

New Bern Weekly Journal.

No. 77.

NEW BERN, CRAVEN COUNTY, N. C., TUESDAY DECEMBER 24, 1907.—FIRST SECTION

30th YEAR

SPECIAL SESSION MAY BE CALLED

Not Necessary to Give 30 Days
Notice For Legislature to
Convene

RATE CONTROVERSY SETTLED

Last Special Session of Legislature—
Forecast By Correspondent Correct
—Prohibition-Dispensary Fight Gets
More Interesting.

Special Correspondence.

Raleigh, N. C., December 20.—Governor Glenn returned today from Washington and talked very interestingly about the very important railway rate matter which is now the greatest one before not only the North Carolina public, but before that in many States and also the railways themselves. He said that the terms heretofore published in the newspapers setting out the condition as to the rate matter between the State and the railways have been agreed to by the Southern, Seaboard Air Line, Norfolk and Southern and Carolina and Northwestern, the only one not agreeing being the Atlantic Coast Line. The agreement is subject to two conditions; first the acceptance of the terms by the other Southern States—namely Virginia, South Carolina, Georgia, Alabama and Tennessee, which are traversed by these roads. It seems to be understood South Carolina, Alabama and Georgia have already agreed at least the governor is so informed and Virginia is now considering the proposition. The second point in the matter is the approval by the legislature of the terms, that is the 2-1-2 cent rate per mile everywhere, and 2 cent mileage books, except those for family use, 500 miles at 2-1-4 cents. The Governor says that if the legislature is convened in special session it will be some time between the 15th and the 16th of January. No limit is fixed or prescribed as to when he can call it together, that is there is no such thing as 30 days notice, etc.

It is also agreed between the Southern Railway and the State that the present suit which is argued this week before the Supreme court of the United States shall go on to a decree, regardless of any compromise, so that the State and the railways may in the future know their respective authority and status.

The governor says he believes this agreement is more beneficial to the State than the present flat rate of 2-1-4 cents and that he also believes it is best for the railways for all matters will be amicably settled and the railways will be in better condition to get needed money and carry on their improvements, while the relations between the road and the people will be more friendly than before. The agreement is in no way to interfere with definite settlement of all legal points between the roads and the State.

The last special session of the legislature was held in the summer of 1879 and it made the sale to the Southern Railway of the Western North Carolina Railway. At that time the Southern was known as the Richmond and Danville. The money received was used by the State for general purposes and there was no tax imposed for State purposes that year.

The extra session was quite confidently predicted by your correspondent a few days ago. Some weeks ago it seemed certain, then the chance of it grew remote, but more recently it seemed like a sure thing. It has been remarked that the Atlantic Coast Line will simply have to fall in line with the other roads in this matter. A man connected with another road said today that the Atlantic Coast Line would have to tumble.

The prohibition-dispensary fight here grows warmer daily. The governor and auditor are hard at work speaking. The auditor was not very well last night and had to cancel one engagement to speak. Alderman Sherwood Upchurch was questioned today as to his opinion of the vote and said it would be very close and that he did not think either side would win by more than 50 or 75 majority.

The sheriff of this county says that the farmers tell him they cannot understand the cotton situation; that is why cotton does not sell at higher prices when everybody knows there is so short a crop.

Today the Raleigh cotton mills shut down for a week. They have been running on full time thus far.

TAFT MUTE ON POLITICS

Not Desirous of Pushing His
Chances for Presidential
Candidates

JOHN MITCHELL IS DYING

Number of Miners Dead in Connellsville Mine 250—Philippine Islands Number 2,600—Japan Will Give American Fleet Glad Hand.

Special to Journal.

New York, Dec. 20.—Secretary of War, William Taft arrived today from his round-the-world trip. He was besieged by the reporters who tried to obtain an expression on the presidential situation, but he absolutely refused to discuss politics in any shape or form. He was in good health and reported as having a pleasant journey the entire time.

Indianapolis, Ind., December 20.—John Mitchell, the president of the Miners Union, and one of the best known men in public life, is dying at his home here. About a year ago he underwent a surgical operation and he has been in bad health since. Complications have set in and his death is expected to occur at any time.

The 19th annual convention of the Mine Workers' Association, of which John Mitchell is president, will be held here January 21.

Pittsburg, December 20.—The work of taking out the dead bodies from the Connellsville mine proceeds under difficulty. The danger of further explosion and the great amount of debris in the mine. There has been 250 dead bodies taken from the mine. Many show terrible suffering.

Washington, D. C., December 20.—The War Department has received a report of the commission sent to the Philippines to ascertain the number of islands in the Philippine group, and they number 2,600.

Tokio, Japan, December 20.—The Japanese will cordially welcome the Pacific fleet should anchor or remain in the waters adjacent to the empire. The most friendly feeling exists among the Japanese.

Teheran, Persia, December 20.—Angry mobs are patrolling the streets demanding that the Shah abdicate. The feeling against the government is very bitter and the Shah's life is in danger. Bloody riots are apt to occur unless the troops can disperse the crowds.

New York, December 20.—Fire destroyed a large tenement on 48th street early this morning and more than 200 people were turned out in the cold poorly clad.

Palermo, Italy, December 20.—A fierce fire followed the explosion of the arms factory which occurred yesterday afternoon. Many were killed. The fire is still in progress.

Divorce on the Increase.
New York, Dec. 20.—On Monday and next week Supreme Court Justice Newburger expects to clear the calendar of 161 undefended divorce cases, and deliver that many Christmas packages, from A to Z. Yesterday he warned those who are not ready for trial on those days that they will have to wait for a hearing until March.

Never in the history of the Supreme Court has such a complication arisen that causes the designation of two special days for the trial of matrimonial actions. It is the opinion of many lawyers that divorce litigation is increasing at such a rate that some change in the system is necessary.

Besides the cases tried in Special Term, Part III, there are many defended divorce actions tried in the various Special Terms. In addition to this large number of cases are tried in Trial Term, Part II, by juries on framed issues. Many cases also are tried each year before referees which never come to public notice by reason of the sealing of the papers and the secrecy surrounding them.

How Santa Claus Letters are Answered.

New York, Dec. 20.—Postmaster Morgan said yesterday that the post-office had received up to date more than 1,000 Santa Claus letters. Mrs. Clarence Burns, who has charge of the New York City Federation of Women's Clubs' committee formed for the purpose of answering some, if not all, of those letters, was to have called on Mr. Morgan yesterday to make arrangements for their removal, but she did not.

Later she sent word she would get them today. But that time there are likely to be 2,600.

N. & S. RAILWAY A DEVELOPER

The Various Lines Centering
at New Bern and Washing-
ton Prove Such

STATE AFFAIRS DRAWN CLOSER

A Discussion of The Different Achievements Accomplished by The Railway—The Advantages and Opportunities Offered by It—The Convenient Schedules in Operation.

The line of the Norfolk and Southern Railway from Raleigh, the Norfolk via Wilson, Greenville and Washington was opened to traffic during the month of October. One can hardly overestimate the importance of this announcement.

It puts all of Eastern North Carolina north of New Bern and east of Rocky Mount from 200 to 400 miles nearer Raleigh—not in actual distance (that being only one hundred miles), but in the amount of travelling and the time consumed in making the trip from the various points. This means that Western North Carolina is brought that much closer to our truck gardens, corn-fields, fisheries, timber forests and towns. New Bern and all points in Eastern North Carolina south of Washington and east of Goldsboro are brought from 100 to 200 miles nearer Norfolk and New York—though the actual distance from here to Washington, N. C., is less than forty miles.

A Saving of Time

All this means a saving of time to the busy man, prompter transportation of goods from Northern cities and what to this section is still more important, quicker placing of truck on the Northern markets and the consequent sales of this truck at the highest prices. It means dollars in the pockets of all the people doing business over the Norfolk and Southern, and insures the development of a vast territory—rich in soil and other natural resources—that has heretofore been retarded by the lack of transportation facilities.

A Veritable Land of Opportunity

There is no section of the South that has so many elements of wealth so many possibilities as Eastern North Carolina. Indeed, there are few parts of the country so well endowed for material prosperity along all lines. As yet it has not the great industrial enterprises possessed by some other sections. But in this line of activity there is a steady and healthy growth that indicates not only vast possibilities, but a readiness to go about developing these possibilities into realities. It has long been realized that the great need of Eastern North Carolina was transportation. With the construction of new lines by the Norfolk and Southern this need has been in great degree supplied. Following this is bound to come an industrial awakening such as was not dreamed of for this section a few years ago, by even the most sanguine.

Raw Material

The abundance and excellence of raw material supplied by our forests hold out special inducements for wood working plants of all sorts, including furniture making, wagon factories, veneering plants, barrel and stave factories, etc. The textile producing industries already in operation prove this section admirably adapted in every way to that line of manufacturing. All cotton and knitting mills have been enlarged within the past two years, and new ones have been built or are about to be built. Goldsboro, Raleigh, and Zebulon have new knitting mills, and Wilson is organizing one. Kinston has organized a new cotton mill and plans are well under way for a mill at Richlands. Greenville is planning for one also, with the possibility of a mill at Snow Hill as soon as the railroad now building to that progressive town is completed. Washington, also is talking of one and part of the capital stock has been subscribed.

Tobacco Factories

Being one of the finest bright tobacco sections in the world, Eastern North Carolina ought to have more tobacco factories if nearness to raw material, favorable climate and cheap labor are to count for anything in the location of such enterprises. By the same mark, canning factories—both for vegetables and products of the sea—ought to flourish here; as also ought the making of brick, tile, artificial stone and a number of other enterprises that could be named and for which this section has special advantages.

Marked Development

Probably the most marked development of the next few years will be in agriculture. The farmer is daily improving his cultural methods with the result that country life is becoming

more attractive and tilling the soil more profitable. Two and three crops a season are being made to grow where heretofore only one grew, and by intelligent management the land is all the time being improved and made to produce more and more with each succeeding harvest. Improved breeds of cattle are being bought and considerable advancement is being made in dairying, particularly in the vicinity of the town and cities. The lands of this section being well adapted to corn and hay, and the climate ideal for grazing cattle in the open, there is no reason why cattle raising and sheep husbandry should not flourish.

With modern cultural methods, more diversification of industries and an increasing of desirable immigration there must quickly disappear the contrasts now existing between the low price of farm lands and the exceeding richness of the soil.

Truck Growers

The growers of truck now have transportation facilities such as they never before enjoyed; they have a soil that cannot be excelled anywhere and a climate that is well-nigh ideal—a winter temperature averaging in the 50's, with a well distributed rainfall of about 50 inches annually. There are points in this section, and even north of here, where strawberries can be grown and marketed earlier than at Chadbourn, N. C. or Mount Olive, N. C. They can begin shipping potatoes almost as early as Charleston, S. C. and cabbage two or three weeks ahead of Norfolk. Onions can be grown as successfully here (experts who have made a study of their culture say) as in the famous onion belt of Texas. For this product there is an unlimited demand. The yield in Texas is 400 bushels per acre, and the onions sell for from \$1.25 to \$1.50 per bushel. Sweet potatoes are natives of this section and are ready to market thirty or forty days earlier than they are in the famous sweet potato belt of the Eastern Shore of Virginia, where thousands of cars are shipped annually, and when grown under the new mode of planting and cultivation it is claimed will yield a profit of \$500.00 per acre. Under these conditions what is there to prevent this becoming the greatest trucking section of the South, if not of the whole country?

Transportation Facilities.

The Norfolk and Southern Railway is the only line reaching North Carolina's famous seashore resorts, Morehead City and Beaufort, N. C., and owns and operates the Atlantic Hotel. This company has recently constructed and opened for traffic a magnificent bridge between Morehead City and Beaufort, about a mile in length, affording Beaufort, one of the oldest towns of the State, its first railroad facilities.

The completion of the bridge now under construction and over five miles in length, across the Albemarle Sound between Edenton and Mackey's Ferry, N. C., where trains are now transferred to the steamer "Garrett," will accomplish a great achievement and with the newly opened lines and those under way, add more to the development of Eastern North Carolina than, perhaps, any event in the history of the State, establishing direct rail communication between Norfolk, Suffolk, Elizabeth City, Edenton, Washington, New Bern, Morehead City, Beaufort, Kinston and Goldsboro, as well as Greenville, Farmville, Wilson and Raleigh; and also to and from Bayboro and Oriental, N. C., which for years have only been reached by river transportation of uncertain and unsatisfactory character.

It is worthy to note, too, that this company has accepted the new passenger rate law of the last Legislature, as authorized by the Corporation Commissioners, and is now charging three cents per mile, first class, over its new lines and those under construction, and two and one-fourth cents per mile over its old lines, although its entire system is under construction and being completed to perfect its service and business and provide the people of the eastern part of the State a through railway line reaching all accessible sections, at a great cost and probably at least at a temporary sacrifice.

It has also placed in effect the twenty-five per cent reduction in the joint freight rates, in accordance with the act of the Legislature, and apparently in every way is trying to harmonize its interests with the people of the State, and, as is well known, is now furnishing probably the best freight and passenger service and more satisfaction to the patron than was thought possible with the great congestion which has existed on so many other lines.

It has also inaugurated a new fast freight line between its territory and other eastern cities, providing for the through movement of freight cars north and south via the N. Y. & P. and N. and Pennsylvania Railroads. In arranging its train schedules the Norfolk and Southern has endeavored to suit, as far as possible, the convenience of the travelling and shipping public, and thereby further promote the development of the section.

(Continued on Page Four.)

THE MURDER OF COL- LECTOR HENDRICKS

Matter of a Great Deal of Concern to Revenue Collectors
at Raleigh

DOCKET FULL OF MOONSHINERS

The Principal Topic of Discussion
The Special Session of Legislature
—North Carolina Exhibits at Jamestown Exposition Packed and Coming Back.

Special Correspondence.

Raleigh, N. C., December 21.—The revenue officials here were very much concerned because of the news of the murder by moonshiners of deputy collector Hendricks. He was a very brave and popular officer and was here the first of this week as witness in a case in the Federal court. The moonshiners at Smithtown, who killed him, are among the worst in the country. Some months ago a 'great raid' was made on their stills and many of them have been convicted and sent to the penitentiary.

Marshal Dockery said today that the prisoners would not be taken to the Atlanta and Nashville penitentiaries until the 26th, so they will spend Christmas in the Raleigh jail. Deputy Marshal Mitchell was deeply grieved because some thief stole a particularly fine turkey last night, the bird having been made a gift to him. Everybody laughed while the deputy told about this and Marshal Dockery said he would be good if the turkey got away, but as matters stood that he would never get away because the thief would kill it and either eat it or dispose of it.

On the premises of Mr. William J. Andrews, here are the two largest oak trees in Raleigh. The place was formerly owned by Bishop Lyman. One of the trees was found to be greatly decayed and the bark was removed from the ground to the distance of over 20 feet, all the diseased wood cut out and 20 barrels of cement have been used in making a new surface, connecting with the sound bark.

Naturally there was a lot of talk today about the impending special session of the legislature. All sorts of questions were asked about it; one being how long it would sit; another whether it would transact any business except that for which it will be called, namely, to fix the passenger rate. The Convention of 1875 was called for a certain purpose and the question came up whether it would act upon matters not included in the call. It was decided that it could do so. The Governor can call the legislature in special session for a term not to exceed 30 days. The special session of 1879, called to consider the sale of the Western North Carolina Railroad took up no other business whatever. The Governor is to convene the legislature in special session by and with the advice and consent of the council of State. In his proclamation stating the purpose for which it is convened. The cost of a legislature is about \$1,000 a day, roughly speaking. The pay at the special session is the same as that of a regular session. It was remarked by an official today that on such an occasion the legislature could not get pay after 20 days. The governor remarked that the body ought not to be in session more than three or four days and that is the cost would not exceed \$5,000 or \$10,000. It is thought the body ought to complete its work within that time. This, however, is entirely a matter for the legislature to regulate. Of course the governor does not know yet whether or not there will be a special session. Generally speaking, people have had an idea that a special session would consume from a week to ten days. Of course there are no delays in organization, since that is already complete and hence the business can be taken up immediately.

Commissioner General Pogue says that all the Jamestown exhibits are packed and coming home. Speaking about what North Carolina did there, he remarked that this State has won more medals, particularly gold ones, than any other State, except possibly Virginia. The day after awards were made, Mr. St. George Tucker of Virginia, said to Mr. Pogue: "I think you beat us." Mr. Pogue remarked that this State was far ahead of Virginia in industrial progress. He added that Norfolk ought to belong to North Carolina, and said that he had been told by a number of Norfolk people that if that question were left to a vote of the people there, there would be a good majority in favor of being North Carolina.

Mr. J. S. Fisher, of Riverdale, was in the city yesterday.

STILL RAIDED IN JOHNSTON COUNTY

Belgians Will Arrive This
Week to Work on Farms
Near Raleigh

GOOD CHRISTMAS FORECAST

Local School Tax in Brunswick—
Railway Rate Case to Be Heard in
Wilmington—Dispensaryites Con-
fident of Victory

Special Correspondence.

Raleigh, N. C., December 23.—A torrential rain fell this morning, almost 2-1-3 inches. Of this nearly all fell in the hour between 5 and 6 o'clock. Lands not properly cared for were badly washed and small streams are very high.

The weather observer says there will be fine Christmas weather in North Carolina, considerably cooler and bright. Today was like spring.

The weather report for North Carolina for November, issued today says that the mean temperature for the State Superintendent Joyner had gree and a half below normal, the highest being 56 at Southport, and the lowest 39 in Watauga county. The highest temperature was 80 degrees at Southern Pines and Clinton and the lowest 16 degrees at Settle. The average rain fall was 4.34 inches—which is almost exactly two inches above the normal. The greatest amount was 9.1-4 inches at Horse Cove, and the least an inch and a half at Clinton. There was rainfall nearly every day in some parts of the State, and the per centage of possible sunshine was low, being 50 at Asheville.

Last Thursday your correspondent gave out the news from Standing Master Montgomery that the railway rate case as to the Atlantic Coast Line would be heard before him at Wilmington January 9th. The Corporation Commission and the Governor were today notified of this date. Notice was also received that the hearing as to the Carolina and Northwestern Railway would be at Raleigh January 15th. The side of the railways in the case will then be heard and after that the State will have its say. It may be that nothing further will be done as regards the Southern Railway; that is its evidence in rebuttal may never be submitted.

Nine Belgians will be here this week and will settle at Grimesland, on the lands of Secretary of State Grimes, it being the purpose to form a colony there. This will be in charge of Mr. Vandermissch, who has a considerable acquaintance with matters of immigration, etc., and who is a native of Belgium.

Deputy Revenue Collectors Pool and Adams have returned from a raid in Johnston county, where near Four Oaks, they got 125 gallon still. The plant was in operation and was on a neck of land extending out into a swamp, the neck being so clear that the operators could see any persons coming at a distance of 200 yards or more. As soon as the revenue officers came up the four moonshiners took to the deep water in the swamp and could be heard floundering through it. All escaped. In this connection it is interesting to know that last week a man who came up here to testify to the good character of the moonshiners was found to have run away from the officers as they came upon a moonshine outfit. The fellow swam a river to get away.

The dispensary people say they expect their side to win, but the estimates range all the way from 50 to 250. Yesterday there were a number of meetings in the interest of the prohibition movement. The advocates of the dispensary are, as a rule, working very quietly.

It is said that the railways which want to accede to the governor's suggestion of a 2-1-2 cent uniform rate of passenger fare are bringing no little pressure to bear on the Atlantic Coast Line to get it in line in this movement.

Several cars loaded with exhibits from the Agricultural Department came in from the Jamestown Exposition today and will be unloaded this week. Curator Brimley of the State Museum, who was in charge of this part of the exhibit at the Jamestown Exposition also returned today.

Commissioner of Agriculture Patterson has gone home for the holidays. Secretary Bruner of the Board of Agriculture, has not been so well for the past few days. Had he been in health he would have been just now returning from the northwest, where he intended to spend the entire autumn; and this month, in illustrating North Carolina's resources etc., at a great many points.

Miss Ethel Trevelyan, of the Pollockville school, left yesterday to go to her home in Richmond to spend the holidays.

SUPREME COURT CONFIRMS SENTENCE

Green and Gaynors Long Fight
For Liberty Unavailing
Sentence 10 Years

THAW TRIAL POSITIVELY SET

Torpedo Flotilla Puts in at Port Au Spain With a Disabled Boat—Chairman Taggart Issues Call For Meeting of Democratic National Convention.

Special to Journal.

Washington, D. C., December 23.—The United States Supreme court settled the long fought case of Greene and Gaynor, who were arrested several years ago as being parties to the fraud for which Captain Oberlin Carter is now serving a sentence from the federal court by offering the decision of the lower court which sentenced them to ten years in the federal prison.

New York, December 23.—District Attorney Jerome stated today that the second trial of Harry K. Thaw for the murder of Stanford White will positively begin Monday, January 6.

Port Au Spain, P. R., December 23.—The torpedo flotilla in advance of the battleship fleet put into port here late Sunday night for the sake of making repairs on the torpedo boat Lawrence.

French Lick, Ind., December 23.—Chairman Louis Taggart of the Democratic National Committee has issued a call to the members of the committee to meet at Denver July 7.

Washington, D. C., December 23.—It is claimed by some members of the Republican party here that the disturbances at Goldfield were managed with a view to causing a feud in the Republican party. They claim the strike has been ordered for that purpose.

Washington, D. C., December 23.—Representative Humphrey, of the State of Washington, made a statement today that should a hostile fleet ever visit the western coast that it would find the cities of Seattle and Tacoma absolutely at the mercy of the enemy and he should at a very early day ask Congress to make a sufficient appropriation for the sufficient fortification of these cities.

New York, December 23.—At a meeting of the stockholders of the National League it was decided to open the season next year April 16.

Supreme Court Opinions

Special to Journal.

Raleigh, N. C., December 19.—The Supreme court adjourned today for the term. It filed opinions in ten cases as follows:

White vs New Bern, Craven, new trial.
Beck vs Railway, error.
State vs Seaboard Air Line, new trial.
Bowen vs Harris, new trial.
Cowan McClung & Company vs Cunningham and others, affirmed.
Ogden vs Land & Lumber Co., no error.
Frazier vs Cherokee Indians, no error.
McIntyre vs Asheville, affirmed.
Davis vs Rexford, reversed.
Tuttle vs Tuttle, partial new trial.

Blind Tigers For Fun

Raleigh, N. C., December 19.—In the Federal court the convictions of moonshiners went on today, and among these were sprinkled retailers, in other words, blind tigers. One from Durham got two years and a Wake Forest negro, long in this business got a like sentence, both going to the Atlanta penitentiary. A Durham woman charged with operating a blind tiger, whose husband used to be a whiskey dealer, is not to be tried until January, as the grand jury wants to get him too.

Taft May Arrive Friday

New York, December 19.—The Hamburg-American steamship President Grant, with Secretary Taft aboard, is having heavy weather and probably will not get in until Friday afternoon. A wireless dispatch from Captain Witt to the line's agent here, Emil L. Ross, said that the ship was met at Cape Race at 5:30 o'clock yesterday morning that all were well and that the steamship was going at reduced speed because of high seas and a head gale.