

ARRANGING FOR CENTENNIAL IN GREENSBORO 1908

Enthusiastic Meeting of Representatives of Various Branches of Business.

UNIVERSAL SENTIMENT FAVORS CELEBRATION

Preliminary Committee Appointed to Prepare Suggestions to Be Submitted to a Mass-Meeting of the Citizens of Greensboro.

A short time ago the chamber of commerce passed a resolution instructing President M. W. Thompson and Secretary J. S. Kuykendall to call a meeting of representatives of the various branches of business, and the several organizations of the city, to consider the question of holding a Greensboro centennial celebration in 1908.

In compliance with this resolution the meeting was held in the rooms of the chamber yesterday afternoon, with President Thompson in the chair, and R. D. Douglas acting as secretary.

It did not take long to ascertain that the universal sentiment of the meeting was in favor of holding the celebration.

After considerable discussion as to the best way to put the movement on foot, it was decided to appoint a preliminary committee to consider the matter and to call a mass-meeting of citizens to which shall be submitted suggestions and request the citizens themselves to select the men to manage the great affair.

The following were appointed to constitute the preliminary committee:

- C. M. Vanstort, chairman; R. D. Douglas, secretary; L. J. Brandt, E. E. Bain, J. L. King, T. A. Glascock, G. S. Bradshaw, Garland Dandell, E. P. Wharton, R. C. Hood, C. H. Ireland, J. W. Fry, Lee H. Baskie, George A. Grimsley, E. J. Justice, C. D. Benbow, H. C. Huntley, Cesar Cone, J. Van Lindley, L. L. Hobbs, Neil Ellington, Fred N. Taylor, J. M. Millikan, O. C. Wyszog, E. J. Stafford, R. M. Douglas, James E. Boyd, W. B. Harriman, David Dreyfus, C. C. McLane, M. W. Thompson, J. M. Reese, Andrew Joyner, B. W. Hayward, Al Fairbrother, William Barber.

The above committee will meet at the call of the chairman, which will probably be in a few days.

Suggestions have been made from time to time as to the date for holding the celebration. Among the suggestions is one that the centennial, the annual fair and the home-coming of North Carolinians be held at the same time, with a view to securing a larger attendance than would be probable under any other arrangement. The question of date, however, and all other vital matters pertaining to launching the movement will probably be passed upon by the mass-meeting of citizens. All Greensboro is becoming alive to the importance of the celebration, and it is safe to predict that he city's centennial will be marked by a demonstration of great magnitude.

ALBEMARLE TO HAVE NEW OPERAHOUSE

Albemarle, N. C., July 13.—A contract has just been closed with Contractor L. A. Moody for the erection of an opera house for Albemarle. Messrs. E. E. Starnes, D. F. Parker and J. C. Parker have united in the construction of this handsome structure, which will adjoin the Smith-Biles building now occupied by P. J. Honeycutt & Co. in West Main street. This will be one of the finest buildings in the town and will be pushed as rapidly as the material can be obtained. It has long been in great demand and the people of Albemarle are delighted with information that it is to be built.

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Says That Harriman Has Killed All of His Rivals

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declares that competition has been eliminated as a result of Harriman's operations, not only within the United States, but on business between the Pacific coast and Oriental ports, and in effect charges, although mildly, that the Southern Pacific and the Union Pacific, in their operation, constitute a combination in restraint of trade, and cites other combinations that are in all probability illegal and susceptible of civil action.

Harriman Entirely "It."

Within three years after the reorganization of the Union Pacific Railroad Company in 1897, according to the report, Edward H. Harriman became the dominating spirit in that corporation. The report continues: "The investigation showed that in practically all the great transactions of this company Mr. Harriman, as chairman of the executive committee, acted upon his own initiative, and his acts were subsequently ratified and approved by the executive committee. It may fairly be said, therefore, that the policies and purposes of the Union Pacific have been those of Mr. Harriman."

When the Union Pacific was reorganized it owned 1,822.69 miles of railroad, extending from Council Bluffs, Iowa, to Ogden, Utah, from Julesburg to Denver, from Denver to Cheyenne, from Kansas City to Denver (formerly known as the Kansas Pacific), and various branches extending into the territory on each side of these main lines. Previous to the reorganization the old company had control, through stock ownership, of the Oregon Short Line and Utah Northern railway, and the Oregon Railroad and Navigation Company.

These companies were also reorganized, and shortly after the foreclosure sale the Union Pacific Railroad Company acquired by stock ownership the control of these companies, and has since acquired substantially all their stock. The Oregon Short Line owns the lines of railway from Granger, Wyo., to the Union Pacific at Huntington, Ore., and from Salt Lake City to Butte, Mont.

The Oregon Railroad and Navigation Company owns the lines from Huntington, Ore., to Portland, Ore., together with a number of important branch lines in the States of Washington, Idaho, and Oregon. Prior to the acquisition of the control of the Southern Pacific by the Union Pacific, the Oregon Railroad and Navigation Company also owned and operated a line of steamers from Portland to San Francisco, and a line of steamers from Portland to Japanese and Chinese ports. The Union Pacific also owned one-half the stock of the Occidental and Oriental Steamship Company, which owned and operated a line of steamers plying between San Francisco and Oriental ports. The report says:

Expansion of Union Pacific Control.

With these properties as a nucleus, and with the credit based on these assets, the Union Pacific has in the past six years so grown in power and influence that at this time it controls every line of railroad reaching the Pacific coast between Portland on the north and the Mexican border on the south—a distance as great as that from Maine to Florida—excepting alone the Santa Fe line, in which it has a large stock interest; and of his ability to "take" this road at any time the law will permit Mr. Harriman expresses no doubt. Among the lines thus brought under the same control, in addition to the Union Pacific, Oregon Railroad and Navigation Company, and Oregon Short Line, are these:

The San Pedro line, running from Salt Lake City, through Los Angeles, to San Pedro harbor, on the Pacific coast, projected and begun by Senator Clark as an independent line, which Mr. Harriman stopped and absorbed.

All the lines of the Southern Pacific Company (a holding corporation), including: The Southern Pacific "Sunset Route," running by two routes from San Francisco to Los Angeles, and thence through Arizona, New Mexico, Texas and Louisiana to New Orleans, with many extensive branches.

The Central Pacific "Ogden Route," running from Ogden to San Francisco and from Roseville (near Sacramento) to the Oregon state line, with several branches. The Oregon and California railroad, running from Portland to the California state line, which, with the Central Pacific's "Shasta Route," connects Portland with San Francisco.

In addition, the Union Pacific controls every regular line of trans-Pacific steamships operated out of the Pacific coast ports south of Puget Sound; also the Pacific Mail Line, plying between San Francisco and Panama; and the Morgan Line of freight and passenger carriers, operated between New York City, Havana, New Orleans and Galveston.

Mr. Harriman may journey by steamship from New York to New Orleans, thence by rail to San Francisco, across the Pacific ocean to Ogden by any one of three rail lines, and thence to Kansas City or Omaha, without leaving the deck or platform of a carrier which he controls, and without duplicating any part of his journey.

He has further what appears to be a dominating control in the Illinois Central railroad, running directly north from the Gulf of Mexico to the Great Lakes, paralleling the Mississippi river; and 2,000 miles west of the Illinois Central he controls the only line of railroad paralleling the Pacific coast and running from the Columbia river to the Mexican border.

Within a year his sphere of influence has extended eastward; the Union Pacific and Oregon Short Line have acquired 18.82 per cent. of the stock of the Baltimore and Ohio, at a cost of \$45,466,990, and have invested \$19,634,324.93 in New York Central and Hudson river stock.

That it is only the law which prevents the concentration into the hands of Harriman of every railroad line lying between Canada and Mexico is the frank admission of

Mr. Harriman himself made at the hearing.

To Exclude Competition.

The report states that it was the Harriman policy to gather under one head all existing transportation lines, or as many as possible, and to exclude the incoming of all competitors. For this \$100,000 of convertible bonds were issued by the Union Pacific. With the proceeds of these bonds the Union Pacific purchased control of the Southern Pacific Company, and a majority of the outstanding stock of the Northern Pacific, which latter incidentally carried with it control of one-half of the stock of the Chicago, Burlington and Quincy, the stock of which had been purchased jointly by the Northern Pacific and Great Northern companies and their collateral trust bonds issued therefor. Possession of these lines would have given to the Union Pacific absolute mastery over every avenue leading to the Pacific coast within the United States, save that afforded by the Great Northern railroad on the northern border of the country, and that offered by the Santa Fe upon the Southern.

This plan, if executed, would have subjected to a common will and policy, the report says, nearly one-half of the territory of the United States—a comparatively undeveloped, rapidly growing, and extremely rich territory, into which must necessarily extend the population and business of the eastern States. The control of the Northern Pacific and the Burlington by the Union Pacific was prevented by a decision of the United States Supreme Court.

Speaking of Union Pacific's control of the Southern Pacific the report says: "Whereas, formerly the two companies had separate commercial agents in the principal cities throughout the United States, soliciting traffic over their respective lines, they now have common agents and solicitors who represent the Union Pacific and Southern Pacific system."

"It is claimed by the Union Pacific," continues the report, "that the principal reason for acquiring the Southern Pacific was to obtain the Central Pacific connection from Ogden to San Francisco. It is undoubtedly true that this is a desirable connection for that company; but, whether purchased or not, the Central Pacific is required to form a through line of transportation with the Union Pacific, and not to discriminate against it in the receipt and transportation of freight and through traffic."

National Policy Involved.

The report declares that there is a consideration of national policy arising out of the history of the Union Pacific, the Central Pacific and the Southern Pacific roads which distinguishes a combination of such roads. "The Union Pacific and the Central Pacific," it says, "were born out of a national sentiment and need. The nation felt the necessity for rail connection in its isolated Pacific coast territory, and for this purpose, and to an unprecedented degree, pledged its own credit and donated its own lands to create a national highway between the Missouri river and the Bay of San Francisco. In every statute passed by Congress affecting these two roads there is to be found proof of the existence of such a policy. They were to be built toward each other—one from the east and one from the west—and were to form one continuous line, which was to remain for all time available to the business and governmental necessities of our people."

There is then quoted in the report the act of June 20, 1874, which provides that "any officer or agent of the companies" (Central Pacific, Western Pacific, Union Pacific, Kansas City and Denver Pacific) "authorized to construct the above-said roads, or any company engaged in operating said roads, who shall refuse to operate and use the road or telegraph under his control" or "shall refuse in such operation and use to afford and secure to each of said roads equal advantages and facilities as to rates, time, transportation, etc.," is deemed guilty of a misdemeanor and punishable by fine not exceeding \$1,000, and by imprisonment of not less than six months. The report continues:

"The fact that the Union Pacific and Central Pacific companies were thereafter separately reorganized under the laws of Utah and acquired these lines, does not relieve them from the public obligations imposed by acts of Congress. The Union Pacific was therefore forever guaranteed without purchase a connection with the Central Pacific upon terms as favorable as might be given to any other connection." The commission, in framing its report, paused for a while to praise Harriman as follows:

Praise For Harriman.

"It has been, however, no part of the Harriman policy to permit the properties which were brought under the Union Pacific control to degenerate and decline; as railroads they are better properties today than they were when they came under that control. Large sums have been generously expended in the carrying on of engineering works and betterments which make for the improvement of the service and the permanent value of the property."

The commission tells how the San Pedro, the road built by former Senator William A. Clark, of Montana, came under the control of Harriman. The San Pedro and the Union Pacific entered into an agreement whereby the two roads maintained the same rates, charges and classifications on competing business. The roads contended that the agreement covered only business within the State of California. The agreement was abrogated in April on the ground that the legislature of California at its last session enacted a statute prohibiting contracts in restraint of competition.

The commission squints at another probable violation of laws in the control of the Union Pacific and the Rock Island over the Chicago and Alton.

The Alton Deal.

Harriman's manipulation of the Alton is treated at great length. No new light is thrown on this particular transaction. The report refers to the Alton deal as "indefensible financing." "By way of justification or excuse," the report says, "we are told that the methods of the financing or roads which prevailed in the year 1906 are now obsolete, owing to a higher degree of conscientiousness among financiers; and, moreover, that the Chicago and Alton should not be regarded as an isolated instance, inasmuch

as it was dealt with much as many other roads were at that period. The first of these statements is, we trust, true; the latter statement is not calculated to uphold the value of American railroad securities."

Kuhn, Loeb & Company's connection with the Alton deal is referred to in this wise: "Incidentally, it may be observed that the bankers who manage these operations appear to be richly rewarded. The testimony shows that Kuhn, Loeb & Company received 5 per cent. of \$5,000,000 on the issue of \$100,000,000 of Union Pacific convertible bonds, one-half of which was retained by them and the other half given to the syndicate to whom the bonds were sold. On the 750,000 shares of Southern Pacific which the Union Pacific purchased at \$50.61 per share, the same banking house received a commission of \$2.50 a share. They received a like commission of \$2.50 per share on the Chicago and Alton stock sold to the Union Pacific at \$86.50 per share. It is significant that a member of this firm refused to disclose the extent of its interest in these securities."

Conclusions Reached.

The conclusions of the commission are as follows: The effect of the control of the Southern Pacific by the Union Pacific has been to unify and amalgamate the management of these two railway companies and their steamship lines, and to eliminate competition between them in trans-continental business and in business to and from oriental ports.

The Union Pacific, as has been shown, controls the San Pedro, Los Angeles and Salt Lake railroad, the stock of which is deposited in the hands of a trustee. This line was originally intended as an independent road, extending from Salt Lake, where it connects with the Union Pacific and with the Denver and Rio Grande, to Los Angeles and San Pedro, Cal. There is therefore no competition between this line and the Union Pacific and Southern Pacific.

It appears that the Union Pacific also owns \$10,000,000 par value, of the stock of the Atchison, Topeka and Santa Fe Railway Company, and about \$30,000,000 more is owned by individuals connected with the Union Pacific, making \$40,000,000, or substantially 17 per cent. of the entire capital stock of the Santa Fe Company. Who owns the Santa Fe Company is not stated. Two directors of the Union Pacific are also directors of the Santa Fe Company; and there is now a division of the oriental traffic by the Pacific Mail Steamship Company between the Union Pacific and the Santa Fe systems. It appears that there has also been a division of the fruit traffic between certain California territory and the east, each taking a certain percentage; and that north of San Francisco the Union Pacific and the Santa Fe have joined and amalgamated their interests in the Northwestern Pacific railroad, and that a joint control has been inaugurated similar to that of the Alton.

Prior to the acquisition of the Southern Pacific by the Union Pacific, the Denver and Rio Grande system, extending from Denver, where it connects with various lines to east, to Salt Lake and Ogden, was given equal facilities over the Central Pacific, and thereby practically formed another trans-continental line. Since the amalgamation of the Union Pacific and Southern Pacific, and the construction of the San Pedro road, this line has been denied equal facilities in the receipt and transportation of freight over the Central Pacific and the San Pedro lines. Its business, therefore, has decreased, and its ability to compete with the Union Pacific and the Southern Pacific impaired. On this account the Gould lines are aiding the construction of another line from Ogden to San Francisco.

The joint control of the Alton railway by the Union Pacific and the Chicago, Rock Island and Pacific Railway Company has undoubtedly eliminated competition between the Alton and the Rock Island between Chicago, St. Louis and Kansas City.

These are conspicuous illustrations of the development of the theory of "community of interest" and "harmony of management," which Mr. Harriman suggested when he demanded representation under the Santa Fe bond.

If the policy of purchasing and controlling stocks in competing lines is permitted to continue, it must mean suppression of competition.

Recommendations Made.

Recommendations of general policy are made as follows:

(1) The function of a railroad corporation should be confined to the furnishing of transportation. Railroads should not be permitted to invest generally in the stocks, bonds, and securities of other railway and of steamship companies, except connecting lines, for the purpose of forming through routes of transportation, including branches and feeders. It is in the interest of the public to facilitate the consolidation of connecting lines. The credit of a railway company is founded upon the resources and prosperity of the country through which it runs. Its surplus funds and credit should be used for the betterment of its lines and in extensions and branches to develop the country contiguous to it. The testimony taken upon this hearing shows that about 50,000 square miles of territory in the State of Oregon, surrounded by the lines of the Oregon Short Line Railroad Company, the Oregon Railroad and Navigation Company, and the Southern Pacific Company, is not developed; while the funds of those companies which could be used for that purpose are being invested in stocks like the New York Central and other lines having only a remote relation to the territory in which the Union Pacific system is located.

Railroad securities should be safe and conservative investments for the people. To this end the risks of the railroad should be reduced to a minimum. Every one knows that railway securities fluctuate more or less, according to the prosperity of the times, and also by reason of the wide speculation in such securities. It therefore adds an element of hazard to a railroad's capital and credit to have the funds invested in the stock of other companies, thereby endangering its solvency and its ability to pay reasonable dividends upon its own capital stock. It is a serious menace to the financial condition of the country to

have large railway systems fall to meet their obligations or go into the hands of receivers, and the object of legislation and administration should be to lessen the risks of railway investments.

(2) It is contrary to public policy, as well as unlawful, for railways to acquire control of parallel and competing lines. This policy is expressed in the federal laws and in the constitutions and laws of nearly every state in the Union. We have examined the constitutions and laws of all the states, and find in about forty of them prohibitions against consolidation of capital stock or franchises of competing railways, or the purchase and acquisition by a railway of competing lines. Competition between railways is the established policy of the nation. And while the acquisition of a small minority of the stock of a competing line might not decrease the competition, yet the acquisition of any considerable amount of stock, with representation on the board of directors of such railway, unquestionably has the effect of diminishing competition and lessening to that extent its effectiveness. So long as it is the policy of the general government and of the states to maintain competition between naturally competing lines, the ownership of any stock by one railway in a competing railway should not be permitted, and such lines of railway should be prohibited from having any common directors or officers.

(3) The time has come when some reasonable regulation should be imposed upon the issuance of securities by railways engaged in interstate commerce. We are aware that in the construction of new lines of railway, developing new territory, it has been necessary in many instances to sell railway securities at large discount, and to sell bonds with stock bonuses, and even in such cases it has many times been difficult to raise the necessary capital. Men will not invest their money and take the risk for small rates of interest.

But this principle does not apply to old established railway systems having good credit. Such railways should be prevented from inflating their securities for merely speculative purposes. Railroads should be encouraged to extend their systems and develop the country. It is of the utmost importance, also, that railway securities should be safe and conservative investments for the public, and should yield good and ample return for the money invested. Reasonable regulation will tend to make them safer and more secure investments, and thereby benefit not only the railway companies, but the public.

62 FIRE INSURANCE COMPANIES ARE SUED

Topeka, Kans., July 13.—Injunction suits were filed in the county District Court here today by Attorney-General Jackson against sixty-two fire insurance companies, charging them with violation of the state antitrust laws. The suits are based on information furnished by Charles H. Barns, superintendent of insurance, and seek to prevent the companies from using the Eldridge rating sheet in writing Kansas insurance. The suits involve every fire insurance company doing business in the state.

FIRST SPIKE WILL BE DRIVEN ON JULY 25

Wilmington, N. C., July 13.—The first spike in the Wilmington, Brunswick and Southern railroad will be driven at Navassa July 25. Today the first carload of steel rails arrived, and other shipments will follow as rapidly as possible.

Several miles of the road has been graded, and a large quantity of cross-ties have been cut and placed. At the time of driving the first spike, a number of speeches will be delivered by prominent Wilmington and Brunswick county men. The new road will traverse an excellent agricultural, naval stores and lumber territory.

REPORTS POLITICAL AND PERSONAL, SAYS HARRIMAN

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the people of this country can stand that sort of procedure on the part of government tribunals charged with the duty of impartially administering the laws.

"I shall study it carefully, and have something to say about it later. But, from what I am told, it is full of strange misstatements of fact. For example, in reference to the Chicago and Alton, it says that I caused about \$12,000,000 to be credited to construction expenditures, in order to find an excuse for borrowing money to pay dividends. As a matter of fact, that was a written recommendation made by President Felton, when I was in Alaska, and it was adopted by the board of directors at a meeting at which I was not present. "Again, it is said that a certain method of accounting that was carried out by the payment of the special dividend, thereby intimating some wrongful concealment. This is a most extraordinary statement for the writer of the report to make, when it is considered that the stockholders necessarily knew of the dividend, because every one received his share, and then it was published in every financial journal at the time and was reported to the stock exchange and shown on its printed lists. The suggestion, therefore, of any reason or desire for concealment is most unfair. "I am informed by those who have examined it most carefully that the article is full of errors as glaring and inexcusable as these."

PETER PAN WINS \$25,000 HANDICAP

James R. Keene's Colt, the Favorite, Leads at Brighton Beach.

New York, July 13.—Peter Pan, James R. Keene's game colt, won the \$25,000 Brighton handicap at Brighton Beach today in a drive that brought the 33,000 spectators in the stand to their feet yelling like mad. The great colt was a hot favorite with the betters, being backed down from 2 to 1 to 8 to 5. Notter won his race in the stretch, and as Peter Pan, jump by jump, went into the lead, the biggest crowd that ever assembled at the Brighton track rose to its feet with a wave of cheering that did not cease until Notter had ridden back to the scales and Peter Pan had been led away to the paddock. At the mile Montgomery had come fourth and was two lengths behind McCarter. Coming into the stretch Notter gave Peter Pan his head and the colt responded with a rush. Through the bunch he came like a cannon ball, and when at the eighth post McCarter faltered, the race was over. Peter Pan rushed under the wire winner by a neck. Montgomery was third by half a length.

WILL HOLD INSTITUTE IN THE FIRST DISTRICT

REPRESENTATIVE SMALL OBTAINS PROMISE FROM U. S. DEPARTMENT OF AGRICULTURE.

Washington, D. C., July 13.—The farmers of the eight counties comprising the First Congressional district of North Carolina, beginning July 25, will be treated to an institute provided by the department of agriculture through the good offices of Representative John H. Small. They will be instructed in good road building, forestry, drainage, planting and other subjects of interest to the farmer.

Representative Small has been in Washington several days making arrangements for the institute in question. After numerous conferences with Secretary of Agriculture Wilson, Mr. Small has been advised that eight experts of the department will be sent to the First district on the date named to instruct the farmers of that section along the lines indicated. Mr. Small borrowed this idea from Representative Richmond Pearson Hobson, of Alabama.

PROSECUTION AT LAST GETS WITNESS IN SUIT

(Continued from First Page.)

destruction began. Eight years have elapsed since that day of rioting, the consequences of which was the calling out of United States troops at the request of Governor Steunenberg, the establishment of the first military "bullpen," and the laying of the foundation, according to the prosecution, for the animus on the part of the Western Federation of Miners against Steunenberg, resulting in his assassination by Orchard in 1905. Since that time, no witness except Orchard has been found to tell the story or incriminate himself until this afternoon, when Dewey, now a resident of Colorado, made his confession. Under cross-examination, Dewey told why he had come to Boise to confess after eight years of silence. He had been a miner in Colorado for seven years, he said, and had even risen to be elected town marshal.

"What promise of immunity of punishment was given you before you decided to make the confession of crime? What reward will you receive? What induced you to make this statement now, after all these years?" were some of Richardson's questions. "None," was the laconic reply to the first two questions; but to the last one the witness answered: "I read Orchard's confession."

"You saw how well he was treated here, and decided to get a little of it?" sneered Richardson. "It was nothing of that kind," responded Dewey quietly. "I thought I ought to help along with the doing of justice."

Dr. I. L. McGee, against whom a warrant for perjury was issued, is a wealthy resident of Wallace. One time he kept a hospital there. In his testimony for the defense he swore that Orchard was in Wallace in August and July of 1904. It was at this time, the state asserts, that Orchard himself says that Orchard was in Denver, planning the Bradley murder.

One of the witnesses today swore that Orchard was at his hotel in Denver in July or August, 1904. McGee was also one of the witnesses, who swore that Orchard was at Mullon on the day of the explosion at the Bunker Hill and Sullivan concentrator. Ten witnesses in rebuttal were examined today. Most of them were called to disprove statements as to Orchard's movements in North Idaho and as to the disposal of his interests in the Hercules mine. One of the most interesting witnesses was August Paulson, once a poor miner partner of Orchard's in the Hercules mine. He retained his interest in the Hercules for five years until the mine became one of the best properties in the country, and he is now wealthy. Orchard swore that he planned to kidnap Paulson's children and extort a ransom of \$30,000. The coup did not come off. Paulson was called at this time to show that Orchard disposed of his interest in the mine some time before he left Idaho. Paulson will be recalled later.

Counsel for the state expect to finish the rebuttal by Friday evening or Wednesday at the latest.

"NIGGER" PISTOL TOTERS IN COURT

Mayor Boyden Sends Youngsters on to Higher Court—Case of Smallpox.

Salisbury, N. C., July 13.—Mayor Pro Tem, J. C. Kesler this morning had the accustomed little "nigger" defendants in the City Court, and the charge was stealing. In addition to a gang of juvenile lawbreakers who have been pilfering the stores of certain merchants, another group of pistol-toters was found. Their ages range from twelve to seventeen, and those today were three in number, charged with the larceny of a pistol. Mr. Kesler felt that he could not dispose of the case as he would like, and sent it up to the Superior Court for the judgment of a Superior Court officer.

J. D. McCall, of Charlotte, tomorrow meets with the Law and Order League as its chief speaker. The hour of the meeting is five o'clock, and the courthouse is the place. Mr. McCall is the first invited speaker to come to Salisbury, and the meeting tomorrow is expected to have a large attendance.

The city is sympathetic with the White family here, because Miss Adelaide White, known everywhere in the state for her beautiful voice, is ill at home with a mild case of smallpox. The family is quarantined, and Cashier W. H. White, of the First National Bank, is kept from his place of business and at home. There is absolutely no danger of a spread of the contagion, and none that Miss White will not emerge soon completely cured.

The Gun Club is this afternoon having distinguished guests besides copious showers of rain. Walter Huff, who last year won the championship of America by hitting 199 out of the possible 200 pigeons, is with the sports, and is giving them pointers. He is truly teaching the young idea how to shoot. Mr. Anderson, representing the U. M. C. people, and himself a great shot, is a guest of the club, although the statutes debar his taking part in the sport. They will spend the night in Salisbury.

Mayor Boyden, J. M. Maupin, Col. John S. Cunningham, Edward Bellise and several Salisbury men are in Washington, Messrs. Bellise and Maupin being on a real estate deal affecting Richmond Park, Washington. The Salisbury people have been listening to the attractions of the park, as preached by Mr. Bellise, with the result that several went north with a view to purchasing interests in it. Mayor Boyden went on private business, and will return tonight or tomorrow.

WICKSBURG STRUCK BY A CLOUDBURST

GREAT DAMAGE DONE TO PROPERTY IN MISSISSIPPI BY THE STORM.

Wicksburg, Miss., July 13.—This city and surrounding country suffered greatly by a cloudburst, which struck here early today. Nearly every bridge in the city and county was washed away. The flood carried away one house. The Yazoo and Mississippi Valley railroad reports 3,400 feet of track washed away a few miles below Wicksburg and traffic over this line is at a standstill.

Outsides of the cost to the railroad, the storm damage in this city and county is at least \$150,000.

Savannah Firm Bankrupt. Savannah, Ga., July 13.—Dougan & Sheffall, wholesale grocers, today filed a petition in voluntary bankruptcy. Their liabilities are placed at \$100,000. The assets are given as \$41,618.

Keep Well with Good Food

Proper selection of Food the sure way to get well and keep well. Use...

Grape-Nuts

A Missouri woman says: "While getting over the grip, and while my stomach was so irritable I could not eat anything without distress, I found I could take a dish of Grape-Nuts with cream or good milk, and feel built up like I had eaten a full meal, and yet have none of the unpleasant effects of indigestion. I wish I knew its worth."

It seems to me trained nurses and physicians could use it to such good advantage. It is really the most nourishing and easily digested food I ever tried."

Grape-Nuts food is now recommended by physicians all over the world. They know it contains the delicate particles of Phosphate of Potash obtained from the field grains. This is the element Nature combines with albumen of the food to build the soft gray substance in the nerve centers and brain, in the human body. The effect is in some ways like a stimulant, but does not wear off, for it is a natural rebuilding.

Grape-Nuts can be made into a great many different and palatable dishes. As an illustration: A most delicious mock pumpkin pie can be made from Grape-Nuts after the following recipe: Pour boiling water over 1-2 cup Grape-Nuts, let stand ten minutes; add 2 eggs, 4 tablespoons of sugar, 2 cups sweet milk, 3 teaspoons of ginger, 1 teaspoon mixed spices. Stir over slow fire until thoroughly boiled. Bake pie dough in deep pan. When done, put in prepared Grape-Nuts, return to oven and brown. Read, "The Road to Wellville," in page "There's a Reason."