

THE EVENING TIMES.

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MONDAY APRIL 9, 1906.

Desperate Men Sometimes Lie.

The Evening Times has no desire to add to the muddy waters which have surrounded the Atlantic and North Carolina Railroad for these many years, but one cowardly rumor which has circulated from those who endeavored by fair means and foul to annul the lease made by the state demands attention. The plaintiffs and the defendant agreed to submit the facts in the case to Judge Long for a judicial ruling. He heard the arguments, he examined the contract and the law and he held that the instrument was binding. The plaintiffs, who brought suit on the funds of the taxpayers, have appealed to the supreme court, which can hardly reverse the opinion handed down by Judge Long without reversing itself. Indeed, if it should do that there is the assurance that the federal courts will step in and protect the rights of the company which now controls the property and the commonwealth which placed the road under the management of a syndicate which has operated it as a business proposition and not as a political property.

But that is not the point. Certain gentlemen who sorely grieve because they are forced to pay freight bills and passenger fares, have quoted Judge Long as saying that while he did decide that the lease was binding, because the law was there, he hoped that it would go to the supreme court and that the higher tribunal would set aside his verdict. If Judge Long made any statement to that effect he is no credit to the bench and is not fit to sit in judgment. We do not believe, however, that he said it. We shall not believe it, and while no credence is to be placed in such reports it is just as well to publish and brand them, inasmuch as they show the animus of the politico-grafters and the extremes to which they sometimes go in an effort to prejudice the public mind. It is hardly necessary for Judge Long to enter a denial. The people have the utmost confidence in him. They believe in his honesty and integrity and they will not be misled by the silly utterances of men who would sacrifice everything for their personal profit and gain. But they are desperate—desperate because they cannot enjoy special privileges. They would turn over heaven and earth to break that lease. They would make the state repudiate its act and stultify itself and drive capital away simply to save freight bills and travel about on free passes. They have been whipped by the law, and now they come forth and insinuate that the presiding judge did one thing when his judgment prompted another. They have spread this rumor from town to town. They even charge that the newspapers have been subsidized when practically every newspaper in North Carolina has commended the wisdom of a judge who knows how to interpret the law. Cheap grafters of that kind are without conscience or brains.

Good Words for Raleigh.

The Wilmington Messenger and the Wilmington Dispatch, which are published in a town on the Seaboard Air Line system, advocate Raleigh as the proper location for the headquarters of the company if a change is to be made from Portsmouth. Concerning the matter the Messenger says: "If the railway authorities in selecting a location for the general offices were to consider convenience of situation toward all parts of the system, Raleigh would win hands down. She is centrally located and is the only city on the main stem of the system. All trains from whatever point on the diverging lines to the southward to any destination northward have to pass through that city. Through trains from New York and Portsmouth to Florida points, to Charlotte and Rutherford-

Discrimination Against the South.

The south composes about one-third the republic. It pays more taxes in proportion to amount returned to it in appropriations than all northeast of the Mississippi river. It was first to respond to the call for troops in the Spanish-American war. It is thoroughly American, progressive and full of men of ability and character. And yet there is not a single man from the south in the cabinet; not a single southern man represents this country in an important diplomatic mission; not a southern man holds a position of even second rate importance in Washington; and the south is treated as a red-headed step child in every respect by this administration.—Raleigh Observer.

Discrimination Against the South.

Yes sir, and when the Observer tries to array a prejudice against the Southern fast mail, it betrays a spirit equally as prejudicial to the south as is exhibited in its neglect in the cabinet, or the diplomatic service.—Winston Journal.

to, to Atlanta or to Wilmington have to go by Raleigh. This fact should have much weight in determining the question of location in favor of that city. In addition the company owns much real estate in Raleigh where the offices and other buildings could be conveniently located.

"We hope the advocates of Raleigh as the place will so persistently urge that city upon the officials of the road and make such a showing in her favor that they will succeed in their undertaking. An important question is, what inducements will Raleigh offer the company to make that selection. Her citizens and her officials should bestir themselves in this matter.

Raleigh, of course, has many inducements to offer, and we might add that the citizens are at work. They will present our claims as soon as Mr. Walter takes charge of the property. It is understood that President Roosevelt is not going to get mixed up in the coal muddle, anthracite or bituminous, so all parties may as well quit sending their telegrams to him at the same time that they send them to one another. It is generally conceded that the president knows when he has enough. He arbitrated one coal strike.

The English courts are endeavoring to determine the distinction between an actress and a chorus girl, but admit that the question cannot be settled by speaking parts. It would seem that it depends more upon what she wears than what she says. Young Gladstone Dowie continues to remark that he has never been kissed. Thus far, however, Greensboro refrains from saying that he never lived in Durham.

Mr. Horstman, of Cincinnati, who is after Mr. Longworth's seat in congress, wants to know what the latter has ever done. What has he done? What has he not done? While the ways and means committee of the house is advocating free alcohol young Mr. Patterson of Chicago tells the socialists that they must work for free beer.

In wrestling with the negro problem the New York World believes that the logical result of Mr. Carnegie's effort is reform for the nation's ragtime. If it cannot be explained in any other way it may be that Vesuvius is nauseated by reason of the Barnes appointment. The Kansas women who have formed a "never-grow-old club" seemingly forget that a woman's as old as she looks.

In the old days everybody worked the Atlantic & North Carolina, including father. Governor Glenn still retains the record as the champion spellbinder of the Tar Heel state. The peeka-boon season will soon be with us yet, lest we forget.

EDITORIAL JOTTINGS.

A colored woman of Baltimore, 165 years old, has a distinct recollection of General Lafayette's tour of this country. This event seems to have been stored up in the memory of all old people. It is observable of late, however, that the coachmen of George Washington are getting very scarce.—Rochester Union.

Mr. Bryan's contribution to the discussion of the subject of socialism has occasioned a more general approbation than anything he has said or done for a long time. He is getting to be reckoned in the safe and sane class, comparatively speaking.—Boston Herald.

There are some who will think it strange that Dowie should have thought the possession of seven wives a condition precedent to the foundation of an earthly paradise.—New York Evening Sun.

The exhibition of laying on of hands Dr. Dowie promises his overseers when he gets back to Zion ought to be worth quite a bit of gate money.—New York Evening Telegram.

We would suggest to one Andrew Hamilton that a timely attraction at Madison Square Garden would be a Yellow Dog show. Doubtless there are open dates.—Puck.

But Mr. Carnegie in his Tuskegee Institute speech, failed to suggest spelling reform in negro dialect, and we are disappointed.—New York Evening Mail.

BIGGEST ON RECORD

Still, Saw Mill and Farm of James Blue Seized

Detailed Report of Seizure Near Hoffman Filed Today in Collector's Office—Was in Operation Ready for Initial Run of Whiskey—A "Blanket Seizure."

Deputy Internal Revenue Collector D. C. Downing filed in the collector's office here today a detailed report of the seizure he and Deputies McDonald and Stokes made near Hoffman last week—by odds the biggest on record. The report shows that the seizure included one four-chamber copper still, condenser, beer pump, pipes, six fermenters of 8,340 gallon capacity containing 6,350 gallons of beer, 115 bushels of malt and rye malt, three yeast tubs, one steel malt tub, copper worm, 50-horse-power boiler, one 25-horse-power engine, hydraulic pump, saw mill complete, 400 feet of wire rope, 30,000 feet of lumber, 3,300 feet of logs, four-horse log wagon, two two-horse wagons, two mules, set of harness and 60 acres of the best land, the whole outfit being the property of James Blue, one of the best known men in the Hoffman section.

Blue operated the distillery in Hoffman as a government distillery until the last legislature made the place prohibited, then he carried it to some point in Georgia for a while. However, the revenue department discovered some weeks ago that the distillery outfit had again been shipped to this state and that Blue had placed an order for a car load of malt and other supplies.

When they made the raid at the saw mill last Friday they found the distillery in operation under the saw mill. They were just getting ready for their first run of whiskey. It is a notable fact that Blue has already been up in the federal court here in two cases for blocking the first time he was imprisoned on the payment of \$1,400 and the second time on the payment of \$1,000. He was represented by Claudius Dockery now United States marshal for this district.

J. S. WILLIAMS AND J. M. BARR.

Mr. John Skelton Williams, says the Richmond News Leader, returned to the city today after a week's absence in Baltimore and New York, and gave out for publication the following statement regarding the resignation of J. M. Barr as president of the Seaboard Air Line railway:

"I see Mr. Barr's friends are trying to pose him as a valued officer whose resignation was accepted reluctantly. I can not permit such an assertion to pass unchallenged, because it may be construed as putting me in the position of having failed to sustain the charges against Mr. Barr's management and conduct which I published more than a year ago. The truth is that his removal vindicates exactly and completely all I have said of him, which perhaps, some part of the public may have attributed at the time to temper or prejudice. Mr. Barr's removal from the management of the railway was inevitable. Evidence and proof of his incompetency and unreliability have multiplied, and stockholders and those directors of the company who had the interests of the stockholders at heart were relieved and gratified when the published announcement of the change was made.

One of the northern directors of the Seaboard Air Line railway acknowledged to me about a year ago that one of the principal reasons why Barr was being retained in office for the time being was that the then dominant faction in the board did not want to let him go "under fire." The natural inference was that they did not wish to admit that the serious charges which I have brought against him were true for fear that their action in doing so might be taken to justify other serious charges which I had made at the same time jointly against Ryan and Blair and Barr and certain other of their immediate associates, cumulative proof of which I have. This admission coming from an influential director was instructive.

The general counsel of the Seaboard is quoted in the Times-Dispatch of April 5 as saying that Mr. Barr notified the chairman of the executive committee of the Seaboard in December last that he (Barr) had determined to retire from the management of the company. Notwithstanding this, in referring to the persistent rumors that Barr would soon retire from the presidency of the Seaboard, the Baltimore News of January 26, 1906, published the following:

"President James M. Barr, of the Seaboard Air Line, in answer to a query from the News relative to the report that he would soon retire from the presidency of the system, telegraphs: 'There is absolutely no basis for the report.' "Under the circumstances, Mr. Barr's telegram seems to have been another deliberately misleading and untrue statement.

The general counsel of the Seaboard also says in the same interview that Chairman Blair, of the executive committee, told him as late as March 16, 1906, that the board of directors had refused to take action on Barr's proposed resignation, hoping that he would reconsider the proposal to resign. I understand from another director of the company that this statement of Mr. Blair is also false.

"I am informed that Mr. Nathaniel

GLAD THAT HE GOT CURED

Health Bad, He Found Only One Way to Get Rid of Liquor Habit.

I have been thinking for some time I would write to you and thank you for your kind treatment, and express my felings in regard to the benefits received from the Keeley Treatment. When I commenced taking the Cure I only weighed 135 pounds, my health was very bad indeed. Now I weigh 165 pounds and am in better health than I ever was. I would not take any amount of money for what it has done for me. I can safely say there is no man, no matter how long the drink habit has had him down, but what the treatment will indeed make a new man of him, and the benefits are permanent if he so desires. J. T. HUNTER. Falls, N. C., Dec 6, 1904.

If you have friends who might be benefited by this treatment send their names to the Keeley Institute, Greensboro, N. C.

Thayer of Boston, an associate of T. J. Coolidge, Jr., who came into the board with Mr. Coolidge, has just resigned to make a place for Mr. Walter.

I have before me a clipping from a newspaper, dated March 22, 1906, reporting twelve wrecks on the Seaboard Air Line the previous week. I am not personally acquainted with Mr. Walter, the new president, but I believe that the miserable operating conditions which have characterized Mr. Barr's term of office, will show a decided improvement in the near future, and that Mr. Barr's resignation will be speedily followed by those of certain other prominent officials now connected with the system, who were brought into the company from the outside by Mr. Barr."

NORTH CAROLINA DEAL.

Big Consolidation of Railroads, Saw-Mills and Timber Lands.

Official information received by the Manufacturers' Record confirms the press reports of the consolidation of the Virginia & Carolina Coast Railway, the Norfolk & Southern Railroad and the various lumber companies connected therewith. This combination will also include the Atlantic & North Carolina Railroad, and will have a total of 600 miles of railway and 600,000 acres of timber land containing 450,000,000 feet of timber. The lumber companies included in the proposition are the John L. Roper Lumber Company, the Blakes Lumber Company, and the Behaven Lumber Company. The Norfolk & Southern Railroad will retain its name and will handle the railroad end of the proposition, carrying out, it is expected, all the construction proposed by the Virginia & Carolina Coast Railroad Company excepting the line from Columbia to Pamlico Sound, but it will take in the new railroad from Raleigh to Washington, N. C., known as the Raleigh & Pamlico Sound Railroad, and which is now being built.

The capital of the new company which is to control the consolidation will be \$25,000,000 in common stock, and there will also be an issue of \$25,000,000 of bonds. The underwriting is all taken. It is reported that George W. Roper will be president of the Consolidated Lumber Company, and that F. S. Gannon will be president of the railroad company. He is now vice president of the Norfolk & Southern and of the Atlantic & North Carolina. The lumber end of the enterprise will have fourteen saw mills and four planing mills at various points. They have a combined annual output of from 125,000,000 to 150,000,000 feet which is to be increased to 200,000,000. It is reported that the Schuette Lumber Company will also be included.

This combination of railroads and lumber companies covers the eastern part of North Carolina from Norfolk and Suffolk, Va., to Beaufort, N. C., and touches Elizabeth City, Edenton, New Bern, Bayboro, Mackey's Ferry, Belhaven, Plymouth, Washington, Goldsboro, Morehead City, Columbia and Raleigh, N. C. The existing railroads included in the combination are the Norfolk & Southern, 223 miles; the Atlantic & North Carolina, 95 miles; the Suffolk & Carolina, 73.5 miles; the Pamlico, Oriental & Western Railroad, 17.5 miles, while the lines to be built will increase the total to 600 miles. Marsden J. Perry of Providence, R. I., is president of both the Norfolk & Southern and the Atlantic & North Carolina railroads. J. T. Odell of New York is president of the Virginia & Carolina Coast Railroad, which controls the other two lines named.

It is said that the Norfolk & Southern will build an eight-mile trestle work across the Albemarle Sound from Edenton to Mackey's Ferry to avoid the continued use of the ferry now existing there. Engineers are now making a survey for the bridge, which will be across water not more than seventeen feet deep. Grading has been finished for a new line from Mackey's Ferry to Columbia, and surveys are under way for other extensions.—Manufacturers' Record.

A Socialist Party.

The activity of socialist leaders in Salisbury and Spencer during the past few months has resulted in the organization of the socialist party in Salisbury—Spencer and henceforth the socialist doctrine will be heard often in this part of the moral vineyard. Many honest men have embraced the Utopian economic creed and demagogues have fattened upon the faith of the believers. That any considerable headway will be made among the conservative people of Rowan county by this party is not believable.—Salisbury Post.

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