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NO. 13.

THE HARBOR IS STILL CLEAR

Another Attempt On Port Arthur
Failed Signally

JAPANESE MADE BOLD ATTACK

The Russian Guns Repelled the War
Vessels, From the Forts and the
Harbor Remains Open.

St. Petersburg, By Cable.—An official dispatch from Port Arthur to the Emperor says that at 1 o'clock Monday morning the Russian searchlights disclosed four large merchant steamers making for the entrance to the harbor, supported by six torpedo boats. A heavy fire was opened on them by the batteries and some warships.

The torpedo boat destroyer Stili, which was stranded on the reef in consequence of damage caused to her engines by one of the enemy's shells, was floated during the course of the night and entered the harbor, thanks to the energies of her crew. Her commander, Lieut. Krinik, who was slightly wounded in the arm, did not quit his post.

"On the fresh ships were infernal machines, the wires connecting with which were cut by Lieut. Kedroff and Ensign Pilsoudsky of the irregulars whom I dispatched on the track. They boarded one of the steamers as soon as it stopped, cut the electric wire and extinguished the fire which would have lit up the entrance of the harbor to the enemy in the roadstead.

"In the morning a floating mine was found bearing an infernal machine, but the latter was successfully removed.

"The inspection made showed that the steamers utilized as fire ships were not old. They were each of about 2,000 tons and they were armed with light calibre guns.

The Japanese practically repeated the tactics of February 24, by sending in four fire ships, preceded by a torpedo boat flotilla, with the exception that the fire ships this time were armed with Hotchkiss guns for the purpose of keeping off the Russian torpedo boat destroyers.

The enemy's attempt was discovered by means of the shore searchlights and a heavy fire was opened from the batteries and from two gunboats which were guarding the entrance to the harbor. The Russian torpedo boat destroyer Stili was outside on scouting duty, and to the dash and nerve of her commander, Lieut. Krinik, is chiefly due the complete defeat of the plans of the Japanese. He at once made straight for the oncoming ships under a hail of fire from the Hotchkiss guns, and torpedoed the leading ship, which sheered off, followed by the others, three of them being piled up on the shore under Golden Hill and one under the light-house. Stili then engaged the entire six torpedo boats of the enemy, coming out from a terrific fight, with seven killed and her commander and twelve of her complement wounded, but on the Japanese side only one boat's crew were saved. In addition, according to unofficial reports, it is believed that the Japanese lost two torpedo boats.

The Japanese cruisers which supported the attack exchanged shots with the batteries and then drew off, after which Vice Admiral Makaroff took a steam launch and examined the fire ships. An hour later the Japanese torpedo flotilla, followed by Vice Admiral Togo's fleet, sailed out to engage the enemy, but after the ships and batteries had fired a few long-distance shots, Vice Admiral Togo decided to decline the issue, and disappeared to the southward.

The conviction continues to grow here that the Japanese may have concluded that it would be inadvisable to make a direct frontal attack on Manchuria from Korea against the whole Russian army, and that it will be necessary to land a flanking column in the Gulf of Liao Tung to divide the attention of the Russians, and if possible to seize the railroad and cut off Port Arthur. The ground above New Chwang is perfectly familiar to the Japanese, who occupied it for a year during the Chino-Japanese war.

Preached on Mars Hill.
Athens, By Cable.—Rev. John Potts, of Toronto, Ontario, preached on the Hill of Mars Sunday to the delegates to the world's Sunday school convention. The ministers and delegates repeated St. Paul's address to the Athenians.

All the members of the party from the United States are well and will proceed to Jerusalem, where the meeting of the convention will be held.

May Last Two Years.
Paris, Special.—The Matin's Harbin correspondent says a rumor is being circulated there to the effect that the war will last two years and that it will not really begin before September, the rains making July and August unfavorable for military operations. Despite China's protestations of neutrality, the correspondent continues, "General Ma is advancing to Manchuria. If this movement is combined with the Japanese operations the Russians will be obliged to act against General Ma, who continues to move northward, although the Peking government, it is understood, has ordered him to retire."

Prs. Davis III.
Atlantic City, N. J., Special.—Mrs. Jefferson Davis, widow of the President of the Southern Confederacy, who came here from New York after an illness, was last night stricken at her hotel with an attack of acute indigestion. Through her remarkable vitality she rallied and no apprehension is now expressed for her rapid recovery.

Sombody Yelled Fire.
New Haven, Conn., Special.—A panic occurred at the morning service in St. Michael's Italian church Sunday, in which almost a score of persons were injured. Four of the most seriously injured, two women and two children, were taken to the Haven Hospital. Some one in the congregation shouted "Fire," during a prayer, and immediately the worshippers arose and rushed for the door at the rear of the church, the only exit. The police and members of the church have made an investigation, but no reason for anyone giving an alarm of fire has been discovered.

TO LEVY WAR TAXES

Japanese Will Arrange to Finance a
Long War if Necessary.

Tokio, Special.—The government has not fully disclosed the proposal concerning the war taxes to be submitted to the special diet, but it now appears as though it will not propose any change in the tariff in sugar, but will instead recommend a domestic tax on the basis previously stated. It now seems probable that the only change effected in the customs tariff will be an increased duty on kerosene and spirits. No discrimination will be made against Russian kerosene, because that trade is chiefly in the hands of the British merchants. It is anticipated that there will be a serious contention in the diet over the taxes on sugar and silk and dealers in the former commodity are strongly agitating for a reduction in the rate. Party committees are meeting daily discussing the tax proposals and the belief is expressed that the government will be forced to modify several features of their plans.

If the tobacco monopoly is enacted it is estimated that it will be ten years before it is finally completed, although the government counts upon earnings from it in 1904 amounting to twenty-four million yen, gradually increasing until 1914, when it is estimated they will amount to forty million yen.

It is estimated that it will cost the government eight million yen to purchase the plants and stock required to consummate the combine and fully nine million yen to compensate the owners.

Jap Tobacco Monopoly.

St. Petersburg, Special.—The representations of United States minister to Japan, Mr. Griscom, concerning American interests by the creation of a Japanese tobacco monopoly, will, The Novoe Vremya says, sharpen American-Japanese relations. It considers the tobacco monopoly absolutely necessary for Japan in the present condition of her finances, but says the compensation claimed by the Americans would more than eat up the income from the monopoly in the first years, but creating for Japan a situation, the "full meaning of which it is probable is quite appreciated at Washington."

Stock Breeders' Fleet.

Jacksonville, Fla., Special.—The stock breeders of Georgia and Florida met here Tuesday in convention and tomorrow will organize an association to be known as the Southeastern Stock Breeders' Association. The convention organized by electing State Senator C. A. Carson, of Florida, as chairman and Ralph Edwards, of this city, as secretary. The feature of the occasion was the address of Secretary Wilson. He devoted much of his address to the adaptability of Georgia and Florida to cattle raising.

School Boy a Murderer.

Columbus, Ga., Special.—A special from Chipley says that a fight occurred at Whitesville between two 16-year-old school boys, which resulted in the death of one, Tom Haralson, son of T. W. Haralson. Robert Maddox, son of Hon. T. J. Maddox, was the other participant. Young Maddox struck young Haralson with a large stick, fracturing the skull in two places, from the effects of which Haralson died a short time afterward. The cause of the fight is not known. The two boys were intimate friends.

Severe Penalties for Pillaging.

The army organ publishes an order of the day issued by Viceroy Alexieff, threatening the most severe penalties against soldiers injuring private property or officers permitting the same.

The Ameer Poisoned.

St. Petersburg, By Cable.—It is reported here on good authority that the Ameer of Afghanistan has been poisoned. Habibullah Khan, the Ameer of Afghanistan, was born in 1872, and succeeded to the throne on the death of his father, Abdurrahman Khan, October 1, 1901.

Port Arthur Bombarded.

London, By Cable.—A dispatch to Reuters' Telegram Company from St. Petersburg says: "Japanese torpedo boats appeared off Port Arthur at midnight of the night of March 21-22 and the shore batteries and guardships shelled them for twenty minutes. The Japanese retreated but reappeared four hours later, when they met with the same reception, when they retired again."

E. G. Mills Dead.

Wilmington, Special.—Mr. E. G. Mills, a well-known business man of Whiteville, and a brother of Messrs. F. T. and W. H. Mills, of this city, died at the James Walker Memorial Hospital here Tuesday morning and the remains were sent to his former home for interment. Mr. Mills was brought to the hospital Saturday for an operation for an abscess upon his lower intestines. The operation was performed Sunday afternoon but the sick man never rallied and his death came after several hours of unconsciousness. His wife was in Wilmington when he died, having accompanied him from Whiteville Saturday.

THE COTTON FIGURES

Full Report for 1903 Given Out By
the Department.

Washington, Special.—The final report of the census bureau on cotton planting, showing the total cotton production for 1903, given the following: Number of commercial bales, including linters, 10,399,558, against 11,275,195 for 1902.

The following table distributed the crop, exclusive of linters: In the United States 10,205,073 commercial bales, 9,359,473 square bales, 770,208 round bales, 75,393 Sea Island bales.

The total crop reduced to a common basis as to size of bales is an equivalent of 9,851,129 500-pound bales, as against 10,630,945 500-pound bales in 1902. The number of bales counting round as half bales, including linters, was 10,014,154, against 10,784,743; the equivalent bales of a 500-pound standard, including linters, were 10,405,610, against 10,287,168 in 1902. The square bales upland crop reported from ginneries which aggregated 9,359,472 shows a decrease of 633,193 from 1902; the round bales, upland crop, reported from ginneries were 770,208, a decrease of 211,056; the bales of Sea Island cotton reported from ginneries were 75,393, a decrease of 29,560, and the bales of linters reported from cotton seed oil mills were 194,485, a decrease of 1,738. These statistics were collected through a canvass of the individual ginneries of the cotton States by 631 local special agents, who found that 30,218 ginneries had been operated for the crop of 1903, compared with 30,948 for 1902. In the final canvass for this crop where ginneries had not finished ginning they were requested to prepare careful estimates of the quantity of cotton which remained to be ginned at their establishments; their estimates, amounting to 75,401 commercial bales, have been included in the totals of the above table.

The distribution of the crop, exclusive of linters, by States and territories, giving the total commercial bales, follows: Alabama, 1,023,959; Arkansas, 741,236; Florida, 58,572; Georgia, 1,329,278; Indian Territory, 312,776; Kansas, 76; Kentucky, 64; Louisiana, 85,958; Mississippi, 1,439,294; Missouri, 39,283; North Carolina, 555,530; Oklahoma, 204,957; South Carolina, 114,351; Tennessee, 250,437; Texas, 2,562,632; Virginia, 13,681.

The complete annual report of cotton ginned will be issued May 1.

Canal Commission.

Washington, Special.—Two important points have been developed in connection with the work of the Isthmian Canal Commission. One is that the headquarters of the committee will probably be on the Isthmus of Panama, instead of Washington, although an office probably will be maintained, and the other, that all of the time of at least five of the commissioners will not be devoted to the canal work. Their private interest will demand a part of their time. Legislation now pending before Congress provides for the appointment of a government of the American zone, in Panama. Should it be enacted into law, it is quite probable that the President may designate General Davis as the governor of the canal strip. The President has practically determined that the Panama Canal Commission shall be attached to the War Department.

E. G. Mills Dead.

Wilmington, Special.—Mr. E. G. Mills, a well-known business man of Whiteville, and a brother of Messrs. F. T. and W. H. Mills, of this city, died at the James Walker Memorial Hospital here Tuesday morning and the remains were sent to his former home for interment. Mr. Mills was brought to the hospital Saturday for an operation for an abscess upon his lower intestines. The operation was performed Sunday afternoon but the sick man never rallied and his death came after several hours of unconsciousness. His wife was in Wilmington when he died, having accompanied him from Whiteville Saturday.

A New Method Suggested.

Manila, By Cable.—Capt. De Witt, with a detachment of constabulary and Lieut. Pitney, with a detachment of scouts, have just encountered Macario Sakay, the so-called president of the Filipino republic. Sakay, with 15 of his followers, were killed and the remainder of the band was captured. There were no casualties on the part of the Americans.

An Expedient.

Washington, Special.—A member of the House committee on the judiciary has prepared a bill looking to a consolidation of the Northern and Southern judicial districts of Florida. This expedient is proposed to legislate Judge Charles Swaine out of office and avoid the necessity for impeaching him. There is serious objection to this plan among many members of the House. It is stated in opposition to the plan that even if the district should be abolished Judge Swaine would still be entitled to his salary as judge and that it would simply work a hardship on the people of the district and on the judge for the Southern district of the State.

FINCH BOUND OVER

Results of the Conspiracy Trial At
Raleigh.

Raleigh, Special.—The hearing of the Finch case on the charge of conspiracy with V. E. McBee in procuring the receivership of the Atlantic & North Carolina Railway took a new and surprising turn Saturday before a much larger audience than that of Friday at the opening. The star witness at the McBee hearing was Attorney John W. Hinsdale and today the star witness was W. H. Day, introduced by the State. It became very warm at times, particularly towards the Governor and quite so towards his associate, ex-Judge W. S. O'B. Robinson. At the conclusion of the hearing Finch was bound over to Wake Superior Court, in a bond of \$2,000, which he gave.

The first gun of the day was fired by Attorney Hinsdale, who asked leave to make a statement as a witness, saying that when asked Friday about a letter from Greenville, S. C., from a bank president to Capt. W. H. Day, he did not say anything, but that now he wished to say that it contained \$2,400, of which \$2,250 was to be paid to Ed Chambers Smith on account of the note which K. S. Finch had given Smith for the latter's shares of stock in the Atlantic & North Carolina Railway, the other \$150 being paid for V. E. McBee.

The first regular witness was Attorney Day, who told about the bringing of the suit in the receivership matter by Finch and McBee. Speaking of the check which meant to pay Smith he said that he would have said yesterday that the money came from Finch and did not know how, but had heard otherwise. He referred to what he termed an agreement which had been made by his associate counsel, W. S. O'B. Robinson, with Governor Aycock, by which the suit in the Federal Court for a permanent receiver of the Atlantic & North Carolina Railway was to be dismissed upon the condition that McBee and Finch were not to be punished. Day said that if he had been present at this conference with the Governor he would have objected to the dismissal of the bill, as he believed that the latter would hold. He learned of an agreement from Robinson, W. W. Clark and Solicitor Armistead Jones. He stated that Robinson had said the Governor had sent for him and then asked if this foolishness could not be stopped.

A number of other witnesses were examined. Finch preferred not to go on the stand.

Attorney General Gilmer made very able argument, saying it was not for him to determine what was in McBee's and Finch's hearts when they began this proceeding. The only question is whether there was probable cause to bind Finch over to the Superior Court. Maxwell, in his argument, discussed the status of the Atlantic & North Carolina Railway, saying it was bankrupt. The Attorney General, replying to this, said there was nothing in the bill of complaint to sustain this allegation and challenged the statement. He traced Finch's connection with the transaction, saying the least degree of consent makes him equally guilty with McBee. He declared Finch never had any standing in the Federal Court. The State justly complained of the undue precipitation with which Finch and McBee acted. In this lies the very germ of the charge. Why the haste, no man could give any reason; why the appointment of a receiver affected the lease of the road, or why the man who had withdrawn his bid and by all rules was disqualified was made receiver. There was a combination to do unlawful things. Finch swore he owned 45 shares of stock, but really owned 47, and his counsel said this was done to conceal the fact that the stock had been bought from Ed Chambers Smith. McBee and Finch tried to buy stock from Carl Duncan, but got none, though they offered \$175,000 for 1,700 shares—that is, offered to give their note for this sum, and give the stock back as collateral. They got stock from Smith, but never acquired for one moment any standing in the Federal Court, as the stock had to be transferred on the company's books, and no request for this was ever made. McBee was endeavoring to acquire the stock for the very purpose of having himself appointed receiver. Duncan's testimony so shows. The purpose was to wrest the control of the road from the board of directors and put it in McBee's possession, so Duncan says. McBee said he was to be appointed receiver, and proposed to Duncan to have the latter appointed co-receiver. The burden was not to rest on the State to prove this conspiracy beyond a reasonable doubt; it is only necessary to show probable cause. The law protects citizens and State alike. This suit was not solely for the purpose of having the Atlantic & North Carolina road leased. There was a notice of a stockholders' meeting when the second order was signed in Raleigh by Judge Funnell, yet 1,700 shares of stock were here. Carl Duncan, an honorable man, said he would not sell his stock for a thousand dollars a share unless his associate consented, and that he would be no party to railroading the scheme through.

TAR HEEL TOPICS IN PARAGRAPHS

A Serious Wreck.

Henderson, Special.—The fast vestibuled train on the Seaboard Air Line, No. 21, known as the Florida Limited, ran into an open switch here early Thursday morning and was badly wrecked. Not one of the fifteen passengers on board suffered injury. Engineer Tucker, who stuck to his engine, was fatally injured, both legs and both arms being crushed. Other members of the train crew are reported to have sustained injuries. Conductors Westly is unharmed. The Florida Limited is due to pass Henderson shortly after midnight, but does not stop here. The train entered the town at high speed and plunged into the open switch colliding with a shifting engine which was standing on a sidetrack attached to a Durham & Northern freight. The wreck caught fire from the overturned stock and two Pullman sleepers and two box cars were burned. Three box cars were smashed into splinters and the two locomotives were entirely wrecked. Poythress coal chute, which stood close to the siding, was demolished. Engineer Tucker was removed to his home at Portsmouth.

Died on Witness Stand.

Kinston, Special.—Mr. Jesse L. Kennedy, a prominent citizen of his county, while testifying on the witness stand in his own behalf, fell from the chair and died in five minutes. Mr. Kennedy was being tried for shooting and disabling for life Mr. Ed Hughes, of La Grange, who was attending court here about a year ago. The last words uttered before it was noticed he was weakening were that Hughes walked up behind him with his knife and struck at him; then he (Kennedy) drew his pistol to protect himself. Hughes made another pass at him, and the shot was fired. The judge ordered the jury withdrawn, and court adjourned for the day.

Suicide at Siler City.

Siler City, Special.—Mr. J. N. Peoples, a prominent business man of this place, committed suicide at his home here Thursday morning. He went to door, drank one ounce of laudanum, and then shot himself in the right temple. No reason is known to his most intimate friends why he would do such a thing. The entire town is terribly shocked. He leaves too small children.

Killed By Live Wire.

Newbern, Special.—Several days ago an electric light wire was broken by a team passing through the city, the wire is still hanging to the pole and Thursday night at 8:30 a young colored man by the name of Boss Cobb leaped against the pole, when he came in contact with the wire, killing him instantly.

Tar Heel Topics.

McKinney, of Lexington, received a telegram Monday stating that his son, Ulius McKinney, had been killed by a shifting engine of the Chesapeake & Ohio Railroad at Clifton Forge, Va. It seems that the deceased was on his way home, and while waiting to change cars accidentally stepped in front of the shifting engine, which ran over him cutting his body in two and killing him instantly. He was working for a mine in Virginia and was coming to Lexington to hire hands to work in the mine when the accident occurred. His body arrived in Lexington Tuesday.

Sunday night George Harris, a colored man of Concord, was killed by some one near the depot at that place. He had been stabbed twice in his right side. He walked up the railroad track towards the depot and sat down near the track. No. 40 came along and cut his coat, and just missed his body. Then he fell over dead. Suspicion points to a party there as the one who stabbed him, but there is no direct evidence against him. It is thought that Harris was going with a woman, and some one opposed this and this led to the killing. He was too weak to know who did it when he was found.

Mr. James D. Brown, who has the contract for the brick work on the septic tanks the city of Charlotte is constructing, had a narrow escape from death Monday morning. When a blast was ignited a small stone was thrown a distance of about 300 yards, striking Mr. Brown on the head and knocking him down. Although the blood was flowing from the wound, Mr. Brown mounted his bicycle and rode into the city for medical treatment. Had the stone struck Mr. Brown an inch lower, it would have resulted in death.

A telegram was received in Salisbury Monday morning notifying the authorities that Ernest Murphy, the young burglar who shot two officers in Salisbury on the night of the 12th inst., together with two companions, believed to be John Mauney and Ike O'Neal, two young bad characters of Salisbury. Officer Torrence left for Lynchburg on the first train. The city offered \$100 reward for Murphy's apprehension.

Two children of Mr. Richard Sparrow, of Aurora, Beaufort county, aged 7 and 4 years, while playing on the log yard at Mr. J. B. Whitehurst's mill at that place Tuesday afternoon, met with an accident resulting in the death of the younger child. The logs rolled together, killing the younger child instantly, and the older child is not expected to live.