

AN INVESTIGATION OF RAILROADS' SERVICE

Important Hearing Was Held In This City Yesterday

SEVERAL LOCAL SHIPPERS TELL OF HEAVY LOSSES

Interstate Commerce Commission Will Be Asked To Remedy Condition

In response to a request on the part of Dr. J. M. Faison, Congressman from this district, a hearing was held in this city yesterday for the purpose of making an investigation of the slow schedules and insufficient refrigerating facilities furnished fish and oyster shippers and truck growers in this section by the Norfolk Southern Railway Company and the Atlantic Coast Line Railway Company.

George P. Boyle, of Raleigh acted as examiner, C. S. Allen, of Wilmington, as reporter, W. A. Towne, one of the A. C. L. Railway Companies attorneys and Mr. McCullen, trainmaster of the A. C. L. Railway Company also participated in the hearing.

Among the local shippers who were examined were E. B. Hackburn, George N. Ives, Graham Richardson and W. F. Crockett. These gentlemen testified as to their losses on account of the slow freight schedules and poor refrigerating schedules and told of conditions which existed when boats were being operated to this port from the Northern ports.

Their testimony showed that since the period that Colonel James A. Bryan had charge of the road now operated by the Norfolk Southern Railway Company that conditions, which were then all that could be desired, had slowly grown worse and that their losses were growing larger each year.

Considerable time was consumed in the taking of this testimony and those who were in attendance at the hearing are of the belief that when the matter is put before the Interstate Commerce Commission that they will compel the railroads covering this section to give a faster service and to furnish better refrigerating facilities.

This is the third hearing held this week. The first was Mount Olive, the second at Wilmington and the last one here.

"Dr. Jno. M. Faison, congressman of this district, secured these hearings for investigations by the Interstate Commerce Commission upon resolution, demanding such investigation, introduced by him in Congress in 1911 for the relief of the fruit, strawberry, huckleberry, vegetable growers and shippers, and fishermen and fish dealers and lumber men of this district and eastern North Carolina, which industries have been blighted by the slow schedules and badly iced refrigerating freight express trains, and the further want of enough cars and engines to rapidly transport such perishable crops and products, as well as the want of cars for the large lumber industry of east North Carolina shipped beyond the State to Northern and Eastern markets.

Since 1905 when the A. C. L. and Pennsylvania railroad companies and the Armour Refrigerator Car Company "fell down" and failed to make a single car of strawberries for 9 days, truckers and fruit growers of this district have cut their crops annually for fear of car shortage, slow schedules, and badly iced refrigerator express and freight transportation, while many growers and shippers have been compelled to abandon such otherwise profitable industries in eastern North Carolina, while the climate and soil make eastern North Carolina "the market garden of North Carolina and the South Atlantic Coast.

The same shortage in cars and badly refrigerated car service has cut the profits of the great fishing industry of the North Carolina coast from Wilmington to Norfolk and for years held back the lumber industry of eastern North Carolina. The farmers, truckers, fruit growers and fishermen and lumber men can and will double their production and catch, and the railroads must be compelled to market perishable products high cost of living millions of people in cities hungering for food. Dr. Faison's census statistics have increased on the last 10 years and have increased 60 per cent. in the last 10 years.

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cost when his wages have increased only about 10 per cent. He further states that last year the census figures show farm products were valued at \$10,000,000,000 on the farm, \$6,000,000,000 were consumed on the farms where produced, and \$1,000,000,000 shipped to market for consumption, which costs \$9,000,000,000 more to transport and distribute to the ultimate consumers, making a total of \$13,000,000,000, the value of the American railway systems.

The U. S. parcel post system will greatly cheapen this enormous cost of transportation and distribution to the ultimate consumers of parcels and packages of 20 pounds weight which must gradually be increased to 100 pounds, to give the needed relief from high express rates, which profits range from 200 to 400 per cent. of the capital invested in express companies, as shown by the report of the Interstate Commerce Commission of 1912.

The U. S. States government must likewise regulate the larger car lot rates of transportation and distribution of car lot and train lot quantities of farm and factory products and foodstuffs. The government can and must, at least, compel railroads to furnish refrigerated cars and rapid transportation for perishable food products, which must be rapidly marketed or lost to both producers and consumers, especially when the freight and express rates are necessarily high and profitable, and paid in advance or guaranteed by the shippers and growers or commission men in the Northern markets.

The result of the hearings held this week will be sent on to the Interstate Commerce Commission just as early as possible and they will be urged to take some action at once.

FAILED TO GET MARRIAGE LICENSE

PITT COUNTY COUPLE MEET THEIR WATERLOO IN NEW BERN.

"It is often said that 'love will find a way' and that where there are 'two minds with but a single thought; two hearts that beat as one' there is nought that can cast asunder the course of true love. This may be true in several senses of the word but it remained for Register of Deeds Stephen S. Fowler to put a blight on the hopes and aspirations of two young people who came to New Bern late Monday night from Pitt county and after awakening the genial keeper of the credentials necessary for those who wish to enter the double harness state of bliss, requested him to hustle up an produce the papers which would enable them to make "Love's young sweet dream" come true.

However, Register of Deeds Fowler has been in charge of the office too long to let a pair of minors "put one over" on him. He told the young couple that it caused him much pain to refuse their request, but unless they could produce written consent from their parents it would be impossible for him to accede to their wishes. The Fates evidently decreed that the wedding was not to be consummated in "the Athens of North Carolina" and after receiving this final decision the young couple and two friends who accompanied them, wended their way down the street. It is understood that the would-be newlyweds left yesterday for Jones county where they hoped to be able to secure a license.

THANKSGIVING BIRDS BY MAIL.

Two Hundred of Poultry Arrive In New York.

New York, Nov. 26.—Poultry of all kinds, with the turkey still holding its own, is arriving in New York suburbs in great numbers by parcel post. A special instance of the popularity of sending Thanksgiving treats by mail was the receipt of over 200 parcels of poultry at the Yorkers post office yesterday.

In spite of the new means of transit the regular market deliveries are being made in unusual quantities with from 50 to 75 carloads a riving daily this week from the turkey belt. The most desirable birds are selling at nearly 30 cents a pound with some of the fancy sorts priced at even 40 cents.

No. Six-Sixty-Six

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JOS. W. FOLK



Joseph W. Folk, former governor of Missouri, has just been appointed solicitor of the department of state by President Wilson. He succeeds Reuben Clark, of Utah, who resigned some time ago.

VILLA HOLDING FEDERALS Americans Are In Readiness Arms Ordered To The Front.

El Paso, Tex., Nov. 25.—A general federal attack front, right and left flank, directed toward Juarez practically simultaneously this afternoon by Generals Salazar, Rojas, Caraveo and friends, drove in General Francisco Villa's skirmish line and developed separate engagements below Baucha, on the west, at Tierra Blanca, on the front, and along the border opposite Belen and Ylateria, Tex., to the east.

The frontal attack on the constitutionalists under General Villa began at 6:30, about 25 miles south of Juarez, according to an American chauffeur who reached Juarez at 6 o'clock this evening from Tierra Blanca. The artillery on both sides was engaged.

A report that the federals were attempting a flank movement from the west reached Juarez about the hour the frontal attack was reported. Later reports stated that General Villa's western flank, under command of general Rodriguez and Colonel Talamantes, had engaged the federals at 5 o'clock.

These reports came from American employes of the Mexican Northwestern railroad who reached Juarez tonight from below Baucha. The reports stated that the federals were first repulsed in an attempt to break through the rebel lines, but returned with reinforcements and a desperate battle was on when the Americans left.

Simultaneously with the report of attack on the west came a report that the skirmish line of the constitutionalists on the east side of Belen, Texas, was being driven in and the federals were advancing on Juarez. The remainder of the rebel force at Juarez was rushing to the region opposite Ylateria and Belen while additional infantry reinforcements were hurried to Rancho Flores to help check the flank movement from the west.

On the American side all troops at Fort Bliss were ready for immediate action and Troop C, Thirtieth cavalry, and a machine gun platoon were ordered to El Paso to reinforce the border patrol.

Reports tonight from all sides declared that all the engagements were general. Word was received from General Villa that he was holding the federals back at the front and ordered ammunition and provisions rushed to Tierra Blanca.

Auxiliary hospitals are being fitted up in Juarez tonight, a large quantity of medical stores being exported from here. Before the development of the federals' assault General Villa reported that the federals withdrew ten miles from their position at Samalayuta early this morning, reoccupied the position at 3 o'clock and immediately began an advance on the rebel position seven miles north.

ANOTHER AVIATOR KILLED.

(Special via Radio, U. S. S. Pamlico.)

Paris, Nov. 25.—Aviator Perron, holder of the record for high flights, was killed today when he fell one hundred feet. He was trying out a new monoplane.

A woman expects to get her reward in 5 seven, but a man wants his share on earth. The man who follows is inclination never gets very far from the bottom of the ladder.

SOUTHERN RAILWAY PRESIDENT IS DEAD

Col. William Wilson Finley Succumbs To Apoplexy And Hemorrhage—His Demise A Personal Loss To Thousands

Raleigh, Nov. 25.—Col. William Wilson Finley, president of the Southern Railway Company, died suddenly this afternoon at 3 o'clock in Washington, D. C., of paralysis. This announcement was received over the Southern railway wire in Col. A. B. Andrew's office immediately after the occurrence. A few minutes later the Associated Press flashed the news to this city. Death occurred at his home.

Colonel Finley was stricken with apoplexy and hemorrhage of the brain while he was attempting to leave his home for his office. Before medical attention could be summoned he was dead. Although stricken before noon, word of his death did not reach Southern Railway headquarters for several hours.

Colonel Finley was born at Pass Christian, Miss., Sept. 2, 1853. From 1873 to 1883 he served in positions from vice-president's stenographer to assistant general freight agent with the New Orleans, Jackson and Great Northern, and Chicago, St. Louis, and New Orleans Railroads. From 1883 to 1885 he was assistant general freight agent of the Texas &

Pacific Railway, and moved up the railroad ladder until October 1, 1895, he became third vice-president of the Southern Railway.

Colonel Finley resigned in 1896 and he went with the Great Northern Railway, in 1896 returning to the Southern as second vice-president. He became President in December, 1906, succeeding the late Samuel Spencer, killed in a railroad wreck.

Born in the south, President Finley did more than any one man to develop this country. It was largely through his broad, liberal policies that the Southern Railway took the stand it did in the South. To Colonel Finley the credit is given largely for the great concessions in freight rate reductions made for North Carolina. A man of unusual force and foresight, a scholar really, President Finley could see in the future with the eyes of a seer and the Southern under his direction overlooked no details in the development of this section.

His death will come almost as a personal loss to thousands in the South. His writings and speeches were heard in every community.

Thomas Edison



Thomas Edison has a most recovered from his recent illness, and is again hard at work on several inventions which he hopes to have perfected and in use some time during the early part of next year.

A. C. L. PRESIDENT PASSES BEYOND

T. M. Emerson Succumbs To An Attack Of Acute Indigestion.

DIE WHILE AT WILMINGTON

Death Closely Followed That Of President Finley Of The Southern.

Wilmington, Nov. 26.—Thomas Martin Emerson, president of the Atlantic Coast Line Railroad Company, and one of the most able and popular railroad executives in the South died last night at 11 o'clock at his home in Carolina Heights, this city, following an attack of acute indigestion suffered on Sunday night at Dupont, Ga., while on an inspection trip of the system with members of the Board of Directors of his company.

Mr. Emerson's death came as a shocking coincidence with the passing of another prominent railway executive, President W. W. Finley, of the Southern Railway, whose sudden death also occurred yesterday, and followed Mr. Emerson's arrival in the city only yesterday morning, accompanied by Mr. James F. Post, Jr., his chief clerk; his physicians and other friends who hastened with him on a special train from Waycross, Ga., confident that upon his arrival here he would soon be himself again. There was apparent improvement in his condition all day and both his family physicians, Drs. Geo. G. Thomas and Andrew H. Harris, were content with him. Even at nightfall, it was believed that the crisis in Mr. Emerson's condition had passed, but about 11 o'clock he relapsed into a coma and passed away as peacefully as if he had dropped into a restful sleep. Angina pectoris was the cause of his death.

Although the death came rather unexpectedly from the earlier reports as to his condition and at a late hour at night, the news of it spread quickly and was received with a profound shock by hundreds of Wilmington friends who heard of it during the night with the most sincere sorrow. For Mr. Emerson, popular all over the great system of which he was the directing genius, was nowhere more popular than among his own people and in a community in which he had lived and spent the best years of a well ordered life. Prominent socially and in the business life of the community, he was known by many warm and true friends who feel in his death a sense of deep personal loss. His death is nothing short of a severe blow to the Wilmington community and a peculiarly great loss to the railway system to which he was always devoted. The family especially in his passing suffers a bereavement in which they have the tenderest sympathy of friends everywhere.

GOULDING AWARDED DAMAGES

Sued F. P. Rowe For Two Thousand Dollars Received One Penny.

Craven county Superior Court which was convened in this city on November 17 for a two weeks session for the disposal of civil cases only, came to a close yesterday, the docket having been exhausted, and Judge Harry W. Whedbee, of Greenville, who presided, returned home last evening.

Among the cases disposed of this week was that of Dullis and Martin vs. Gaskill and May. In this case the plaintiffs, who were represented by R. A. Nunn, was awarded damages in the sum of \$61.80. The defendants were represented by Moore and Duggan.

Another case of interest was that in which John Goulding was suing F. P. Rowe for damages in the sum of \$2,000 for personal injuries. This suit grew out of the arrest of Goulding by Policeman Rowe several years ago and the plaintiff claimed that he was roughly handled when it was not necessary. In returning a verdict the jury decided in the plaintiff's favor and awarded him damages in the sum of one penny.

The most interesting case disposed of yesterday was that in which Allen Brothers, owners and operators of a tanning establishment, were suing T. G. Hyman, M. D. W. Stevenson, C. D. Bradham, S. W. Smallwood, J. S. Claypoole, W. L. Hand and S. H. Eaton, trustees of the Presbyterian church, for damages for work which they did on the church property. The jury found in favor of the plaintiff and awarded them \$74.89.

In the case of A. M. Williams, Admr. vs. Norfolk Southern Railway Company, the plaintiff was awarded damages in the amount of \$1,200.

Two divorce cases were disposed of: Gibson vs. Gibson and Powell vs. Powell. In both cases the decrees were granted.

Port Huron, Mich., Nov. 25.—Fire today destroyed the shops of the Grand Trunk railroad. Million dollars in

NEW YORK BANKERS FAVOR RESERVE BANKS

Would Put A Crimp In Stock Exchange Says Senator Owen—Explains Security In The Currency Bill

Washington, Nov. 25.—Under the present system the bank reserves of the country are concentrated largely in New York, where they are loaned in speculative accounts on the New York Stock Exchange, Senator Owen asserted today in opening the debate on the administrative currency bill in the Senate. He declared that the administration bill as reported by the Democrats of the banking committee would remedy this condition.

Senator Owen reviewed the details of the bill and urged that by the creation of a market for discounted commercial paper and by mobilizing the reserves in public utility regional banks, the measure would remove the great dangers of the present financial system.

Declaring that at present New York bankers, who hold a large percentage of the country's reserves, are forced to place those reserves in small loans on the Stock Exchange, the Senator said: "We are advised by representative New York bankers that the great banks there would be glad to have the system improved by the establishment of Federal reserve banks strong enough to furnish money on demand against good commercial bills and thus enable the New York banks to withdraw their funds from the Stock Exchange—which has become the most gigantic gambling establishment in the service of legitimate industry and commerce. This will be one of the greatest benefits of the pending measure, that is, it will withdraw from the gambling enterprises on the Stock Exchange the bank reserves of the country, and enable such reserves

to be used for the commerce of the nation."

In detail Senator Owen explained the security which would be behind the new currency which, under the bill would be issued against commercial paper. Besides this paper, he pointed out, the notes would be secured by the liability of the member bank discounting the paper, the liability of its stockholders, the liability of the reserve bank issuing the notes and its stockholding banks, a thirty-three and one-third per cent. gold reserve and the guarantee of the United States.

"There has never been issued a note with such safeguards surrounding it by any banking system of the world," he said.

Senator Owen urged speedy action on the bill, declaring that banks and business men throughout the country were "holding back" to discover just what form the legislation would take. He said that the difference between the two divisions of the Senate committee should be adjusted and as chairman, expressed his willingness to accept some of the proposals made by the anti-administration faction.

Senator Owen vigorously attacked the central bank currency plan, particularly the so-called "Aldrich plan" recommended by the national monetary commission. He reviewed various congressional investigations of financial conditions and declared that the money trust inquiry showed that "a few men" brought on the panic of 1907 "to enrich themselves at the expense of the nation and to administer a political rebuke to the administration then in power."

OCEAN NEWS ITEMS.

Infant Dies—Public School Progresses Nicely.

(Special to the Journal.)
Ocean, Nov. 26.—The infant son of Mr. and Mrs. Dexter Smith died last Sunday. The bereaved parents have the sympathy of the entire community.

Rev. J. C. Whedbee filed his regular appointment at Bethlehem last Sunday and preached an excellent sermon which was greatly enjoyed by a large congregation.

Our public school is progressing nicely under the skillful management of Miss Nettie Oglesby, of Newport. Collin Watson, of Wildwood, is building a new house for A. M. Weeks. Raymond Taylor and Lloyd Smith, of Bogue, attended prayer meeting at this place last Sunday.

Our prayer meeting is doing fine under the leadership of Brother D. S. Koonce.

W. A. Conway and daughter Miss Mattie returned Monday from a visit with relatives at Kingston and Morehead City.

E. A. Sanders spent Tuesday at Morehead City attending to business matters.

W. G. Higgins left Tuesday for Kingston where he holds a position. Leo Higgins spent Tuesday at New Bern attending to business matters.

R. T. Wade, editor of the Morehead City Coaster, passed through the city last evening enroute to Norfolk, Va., for a short visit.

MARINE NEWS.

The two masted schooner Bertie, of Wint, N. C., arrived in port yesterday with a cargo of cotton from the Canal.

The steamer S. J. Phillips is at the Norfolk Southern R. R. wharf taking on freight for the merchants up Neuse River.

The gas freight boat Charmer, of Swansboro, left yesterday with a cargo of general merchandise for the merchants of Swansboro.

The two masted schooner Maggie, of Core Sound, arrived in port yesterday with a load of oysters.

The gas freight boat Constitution, of Pamlico, arrived in port yesterday with a cargo of cotton, cottonseed and oysters.

The gas freight boat Lena left yesterday for Swansboro with a cargo of general merchandise.

The freight boat Lillie, of Jones Bay, arrived in port yesterday with a cargo of eggs, oysters and beef.

NORFOLK SOUTHERN HAS NEW CAR.

The patrons of the Norfolk Southern are probably very much surprised to see a new car on the Goldsboro and Beaufort trains. These new cars are longer than the average coaches, they are finished in light oak with green plush seats and are lighted by electricity, and are a great improvement over the old day coach.

Hong Kong, Nov. 26.—Japanese steamship Soshi Maru rammed and sank Chinese passenger launch Thirty persons drowned.

COLORED WOMAN COMMITS SUICIDE

DOMESTIC TROUBLES CAUSE ALICE TEMPLE TO END HER LIFE.

It is so seldom that one hears of a negro committing suicide that when such does occur it arouses considerable interest. "However, this is just what Alice Temple, colored, did Sunday afternoon. The woman is said to have been momentarily unbalanced on account of domestic trouble and in a state of frenzy, cast herself into Neuse river near the Atlantic Coast Line Railway Company's dock at the foot of Queen street.

The body was recovered a short time later. No inquest was held as it is not necessary for the coroner to make an investigation unless some one files an affidavit with him to the effect that it is his belief that there has been foul play.

FREIGHT TRAFFIC TO NEW BERN HAS INCREASED.

An increased amount of freight traffic to this city during the past few weeks has made it impossible for the Atlantic Coast Line Railway Company to get all their freight cars on their local yard and in consequence they have been compelled to drop a number of cars each day at Pollockville and other points along the line.