1609. Though the balloon is even older than the steamship, the flying machine is yet a beginning, like the Clermont. It is not six years since that memorable date, December 17, 1903, of which the Wrights have said:

"It was the first time in the history of the world that a machine carrying a man had risen in the air in free flight, had described a circle on the same horizontal level without mishap."

A greater feat is now proposed; not an aeroplane exhibition such as those which are to take place at Governor's Island, but a long trip of ordered travel in the air; not a test but a flight, with the added interest of competition, following in the path of Hudson and Fulton. Such a feat as a race through the air from one city to another 140 miles distant has not yet in any country been attempted. The winner will achieve or heighten world-wide fame, and the spectators will be looking on at an exploit which does not merely commemorate history but makes it.

The pole is found, the waste places of the world are explored. The Hudsons and Fultons of today are planning the conquest of the sky. It is the most alluring quest that is left them. The race in the air fittingly honors the heroes whose names the week is to celebrate. If they could join in the flesh in their own festival this is the feature of it which would rivet their closest attention.

POPULAR TASTE IN READING.

Proof Is Given That World's Great Masters Are Still "Best Sellers."

It is now less than four years since the issue by a London publisher of the first volumes in a series of reprints of the works of standard authors, which marked an interesting experiment in providing the public with the world's best literature in handy and inexpensive form. The books were clearly printed and tastefully bound and sold for a shilling. On the recent addition of the four-hundredth volume to the list the announcement was made that more than 5,000,000 separate copies had been disposed of.

That is, fully five times the number of books in the Library of Congress more than double the number of volumes in the Bibliotheque Nationale of Paris, of the world's largest library—books all of a substantial character—have been absorbed within this brief time by a reading public whose intelligence is too often measured by the sales of "popular" fiction. The proof given that the world's great masters of literature are still the "best sellers," that works published in Athens and Rome before the Christian era or in Welmar or Florence centuries ago are today in lively demand, is an agreeable tribute to the quality and correctness of modern popular taste in literature.

Included in this library of cheap reprints are Shakespeare, of whose works in this form 50,000 copies have been sold; Greek and Latin classics in translation; twelve volumes of Ruskin; history, biography, science, religion, economics, travel and exploration; essays and fiction. The announced intention of the publisher of visiting America "to consult with American professors and heads of schools as to future additions and probably as to an enlargement of the scope of the library" points to a recognition of the part the American reading public has taken in making the library a success. In contributing to that result it has given evidence of a taste that remains unvitiated and indeed has improved in spite of the debasing influences brought to bear on it.

There are two sides to every question—even to frying an egg.

Neutrals think to tread on eggs and break none.

Anyhow, Cook beat Peary to the banquet board.

BALLOON EXPLODES

Four French Officers Hurlled To Shocking Death From Mid Air.

Fifteen Minutes Before the Accident the Big Dirigible Seemed Under Control—Cause of Explosion Unknown.

Moulins, France, Sept. 25.—The dirigible army balloon Republicque exploded near here today while 500 feet in the air. Four aeronauts were killed instantly.

The aeronauts who lost their lives were Captain Marchal and Lieutenants Chaire, Vincent, and Raux. They were crushed to death when the balloon car struck the ground after a frightful plunge.

The cause of the explosion has not yet been determined, as all of the occupants were killed and the balloon so badly smashed that there is little chance of learning the cause from this source.

When the Republicque passed over Moulins, from La Palisse, she was apparently under perfect control. The explosion occurred a quarter of an hour afterward, when the balloon was five miles from Moulins. The explosion was plainly heard in Moulins.

A great crowd rushed to the scene of the wreck and it was necessary for soldiers to hold the excited throng in check.

All four of the occupants of the balloon were dead when the first of the crowd reached the scene. Captain Marchal and Lieutenant Raux were terribly mangled.

Eye witnesses of the accident say that the balloon fell to the ground within a minute after the explosion. For a moment it seemed to pause in the air, then it shot to the earth with frightful rapidity.

Soldiers are now guarding the remains of the Republicque, acting in the name of the government. The victims of the accident were brought to the city and their bodies prepared for burial.

The Republicque had only recently been put into commission again, after an accident in which it was blown from its moorings by a heavy wind and badly damaged.

In the recent army maneuvers the Republicque achieved distinction as a successful scout balloon, and was the pride of the war ministry.

The Republicque is the second first-class army dirigible that has been lost, the other being the Patrie, which broke away from 200 men who were trying to hold it during a storm and was carried out to sea.

The destruction of the Republicque leaves the French army without a dirigible balloon worth the name, and places the country at a decided disadvantage with Germany in aeronautic experimentation, the latter country having war dirigibles of the Zeppelin, Gross, and Parseval types.

THE SIZE OF THE COTTON CROP

Theodore H. Price Gives Reasons for the Slow Increase.

New York, Sept. 27.—Theodore H. Price, the well known operator in cotton, in a recent address before the convention of National Association of Cotton Manufacturers set forth some of the reasons for the slow increase in the size of the cotton crops from year to year in the South.

"In the twenty years ended in 1900," he said, "the white population of the South has increased 57.3 per cent., while the negro population has increased only 57.3 per cent. The increase has, however, been unequally distributed. In the ten years ended in 1900 the total population of the cotton states increased 24 per cent., but of this increase by far the largest proportion was in the cities, the rural population having increased only 19 per cent., while the urban population increased 44.8 per cent."

During the ten years ended in 1900 we find that the increase in the negro rural population was only 15.3. During the same period practically none of the emigration reaching the shores of the United States has been directed toward the cotton-producing section.

The wastefulness with which cotton is handled, packed, and marketed, is given as a fruitful source of lack of increased production.

Dr. Cook talks like a man who had seen the things he describes.

Cupid has turned the Elkins-Abruzzi match over to the newspapers.

The Taft smile is making a sunny weather belt across the continent.

Everything new is beautiful.

PARRISH SUCCEEDS CARR.

Well-known Durham Citizen Becomes Sales Manager for V.-C. C. Co.

Durham, N. C., Sept. 26.—The announcement today that Capt. E. J. Parrish had been appointed general sales manager of the Virginia-Carolina Chemical Company to succeed the late Lewis A. Carr, struck Durham as a pleasing surprise. The division under Captain Parrish is, of course, North Carolina, the same territory held by Mr. Carr. His service begins this week, and he will have but little to learn to walk right into the duties so well discharged by Mr. Carr, who was the big spirit of the fertilizer trust. Captain Parrish has a hold upon the farmers that few men have been able to have. He has been many years in the tobacco business and may be said to be the author of the American Tobacco Company in Japan.

Captain Parrish is almost father to the great young town Durham. He has been with it since it started and during his six years' sojourn in Japan he has put money and energy in every year that he has lived about the place. His residence in the Orient did not, however, take him entirely away because he has had tobacco interest here at the time. When he left for the East he went to establish the American Tobacco Company there and when the government required the interests to be sold the Durham diplomat so splendidly wound the business up that the company made him a rich man for his great services.

The appointment to the management of the company's sales in North Carolina carries with it a salary the size of the Vice-President and Cabinet officers.

THE MUNSEY CARS HEAD

FOR NEW YORK CITY

The First and Only Stop Will Be Made at Hartford, Conn.—The Distance Is 140 Miles.

Williamantic, Mass., Sept. 27.—The tourists in the Munsey reliability contest got away this morning bound for New York. All eyes were turned toward New York, the contestants wishing to reach the metropolis early in the afternoon to have the necessary meetings of observers and a few hours to enjoy the Hudson-Fulton celebration. The schedule has been satisfactory to all, the wisdom of the technical committee in dividing the journey from Boston to New York being generally recognized.

The first and only stop will be made at Hartford, Conn. The distance to New York is 140 miles and the time of the running seven hours and a half.

Between this city and providence yesterday the roads in some places were full of ruts and gullies and the autoists were badly shaken up. For the first time during the contest the pilot car was overhauled on the trip and led the procession of more than sixteen cars closely bunched into town. The rest of the cars mostly were spinning along the road at intervals of a mile apart, and all reached the checking station only a few minutes after the first car had officially reported. There was no meeting of observers last night and consequently no road scores were made public.

TAFT IN WILMINGTON.

Big Military Display Contemplated. Goldsboro's Companies Invited.

The captains of Goldsboro's two crack military companies have each received the following invitation, which speaks for itself:

Wilmington, N. C., Sept. 24, 1909.

Dear Sir: A cordial invitation is extended your command to be with us on November 9, which day President Taft will make his visit to this city. In fact, I would urge the company to come. It is only for one day, and I am confident that we can bring you in during the morning and arrange for your departure in the evening, should you desire to return that day, giving you the whole day here with the President, getting the men home, that they might have a night's rest and be at their place of business the following morning.

We also expect to secure for the military organizations one cent a mile fare, and while in our city you will be our guests.

The only expense to the men will be railroad fare, which is nominal. One day holiday, with the great privilege and pleasure of being with the President, and a good time generally.

There will be a big parade. The North Carolina military will act as a special escort to the President. Please take this up with your company as soon as possible and advise me if you will come and I will arrange schedules and railroad rates at this end.

With assurances of my regard, I am

Very truly,
J. VAN B. METTS,
Chm. Escort and Parade Committee.

SHAME ON PEARY

This Latest Development Makes Him The Prisonification of Littleness.

Commander Peary Would Not Allow Cook's Property on Board the Roosevelt, So Whitney Had to Leave Them Behind.

New York, Sept. 27.—Developments in the past twenty-four hours have culminated in developments adding fuel to the already bitter dispute between the scientists and other supporters of Dr. Frederick A. Cook and Commander Robert E. Peary.

Simultaneous with the planned departure of Peary for Bar Harbor, Me., to prepare his "annihilating" statement, came further entanglement in the cablegram from Harry Whitney that he had left Cook's instruments and data behind. At least, he said, he left behind him at Etah a box, given in his keeping by Cook which he thought contains Cook's instruments.

Added to this came the information from London that the London Chronicle's private correspondent has been allowed to see, at Eagle Island, data in the possession of Peary which may completely refute the claim of Cook that he was the first white man to reach the north pole.

Dr. Cook will deliver his first lecture tonight at Carnegie Hall.

The question which is agitating the scientific supporters of Cook and has caused even the explorer himself some worry is, will Dr. Cook be able to establish beyond dispute his claim of having been the first white man to reach the north pole without his instruments, which were left cached with certain data by Harry Whitney at Etah.

This doubt and apprehension are the result of word from Whitney that Commander Peary had compelled him to leave Cook's property at Etah.

"To be perfectly frank," said Dr. Cook, "it is most desirable to have the instrumental corrections. How the scientists will regard my proofs now with the instruments missing is for them to say."

"I feel that the instruments are safe where they are and that when I see they will be forthcoming."

The only difficulty now is that it is the worst time of the year to send for them. I will have to wait.

"The box which I left with Whitney was an ordinary wooden affair containing about two cubic feet. The instruments were packed in their waterproof cases and the data which I left there was already so blurred that I had made duplicate copies of it. It would be for the scientists to decide entirely as to whether my trip would be available without the production of instruments."

Dr. Cook said that the two Eskimos who accompanied him to the pole would be brought to the United States within a year. This information was given when Cook was told of the accusation that the two young men were inexperienced and unable physically to make the north pole trip.

The following cablegram was received by Cook from Whitney:

"Stratheona, via Indian Harbor and Cape Ray, N. F.

"Dr. F. A. Cook, Waldorf: Nothing arrived for me. Peary would allow nothing belonging to you on board. Said to leave everything in cache at Etah. Met Captain Sam, of North Star. Did not go back. After going schooner St. Johns take steamer home. Hope you well. See you soon. Explain all. Good shooting."

"HARRY WHITNEY."

TAFT IN MORMON PULPIT.

The Chief Executive Pleads for Peace and Harmony Between All People.

Salt Lake City, Utah, Sept. 26.—In the pulpit of the famous Mormon tabernacle in this city, where four years ago Theodore Roosevelt, then President, preached a long sermon on right living and the duties of good citizenship, President Taft today faced an audience which he said inspired him to try to follow in the footsteps of his predecessor.

The President's sermon was an appeal for amity between the people for attributing the best rather than the worst motives to the action of others when possible to do so and not to harbor hatred or animosity.

"A soft answer turneth away wrath, but grievous words stir up anger," was the text Mr. Taft selected from the book of Proverbs. The sermon was largely made up of a relation of stories to give emphasis to the points.

Walter Wellman will not even be able to reach the lecture platform.