

THE SUN HAS DOUBLE THE CIRCULATION OF ANY WEEKLY NEWSPAPER IN THE TENTH CONGRESSIONAL DISTRICT.

THE S. & W. RAIL ROAD TO BE BUILT.

All Doubts Have Been Eliminated.

THE ROAD A CERTAINTY.

Capt. Walker's Surveying Corps in Four Miles of Town—How The Line Runs—Not Hunting Towns Or Money—As It Affects The S. A. L. Railway And Rutherfordton.

"To be or not to be" is no longer the question. Some things are doubtful, prospective, or projective, or all together; not so with the proposed building of the South & Western Railway. It has passed the period of doubt, its prospect is certain and its projection is an assured fact. Uncertainties that have been seriously considered for the past two years by its beneficiaries and its promoters have been eliminated and its salient factors fixed in the determination of strong minds with ample capital to forge its way from the coal fields of southwest Virginia to the Atlantic Seaboard at Charleston, S. C., which is destined upon the completion of this line to rival Norfolk, New York, Boston and other naval coaling stations on the Atlantic coast in the maritime business of the United States and of the world.

This prospective line had its origin possibly first in the fertile brain of Gen. Geo. L. Carter, of Bristol, Tenn., president of the Norfolk & Western, five or six years ago. It was an undertaking presenting such difficulties as to awake and resurrect a sleeping Alcibiades, a Hercules or an Atlas; the Blue Ridge must be crossed; its precipitous accents encircled or its granite bases pierced with dark and extended tunnels whose grades were to be kept down to the hauling capacity of even the prairie regions of the west, that long and heavy trains might freight the valuable cargoes of coal from the mountains of Virginia at a minimum tariff to tide water. To accomplish such a result millions of capital would be required, which, when judiciously expended, would insure to the promoters of the enterprise millions in return. This capital has been secured and active work is pushing the arduous task to completion as rapidly as these ample means and well directed energy can point the way.

The part of the line extending from Johnson City, Tenn., to Spruce Pine, Mitchell county, in this State, has been in successful operation for some four years. Two years ago Messrs. Walker, Abbott, Greenlee and others, civil engineers, with their respective corps of surveyors, extended the line from Spruce Pine through McDowell and Rutherford counties to Spartanburg, S. C. When the topography of the country is considered, it is one of the most remarkable features of engineering successes ever achieved in the railroad world.

The Western North Carolina Railway—now the Salisbury and Asheville division of the Southern—at the time of its survey by Capt. Wilson, before the civil war, was considered the most remarkable achievement of the kind in history. Not so now, though still wonderful, the grades are very steep in places, especially between Old Fort and Black Mountain Station, where a helper engine is always kept in readiness to assist all trains in making the ascent to the top of the mountain.

The grade of the South & Western at no point on the line will exceed one-half of one per cent., or 26 feet to the mile. No sharp curves are tolerated, and when curvatures are made, they extend sometimes for several miles in length.

The South & Western crosses the Southern in McDowell county on a thirty feet cut near Eberman, eight miles north of Marion, and four miles south of Old Fort, from which point it runs by what is known as Bynum's cross roads to

the headwaters of Haw branch, passing through a tunnel of 4400 feet to the headwaters of Cove creek, then down that stream by way of Sugar Hill and Otter Creek to A. F. Morgan's. Here the dividing ridge between the waters of Cove and Mountain creeks are safely passed and it follows the latter stream to its junction with Broad river at McClure's bridge. Here it will either cross Broad river or follow the stream to a point near Poores Ford before crossing, which will save bridging Broad and Green rivers separately before their junction above Poores Ford. In the event the crossing should be at McClure's, the approach to what is known as the Cowpen's ridge will be more easily accessible, but an additional bridge expense of probably fifty or seventy-five thousand dollars will be incurred. These two proposed lines from Broad river to Spartanburg will be carefully considered before the line is permanently located.

Capt. A. L. Abbott, of the surveying corps, is located at old Valley Springs, 12 miles north of Rutherfordton, and the location of the line has been established from Eberman to a point near Nanito, some nine miles north of here. On last Saturday Capt. A. C. Walker, who ran the preliminary line here two years ago, moved his camp from Curfew, McDowell county, to the residence of Capt. A. L. Rucker, four miles west of this place on the Hickorynut road, and has begun active operations in conjunction with Capt. Abbott in locating the road bed to Spartanburg, S. C., which will be finished sometime in October. As soon as these surveys and estimates shall have been completed the entire line from Eberman to Spartanburg will be let to contractors and active grading begun. All that part of the road north of Eberman, as is already known, is under contract, and from two to three thousand hands are already engaged in building the road. Many conjectures, suppositions and opinions are being indulged in reference to the probability of the road being deflected from its original course and coming through this place.

The writer is not on the inside, but, like others indulging opinions, is on the outside, and ventures his ideas only as others, for what they are worth.

He recently had a conversation with a prominent attorney of the South & Western at Marion, whose influence with the corporation had failed to bring the road to that place, and the only hope for Marion, he admitted, was a spur or branch line from that place to the main line at some point on the Catawba river. The South & Western, he said, was not hunting towns or money, but the most accessible route to the coast. If this be true of Marion, it is true of Rutherfordton in a general way, but we have one winning card that Marion does not hold. This is the western terminus of the Carolina Central, a part of the Seaboard Air Line system. The promoters of the South & Western owns a large, if not a controlling interest in the Seaboard Air Line system, and their concerns are largely mutual. What, by indirection affects one directly affects the other; and it is like taking money from one purse and transferring it to another in an opposite pocket, or to different safes having the same combination.

If these premises be correct the deductions cannot be otherwise than true. The Seaboard must connect with the South & Western or the South & Western must connect with the Seaboard. Which will it be? My opinion only, mark that: The Seaboard will connect with the South & Western at some point on Mountain creek, and not only that, it must cross its line and ultimately go on to Asheville. Several important reasons, besides those already adduced, might be given for such a belief, but these have been so frequently discussed that they are patent to almost every one conversant with the history of railroad matters in this county, since the survey of the old Wilmington,

2 FIRES SUNDAY MORNING. Mr. Wilkie's Residence Narrowly Escapes—A Barn Burned.

At the early hour of 3 o'clock on Sunday morning our people were aroused from their peaceful slumbers by the alarm of fire in the northern portion of the town. Our citizens responded promptly, and on rushing to the scene, found the handsome new residence of Mr. C. D. Wilkie in flames, and burning with a rapidity that would have soon devastated the building, had it not been for the timely aid and hard work on the part of our citizens. The fire caught from a wood box near the stove in the kitchen, but as to how it became ignited is not known. The walls, ceiling and roofing of the cooking room were badly burned and charred, but this was about the extent of the damage done.

Within a few minutes after the alarm was given more than a hundred and fifty men were on the scene and exerting every effort to extinguish the flames. It is sufficient to say that the subjugation of the fire was almost miraculous.

About the same hour of the same morning, Mrs. Watkins, widow of the late Capt. C. W. Watkins, who lives near town, lost her barn by fire, together with two calves and a large amount of corn, fodder and other feed stuffs. A reaper, mower and the farming utensils were also consumed, the only thing being saved from the burning building was a horse and buggy. The cause of the fire is unknown. There was no insurance and the loss will fall quite heavily on Mrs. Watkins.

RUN-A-WAY SATURDAY. Two Citizens Painfully But Not Seriously Hurt Near Town.

While on their way from town to their home at Sunshine, Saturday afternoon, the horse of Mr. W. P. Watson ran away and painfully hurt that gentleman and Mr. C. G. Gettys, who was accompanying him. The accident, which was caused by the breaking of one of the holding-back straps, causing the buggy to run on the animal, occurred on the hill just as they were leaving the city. When the horse became frightened and began to run, the lines broke, and Mr. Gettys jumped out and left Mr. Watson in the buggy. The horse continued to run and remained hitched to the buggy until it reached the bottom of the steep incline when it broke loose and dashed the buggy against the embankment and threw the other occupant out. Both were considerably shaken up and bruised. It is thought that Mr. Watson's injuries were caused by the horse kicking him, while Mr. Gettys' was from jumping. The horse and buggy, strange to say, were only slightly damaged. The necessary repairs, however, were soon made and the two men again took up their journey toward home.

OUR UNIQUE CARTOON. The Waynesville Courier On The Situation In The Tenth District.

Last week's Rutherfordton Sun contained a very unique and suggestive cartoon entitled "The Situation in the Tenth Congressional District." It represents four men strolling towards the National Capitol, Mills pompously in the lead, Crawford determinedly pressing close, Gallert proudly next, Craig philosophically last. Rushing out from the front of the capitol to meet them and to stop their progress, is Gudger, his coat tail flying in the air, his hands thrown up in an imprecating manner, and wildly crying out at the top of his voice, "Don't!" This unique cartoon, which does great credit to the enterprise of The Sun, and for which the cartoonist deserves a bouquet, suggests the probability of Mr. Gudger's entering the race for a third term—which doubtless will be a surprise to many—and the certainty of something more than passive opposition. It will be remembered that strong assurances were made by the friends of Mr. Gudger at the opening of the last campaign that he would not be a candidate for a third nomination.

Charlotte and Rutherfordton Railroad before the civil war.

The building of the South & Western is assured and the extension of the Seaboard Air Line to Mountain creek reasonably sure, and its extension at an early date to the city of Asheville is highly probable.

WILL HARKINS RESIGN? Inside Information Says He Will January 1st.—Other Changes.

(Asheville Citizen.) United States Internal Revenue Collector Harkins will resign January first and be succeeded by another man. This is the statement which comes from an inside source.

But Mr. Harkins does not seem to know it. When asked about the truth of the statement yesterday the collector shook his head and intimated that of office holders few died and none resigned.

If Mr. Harkins was very anxious to hold on for another term the talk of his departure from the Federal building would be less susceptible of belief, because his party service and favor with the national administration would make him a hard man to turn out of office. But Mr. Harkins is not keen to remain. He has been in the government service for many years, much of the time in places of hard and dangerous work and little pay, but his heart naturally turns to the green mountains and his farm on Hominy. Practically he has been appointed to a third term, although it was loudly proclaimed that he would not get it, and with this approval of him by the president over the general rule that a Federal appointee would be given a third term he can rest on his honors. If he is let alone it is not unlikely that he will voluntarily resign long before his term expires.

There will be changes in the revenue office before October first, and more changes after that. A good many employees will be replaced by other Republicans who have not had office. In fact, it has been known for some time that one by one the great majority of the employees, deputy collectors, office men and field men would be dropped, so that in a year two most of the faces in the office will be new ones there.

State Chairman Rollins is willing to fight Blackburn, but he sees the signs of revolt among the outs and the winning by Judge Ewart in the race for the congressional nomination is a lesson not lost on him. Prof. Britz was beaten because he had the support of those in office. Chairman Rollins is very reticent under the suggestion that he is guiding the State Republican party into the path followed by the party in other Southern States—no attempt to carry a State, but only to hold the party organization in order to get offices, and he wants to make a show at the next election. To do this he must get the party together, and this means changes in office holders.

KILLED BY A VICIOUS MULE. The Hollis High School Flourishing—Many Went On Excursion.

(Special to The Sun.) NANITO, August 23.—Farmers have commenced pulling fodder although it is bringing up and damaging considerably. Copper Bill and his better half spent several days last week at Mooresboro visiting their daughter, Mrs. M. C. Blanton.

This writer made a flying trip to Hollis last week and found everything moving on nicely. Prof. Stallings is running a successful school, numbering over one hundred and expecting several more to begin soon. Several new buildings are being erected on the premises of the famous Hollis merchant, J. P. D. Withrow, in order that parties who wish to get near the Hollis High School may find a lodging place and get their children in school. We also saw quite a lot of large granite lying on the ground where he intends to erect a large rock store building. It begins to look like business was the chief object in view. We saw the largest hog we ever remember seeing. It measured something over 11 feet from the end of its nose to the tip of its tail. Now, if Brown can beat this for a long hog, we would like to hear from him.

Brown's as he and several others went on the excursion to Wilmington last week and report having a fine time. He says he found several places of interest on the trip. First was the city of Lincolnton, which he supposed took its name from President Lincoln. Second was Monroe, which took its name from President Monroe.

Copper Bill tells us he would like to have gone with Brown, but he found that the railroad company wanted to charge him as much for fare as they did Brown, so he never went.

We are sorry to note the sad death of Mackey Arrowood, son of Mr. B. F. Arrowood, who was kicked by a vicious mule one day last week. We extend our profoundest sympathy to the bereft parents in this sad hour of trial.

On Wednesday of last week a public sale was made of all the personal property of the late A. B. Hayes.

Mr. and Mrs. Charley Whitaker, of New Hope, spent several days here this week visiting relatives.

Misses Ollie and Nettie Haynes will leave in a few days for Morganton to take a position in the hospital as trained nurses.

Mr. Joseph Flack and sister were welcome visitors here last week.

Mr. O. F. Blanton, of Ellenboro, was here this week.

Teachers To Meet September 2nd.

The next regular meeting of the County Teachers' Association will be in Rutherfordton on Saturday, September 2nd. From now on these meetings will be on the first Saturday in each month.

In accordance with the public school law of North Carolina the Board of Education makes it mandatory of all public school teachers of the county to attend. The public is most cordially invited to attend all meetings.

D. M. STALLINGS, Pres. Association.

EXPENSIVE WHIMS. Some That Cost Fortunes—Bits Of Luck That Brought Millions.

(The New York Sun.) "The Sultan presents his compliments to the engineer in charge and wishes him to open the bridge in course of erection in Constantinople in order to let a ship from the dockyard pass through at once."

When this message was delivered into the hands of the contractor responsible for the instruction of the London answers. He had been working on the bridge day and night, and when the orders for its opening came from the Sultan it was not half finished.

He approached the Minister of Marine and Finance and said it was impossible to obey his Majesty's command, as he would have to pull everything down, and it would take months to replace the scaffolding and pile driving machines.

"It cannot be helped," replied the Minister. "If the Sultan says the bridge must be opened it must be done or we shall lose our places, if not our heads."

So the bridge was opened, and the ship came out of the dockyard at a cost of over \$500,000. It afterward transpired that the Sultan had found his infant son crying bitterly in the harem because he could not see the flag hoisted on his particular ship from the nursery window.

To humor the child's caprice the Sultan ordered the bridge to be opened at once and a large ironclad to be brought out of the dockyard and moored in front of Dolmabahceh. This no doubt pleased the boy, but it caused enormous inconvenience to the people of Constantinople, to say nothing of the waste of money which had indirectly come out of their pockets.

The State of Massachusetts lost \$3,000,000 because a man living in Boston left his window open over night. He was a silk grower, and in the hope of producing a new brand of silk he experimented with some gipsy moths that had been sent to him from France.

He left the moths under a glass shade by an open window one night, and next morning they had all disappeared. The shade had been overturned and the draft blew the moths into the street.

Eighteen months later Massachusetts was warning with gipsy moths and they ate the leaves off every tree and bush for miles around. The damage done in two years by the insects totaled \$2,000,000, and the State authorities spent another \$750,000 trying to exterminate the pests.

One of the worst famines ever known in lower Egypt was caused by a couple of John Bull's gunboats. The vessels went up into the marshes beyond Khartoum, to capture slave traders.

The slaves, who had made up their minds not to be caught easily, made a bold bid for freedom by cutting channels through the mass of vegetation which lined the main stream of the Nile.

The majority of them escaped in this way, but the channels they cut in their anxiety to get away brought ruin and famine to lower Egypt. The current carried the masses of loose vegetation down the river, and so completely blocked it that the Nile flooded.

United States Senator George L. Turner, of Washington, lost his fortune and poverty stared him in the face. Turner was a lawyer, and one day a party of miners, well known in British America, near Victoria, came into his office and asked him to make out some papers for them.

"We can't pay you cash for your services, Mr. Turner," said one of the party, after their business had been transacted, "but we will give you some stock and call it square."

At first Turner refused to take the stock, as his clients were old friends of his and he preferred to do the work for nothing, but on being pressed he took the certificates and tucked them away in his safe.

Two years later Senator Turner was a millionaire through these mining shares, and the mine that brought him the money and made the fortune of his friends is the famous LeRoil, one of the richest in the West.

Two tourist camped on the ridge of a mountain lake near Como, a mining town in Colorado. While in want of something to pass the time one suggested that the other should dive into the lake and try to discover the bottom. His friend stripped and dived in. He came up half a minute later, saying that he had found the bottom with his head.

After he put on his clothes he began to rub his head with his handkerchief.

"Look at the sand," he said, laughing, but his friend, who had been a gold miner, sprang up with a cry of surprise.

"George," he shouted, "it's gold!" And gold it was. The man who had dived into the lake and struck a placer gold mine of the richest kind.

To-day the little lake near Como is the finest placer mine in the whole West, and perhaps the most remarkably discovered one on record.

JAPS MUST RECEDE IF THERE BE PEACE.

Russians Declare They Cannot Accept Proposition.

ROOSEVELT PLEA UNHEEDED

No Apparent End Is In Sight At Peace Conference—Both Powers Refuse To Yield, And It Looks As Though The War Will Continue.

PORTSMOUTH, August 26.—President Roosevelt's intercession at Rutherfordton and Tokio has not been successful as yet, but enough progress has been made to insure the prolongation of the negotiations beyond today. A certain result has been achieved at St. Petersburg but if there is eventually to be peace Japan also must change her attitude. The re-purchase of the northern half of Sakhalin Island still points the clear road to the only possible compromise, but it must be a purely commercial transaction, not a claim for indemnity in disguise.

There had not been the slightest indication upon 11 o'clock this morning that Emperor Nicholas would recede from his announced determination not to pay tribute under any form. And, in the quarters most competent to judge, there is not the slightest prospect of a change. But if Japan would bond, if she would renounce formally her demand for "reimbursement for the cost of the war" by the withdrawal of the price she sets by the northern half of Sakhalin and frankly make the proposition to sell the island on a commercial basis, it is difficult to see how Emperor Nicholas having already acceded to the old conditions proposed, could refuse.

Conference Held in Paris.

Paris, August 26.—Premier Rouvier had a long talk at the foreign office today with M. Jusserand, ambassador to the United States. Its nature has not been disclosed, but it is presumed that it related to American affairs and to the general status of the negotiations at Portsmouth. However, the government is not giving any outward signs of activity in connection with the peace conference owing to the sensitiveness of French relations with Russia.

Information from officials at St. Petersburg shows that Ambassador Meyer's meeting with the emperor lasted only ten minutes and was not productive of notable results. The brevity of the meeting is looked upon as an unfavorable sign.

Czar Likes Roosevelt's Attitude.

Berlin, August 26.—The Associated Press today received the following communication from the foreign office: "The foreign office empowers the Associated Press to declare that all reports over the opposition of the emperor to the mediation of President Roosevelt are absurd. The emperor regards the endeavors of the president with admiration and takes the greatest interest in the success of the labors for peace, in whose beginnings the emperor personally assisted."

To My Friends And Customers.

I wish to announce that I will trim next season for W. F. Carpenter & Co., Mooresville, N. C., who solicits through my patronage, and for further inducements will pay express one way. I will start North by the 29th and will be ready to fill orders by the middle of September. Very respectfully, LOULA KENDRICK CONNELLY.

Every man owes it to himself and his family to master a trade or profession. Read the display advertisement of the six Morse Schools of Telegraphy, in this issue and learn how easily a young man or lady may learn telegraphy and be assured a position.

—Mr. Mack Morris, of Broad River, was here Tuesday and called at The Sun office to subscribe for his county paper.

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In the home and in education, produce noble men and women.

Our greater Colleges use Steiff Pianos exclusively, because they are musically Pure.

In the home a Steiff Piano is an emblem of purity in musical refinement and proof of an Artistic taste.

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TO THE PEOPLE OF HENRIETTA AND GAROLEEN, N. C.

Forest City And In All Parts Of Rutherford County.

We have the Clothing, the Shoes and Gents' Furnishing Goods—the best—the newest and latest styles at prices not marked up to three times its value or worth. Our goods are not old rotten material which has been on the shelves for 5 or 10 years, marked and remarked and retagged, but are standard goods from the biggest and best houses in the country brought to Rutherfordton within the last 12 months. Other goods are coming in daily.

When you want to be treated right and given a real bargain in good material, come to our store; we guarantee our goods.

Remember we are going to give away a \$400.00 Steiff Piano.

SIMMONS-ANDERSON CO., Rutherfordton, N. C.

POISONS IN FOOD.

Perhaps you don't realize that many pain poisons originate in your food, but some day you may feel a twinge of dyspepsia that will convince you. Dr. King's New Life Pills are guaranteed to cure all sickness due to poisons in undigested food—or money back. 20¢ at all drug stores. Try them.

CANCER HOSPITAL

We want every man and woman in the United States to know what we are doing. We are curing Cancers, Tumors and Chronic Sores without the use of the knife, and are endorsed by the senate and Legislature of Virginia. If you are seeking a cure, come here and you will get it. We guarantee our cures.

The Kellam Cancer Hospital, RICHMOND, VA.

Delicious Candies! LOWNEYS Chocolate Bon-Bons. Crowell & Wilkie, Forest City.