

# Female Store Robber Arrested at Kinston

### Three Arrests This Week in Goldsboro for Selling Whiskey on Sunday. Another New Locomotive

Goldsboro, N. C., March 20.—Special Chief of Police Freeman returned this morning from Kinston with Lena Simmons, a colored girl, who broke into the store of M. E. Castex & Co. on Sunday morning about a month ago. The chief had notified the officers in the surrounding towns of the disappearance of the negro girl from this city and last night a telegram was received from the chief of police of Kinston stating that the girl had been arrested.

The crime with which she is charged and which there is ample evidence to prove, is one of the boldest robberies that has taken place in this city for some time. She entered the store of M. E. Castex & Co. on Sunday morning about 11 o'clock while the store was closed and the only person there was going about the street to work. She was noticed by Chief of Police Freeman when she emerged from the store. He knew the girl and asked her what she was doing with so many bundles. She had some hat boxes and two or three bundles in her arms. She told the chief that she was carrying them up to the residence of Mr. L. H. Castex. This did not satisfy the chief and he found a clerk who worked in the store and asked about the bundles. The clerk said the girl was telling a falsehood. The chief then

went to find the girl. He found most of the stolen goods, but the girl succeeded in making her escape.

When arrested yesterday she had one of the pair of shoes with her which she had stolen which she had never worn. The chief brought the shoes home with him this morning.

The arrest of Dennis Robinson, colored, this morning for selling whiskey on Sunday without license, makes the third arrest of this kind that has taken place this week and goes to show that there were more blind tigers in Goldsboro than the public knew of. One of the other offenders was a woman who had been buying corn whiskey in jugs and selling it to whoever would care to buy. In addition to being a violation of the city laws it is a violation of the Federal laws and when the city is through with these "blind tiger" people the government may take a hand in the matter. There is little doubt but that such people are responsible for a large part of the Sunday drinking.

The machine shops of Dewey Bros. have turned out another locomotive, which will be loaded tomorrow and shipped to White Oak, a station between New Bern and Jacksonville. This one, like the others which they have made from time to time, is built for a tram way for hauling logs. The simplicity of construction, together with a corresponding cheapness, make this class of locomotives popular with saw mill men. Mr. W. T. Harrison, the superintendent of the plant, said he had four orders ahead for just such a locomotive as they will load tomorrow. It takes about thirty days to build one. They start from the rails and build everything from driving wheels to smoke-stack.

# Judge Adams' Hope Lies with President Roosevelt

### Still Further Hotel Capacity for Greensboro—Expansion of Industries

Greensboro, N. C., March 20.—Special Mr. W. F. Clegg, the gentlemanly and popular proprietor of Hotel Clegg, is greatly improving his place. He has beautified the dining room and lobby by putting in several sections of large plate glass and is now preparing to add about 30 rooms to the hotel. He has leased the adjoining building and will go to work at once to remodel it. One story will be added, a new front put in and other improvements made.

Judge Spencer B. Adams returned this morning from a visit to Washington. It is said by his friends that Judge Adams will probably be appointed to the Alaskan judgeship in the near future. He has many strong endorsements from influential men in his party and is known to be regarded with favor by the powers that be. The greatest obstacle in his way is the candidacy of a friend of Senator Penrose of Pennsylvania. Inasmuch as Senator Penrose and Attorney General Knox are very warm personal friends, the job may fall to the lot of the man from the Keystone State, unless President Roosevelt should take the bit in his mouth and give the place to the North Carolina man.

The L. Richardson Drug Company is moving into the large five-story brick building on the corner of Debar and South Davis streets. There will be

an abundance of room here for the concern to grow and expand, which is a habit of Greensboro enterprises, as all the world knows.

Mr. Charles Mastin, a horse trader from near Winston-Salem, passed through here this morning on his return from Asheville, where he sustained painful injuries from the kick of a horse yesterday.

Judge and Mrs. James E. Boyd and their guests, the Misses Boyd of Washington, spent the day in Statesville with the family of Col. H. C. Cowles. Ex-Sheriff Donahoe of Caswell spent the day here.

Judge W. P. Bynum, Jr., returned last night from Asheville, where he has been presenting the Breese case in the district court.

Mr. E. W. Lyon, one of the proprietors of the Argo gold mine in Nash county tells me that the work of developing the property on a larger scale will begin in the near future. The prospecting that has been done has led the owners to believe that the mine can be worked very profitably.

Superintendent Broadhurst of the city public schools, will conduct a competitive examination of applicants for appointment to the United States Naval Academy on the 29th inst.

Mr. E. M. Andrews, one of the best business men in North Carolina, is preparing to move from Charlotte to Greensboro. He will engage in the furniture and music business on a big scale.

The village of Jamestown, in the western part of the county, is opening to the front. A broom factory has been added to the list of enterprises in the thriving community.

# Wilmington Business Men Enter Their Protest

### Against Increase in Insurance Rates—Story of Saving Crew of Wrecked Vessel

Wilmington, N. C., March 20.—Special. The business men of Wilmington are going to submit to the 25 cents increase in the insurance rate without entering a protest. But that protest was made in the form of a resolution unanimously adopted at the Chamber of Commerce meeting yesterday afternoon, and Mr. S. Millard, secretary of the Carolina Insurance Company, submitted the following circular to the chamber:

"We believe the Carolina is in a position, if it should receive the endorsement and support of the commercial bodies of the city in its efforts, to secure some very material modification of the recent advance in rates. At any rate, the company is willing to make the effort, and (at its own expense) to send its representative to New York or Atlanta, to lay before the officers of the companies the reasons why Wilmington should not be as heavily taxed as some other communities.

"We believe, if we can be successful in such an effort, it will be of much more benefit to the community than it would be for the Carolina, by itself, to refuse to be governed by the increase adopted by the companies, as the amount of insurance which a single company can carry is comparatively limited.

"If the Chamber of Commerce, the Produce Exchange and the Merchants' Association think favorably of this proposition, we are ready to act at once in the matter.

"The motion of Mr. George R. French the following was adopted:

"Whereas, The State of North Carolina has, through the Legislature, provided an insurance law which protects the insurance companies from the underwriters, and the city of Wilmington has adopted a paid fire department and purchased additional machinery at considerable cost in order to protect itself effectively, and it was promised that these improvements would insure lower rates of insurance; and

"Whereas, By the published statement of the Insurance Commissioner, through the circular of the Greensboro Fire Insurance Companies, it is shown that for the past three years the fire insurance companies doing business in this State have made a net profit of 25 per cent, allowing 15 per cent for general expenses and 10 per cent for their losses, according to the record, and in the face of these facts the Southeastern Tariff Association has advised our local fire insurance agents of an increase of 25 per cent on all stocks of merchandise and manufacturing plants; we therefore express it as our opinion that this indiscriminate increase is burdensome and unjust, and should not be endured without a protest; and

"Whereas, The Greensboro fire insurance companies refuse to make the additional assessments, stating that their business is profitable at the present rates, that we commend them for their action and recommend their patronage to the extent of the lines of insurance their capital will permit them safely to write.

"The Carolina Insurance Company of this city also claims to have made a 'handsome profit' on its business in this city, and expresses a willingness to 'lend its aid and efforts to secure some relief from the burden of the increased insurance'; therefore be it

"Resolved, That we strongly endorse this movement on the part of the Carolina Insurance Company to effect rational modification of these recent advanced rates, as they apply to this city, and urgently request the officers of the Carolina Insurance Company that they move in this matter and that we will appreciate the effort of this, our home company, to relieve us of this unwarranted taxation and suggest that they ask and obtain the co-operation with them of the local Board of Underwriters, believing that 'in unity there is strength.'

"A member of the crew of the United States steamship Algonquin, which rendered such valuable assistance in saving the crew of the wrecked Spanish steamship *Esca*, which foundered last Saturday on Cape Lookout Shoals, writes interestingly as follows about the rescue:

"The Spanish steamer *Esca* went ashore at Cape Lookout Shoals Saturday morning at 9:30 o'clock. It had just, 84 miles from Bilbao, Spain, and was bound from Florida to New York, laden

with rosin. The misfortune of the steamer was learned by the revenue cutter Algonquin Saturday night at 9 o'clock at Southport, and she immediately steamed under full power at full speed to the stranded vessel, which was a distance of 100 miles. The able cutter, notwithstanding the weather, arrived at the scene of the monster ship Sunday morning at 7:30 o'clock, accompanied by the steam tug *Alexander Jones*, and there what met our gaze was ever to be remembered. A sinking ship and no possible way to render any assistance whatever! Owing to shallow water and heavy seas no ship or boat could reach them alive. Night came on, and the steamers were compelled by the weather to return to their moorings.

"Monday morning at daylight the steamer's condition was decidedly worse, lookers rising clear across her. Another day passed. All efforts to reach the ship were absolutely fruitless. By the aid of glasses we could discern the crew huddled together on the bridge of the doomed vessel, which was then their only refuge other than the rigging. Some were hanging to the rigging, one-half of the crew leaving the rest to Providence. The breakers were then to the mastheads. Then it grew calm for about ten minutes and the skilled life-savers who were near by dashed through the sea and succeeded in saving the other portion of the crew, who otherwise would have gone down into the deep. But in a few minutes the whole crew were safe aboard the wrecking tug Merritt, of Norfolk, which was the nearest tug at that time. The ship broke in two and went down soon afterwards.

"The Merritt then transferred the unfortunate crew to the Algonquin, where they were soon snugly clad in dry clothes and all other things needed were provided. The Algonquin then proceeded to the nearest point, Morehead City, where the crew will be duly cared for by our boys. At last accounts the huge steamer was breaking to pieces on the shoals. Another wreck was reported to Cape Lookout Sunday morning, that of the yacht *Endymion*, dismasted and totally disabled. She was picked up by the wrecking tug Merritt."

# CAUSES WHICH RETARDED GROWTH

### The South at Last Coming Into Its Own

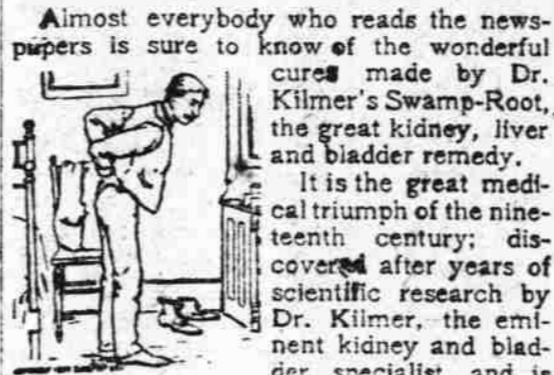
Baltimore, March 20.—Special.—For a long time the South was content to be a producer of the raw material to be manufactured at great gain in other parts of the country. Referring to that fact and to the causes which retarded the industrial growth of the South, the Manufacturers' Record this week says: "That it is coming into its own is demonstrated by the fact that while the value of manufactured products in the whole country increased 142 per cent between 1880 and 1900, the value of manufactured products in the South increased in the same period 220 per cent. In the meantime, the value of manufactured products in the South increased from eight per cent to eleven per cent of the value of manufactured products in the country. That fact, taken in connection with the obvious expansion of manufacturing in the South during the past ten years, shows that much of the increase in its manufacturing has been but an increase in the first handling of material for lucrative manufacturing elsewhere, for, with a population of 23,000,000 the South's manufactured products in 1900 were valued at \$1,466,000,000, while the rest of the country, with a population of 53,000,000, produced to the value of \$11,574,000,000. Still the South has the potential, and in recent years of new industrial centers in nearly every Southern State from West Virginia to Texas, and the enlargement of undertakings in older communities, with the manifest tendency toward diversification in manufacturing, indicate the determination of the South to use to the utmost all of its magnificent resources for its own enrichment and for the welfare of the whole country."

Many of the influences contributing to the position which the United States now occupies in industry and commerce are traceable directly to the development of Southern timber, agricultural and mineral resources, and more than one Southern product has been foremost in what is known on the other side of the ocean as the "American Invasion." Still, American energy, enterprise and abundance of natural strength are not alone to be considered in explanation of the progress recently made. Faults of the older countries are concerned in it. Referring to one of these, Mr. F. E. Savard, the well known American authority on coal, writes in the Manufacturers' Record: "As showing the backwardness of coal-handling in London, compare it with ours. In America the coal cart is loaded in less than five minutes from an elevated coal bin. In London an ordinary wagon is made to carry about a dozen large bags of coal, which are filled one by one at an expense of much time and labor, and then lifted into the vehicle like so many milk cans. In America when the coal cart reaches the house where its load is to be dumped, the cart is backed up against the side of the pavement; the chute is drawn out like the barrel of a telescope and the end inserted in the coal hole. In a few minutes the entire load runs down into a heap on the floor of the coal cellar. In London, on the other hand, each bag of coal has to be taken separately from the wagon and emptied as near as may be in the coal hole, and when that is at last finished the coal which has fallen on the pavement has to be laboriously shoveled into the coal cellar. And so it goes. In all methods the old country is behind its younger and enterprising offshoot."

"The trade press seeing and knowing what is done in this country tried to awaken public interest there, and such a statement as this is not unusual. The whole question of the relative cost of production in this country and in the United States is one beset with many difficulties. The conditions surrounding industry in the new and old worlds vary widely. Our coal pits are becoming deeper every year. In Lancashire coal is being mined not far from what are considered to be the present limits. The working faces are receding further

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and further from the shafts. Seams of two feet are being worked today in the Northumberland coal field that were despised thirty years ago, whilst in many of the thicker seams all the coal to be got is that left in the form of pillars—a monument to the improvidence of a past generation of coal miners. These are some of the disabilities under which the United States has not been compelled thus far to labor. The fact that coal is here generally mined at the outcrop or reached by some short adit or drift, and the thick seams are easily won and inferior seams left, is largely accountable for the high individual output of the American miner and the low pitmouth price of coal."

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