

DURHAM'S UNION DEPOT SITUATION

The Southern Has Plans and is Ready to Go Ahead With the Work

Durham, N. C., March 16.—Special.—The union depot question is again up for discussion and the people are taking advantage of the opportunity for expressing themselves on the subject. The matter was brought up again by Colonel Andrews, of the Southern Railway, coming here this morning with drawings of the proposed building and showing the plans to a number of business men who had gathered in the Elks club room for that purpose. The plans show a very neat and conveniently arranged building, which if erected will cost about \$40,000 or \$50,000.

Colonel Andrews told the business men that he was ready to erect the building at once, if it met with the approval of the people. There was some discussion about the matter and he was asked a number of questions, after which he left for his home in Raleigh. The business men called a meeting for this afternoon at 3 o'clock. There is no difference in the plans proposed by Colonel Andrews now and several years ago. According to what he said this morning the depot will be union in name only. He proposes to put the building on the property now in dispute without consulting the other roads as to where they would like to have the station. In fact he has not said one word to the other roads, he said this morning, about the plans for the building. He said in reply to questions that he would allow the other roads to come in with him, but the depot must be located at the point suggested by him, and the other roads must pay him trackage. He said further that the plans he had before him were the plans for the depot, without regard to the ideas of the other two roads, unless they could convince him that he was wrong.

The proposed station is to be put into what is now Peabody street, near where the present depot is located. He said that the Southern would track for the Seaboard road if that road and the Southern could reach an agreement. So far as the depot building is concerned the people are satisfied with that, but there are other sides to the question. If it is to be a union depot, as was suggested to the vice president of the Southern this morning by a prominent business man, then the other roads should also be consulted and not one road do all of the deciding. It was suggested at the meeting this morning that since there was no change in the attitude of Colonel Andrews, then the matter should take its course in the courts. During the talk this morning Colonel Andrews intimated that the Fuller bill will be fought in the courts unless his plans are agreed to by all sides. The Post correspondent made an effort to get an expression from as many prominent business men as possible today. The prevailing opinion is that, leaving out of the question anything regarding Peabody street, then one road should not name the location of the building and select the plans without consulting the other roads. This is a matter for all of the roads to get together on.

At the mass meeting of citizens this afternoon, held for the purpose of considering plans for a depot and the proposition of Col. Andrews of the Southern Railway, nothing was done but to appoint a committee to go before the city aldermen tonight and ask that a committee be appointed whose duty it shall be to get the three roads together on the depot question if possible. At the meeting there developed a strong sentiment against accepting what was suggested by Colonel Andrews, which would practically place the whole matter in his hands.

The two meetings today have brought the question very prominently before our people. There were some at the afternoon meeting in favor of peace at almost any terms, but others were as far in the opposite direction. The prevailing sentiment seemed to be to get the roads together, if possible, and if not let the corporation commission and the courts settle the whole matter.

Durham, N. C., March 15.—Special.—The mass meeting was attended by probably 75 business men. Twelve or fifteen short talks were made at the meeting. Messrs. R. H. Wright, J. C. Troy and W. A. Slater thought that the plans should be adopted in order to get a depot here without litigation. W. T. Carrington thought that we would get a depot any way and that the question of plans and site was one for the railroads and the corporation commission.

T. L. Peay said he did not believe in backing out of anything. "Let us hold every inch of ground we have now," he said, "and let the railroads agree on the depot matter. If they cannot then let the corporation commission settle the question." He referred to the suit regarding Peabody street, and said it would not be fair or just to endorse the plans or site. C. B. Green was of the same opinion. He made several talks. He said the people should go slow, and added that the roads and the corporation commission should deal with this question. This is a trick, he said, to defeat the action of the corporation commission. L. A. Carr suggested the appointment of the committee to see the aldermen, and this was agreeable to the meeting.

H. E. Seeman was in favor of the plans as presented, and thought something should be done to bring the matter to a head and stop so much litigation. He was in favor of adopting the plans and leaving the rest with the roads. He made a talk of several minutes.

J. H. Southgate made an eloquent talk, in which he said if the matter was left to the courts it would not be settled until after the daisies were on many of our graves. He thought the town should get out of the stinking business, that at their present time the

people were between three powerful corporations—the city, the Southern Railway and the Seaboard Railway—and in a condition of helplessness. "We ought to resolve," he said, "that we are bound hand and foot and ready to be cast into the sea."

The opinion against the plans suggested prevailed. The committee was appointed and adjournment was taken without anything being done.

A household necessity—Dr. Thomas' Electric Oil. Heals burns, cuts, wounds of any sort; cures sore throat, croup, Catarrh, asthma; never fails.

Opposed to Canal Treaty

Colon, Colombia, March 16.—El Porvenir of Cartagena announces that a petition addressed to the Colombian congress is being numerously signed there urging the rejection of the Herran-Hay treaty relative to the Panama canal, on the ground that it is against the interests of the country. There is talk on the isthmus of preparing a counter-demonstration.

Judges in Porto Rico

San Juan, P. R., March 16.—E. B. Wilcox, acting chief of the insular police, has been appointed judge of the district court at Ponce. T. J. Hamilton of New York, formerly a captain in the Porto Rico regiment, succeeds Mr. Wilcox. Charles E. Foote of Lexington, Ky., has been appointed judge of the district court at Humacao.

Prison Cells for Shouters

Pottsville, March 15.—"The man who shouts hurrah" during a riot is as guilty as he who fires a gun. These were the words with which Judge Bachtel prefaced the sentence of five years to a very serious affair, resulting in the killing of Deputy Sheriff Bedell and the maiming of every policeman in Shenandoah. All the defendants were sentenced to two years in jail and the payment of heavy fines.

German Minister at Caracas

Caracas, March 16.—Dr. Alfred Pellegrini, the newly appointed German minister to Venezuela, arrived here at noon today. It was feared that the populace, which is deeply incensed against the Germans, would make a hostile demonstration, but fortunately the minister's arrival caused no outbreak. He was met at the Central railway station by the members of the American legation and a number of German delegates.

The Supply of Cotton

(Henry G. Kittredge, in Boston Transcript.)

Ten cent cotton is not a rare thing in recent years for middling upland grade in the New York market. Though it did not reach that point last season, it came within a quarter of a cent of it, and exceeded it several times during the previous season. But it may be said that long-sustained 10 cent cotton is out of the question under present trade conditions affecting the supply and consumption of the raw material. There has been no season since that of 1889-90 when the yearly average price of middling cotton has exceeded 9 cents a pound.

If planters felt confident that cotton would command an average of 9 to 10 cents a pound for the season, they would regard it as a strong inducement to extend its cultivation for the production of a crop that would meet the necessities of the world's cotton-manufacturing industry, which is in need of an increased supply in order to keep existing machinery in full operation for the entire year. I am inclined to think that even 8 cent cotton would be a sufficient incentive to planters to extend their cotton acreage for a production, under favorable seasonal conditions, enough to satisfy the wants of spinners for American cottons; and this price, under present and prospective trade conditions, I believe, can be maintained, without curtailing consumption, and warrant the running of factories to their full capacity.

There is no occasion for apprehension that the Southern States cannot raise all the cotton that may be required by the spinners of this country and Europe for a number of years to come; yet the time will eventually come, in all probability, when the limit will be reached and other sources of supply must be sought. The last three seasons (1899-1902) were unfortunate ones, and should not be viewed in any other light. There was a decreased acreage in the first two and an abnormally low yield to the acre in the last one. With an acreage of 27,000,000 to 28,000,000 acres, and an average yield to the acre, the supply of cotton for all present and near future requirements may be safely calculated upon. The South should find no difficulty in its system of agriculture of devoting this number of acres to the cultivation of cotton, without encroaching upon the necessity of a diversified farming occupation.

The cultivation of cotton possessing all the admirable qualities of that raised in our Southern States has never been attended with any continuing success except in very few instances. The production of cotton in Central Asia, with all the aid that the Russian government could give it, has had serious drawbacks. That from American seed has greatly declined, and where this has not been renewed the quality has deteriorated.

Taking the world's production of cotton altogether, there appears no source of supply to meet the needs of manufacturing so capable of immediate expansion as that of the United States, and not until it has attained its reasonable limit will much be done elsewhere more than experimental.

North Carolina Midland

Winston-Salem, N. C., March 15.—Special.—The stockholders of the North Carolina Midland Railroad held their annual meeting this afternoon. Only routine business was transacted. The old officers were re-elected. Col. A. B. Andrews is president.



Young women may avoid much sickness and pain, says Miss Alma Pratt, if they will only have faith in the use of Lydia E. Pinkham's Vegetable Compound.

"DEAR MRS. PINKHAM:—I feel it my duty to tell all young women how much Lydia E. Pinkham's wonderful Vegetable Compound has done for me. I was completely run down, unable to attend school, and did not care for any kind of society, but now I feel like a new person, and have gained seven pounds of flesh in three months.

"I recommend it to all young women who suffer from female weakness."—MISS ALMA PRATT, Holly, Mich.

FREE MEDICAL ADVICE TO YOUNG GIRLS.
All young girls at this period of life are earnestly invited to write Mrs. Pinkham for advice; she has guided in a motherly way hundreds of young women; her advice is freely and cheerfully given, and her address is Lynn, Mass.

Judging from the letters she is receiving from so many young girls Mrs. Pinkham is inclined to believe that our girls are pushed altogether too near the limit of their endurance nowadays in our public schools and seminaries. Nothing is allowed to interfere with studies, the girl must be pushed to the front and graduated with honor; often physical collapse follows, and it takes years to recover the lost vitality,—often it is never recovered.

A Young Chicago Girl Saved from Despair.
"DEAR MRS. PINKHAM:—I wish to thank you for the help and benefit I have received through the use of Lydia E. Pinkham's Vegetable Compound and Liver Pills. When I was about seventeen years old I suddenly seemed to lose my usual good health and vitality. Father said I studied too hard, but the doctor thought different and prescribed tonics, which I took by the quart without relief. Reading one day in the paper of Mrs. Pinkham's great cures, and finding the symptoms described answered mine, I decided I would give Lydia E. Pinkham's Vegetable Compound a trial. I did not say a word to the doctor; I bought it myself, and took it according to directions regularly for two months, and I found that I gradually improved, and that all pains left me, and I was my old self once more."—LILLIE E. SINCLAIR, 17 E. 22d St., Chicago Ill.

Lydia E. Pinkham's Vegetable Compound is the one sure remedy to be relied upon at this important period in a young girl's life; with it she can go through with courage and safety the work she must accomplish, and fortify her physical well being so that her future life may be insured against sickness and suffering.

\$5000 FORFEIT if we cannot forthwith produce the original letters and signatures of above testimonials, which will prove their absolute genuineness.
Lydia E. Pinkham Medicine Co., Lynn, Mass.

BAD BLOW UP
Boiler Explosion Wrecks a Mill and Kills a Man

Toledo, March 16.—In a boiler explosion which wrecked a large portion of the East Toledo mills of the Republic Iron and Steel Company today, one man was killed and two other burned so badly that they may die. It will never be known how the accident occurred, as the dead man was the only one near the boiler.

The top of the boiler, weighing a ton, was blown through the air for a half a mile, hurtling just over the tops of twenty houses and finally gouging a hole fully twenty feet deep in the ground. Iron flues by the dozen were driven deep into the earth. One entire end of the mill was blown out, causing a property damage of \$40,000. It will take a month to repair the plant.

Jim Crow Law Upheld

New Orleans, March 16.—The Louisiana supreme court today decided the Jim Crow street car law, which was put in operation in November, constitutional. The law has been vigorously opposed by the negroes who resent it greatly, and many of the better class have ceased using the street cars since it was put in operation. The court declares that the Louisiana Legislature has a right to separate the races in the cars if the negroes are given equal accommodations with the whites.

Chamberlain at Home

London, March 16.—Colonial Secretary Chamberlain was at the desk of the Colonial office early today. Afterward he went to the House of Commons, where he received a most cordial welcome from the supporters of the government.

A Happy Girl

Winsted, Conn., March 15.—Julia McKee, daughter of Mrs. Thomas L. McKee, who does washing to support herself and five young children, is prob-



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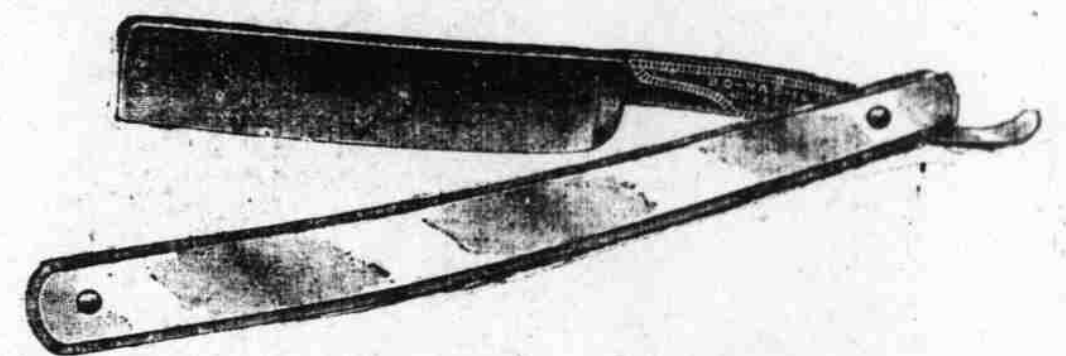
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