

The Trade Situation Reported More Favorable

Crops Are Improving and Labor Troubles Are Not So Common—Stock Quotations Are Way Down

New York, July 17.—Dun's weekly review of trade tomorrow will say:

At the lowest point Wednesday the average of the sixty most active railway stocks was \$59.18, surpassing all low records since the memorable collapse on May 3, 1901, when the average touched \$56.25. In neither case was liquidation in Wall street due to depression in legitimate business, it being confined to the stock market and financial influences. Conditions continue satisfactory outside the region of speculation, many reports indicating further improvement. During recent months the two disturbing factors have been labor controversy and weather conditions, but each week has brought better things in these two respects until the outlook contains much that is encouraging. Crops are making rapid progress, and the army of unemployed is diminishing. Railway traffic is heavy, earnings thus far reported for July exceeding last year's by 12.5 per cent, and those of 1901 by 19.2 per cent. Retail trade in seasonable merchandise is fully up to the average.

It is a season of uncertainty in the manufacture of cotton goods, and nothing in the nature of improvement can be expected until the artificial position of the raw material is radically altered. Supplies of cotton goods in first hands are low and there is no effort to make spot sales. Buyers fill their requirements for immediate distribution, but in no department of this great industry is there any inclination to anticipate needs of even the near future. As supplies diminish there is a corresponding stiffening of quotations, although in most cases the lack of transactions renders new figures nominal. Mills are steadily curtailing production, both here and abroad. Exports of heavy brown cottons are insignificant.

Official returns of foreign commerce for the fiscal year ending June 30, 1903, testify to the steady growth of our trade with other nations, the total value of merchandise imported and exported far surpassing all previous years at \$2,445,610,417. Imports made the most striking record, not only exceeding a billion dollars by \$25,619,127, but showing a gain of \$122,298,179 over the previous year's imports.

Failures this week were 213 in the United States, against 213 last year, and 16 in Canada, compared with 20 a year ago.

WHERE PROFITS WENT

Virginia-Carolina Company Has Strengthened Its Position

New York, July 17.—The contraction of \$312,000 in gross profits, as shown in the annual statement of the Virginia-Carolina Chemical Company, is explained in the report of the secretary, H. B. Crenshaw.

Mr. Crenshaw says that at the beginning of the year the management adopted the policy of using the earnings of previous years to strengthen the company's position. Special attention was given to increasing tonnage output within the company's territory. The funds expended for improvement in this manner have added one-third to the productive capacity. As a result from 778,033 tons in 1902 the volume of business increased to 988,634 this year.

BOLD BRUTES

Daring Attack Upon a Young Man and Woman

Richmond, Va., July 17.—Miss Pattie Mullen, a pretty young nurse, is in hysterics at the nurses' home tonight, and James L. Shelton, a former member of the legislature, lies at the hospital painfully injured as a result of an assault upon them as they were taking a walk outside the city limits tonight.

Springing upon them from ambush, two negroes beat Shelton into temporary insensibility and then dragged the girl into a nearby field. Just then Shelton recovered consciousness and boarded a suburban street car which came along. Borrowing a revolver from the motorman, he rushed into the field and fired upon the negroes, forcing them to leave their half-senseless victim with torn clothes and bruised flesh, but otherwise uninjured.

The two were brought to the city and an alarm was given. Police and the military responded and a search was instituted, which has so far been fruitless.

ISLANDS ARE OURS

No Protest is Expected from the British Government

Washington, July 17.—The statement printed in a London newspaper that the British government has asked the United States for an explanation of this government's action in annexing the group of small islands near the coast of British North Borneo caused surprise at the state department today. No such explanation has been

asked for and a request of that character is not expected.

It was learned today on indisputable authority that in 1901 when the United States was negotiating with Spain for the purchase of Cagayan, Sulu and Cibiya, islands lying near Borneo, Secretary Hay took the precaution of asking the British government through the late Lord Pauncefote, then British minister to Washington, if Great Britain laid any claim to the insular territory lying outside one marine league of the north Borneo coast, that being the understood boundary of the Spanish possessions in the Sulu archipelago. The response of the British government was that it would make no such claim. The islands which, according to the London story, are claimed by England, are clearly more than one marine league from British North Borneo, and this government's right of ownership in them is further established by Spanish treaties with England and Germany, defining the bounds of the Spanish possessions in the far east. The islands in question, seven in number, are well within the limits of Spain's insular territory so defined.

RELIANCE BEATEN

The Constitution Wins on Time Allowance

Morris Cove, Conn., July 17.—The Constitution won the first run of the New York yacht club cruise today. She crossed the finishing line 59 seconds after the Reliance, but the new boat has to allow the Constitution 2 minutes 19 seconds over the thirty-seven mile course, so that the Constitution won the race, with more than a minute to spare.

This is the first defeat the Reliance has experienced in a race which she has finished. She lost at Larmont, but that was through the carrying away of her topmast.

The race today was a peculiar one. The wind in the earlier part was light and fluky, and it was expected that the Reliance would ghost away from the other two. There was air aloft and the big club topsails caught that. To every one's surprise the Columbia did well at the start. For a long time she was the leading boat, and it was not until 2 hours and 28 minutes after the start that the Reliance pulled by the old champion and took the lead. When they got to Stratford shoals light the wind freshed so that balloons were carried. Then the Constitution did the best work. She drew up on the Reliance, and when a little more than a mile from the finishing line the Reliance set her spinnaker. The Constitution set hers at once and crept up on the new yacht, and as they crossed the line only 59 seconds separated the two.

THE POPE LIVES ON THOUGH READY TO DIE

(Continued from First Page.)

neither clinically nor microscopically the characteristics of the ordinary liquid produced by pleurisy. It contained malignant or cancerous neoplasms, which left no doubt that the tumor of 1899 had been of the same nature and that the malady had returned in a new location. The second puncture yielded a liquid with such a large proportion of blood that the physicians were unwilling to operate for the third time when yesterday's difficulty in breathing suggested it because there was the greatest danger that another drainage would produce fatal pleuric hemorrhage. The presence of blood in the fluid at the time of the second operation was in itself almost conclusive proof of the existence of cancer. Recovery is impossible, but it is not unlikely that the pope will survive for several days.

Such are the facts of the situation which the somewhat misleading bulletins of the past ten days have concealed. Serious comments are current among the medical profession here, which promise interesting consequences. It may be said in behalf of the pope's physicians, whether their first diagnosis was mistaken or not, that their treatment has been adequate. It would not have been radically different if the true nature of the disease had been known at the outset. Moreover it is good nursing that is chiefly prolonging the life of his holiness. Nothing could exceed Dr. Laponi's assiduity and skill in this respect. It is not improbable that the end may yet come suddenly by internal hemorrhage.

Rampolla's New Authority

Rome, July 17.—It is semi-officially announced that Cardinal Rampolla, papal secretary of state, asked the pope yesterday for the bestowal of some of the faculties reserved to his holiness and that the latter granted the request. It is stated that these faculties include plenary power over the body of cardinals during the pontiff's illness. According to the Voce Verita, Cardinal Rampolla will avail himself of his new power to appoint a secretary of the conclave in place of the late Mgr. Volpini.

Salisbury Copper Company

Salisbury, N. C., July 17.—Special. At a meeting of the Salisbury Copper Company held here Wednesday the stockholders elected the following officers: President, T. B. Brown; vice-president, A. J. Overman; secretary and treasurer, W. S. Blackmer; gen-

FOLEY'S HONEY AND TAR stops the cough and heals the lung.

eral manager, Capt. Richard Eames. The company owns and operates a valuable mine situated seven miles from Salisbury, the yield of which is very promising.

Colonial Mansion

Greensboro, N. C., July 17.—Special. Mr. S. L. Trogden is having plans prepared by J. H. Hopkins, architect, for a two story colonial residence, to be built at his place—Cottage Grove—about a mile from the city, on Guilford battleground road. The house will contain ten rooms beside pantries and bath rooms. It will be square, colonial in style with central hall, commodious veranda on three sides, porte cochere, etc. It will cost \$3,500.

Conspiracy Against Royalty

Berlin, July 17.—A dispatch to Cologne from Lisbon says that a number of officers of the fifth Portuguese infantry have been arrested on the charge of conspiring against King Charles. They will be tried by court martial. Suspicions of a widespread conspiracy against the dynasty have been entertained for some time, the instigators being officers who were cashiered some time ago. Other regiments are said to be affected.

M. P. District Conference

Littleton, N. C., July 17.—Special. First sub-division conference. M. P. church convention was called to order by Rev. Cong. H. Whitaker, chairman, at 8:30 last evening. There was a large assemblage of citizens of Littleton and visitors. Address of welcome by S. G. Daniels, Esq., of Littleton. Response by R. S. McCain of Henderson. There will be services every day through Sunday.

DURHAM AT LAST SEES LIGHT ON UNION DEPOT

(Continued from 1st page.)

that Mr. G. W. Watts, one of the peace commission, was a director in the Seaboard Air Line Railway. Mr. Wright was of the opinion that the Carr street location was the most advantageous of all the suggested sites. He thought the consensus of opinion was in favor of that site. There the depot would be largely on the right of way, and there would be room for all the tracks on the south side of the road. He thought there would be serious objections to putting the depot on the rock crusher lot, as a sharp curve would be necessary and it would practically destroy Peabody street anyway. As to the base ball lot, the witness did not see how the Southern could get to it at all without serious danger to life and detriment to some of the manufacturing interests in that vicinity.

Mr. Wright was cross-examined by Mr. H. A. Foushee. He said if the Carr street location was selected it would be necessary for the Seaboard to raise its track there perhaps nine or ten feet, but it would not cost as much as it would for the Southern and Norfolk and Western to run their tracks around to the Main street side of that location.

Capt. N. A. Ramsey was examined. He said he is a surveyor and has resided in Durham twenty-nine years. He has surveyed all the lots suggested and was of the opinion that the best location for a union depot is the present location of the Southern depot. The next best location, he thought, would be the old light house plant. That is one block from the old market house place. Capt. Ramsey thought the market house lot too small. He said the building north of the market house place is nothing but a shell and not worth over \$25.

Col. Henderson announced the close of testimony for the Southern.

General Manager Barr of the Seaboard was examined by Judge Watts. Mr. Barr said he thought the best place for a union station was near Roxboro street, the next best was the old market house. The present site, he thought, would cut off the use of Peabody street by the Seaboard. He did not think the base ball lot ought to be considered. Though it could be reached by the Seaboard by the belt line it would increase the distance from Henderson to Durham about three miles.

Mr. Busbee said the Southern certainly agreed with Mr. Barr that the base ball lot ought not to be considered by the commission.

Examined by Mr. Bryant, Mr. Barr said he did not have reference to any particular property for the depot in the vicinity of Roxboro street, but he had examined the locality and was satisfied that there was sufficient available ground there for a union station and all the roads can reach it. Mr. Barr said he was satisfied the city needed better depot facilities.

Col. Henderson: "If you are satisfied that better facilities are needed, why don't you build a depot?"

Mr. Barr: "Because the Southern is in our way."

Col. Henderson: "Well, I'm glad we are not in Durham's way. How are we in your way?"

Mr. Barr: "You want us to get off Peabody street."

Col. Henderson: "How did you get what you claim as your right in Peabody street?"

Mr. Barr: "From the city of Durham."

Col. Henderson: "You didn't get it from us, did you? and you don't claim that you own it?"

Mr. Bryant: "It is time to interpose an objection here, as the examination is reaching the point we desire to keep out of the controversy."

Col. Henderson: "Well, I'm getting away from that point, now that it has been developed, and we don't care to pursue it further. Are you the officer,

Mr. Barr, who filed the condemnation proceedings, in regard to Peabody street?"

Mr. Barr: "It was done by our attorneys."

Col. Henderson: "Are you the officer who executed the papers?"

Mr. Barr: "My name was signed to it."

Col. Henderson: "Very well; now couldn't you and Mr. Ackert agree upon terms for the use of a union station?"

Mr. Barr: "We haven't done so yet."

Col. Henderson: "The depot has not been built yet."

Mr. Barr: "There will be no depot built until an agreement is reached."

Col. Henderson: "Oh well, a number of agreements will have to be reached after the depot is built. We are friends of Durham, you know, and so are you. Now, don't you think the depot located at the present Southern site would give satisfaction?"

Mr. Barr: "No, sir, I do not. I am opposed to putting it there because I don't think it would be fair to our property."

Judge Watts: "Did the various railroad companies reach an agreement as to a location?"

Mr. Barr: "Yes, sir, at the old market house site."

Judge Watts: "What was in the way of a consummation of the plans?"

Mr. Barr: "We could not reach terms with the Southern in a satisfactory manner about handling cars."

The Seaboard closed and the petitioners introduced Mr. S. H. Reams, agent of the Seaboard Air Line. Mr. Reams testified that there is a physical connection between the Norfolk and Western, the Seaboard and the Southern railways in Durham.

Col. Henderson: "Mr. Reams, you say that point is about a thousand feet from the center of town. Do you think that is the proper place, the most convenient place for a passenger station in the event that the railroads were in love with each other and wanted a depot. Would it be the most convenient place for the people of Durham?"

Mr. Reams: "I really don't know."

Mr. J. A. Warren testified that Corcoran is a much used street. There is a great deal of foot travel across the railroad at that point going to and from the Bull factory.

Mr. J. Frank Maddry, city editor of the Durham Herald, testified that there is need for a union station in Durham. The travel is great over the Southern and it is very seldom the crowd is small enough to be accommodated by the depot. The only reason the people are not crowded so much at the other stations is because the crowds are much smaller. As to the best location, Mr. Maddry thought the old market house was preferable, or some point east of there, in the vicinity of Roxboro street. There have been two or three large mills erected in the last two years in the eastern part of the city.

Agreement Reached

"That's our case," said Mr. Bryant. "That's our case," said Col. Henderson.

"What are the issues?" asked Chairman McNeill.

"May it please the court," said Col. Henderson, "we are mightily mixed up on the issues. We agree with Judge Watts that the court has no jurisdiction to order us to build a union station. If we grant all that is wanted here, taking what is said about locations, we will erect about six union stations. We prefer our present site."

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Judge Watts said the Seaboard was here today to announce its willingness to become a party to the erection of a union depot at the market house site, and was willing to enter into an agreement upon terms of easement for the privileges of a single track down Peabody street to the company's tracks at the Duke factory, said easement to be paid for in a sum to be fixed by a board of arbitrators and to run for 99 years, or as long as the lease of the North Carolina Railroad to the Southern continues.

Col. Henderson: "As I understand it the court is here to consider only the question of the locality and the erection of a union station. I do not grant that your honors have that right, but granting that it is true for the moment, I am instructed by Col. Andrews to say that the Southern Railway accepts the proposition made by the Seaboard Air Line."

This statement was greeted by loud clapping of hands and yells. Chairman McNeill attempted to rap for order with a pencil, but could not be heard. Mr. Bryant said that he would prefer that a written agreement be entered into as the petitioners did not want any further misunderstanding. Judge Winston said the Norfolk and Western had practically agreed to come into this arrangement. There was a good deal of confusion, and when it was cleared up Judge Watts said he wanted the Southern to fully understand the proposition. He therefore stated it again, and it was ordered taken down by the stenographer. When it was fully understood Col. Henderson said the

proposition carried with it the controversy in regard to the ownership of Peabody street, a matter that is now in litigation in the courts. The Southern accepts the proposition as it was understood was made by Judge Watts. Col. Henderson modified the terms agreed to accept.

Judge Watts said his friends of the Southern had made a most marvelous change of position since the court case this morning. Then they claimed that nothing could be done on account of the litigation in regard to Peabody street. Then they accept our proposition, and in a moment reject it. We will meet the issues fairly and squarely and agree to the counter proposition.

This was greeted by more loud cheers, and Mr. Bryant suggested that the representatives of the courts get together tonight and draw up the agreement. This was agreed to and the court adjourned until tomorrow morning to hear the written agreement.

Night Was Her Terror

"I would cough nearly all night long," writes Mrs. Charles Appleton of Alexandria, Ind., "and could hardly get any sleep. I had consumption, but when all other medicines failed, three \$1 bottles of Dr. King's New Discovery wholly cured me and I gained 25 pounds." It's absolutely guaranteed to cure coughs, colds, la grippe, bronchitis and all throat and lung troubles. Price 50c and \$1. Trial bottles free at all druggists.

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