

Fuller Bill For Union Depot Under Fire

The Durham Depot Trouble Changed to Be the "Nigger in the Wood Pile." Important Hearing Before House Committee

The matter of a union depot for Durham was up before the house committee on railroads and corporations yesterday afternoon in the office of the corporation commission. The session opened at 4 o'clock with a quorum present when Mr. J. Crawford Biggs of Durham read Representative Jones' bill which provides that the corporation commission be given authority to require, when practical in the judgment of the commission, any two or more railroads entering a town to build a joint or union depot.

Mr. J. Crawford Biggs was the first speaker advocating the bill. "The present law," said Mr. Biggs, "requires the building of depots commensurate with the receipts of the companies. This amendment of ours proposes to go further. There are similar statutes in South Carolina and Texas. We are working for the good and economy of the state and the welfare of the public, he said. This bill will mean the saving of carriage hire, which is often extortionate. It saves transfer money on baggage that they now pay and the bill before you is not unusual, unconstitutional or in any way unreasonable."

Then he went on to show from the law reports several illustrations of similar demands by municipalities and cited where the state of Massachusetts legislated to require a union depot for the city of Worcester, Mass., and even went further and said that several railroads entering there must build a union depot and on one of two specified locations, at the same time ordering the discontinuance of using the old depots.

Mr. Biggs was asked whether the legislature had the right to confer the power that the author of the bill seeks for it. "I think," replied Mr. Biggs, "that it has unquestionably the right to confer either directly or indirectly the power to build union depots. This bill simply means the empowering of the corporation commission to force railroads to build union stations, when in the judgment of the commission it is necessary. I believe that this law is absolutely needed and is for the best interests of the state."

Mr. W. Miller for railroads. Mr. Henry W. Miller, assistant to the first vice-president of the Southern Railway Company, discussed the bill from the railroad companies' point of view. He said he would not treat the legal phase of the case, not being a lawyer, but would discuss only the question of the justice of such a measure.

"Would it be right," asked Mr. Miller, "to practically confiscate the earnings of a corporation? And yet that is what you would do in this matter. This bill has Durham written all over it." He compared the way in which the Durham right-of-way and union depot matter pervaded the bill to "the air we breathe. You can't see it but nevertheless it is there."

Mr. Miller asserted that if the bill under discussion were only a state matter in forcing railroads to build depots and was not really intended to the special benefit of Durham, Mr. Biggs and the large Durham delegation would not be before the committee making the fight for it. It is a case, Mr. Miller charged, of trying to press a bill of a general nature solely for the benefit of Durham.

Mr. Biggs tells you, said Mr. Miller, that the railroad company has treated Durham badly, but he evades and tries to conceal the bad treatment the railroad has suffered from Durham. How they took our land right-of-way—the property of the State of North Carolina as the road is owned by the State—and gave it to the Seaboard Air Line. Continuing, Mr. Miller said that the statement which appeared in some papers a few days ago purporting to be from Col. A. K. Andrews that Durham would get no better depot facilities was untrue. He said no such thing. He did say, though, that he would take care of his passengers, but that the railroad company does not intend to spend much money in a Durham passenger station until its property there (the Peabody street, right-of-way) is restored to the company. He reviewed the early railroad history of Durham and the subsequent Peabody street right-of-way suit. He said that the Southern Railway acquired the right-of-way by succession, the 50-year lease of the State's property, the North Carolina railroad, and when the railroad company merely tried to claim their original property the city of Durham sued out an injunction to keep them out of it.

Col. Andrews told the Durham delegation, said Mr. Miller, that he would give the city a depot, or would join others in building one if the city would give back to the North Carolina Railroad the property they seized in 1887. The Southern Railway Company is not asking the city of Durham to give anything, but merely asking for what is their own by right of their lease of the North Carolina road—the State's property.

cause they pay their part of the expense of the depot buildings. This Mr. Miller insisted would not be an equitable division of the expense and if this were done the Southern would be forced to sacrifice property and advantages for which they had paid. It is not fair, right or just, he said, for the Legislature to give the commission the right to force the Southern to build and pay what portion that company shall pay for construction and what part other roads shall pay.

He declared that it is getting to be a close day for railroads. The brotherhoods and labor unions practically regulate their own pay, the interstate and state commissions regulate freight and passenger rates. "A commission forces up our taxes and the difference is left for the owner. The profits are like the grain of corn between the upper and other mill-stones, being ground smaller and smaller each year." The "poller power" of a state, he said, is being constantly stretched further and further until it covers a multitude of sins.

Victor's Brains Argument. Mr. Victor S. Bryant was the next speaker for Durham. He contended that Durham had begged the old Richmond and Danville, the Norfolk and Western and the Seaboard Air Line for a good depot for twenty years and for many years had tried for a union depot and had never gotten anything. He commented on the size of the present Durham depot, saying that it is not as large as the committee room and there are twenty-nine seats in it. He said that over two hundred tickets per day were sold. He said he had seen mothers with infants in arms standing out in the sun, fearing to go into the crowded and inadequate apology for a depot lest they be overcome by the heat. He dwelt at length on the inconveniences and suffering that had been caused on the traveling public by the failure to have proper depot accommodations. They had had the same little depot since the town had 2,000 citizens and one factory. He asserted that the Durham delegation were actuated solely by the idea of remedy for the evil in their own town, but said that of course if the bill became a law it would ask to benefit by it.

Mr. Bryant made the charge that not until after the pending bill was introduced could the railroad company be induced to even send an architect to investigate the situation at Durham, but that within a day or two thereafter one was on the scene. Mr. Miller interrupted Mr. Bryant to deny this, telling him that the architect had for some time had orders to go to Durham and that any tardiness in carrying out the order was due to press of work rather than to a policy of delay.

Mr. Miller also asked Mr. Bryant if it was not true that the object of a union station was to accommodate the interchange of passengers rather than for the city passengers? Was it not just as convenient for the local travel to go to one station as another? Mr. Bryant admitted this but said that quite a number of passengers drove from the Southern to the N. & W. depot. Mr. Bryant commented on the freight receipts of the Southern at Durham as abundantly justifying better depot facilities.

Mr. Miller interrupted him to explain that the railroad was ready to provide better depot if treated fairly, and to direct the attention of the committee to the fact that the gross receipts for passenger or freight traffic do not by any means show the receipts of the railroad. That shipments were received for Hong Kong, China, and tickets sold to many parts of the country, but only a small part of the receipts fell to the portion of the local road. He offered to furnish the committee a statement of the net earnings of his road at Durham if they so desired.

Mr. Bryant had previously stated that the agent of the Southern at Durham had declined to furnish the freight or passenger receipts there to be used in this discussion, and Mr. Miller replied in this connection that the Durham agent did right in not furnishing the receipts. That he would lay himself liable to sharp reprimand if he did. That it would be considered the height of impertinence for him to go to Mr. Bryant's clerk and ask him what Mr. Bryant's salary for the past year had been.

Questions and Answers. Mr. Bryant made the charge that the railroad company had declined or ignored the quit claim proposition in favor of the three companies if a union depot were built. Mr. Miller answered that while this was clearly unfair, it had not been declined. That the first vice president had been out of the state and it had not yet been passed on.

There was a cross-fire of questions between Mr. Bryant and some members of the committee. Representative Murphy told Mr. Bryant that he believed the bill too broad in its scope, but said he believed Durham ought to have a union depot, and if they would introduce a bill applying to Durham only he would support it. He feared, though, that he could not support the bill pending.

Mr. Graham advocated the Fuller bill, and moved that it be reported favorably. However, several committee members insisted that there should be further consideration. Some gave notice that a vote were taken then as to recommendation. They would vote against it. So by common consent the matter went over, the Durham delegation being told that if any further discussion were allowed either side the other would be notified. With this understanding adjournment was taken until next Tuesday night.

Jumped From a Moving Train. Washington, N. C., January 18.—Special.—About 7 o'clock this evening Mr. Burney Ricks jumped off the Atlantic Coast Line train at the Y and was seriously injured. One leg was crushed and will have to be amputated. He also received wounds on the head. Blood was oozing out of the eyes and ears. At this time it is not known whether he will live or not. The train was moving at the time of the accident.

VIGOROUS PROTEST AGAINST DR. CRUM

The South Carolina Legislature Delivers a Piece of Its Mind

Charleston, S. C., Jan. 17.—Immediately after organization yesterday the South Carolina senate took up the nomination of Dr. Crum by President Roosevelt for collector of the port at Charleston, and in ten minutes adopted the following resolutions: "Whereas, President Roosevelt recently named W. D. Crum, colored, for collector of customs at the port of Charleston and said appointment is now pending confirmation by the Senate and whereas, President Roosevelt has unjustly, and without deference to the people of this state, ignored the earnest protests of the mayor and citizens representing the business interests of Charleston, against such appointment, in that the expressed wishes of the people were disregarded and the interests of the port will be made to suffer materially thereby, and whereas, it is inconsistent with the fundamental principles and genius of our government that the power of appointment should be exercised arbitrarily, but with regard to the sentiment and commercial interests of the community immediately affected; therefore, be it resolved, by the House of Representatives of the state of South Carolina, the Senate fully concurring, That we hereby place on record our protest against the appointment of W. D. Crum for collector of customs, at Charleston, nominated by President Roosevelt, as being detrimental to the commercial interests of the principal port and the chief city of our state, and being in disregard of the sentiment and wishes of our people.

GERMAN TREATIES

Getting Rid of the Most Favored Nation Clause

Berlin, Jan. 16.—The Reichstag today, by a vote of 181 to 67 adopted the resolution abolishing the most favored nation treaties. Prince Von Bismarck, in the course of the debate, contended that the purpose of this was to improve relations with the United States. He hoped and believed that the government would conclude satisfactory treaties. He hoped that the intelligence of Germany's negotiations would become more acute, making it more impossible in the future for her to accept such unfavorable conditions as the Saratoga treaty.

FIGURES ON CROPS

Proposed Enlargement of Statistical Work

Washington, Jan. 16.—Mr. Shepherd of Texas today introduced a bill providing that, in addition to the products now investigated by the division of statistics of the agricultural department, there shall also be investigated the production of sugar, rice, fruits, vegetables and other products of agricultural and horticultural of commercial importance. The measure also provides that the division of statistics shall issue special bi-weekly reports containing information as to the production, acreage, distribution and consumption of cotton, corn, wheat and oats.

Old Soldier's Experience

M. M. Austin, a civil war veteran of Winchester, Ind., writes: "My wife has been sick a long time in spite of good doctor's treatment, but was kindly cured by Dr. King's New Life Pills, which worked wonders for her health." They always do. Try them. Only 25c at all druggists.

GOVERNMENT DEPOSITS

The Secretary of the Treasury Asked to Give Information

Washington, Jan. 16.—Sulzer of New York today introduced the following resolutions: "Resolved, that the secretary of the treasury be, and he hereby is, respectfully requested to report to the House of Representatives the names of all the national banks which have held United States deposits, other than deposits of disbursing officers, on the 31st day of December, 1902, and on each succeeding 31st day of December until the present time, with the amount of said deposits held by each of the said banks on the 31st day of December in each year; the average amount of deposits held by each during each of said years, together with a detailed list of securities held as collateral against each of said deposits on the 31st day of December in each of said years, and the amount of interest which would have been paid by each bank in each of said years had the bank been required to pay interest on such deposits at the rate of 2 per cent per annum."

A SHUT-OUT TREATY

Liverpool, Jan. 17.—At a special meeting today of the Liverpool chamber of commerce, called to consider the proposed reciprocity treaty between the United States and Cuba, it was announced that Foreign Secretary Lansdowne would receive important deputations from the various chambers of commerce of the United Kingdom January 22 for the purpose of discussing the matter. The speakers strongly criticized the treaty as practically shutting out other nations from trading with Cuba.

Lead and Zinc Combine

Joplin, Mo., Jan. 17.—A \$50,000,000 syndicate composed of New York capitalists is forming a trust of all the producing mines in the Missouri and Kansas zinc and lead districts. This is authentic, but the name of the company cannot be learned tonight. It is known that the syndicate consists of New York millionaires and it is rumored that J. Pierpont Morgan is one of them. Agents have been working quietly for the past six months in the zinc region and have secured options on over \$12,000,000 of property.

Killed by a Cave-in

Knoxville, Tenn., Jan. 16.—In a cave-in of a trench leading to the soldiers' home at Johnson City this afternoon Sam Groome, a laborer of Marshall, N. C., was instantly killed. J. J. Stinson, was fatally injured, and three others were badly hurt. The first report received here this evening stated that five men were killed in a premature explosion.

ANCIENT MANUSCRIPT

London, Jan. 17.—What is claimed to be the oldest Biblical manuscript extant was lately discovered in Syria and is now in safe keeping at Cairo. It comprises the Pentateuch, written in Samaritan characters on gazelle parchment, and its date is the year 113 of the Moslem era, which is equivalent to the year 735 A. D. It is declared to be far older than any of the Hebrew Biblical manuscripts in the libraries of Europe or America. It is dated, that the oldest manuscript in the British museum is of the year 1329 A. D., and this has hitherto been supposed to be the oldest in the world. The newly discovered manuscript contains, immediately after the decalogue, a passage of about fifteen lines that does not exist in the authorized version. It is claimed that this passage is likely to clear up several long disputed points.

Tot Causes Night Alarm

"One night my brother's baby was taken with Croup," writes Mrs. J. C. Snider, of Crittenden, Ky. "It seemed it would strangle before we could get a doctor, so we gave it Dr. King's New Discovery, which gave quick relief and permanently cured it. We always keep it in the house to protect our children from Croup and Whooping Cough. It cured a chronic bronchial trouble that no other remedy would relieve." Infallible for Coughs, Colds, Throat and Lung troubles. 50c. and \$1.00. Trial bottles 10c. at all druggists.

FUNERAL OF CAPT. CLAUDE B. DENSON

One of the saddest and most largely attended funerals ever held in Raleigh was that yesterday afternoon at 2 o'clock in Christ's church over the remains of Capt. C. B. Denson. The services were under the direction of Bishop Cheshire and Dr. M. M. Marshall, rector. The hymns "Hark, Hark, My Soul," "Peace, Perfect Peace," and "Lead, Kindly Light" were beautifully rendered. The flowers were surpassingly lovely and of every imaginable design, among the number being very handsome ones from the State Agricultural Society, the Altar Guild of Christ church, the Pittsboro Male Academy and L. O. B. Branch of Confederate Veterans, who attended the funeral in a body. Immediately after the funeral exercises the remains were taken to Pittsboro on a special train, accompanied by the entire family and a number of intimate friends. Senator H. A. London of Chatham and Senator Hicks of Duplin, who was in Capt. Denson's company, were among the party.

Possibly a Hint

Kiel, Jan. 16.—The German training ship Storch has been ordered to withdraw from the blockading squadron in Venezuelan waters January 28, and return to Germany. It is suggested that this order may mean that the blockade of Venezuelan ports by the ships of the allies is to cease on that date.

Through the Dardanelles

Constantinople (via Turkish Frontier), Jan. 16.—In accordance with the sultan's sanction, granted last September, the Russian torpedo boats passed through the Dardanelles Tuesday en route for Sebastopol. The censor has not allowed the telegrams announcing this fact to go out from Constantinople.

HALF OUR ILLS ARE CATARRHAL IN NATURE.

Catarrhal Diseases are Most Prevalent in Winter.

IS THERE NO WAY OF ESCAPE FROM THEM?

Pe-ru-na Never Fails to Cure Catarrh Wherever Located.

There are some things which are as sure as fate, and can be relied on to occur to at least one-half of the human family unless means are taken to prevent.

First, the climate of winter is sure to bring colds.

Second, colds not promptly cured are sure to cause catarrh.

Third, catarrh improperly treated is sure to make life short and miserable.

Catarrh spares no organ or function of the body. It is capable of destroying sight, taste, smell, hearing, digestion, secretion, assimilation and excretion. It pervades every part of the human body, head, throat, stomach, bowels, bronchial tubes, lungs, liver, kidneys, bladder and other pelvic organs.

That Peruna cures catarrh wherever located is attested by the following testimonials sent entirely unsolicited to Dr. Hartman by grateful men and women who have been cured by Peruna:

Systemic Catarrh.
Mrs. M. K. Bousch, Richmond, Va., writes: "I had catarrh all through my system for two years and could get no relief. I was advised to try Peruna and I have taken five bottles of it and am well and better now than I have been for years. I can advise any one who has catarrh of any part of the body to take Peruna. My little girl who is eleven years old had catarrh, but was cured by Peruna. Before I began to take Peruna I was sick all the time, but now I am entirely cured, and all praise is due Peruna."—Mrs. M. K. Bousch.

Catarrh of the Nose.
Mr. Herman Ehke, 922 Orchard street, Milwaukee, Wis., writes: "I am entirely cured of my catarrh of the nose by your Peruna. My case was a severe one."—Herman Ehke.

Catarrh of the Throat.
B. H. Runyan, Salesville, O., writes: "I suffered with catarrh of the throat for five years. I was induced to try Peruna. I have used five bottles and am perfectly well."—B. H. Runyan.

Catarrh of the Ear.
Mr. Archie Godin, 188 Beech street, Fitchburg, Mass., writes: "Peruna has cured me of catarrh of the middle ear. I feel better than I have for several years."—Archie Godin.

Catarrh of the Bladder.
Mr. John Smith, 311 S. Third street, Atchison, Kan., writes: "I was troubled with catarrh of the urethra and bladder for two years. At the time I wrote to you I was under the care of my home doctor, and had been for four months. I followed your directions but two months, and can say Peruna cured me of that trouble."—John Smith.

Catarrh of the Head.
Mr. D. R. Ramsey writes in a recent letter from Pine Bluff, Ark., the following: "My son, Leon Ramsey, four years of age, suffered with catarrh of the head for eighteen or twenty months. He took one bottle of your Peruna and could bear as good as ever."—D. R. Ramsey.

PLANS OF THE TRUST-BUSTERS

Senate Leaders at Work While House Leaders Take a Rest

Washington, Jan. 15.—Although the House of Representatives was in session today, the trust-busters were in a state of inactivity. In fact they have passed through the hands of the attorney general yesterday and are now as meek as Moses. The little visit to the home of the attorney general tempered their enthusiasm and chastened their spirit, and while they are still determined trust-busters, they are not, by long odds, so eager as they were.

Although the House trust-busters were in a state of inactivity today the Senate leaders were not, and at a conference at the White House it was agreed that, if possible, a mild form of anti-trust bill should be passed before final adjournment March 4 in order to avoid an extra session of Congress. The general meaning of the bill as suggested by the senators attending the conference embraced three features:

First, The much talked of publicity, but not to be applied indiscriminately—only to those corporations that are monopolistic in character, and not to apply to ordinary business corporations.

Second, A prohibition against both the giving and receiving of a rebate.

Third, A provision for facilitating the hearing of suits brought under the Sherman anti-trust law or the proposed law.

The measure will be drafted by the House sub-committee on judiciary, but under the supervision of Attorney General Knox. Of course the assurance given by the Senate leaders does not carry with it any absolute certainty that the measure will become a law, for between the radical element in the Senate, who will insist upon more stringent provisions against the trusts, and the short time yet remaining of the session, it may have rough sledding.

The appointment today, after this agreement had been reached, of a sub-committee on trusts by the Senate committee on interstate commerce,



Catarrh of the Kidneys. Peter J. Unger, Hawley, Pa., writes: "I think that I am perfectly cured of catarrh of the kidneys by Peruna, as I have no trouble of any kind."—P. J. Unger.

Catarrh of the Stomach. A. W. Graves, of Hammond, Ind., writing to Dr. Hartman, says: "I am well of catarrh of the stomach after suffering two years. I have taken five bottles of Peruna and one of Mannin and I feel like a new man now."—A. W. Graves.

Pelvic Catarrh. Miss Katie Lochman, Lafayette, Ind., writes: "I had pelvic catarrh, pain in the abdomen, back, had stomach trouble and headache caused by catarrh. I followed your directions: took Peruna and Mannin according to directions, and how happy I feel that I am relieved of such a distressing ailment."—Miss Katie Lochman.

Catarrh of the Bowels. Mr. Henry Entzong, South Bend, Ind., writes: "The doctor said I had catarrh of the bowels and I took his medicine, but with no relief. I was getting worse all the time. Before I had taken a half bottle of Peruna I felt like a new man."—Henry Entzong.

If you do not receive prompt and satisfactory results from the use of Peruna, write at once to Dr. Hartman, giving a full statement of your case and he will be pleased to give you his valuable advice gratis.

Address Dr. Hartman, President of The Hartman Sanitarium, Columbus, O.

TEMPEST IN DELAWARE

Addicks Republicans Alarm-ed at a Democratic Hold-up

Dover, Del., Jan. 16.—Delaware's political crisis over the unexpected Democratic combine with the regulars to accomplish the quick defeat of Addicks for United States senator and immediately fill the Washington vacancy, may now outrival Kentucky.

The Addicks men publish a call tonight for Union Republicans from all over Delaware to swarm to Dover and forcibly resist what they call a Democratic hold-up. The publication declared that if any regular Republicans should vote to send a Democrat to Washington, their shooting is too good for him.

Further it says: "Delaware Republicans cannot afford to help the Democratic party to again get us by the throats. We have had a hard and bitter fight, and now that we have won the victory, the Democratic party shall not win by the aid of votes given by any so-called Republicans. If they play will not work then something else will."

Berlin, Jan. 17.—A dispatch from Caracas to the Lokal Anzeiger says that the compulsory loan that President Castro intended to levy against rich Venezuelans has failed. The merchants having little money, a tax on foreign residents will probably be adopted to meet the government's pressing need for funds. The foreigners, fearing the seizure of their property, desire the powers to land troops at La Guayra to support their resistance to Castro's demands.

Admired Capt. Denson

Col. John S. Cunningham spent last night in the city and will leave today for his home in Person county. He went to Pittsboro yesterday to attend the burial of Capt. C. B. Denson. Speaking of the deceased last night Col. Cunningham said he had met no man in the state to whom he was more warmly attached and who excited his love and admiration more than Capt. Denson. "He was a true man, an able man, a loyal citizen, a patriot," said he, "and the state has lost one of its most useful citizens."

"Some people," said Uncle Eben, "gets such a reputation as kickers that if they try to be pleasant folks takes it for granted that it's sarcasm."—Washington Star.

Kellam Cancer Hospital

12th and Bank Sts., RICHMOND, VA. WE CURE CANCERS, TUMORS AND CHRONIC SORES Without the Use of the Knife.

ALL EXAMINATIONS FREE. Come and see what we have done, and are doing. If then not satisfied that we do all we CLAIM, we will pay all of your EXPENSES.

RALEIGH IRON WORKS CO. FOUNDERS AND MACHINISTS.