

FOSTER RALEIGH REAL ESTATE

New Building and Loan Association Here

RAILROAD FACILITIES

Comprehensive Reports Made by Committees of Industrial Club of Raleigh Last Night—Government Will Be Asked to Include All of Wake in Topographical Survey

The Industrial Club of Raleigh, at a regular meeting held last night adopted a report from a special committee to the effect that after investigation they find that there is a splendid field in Raleigh for the operation of a second building and loan association and recommending that steps be taken for the formation of such an organization.

A number of other matters of importance came up last night, notably the adoption of a resolution offered by A. B. Andrews, Jr., looking to the inducement of the government to extend their topographical survey, which has already taken a section of the eastern part of Wake county, over the whole of the county, thereby affording a complete and up-to-date map of the county.

In the matter of the building and loan association the committee report was by W. B. Snow, his associate committee men being W. S. Wilson and J. C. Ellington. This report was to the effect that they had thoroughly investigated the matter of an opening for a B. & L. Association here and found that such an enterprise would be welcomed by the people.

They had corresponded with other successful associations at Charlotte, Asheville, Winston Salem and elsewhere and secured copies of their charters and by-laws. And they recommended that a committee be appointed to take the matter up and bring about the organization of an association here. It was this report that was adopted and in compliance with which the committee named above was appointed. The matter will be pushed and the organization perfected, certainly within the next two weeks.

The matter of inducing the government to extend the topographical survey into all parts of Wake county, as brought to the attention of the club by A. B. Andrews, Jr., is one of importance. The resolution as offered by Mr. Andrews and adopted by the club is as follows:

Resolved that the Industrial club of the city of Raleigh, do hereby memorialize our Senators and Representatives in congress to use their endeavors and good offices to induce the United States Geological Survey to continue the work of their topographic survey now in the section just east of Wake county so as to embrace the entire area of Wake county.

Resolved further that a committee of three be appointed to present copies of these resolutions to Senator Simmons and Representative Edw. W. Potts and ask their assistance in securing the work by the United States Geological Survey.

The committee appointed by President Webb to push this matter consists of A. B. Andrews, Jr., T. S. Fuller and W. B. Snow. The maps that the government makes are on the scale of one inch to the mile, and this would provide the county with a map that would be three times as large as the old Shafter map.

The Southern, maintain their throbbing lines of almost continuous communication with the great commercial cities of the country; our city is also the center of the most important railway-building projects now under way in North Carolina; only 22 miles to Durham brings us to the great Norfolk and Western system; 25 miles to Selma leads to the Atlantic Coast Line; a direct route by the Seaboard to Norfolk opens up the great ocean lines of transportation; the harbor at Beaufort (soon to be made more important by the inland waterway) is reached by direct line over the Southern, and Wilmington itself can also be reached in a few hours' time.

Quick transportation north, south, east and west is offered, and there are only two periods of three hours each in the twenty-four that trains do not arrive in and depart from the city. We find that there are 17 passenger trains arriving in Raleigh daily, and seventeen passenger trains leaving, thus affording 34 opportunities for travel in and out of the city each 24 hours. Practically all these trains carry mail and express, and it is therefore no idle boast to say that Raleigh's passenger, mail and express service is not surpassed by any city in North Carolina.

It would be almost impossible to improve this arrangement and the addition of our convenient "Shoo-fly" trains between Raleigh and Weldon is only the latest illustration of the efforts of our railway lines to give Raleigh the most perfect schedules and facilities for business and travel.

Nor is our freight service at all less efficient than our passenger service. Every day in the year fifteen regular freight trains arrive in our city and fifteen regular freight trains leave it, not counting the numerous extras on our two main lines, on the Seaboard Air Line are two local freights each way daily and five through freights each way, not counting extras; and on the Southern, one local freight each way daily and five through freights each way, not counting extras. Freight leaving the principal Virginia cities is delivered in Raleigh on the following morning, and the same thing is true with regard to freight sent from Raleigh to these Virginia cities or to cities in a large area of North Carolina.

From the principal northern and western cities practically the same freight rates apply to Durham, Raleigh, Greensboro, Henderson and Goldsboro. In all respects, Raleigh, of course, has an advantage in being a competitive point and near deep water transportation. Being centrally located, with a fine farming country and a great number of small towns tributary to it, Raleigh is naturally a fine market and distributing point for all supplies and products of our section, and the remarkable opportunities offered by our freight and passenger service insure a much greater development in this respect.

Nor are we standing still. "The best is yet to be." One of the most notable things in prospect is the completion of the Raleigh and Southport line, the principal northern and western cities practically the same freight rates apply to Durham, Raleigh, Greensboro, Henderson and Goldsboro. In all respects, Raleigh, of course, has an advantage in being a competitive point and near deep water transportation. Being centrally located, with a fine farming country and a great number of small towns tributary to it, Raleigh is naturally a fine market and distributing point for all supplies and products of our section, and the remarkable opportunities offered by our freight and passenger service insure a much greater development in this respect.

When it is remembered that a line of boats is operated up the Cape Fear river to Fayetteville, it is readily seen that if this line should be extended no further it will give Raleigh the advantage of the deep water connections and the benefit of water freight rates. However, it is contemplated, as the name of the company implies, that this road will in the very near future be extended to the town of Southport where there is the finest natural location for a great harbor that is to be found on the Atlantic coast. This line puts the city of Raleigh in the most direct touch with one of the finest trucking regions on the face of the earth and it is expected that within a very short while the operation of this road will not only give Raleigh a more thorough benefit of its proximity to this trucking region than it has ever heretofore for purposes of its own consumption, but will cause the shipment of vast quantities of its produce through the city of Raleigh to northern points. This fact will increase the demand for the location in the city of Raleigh of large commission houses.

This road has from the time it first began operation about seven years ago been a tremendous feeder of the business of the city of Raleigh. Its building has practically recreated the southern half of Wake county. A great number of saw mills and the plants of other industries dot its course and quite a number of towns and villages have sprung into existence on account of its operation.

The line extends through some of the finest timber lands in the state. Its existence is giving a new life to the town of Lillington which is in consequence drawing to itself and sending thence to the city of Raleigh as its natural outlet a greater part of the business arising out of the county of Harnett and as is always the case un-

der such circumstances, the volume of its business is rapidly increasing. The health and pleasure resorts that are growing in popularity are located on this road, the one at Fuquay Springs, in Wake county, and the other at Chalybeate Springs, in Harnett county. The water of the springs at both of these places has been demonstrated to possess extraordinary curative properties and it is apparently a question of only a few years until both of these resorts will be visited by thousands of guests every season.

There are a number of places along the line of this road which offer opportunities for the building of health resorts for the tourist desiring to escape the rigors of the northern winter, equal or superior to any to be found elsewhere in the state. When the present improvements in the present line of this company and the extension upon which it is now working have been completed, but one of the best lines of railroad touching the city of Raleigh, not only for the persons who are financially interested in the road itself, but for the business interests of the city of Raleigh.

Raleigh and Pamlico Sound Railroad This company was granted a liberal charter by the general assembly of 1903. A number of towns and townships have subscribed to its bonds. It has been steadily at work and now has graded about fifteen miles of its road-bed eastward from the city of Raleigh. It has spanned Crabtree creek and Neuse river with steel bridges and now has its track laid in and in operation for eleven continuous miles from Raleigh to a town to be known as Knightdale, has been laid out and is being built up to the present terminus of its track.

Capt. J. M. Turner is president of this company and Mr. C. B. Barbee is secretary and treasurer, and these two gentlemen with six others constituting the directors of the company whose ability and integrity are well known, give every assurance that this road is to be rapidly extended to Wilson, Greenville and then to Washington, N. C.

This line extends through great bodies of the finest timber, and sawmills are being built along its road. Granite quarries are being opened and water powers developed. It opens up one of the finest farming sections in North Carolina, already developed extensively, but susceptible of a hundred fold greater improvement. It spans a number of streams along which valuable water power have been for centuries flowing to waste. It opens an industrial highway through large areas of untouched pine and hardwood forests. It crosses great fields of the finest tobacco and cotton land to be found in any part of the southland. It skirts around great hills of as pure and valuable granite as can be found anywhere. It carries needed facilities and conveniences to a thrifty, energetic and intelligent people. A well informed gentleman estimates that within 25 miles of Raleigh, and available for transportation over this road, there are 200,000,000 feet of merchantable timber, with granite in an unlimited quantity.

This road promises much to our city on account of the prospect of its early completion to the magnificent harbor to be constructed at the town of Washington, N. C., where the world's merchant marine will find a safe and profitable anchorage.

North Carolina and Ohio Railroad This is a new railroad which Col. John S. Cunningham and other well-known gentlemen are proposing to build from the town of Washington, N. C., via Greenville to Raleigh. It is understood that active steps are being taken looking to the early construction of the road and it is proposed to make it a highway from the coal fields of West Virginia and Ohio to the deep water at the town of Washington, N. C. But a moment's consideration is sufficient to convince one of the tremendous benefit such a road will be to the city of Raleigh when constructed.

TRUCK AND FRUIT GROWERS Outline of the Proceedings of the Annual Meeting Wilmington, N. C., Aug. 15.—Special. One hundred and fifty truckers and fruit growers, members of the East Carolina Truckers and Fruit Growers' Association, met in annual session this afternoon at the Tarrymore Hotel, Wrightsville Beach. The several reports submitted were interesting and highly gratifying. The address of welcome was made by J. Allen Taylor, president of the Wilmington Chamber of Commerce. W. L. Hill of Warsaw responded on behalf of the truckers.

Interest was largely centered in the report of the secretary, H. T. Bauman. This report showed that the loss in dumped berries would aggregate \$175,000 or \$200,000. The amount lost due to delayed trains was \$75,000, that due to damage en route \$40,000. A vigorous protest was made against paying first class freight rates for third class service. Inasmuch as the Atlantic Coast Line has a five years' contract with the Armour car lines, only two years of which have expired, it was decided that hereafter all complaints would be made to the road. Moral and financial support was extended to these growers who entered suit against the Coast Line for loss of berries.

Before adjourning officers were elected as follows: President, W. E. Springer; Wilmington vice-president, J. S. Westbrook; Wallace; secretary, and business manager, H. T. Bauman; Wilmington; treasurer, S. H. Strange, Fayetteville.

TUG OF WAR DUE TO BEGIN TODAY

(Continued from Page One)

Japan has come into her own again through her success at Port Arthur, and she now controls the Liao Tung peninsula, which Russia occupied and owned, and the great railway which gave the Russians access to the sea at all seasons of the year.

It will be seen from the foregoing statement of what has been accomplished at the Portsmouth conference that all the disputes which led to the bloody far eastern war have been adjusted to the satisfaction of Japan. The other demands made by the Tokio government as conditions precedent to peace were the outcome of hostilities and are of a punitive nature.

It is very generally claimed that the Japanese conditions represent the irreducible minimum of that government's demands, that all of them must be accepted in their entirety to insure peace. But Japan's envoys have shown on more than one occasion since the negotiations were begun that they were willing to compromise if the necessity existed.

The Japanese envoys have been criticized for their insistence upon the observance of secrecy as to everything occurring in the conference room. The very fact that Japan refused to allow her conditions to be known to all other nations is regarded by those whose opinion is worthy of mention as evidence that she has intended from the first to make peace at Portsmouth if Russia showed a reasonable spirit, and had made her terms unnecessarily severe in order to be in a position to compromise.

The unquestionable Mr. Sato said something tonight that must be regarded as distinctly encouraging. "It is my unqualified personal opinion," he said, "that there will be peace." Mr. Sato, however, made no definite statement before, and while his words were given as purely official utterances, their significance can not be overlooked at this time of uncertainty as to what the Japanese envoys intend to do because the yocome from a man as discrete as Mr. Sato.

Charges Against W. C. Henry Fail Statesville, N. C., Aug. 16.—Special. The county commissioners have investigated the charges brought against W. C. Henry, superintendent of the chain gang by the grand jury of the August term of court. The charges were of incompetency, neglect of duty, cruelty and immorality. After hearing all the evidence that could be obtained the board voted unanimously that the charges were not sustained and they declined to accept Mr. Henry's resignation. The commissioners also gave the superintendent power to discharge and employ guards, subject to the approval of the board, at a salary to be fixed by the board.

Teachers in Greensboro Schools Greensboro, N. C., Aug. 16.—Special. Miss Mary K. Applewhite of Scotland Neck, formerly English teacher in the Greensboro high school, has again accepted a position as a member of the faculty of the city schools here and she will probably have charge of the new South Davis street school to be opened in the old market building August 31st. Miss Myrtle Detwiler, daughter of Rev. and Mrs. G. H. Dew, also takes a place as teacher in the city schools. She has been teaching in Gastonia. Supt. Swift states that these additions complete the teaching force for the coming session.

Runaway Freight Train Salisbury, N. C., Aug. 15.—Special.—A locomotive attached to a freight train loaded with lumber and stone from a granite quarry near this city became unmanageable today while coming down a mountain grade and ran away wrecking the entire train. Engineer Winecoff and Fireman Taylor, who were on the engine, jumped to save their lives, but were slightly injured. The run down the mountain was made at very high speed and was unusually exciting. The damage to the cars was considerable.

HOME-COMING WEEK Opening of Cleveland County Celebration Begun Auspiciously Shelby, N. C., Aug. 16.—Special.—This, the first home-coming week of Cleveland county folk, was most fittingly celebrated. The address of welcome was delivered by Clyde B. Hoey and the response was made by Samuel E. Gidney of Muskegee, Indian Territory. Both addresses were eloquent and held the attention of the audience.

J. A. Anthony introduced Dr. B. F. Dixon, state auditor, who made a most stirring and witty address in his usual attractive manner. George A. Erick of Norfolk, Va., introduced Senator Overman, the speaker of the day, who held the immense audience completely in his power.

The ball game between Lincolnton and Shelby was very interesting and did credit to both teams. One of the most interesting features of the occasion was the war drama "Under the Southern Cross," played by home talent. The audience was large and appreciative.

SUNSHINERS AT BEAUFORT

A Member of the Band Tells About a Visit to Fort Macon

Beaufort, N. C., Aug. 15.—Special. We went over to the life saving station this morning and had a very nice time looking at the different equipment, all of which is practically new to the ordinary landsman. Mr. Pugh, the captain of the station, very kindly showed us around and explained everything in detail, from the non-sinkable life boat to the tower of observation.

The station consists of six stout and experienced men, and has only been built a year and has not had any experience in life saving yet. The quarters of the crew are very clean and comfortable looking. One of the most interesting things in the equipment of the station is the non-sinkable life boat. The captain of the station says that if all the water of the Atlantic ocean would be put in the boat it would not sink, which is a very interesting thing to those who cannot swim.

George Ashe, one of the largest "Sunshiners" went through the life restoring drill which was new and very interesting to all of us. He first lay down on his stomach on the sand. The men squeezed and pounded him some and then turned him on his back and chafed his hands and legs. When they had partially restored him he was taken into the station and put to bed, where the part of the crew chafed him again. After a while he became conscious and soon recovered.

From the life saving station we went over to Fort Macon where the boss Sunshiner (Col. Alden) told us how the Yankees in 1862 after a siege of three days or more, took the fort. The fort is surrounded by a deep moat, and to gain entrance one must cross a bridge and go through a very prison like door. The fort is surrounded by a very thick wall and has many bomb proofs. The entrance is nearly hid from sight by many trees and bushes. The walls are about four feet thick and are covered by tall grass and dirt.

The inside of the fort presents a very dilapidated appearance to what it did when some of our grandfathers had quarters there. All the ammunition and guns, with the exception of a few tons of powder, have been taken away, some of which is in the capital square. From the fort we went over to the surf and stayed there awhile admiring the grandeur of the billows as they broke on the shore with a deafening sound. From the surf we got in our boat and went back to "Sunshine Hall" a few minutes before dinner.

RAIDING MOONSHINERS Successful Work Done by Officers in Alamance County Burlington, N. C., August 16th.—Special.—United States Commissioner Wm. A. Hall has been busy since last Saturday in raiding over to the federal court illicit distillers from this county. Last Saturday afternoon Deputy Collector Banks and Deputy Marshal Squires, accompanied by Adolphus Cheek, of this city, made a raid in the Hawfields neighborhood and captured a sixty gallon still, with a full complement of mash tubs, fermenters, etc., and also 15 gallons of whiskey. The still was being operated by Russell Brooks, a white man, and Will Scott, a negro, both of whom were arrested. On the same night these officers captured a small still near Hawfields church and a sixty gallon still near Phillips' chapel and 15 gallons of whiskey. The last mentioned stills were not in operation at the time of seizure, so no one was captured at either of these places.

Monday afternoon these officers made another raid about four miles south of Burlington and seized a splendid moonshine outfit, consisting of one 100 gallon still, 1,500 gallons of beer and 60 gallons of singlings. There were four men at this still, three of whom were taken into custody, the fourth making his escape.

On the afternoon of Tuesday a raid was made in the vicinity of Oosppe cotton mills, six miles northwest of Burlington. On this trip a small still, together with a quantity of beer and fruit mash, was seized and destroyed. The net results of these various raids are five men captured and bound over to the federal court, five distillery outfits, with all the necessary paraphernalia for doing a land office White Star business, destroyed, besides a general walling and smashing of teeth by a large number of thirsty and, presumably patriotic, individuals, whose liquid supplies have been so ruthlessly and suddenly cut off.

Too much praise cannot be given these gentlemen for the excellent work they have done, and it is only reasonable to suppose that the record they have made for themselves will be properly appreciated and rewarded by their superior officers.

DETECTIVES IN WILKES There Are Many Rumors and Surmises, but No Facts Leak Out Winston-Salem, N. C., Aug. 16.—Special.—One of the detectives sent to North Carolina by the department at Washington to investigate reported frauds in revenue circles is seen in this city every few days. He does not talk to anybody but District Attorney Holton, and the latter refuses to be interviewed as to what is going on. He just says: "Wait and see what the grand jury has to say about it."

BASEBALL GAMES

Washington, Aug. 16.—Cleveland had no trouble in winning their series of games here, by capturing the third consecutive victory today. Patten was pitched out of the box in the first inning and Adams pitched a very creditable game thereafter.

The score: Cleveland .... 4 0 2 0 1 0 0 0 0—7 11 0 Washington ... 0 0 1 0 0 0 0 0—1 8 4 Batteries: Bernhardt and Patten; Patten, Adams and Heydan. Umpire, Connelly.

Philadelphia, Aug. 16.—St. Louis looked dangerous up to the seventh, but the Philadelphia made three hits which with a base on balls and a wild throw by Wallace gave them three runs and the game.

The score: St. Louis ... 0 0 2 0 1 1 0 0—4 11 3 Philadelphia ... 2 0 0 1 0 0 0 0—5 10 3 Batteries: Sudhoff and Spencer; Coakley and Shreck. Umpire, O'Loughlin.

Boston, Aug. 16.—Chicago retained Boston-Chicago. Both games postponed on account of rain.

National League Pittsburg, Aug. 16.—The Brooklyn tall-enders sprung a surprise on Pittsburg here this evening by walloping the home team 10 to 5 in the first game and almost beating them in the second. Had it not been for Hall, Lewis and Malay getting mixed in Wagner's short fly in the seventh inning of the second game, allowing it to drop safe, Brooklyn would likely have won the second game also.

The score: Brooklyn ... 2 0 0 3 1 1 2 0—10 15 3 Pittsburg ... 0 2 0 1 0 0 0 0—5 10 3 Batteries: Mitchell and Bergant; Flaherty and Pletz. Umpire, O'Day.

Charlotte Beats Danville Charlotte, N. C., Aug. 16.—Special. The locals defeated the Virginians here this afternoon in a well played game by a score of 4 to 2. Weep pitched a fine game for the visitors and did great work with the bat, but failed to get the support his work warranted. The game was devoid of special features.

Orphans Win in Ten Innings Greensboro, N. C., Aug. 16.—Special. The Orphans won a ten-inning game from Greensboro this afternoon. Whipple, who began pitching for the locals, was relieved in the fourth by Doak. Home runs were made by Bowen and Watson.

Eastern League At Buffalo: Buffalo ... 8 10 3 Rochester ... 6 11 7 Batteries: Greene, Yerkes and McCallister; Cleary and Steelman.

At Montreal: Montreal ... 4 11 3 Toronto ... 3 8 5 Batteries: Pappin and Lathrop; Mueller, Crystal and Toft.

Providence-Baltimore. Rain. Tucker to Succeed Lee Norfolk, Va., August 16.—Harry St. George Tucker, former member of congress, president of the American Bar Association, and son of John Randolph Tucker of Virginia, will be elected president of the Jamestown Exposition Company to succeed the late General Fitzgugh Lee. The election will take place when the board of directors of the Jamestown Exposition meets Friday.

Dowager Express Attacked Berlin, Aug. 17.—A dispatch to the Frankfurter Zeitung from Tien Tsin says that as the dowager empress was leaving the northwest gate in a litter on her way to the summer palace a man in the uniform of a soldier attempted to kill her. A soldier of the imperial guard promptly bayoneted him. The empress was unhurt.

Forty Years of Service Wilmington, N. C., Aug. 16.—Special. Capt. John R. Williams of the Southern Express Company, has completed his fortieth year of service with the company. In 1865 he entered the Confederate office. Some years later he went to Raleigh, where he served as cashier 18 years for some years as cashier 18 1885 he came to Wilmington.

Flendish Suffering is often caused by sores, ulcers and cancers, that eat away your skin. Use Buckle's Arnica Salve, for burns, sores and cancers. It is the best healing dressing I ever found. Sore throats and heals cuts, burns and scalds. Sold at all druggists. Guaranteed.

Put Poison in a Well Wynnewood, I. T., Aug. 16.—Special. Cooper, a negro, was arrested here today, charged with causing the death of six persons by putting poison in a well in Birmingham, Ala., about three weeks ago. Cooper was taken to jail and placed in jail to await the arrival of the Alabama sheriff.

St. Petersburg, Aug. 16.—The Russian received in audience at Peterhof today the London correspondent of the Novoe Vremya. He spoke of the positions of peace and his repugnance to war, but apparently did not refer to current events.