

ASSAILANTS HELD FOR COURT.

Each Required to Give Bond in the Sum of \$200.

Winston-Salem, May 16.—Revenue Officers G. W. Samuels and J. W. Hasty were tried before the mayor of Wilkesboro today for making an assault upon Editor R. A. Deal of the Wilkesboro Chronicle, three weeks ago. The defendants were bound over to the superior court, each being required to give a \$200 bond.

Samuels and Hasty were also bound over to the higher court on the charge of cutting the telephone between Wilkesboro and Jefferson, for the purpose, as alleged, of preventing friends from telephoning blockaders of the approach of the revenue officers.

The evidence in the assault case showed the officers became offended on account of an article in Deal's paper in which the broad accusation was made that certain revenue officers were receiving pay not to molest certain blockade distillers. The editor when approached, declined to give the officers the names of the parties who furnished him with his information, whereupon Samuels knocked Deal down and beat him unmercifully. Hasty stood by and refused to allow friends to separate the men.

Deal, who is a small man, and who was just out from an attack of illness, was unable to protect himself from the severe blows given by the big revenue officer.

It is authoritatively stated tonight that the reports which have been in circulation in Wilkes for some time, which coincide with the statements made in the article published by Editor Deal, will be thoroughly investigated when the case is heard in the higher court. Predictions are being freely made that a big sensation is promised in revenue circles.

The case against the revenue officers for cutting telephone wires will probably be transferred to the United States circuit court after a bill is returned by the grand jury in the state court.

Are the Japanese the "Scourge of God?"

The other day Emperor William in a sensational speech, while recognizing the martial prowess of the Japanese, declared that inasmuch as their military efficiency was directed against a Christian people, they deserve to be regarded as the "Scourge of God." This was of course, and was meant to be, an appeal to religious racial antipathy.

It is scarcely worthy of the enlightened and tolerant spirit of the twentieth century to compare the highly civilized and humanized Japanese with the barbarians who at various periods have invaded Europe; with Attila's Huns, with the Avars whom Charlemagne extirpated like so many vermin, with the Magyars who next seized the vacant valley of the Middle Danube, with the nomad hordes obedient to the despotism of Genghis Khan, or with the fanatical followers of the Ottoman Sultan. The permanent success of Attila would perhaps have prevented the transmission of Roman law and Greek thought to modern times, while the immediate and complete triumph of the Avars, the Magyars, the Tartars or the Turks might have proved fatal to Christianity.

There is not an atom of foundations for similar apprehension in the case of the Japanese. If they have any counterparts in history, they recall those Teutonic people which, quartered for centuries on the confines of the Roman Empire had gradually borrowed from their neighbors some appreciation of the law, together with respect for law and social organization, and for the most part had become converts to Christianity, so that, when they conquered much of the Mediterranean world, the Christian religion and to a considerable extent the treasures of civilization were safe in their hands. When we keep in view the remarkable facility with which the Mikad's subjects have absorbed Western culture, and their existing alliance with Great Britain, we must own that it is not with the Huns that the Japanese should be compared, but rather with the Visigoths, who, on the decisive field of Chalons, helped the last of the Romans to withstand successfully the "Scourge of God."

The comparison does but imperfect justice to the subjects of the Mikado. In reasoning power, in capacity for scientific knowledge, in mastery of the fine arts, in adaptability to a constitutional as well as to an autocratic rule, in the exhibition of a gentle and humane disposition in times of peace and of desperate valor in war, they have shown themselves more than equal to their Russian antagonists. They have given proof of possessing the esthetic, the stoic and the chivalric virtues. In all that makes a man and makes a nation the Japanese could give lessons to the Slav.

NAN ACCUSED OF LYING.

Justice Davis, Who Tried Her So Declares.

New York, May 15.—Supreme Court Justice Davis was the guest of honor tonight at the monthly dinner of the Phi Delta Phi Club at the hotel Marlborough. The first trial of Nan Patterson took place before him, and he told some of his impressions of the case. He said that Prosecutor Rand tried Nan Patterson properly and he defended the assistant district attorney from the criticisms that have been made.

"You can't prosecute a criminal without telling what you believe to be the truth," said Justice Davis. "In the second trial before me the defendant went on the stand and it was quite obvious that she was telling falsehoods from the beginning to the end. The very air seemed charged with the fact that she was lying."

"Today, in the light of the last disagreement, I feel sure that most people are convinced; that a majority of the people believe that the pistol that killed Young was held by Nan Patterson; was discharged by her; was bought by J. Morgan Smith in an attempt to get money from Caesar Young for the support of the combined family."

"I don't mean to say that she took the pistol from the reticule and shot him in the side, but I do believe she had the pistol and she took hold of it. In the conversation and consequent struggle the pistol went off and the man was killed. I believe, moreover had she told the story on the witness stand as it really happened, in other words had she told the truth, the second jury would have acquitted her. She adhered to her lies, and instead of getting an acquittal there was a disagreement."

The Western Sabbath.

In a double-column, double-leaded editorial urging full attendance on the Sunday baseball games, a La Crosse, Wis., paper says:

"Among those who should go are the saloonists of La Crosse. Here is a chance for these gentlemen to demonstrate, as they have done before, that they are business men who have at heart the interests of the city in which they live. It is now being tested whether league baseball will sustain itself here. If it will, another milestone on the way to metropolitanism will have been passed by La Crosse, and there will be an added prosperity in the town, in which the saloon men and brewers will share liberally. It means much to these gentlemen that baseball has come to stay; it means much to baseball that the opening week be a prosperous and propitious week. Get the crowds out to that game Sunday, win the game, and the game is made. And so, we suggest that the saloons be closed Sunday during the game. To more than suggest would be superfluous, for when such men as Freas, Snyder, Cameron, Reget, Holzhammer, Gilbertson, Carl Miller, Neukomm, Hettlinger, and a score of others who have often demonstrated their public spiritedness, realize that the public will gain by it, we believe that they will shut up with a bang and go out to the game and boost La Crosse for all there is in it. They will encourage their patrons to go, too, and there will be a tournout that will make it the reddest of red letter days for La Crosse."

Those cities which consider themselves "wide open" when then can have an occasional game of baseball on Sunday and where, by the exercise of a godly amount of strategy, a citizen may gain admittance to a ram mill, are laid completely in the shade by this Wisconsin town. Sabbath observance grows less and less marked as one travels toward the setting sun. Indeed, in some California cities there is no outward observance of the day at all. It has remained, however, for the La Crosse paper to appeal to the bars to close on Sunday "during the game." That sounds strange, but it is doubtless asked in all seriousness.—Charlotte Observer.

It Has Come Home.

The always sane and conservative New York Journal of Commerce is almost facetious in its discussion of the announced purpose of the president and secretary of war to not the executive committee of the Panama canal commission as was first stated—in reference to purchase for the construction work on the canal, to wit: To make the purchase wherever they can be made cheapest. "The government of the United States," it says, "is up against its own policy," it is not going to wait a year and a half for the two ships it needs while they are being built in American ship-yards and then pay nearly double price for them "but will commit the unpardonable sin by purchasing the vessels where they can be got at the lowest price, and will probably disgrace the American flag by

hoisting it over the product of 'pauper labor' in British ship-yards."

"Here we have a splendid example of the working of our tariff and shipping laws. Anybody building a railroad or canal in this country has to stand it, and if he has occasion for a steamer or two he has to wait for it to be built and pay double price for it. But here is his own government 'kicking' at the policy and making up its mighty mind that it will not pay the 'trust prices' or stand the shipping imposition. It insists upon having the most favored treatment of the foreigner or it will buy abroad, as well as have the advantage of paying no duties where its work is done. The government is in the position of a customer and can see how it is itself. Its enterprising citizens are always in that position and have to stand the impositions of its policy."

The comment of The Washington Post is in like vein:

"The policy of excessive protection successfully withstood all the logic of John G. Carlisle and all the eloquence of William L. Wilson, but cannot withstand the blow dealt it by the republican administration in buying abroad ships and material required for the construction of the Panama Canal? Could Grover Cleveland have done more to discredit the present exorbitant tariff duties than Mr. Roosevelt has done in exempting the government from their exactions? Certainly, he did not do as much to that end when he was president, either—term by the Mills bill of 1888 or the Wilson bill of 1894. There will be a row about it."

This matter is the sensation of the hour in the political world. The republican high tariff policy has come to plague it when the government itself becomes a purchaser. Truly, it can now "see how it is lying!"—Charlotte Observer.

Commencement Program.

Following is the program, to be carried out from May 28 to 31, of the A. & M. College.
Sunday, May 28, 11:00 a.m.—Baccalaureate Services, Bishop Warren Caledler, of Georgia.
8:30 p.m.—Sermon before Young Men's Christian Association.
Monday, May 29, 10:00 a.m.—Meeting of Alumni Association.
8:30 a.m.—Alumni Address, F. W. Bonitz, Class '01.
Tuesday, May 30, 5:00 p.m.—Battalion Drill and Dress Parade and Publication of Promotions.
8:30 p.m.—Annual Address, Prof. John Hamilton, Washington, D. C.
9:30 p.m.—Reception in College Library.
Wednesday, May 31, 11:00 a.m.—Graduating Exercises.
Orations by Members of Senior Class.
Reading honor rolls, conferring degrees.

Atlanta's New Station.

An event of unusual importance and interest to the public, especially the railroad world, is the opening of the new Union Passenger terminal at Atlanta, Ga., on Sunday morning, May 14. This palatial station is the most magnificent, capacious and most modern passenger station on this continent. The first train to enter this new station will be the Southern Railway's United States Fast Mail Train, No. 35, from Washington, New York, and the East. This station will be used jointly by the Southern Railway, Atlanta & West Point R.R., and Central of Georgia Railway. A reception for inspection by the general public will be held by the management of the Union Passenger Terminal Company in the new station on Saturday afternoon, 13th instant, and will be a celebration in which all of Atlanta will participate.—Post.

Would Follow her Example.

"Mary," remarked Mr. Perkins to the lady who, by the way, was the second one who had shared his joys and sorrows, mostly the latter, as he came down stairs attired for church, "I notice you did not lay out my Sunday clothes in readiness?" "Too busy getting breakfast to think about you or your clothes either!" replied Mrs. Perkins promptly. "And my shirt," went on Perkins; "my first wife, poor thing, used to always make my white shirt nice and warm for me to put on?" "Did she, though?" retorted the dame. "Well, I have heard the neighbors say she used to make things warm for you, and I give you my word, Mr. Perkins, I'll do my best to follow her example."—London The-Bits.

Top Bad the president cannot

impart to Togo some of the secrets of successfully following the trail of the bear.

FACTS ABOUT IRON AND STEEL.

The Consumption in the United States 550 Pounds Per Head.

Baltimore, May 11.—In one of his characteristic articles Mr. Edward Atkinson, of Boston, gives in this week's issue of The Manufacturers' Record some interesting views about iron and steel in this country. He says among other things:

"The consumption of iron and steel in this country at the present time is over 550 pounds per head, and may reach 600 pounds per head ere long. That is, I believe, nearly treble the consumption of iron and steel in Great Britain or Germany for domestic purposes, their exports forming a large part of the demand, and they supply the greater part of the demand outside the United States, which demand is constantly increasing. With the laying down of every new line of railway on either continent and the opening of every new line of steamships that increasing demand for iron and steel will continue."

"It may be remembered that many years ago, when the mileage of railways of this country numbered 93,000, I made a forecast of the necessary extension of the railway mileage in the next 20 years, calling for 117,000 additional miles within that period. The great silver craze of 1893 and the paralysis of industry, the interference of Texas and other states where railway mileage was most needed, and the temporary adverse influence of the inter-State Commerce Commission slightly retarded railway progress, but in 22 years my forecast was justified by the construction of more than 117,000 linear miles. The great crops and the vast increase of capital in this country have overcome the evils of war and warfare, of national extravagance upon the useless armaments and excessive taxation. We are now laying down about 10,000 miles of additional railway in this present year, and barring commercial crisis or international difficulties due to militarism and imperialism, we must add 40,000 additional miles of railway in the next four years in order to even bring certain sections, especially Texas and the Southwest, up to any sort of approach to the conditions of those parts of the country which now have an average of one linear mile of railway to each six square miles of territory."

While not venturing upon a forecast of the production and consumption of iron and steel, Mr. Atkinson refers to his earlier forecast and says: "In the last or third submitted to you I fixed a year between 1910 and 1915 as a year in which the world's demand for iron and steel would reach 60,000,000 tons, anticipating what has probably now occupied that Great Britain and Germany would have reached their maximum at the present time. Neither Russia or China can bring their supplies of ores into effect under existing conditions, and this country only can supply the increasing demand of the world for the imperial met."

Russian Ambassador to Madrid.

Washington, May 10.—Count Cassini, the Russian ambassador has been transferred to Madrid, by order of the Czar. He will present his letters of recall to president shortly after the papers return from the west and will then leave at once for his new post. It is stated that a possibility of his receiving the appointment to Paris ambassador later. Cassini has served in Washington seven years, and has been dean of the diplomatic corps since the death of Lord Pauncefote, the British ambassador, three years ago.

A FARMER REWARDED.

Man Who Prevented Wreck of Passenger Train is Given \$100.
One day last February while E. F. Buckner, a farmer, residing in the Alexander section of Buncombe county, was walking along the highway close to the tracks of the Southern railway he saw a great boulder tumble from a rock ledge and fall on the track. The place was at a sharp curve in the rail and Mr. Buckner realizing that approaching trains were in imminent danger of being wrecked with a possible loss of life, hastened up the track and after going a short distance heard the approach of a train. As the engine hove in sight he gave the danger signal with an old bandaged handkerchief and succeeded in bringing the train to a stop. The train that was flagged by Mr. Buckner was passenger train No. 11 and an investigation of the slide revealed the fact that had the engine struck the rock the whole train would in all probability have been wrecked with loss of life. The story was printed in the papers of the state and the matter brought to the attention of the Southern railway

officials.

As a sequel to his forethought and prompt action in saving the train from wreck, Mr. Buckner was yesterday notified that a Southern voucher for \$100 had been drawn in his favor with the request of the high officials of the railway that he accept the money from them in appreciation of his service. Mr. Buckner was happy over the receipt of the voucher and had it cashed later in the day.—Asheville Gazette.

JUST JUDEGEMENT.

Judges are Rebuking Spirit of Graft and Greed That Trades in Blood.

It is a matter for rejoicing that our judges are rebuking the spirit of graft and greed that trades in blood. At the recent court in Lexington suit was brought against the Southern Railway for \$35,000 for killing a little boy on his way home from the graded school of Thomasville.

The railroad people did all in their power to prevent the death of the child, but the jury brought in a verdict granting the plaintiff \$5,000 damages. Judge Bryan promptly set the verdict aside as excessive and unreasonable. The case was finally compromised for \$2,750.

We desire to commend Judge Bryan for his timely and just rebuke. The extortion and injustice practiced upon the railroads through sheer prejudice is a crying shame. A jury may be relied upon to fly in the face of the plainest facts where a railroad is involved, and the only hope these corporations have is in the justice and honesty of the judges. All honor to a man who has the courage to rise up and do the right thing in the face of popular clamor based upon passion and prejudice.

Railroads ought to be compelled to pay for criminal negligence in the wanton destruction of life or property, but that is one thing, and pulling money out of them when they are in no sense to blame is quite another; and a railroad which pays its part of the taxes to support the government, is entitled to precisely the same protection from covetous grafters that an individual would be. Judge Bryan showed himself worthy and wise.—Charity and Children.

President Roosevelt declined to visit the Railway Exhibit held in connection with the International Railway Congress because of the press of public business. Now his friends insist that he made a grave mistake because his action antagonized the railway men. Perhaps the President thought he had so thoroughly antagonized the railroads by his advocacy of railway rate legislation that a little more or less would not count.

THE CRADLE OF TEARS.

Strange Cradle in Which are Placed the Grievs of the World.

Theodore Dreiser, in Tom Watsons Magazine for May: There is a cradle within the door of one of the great institutions of New York before which a constantly recurring tragedy is being enacted. It is a plain cradle, quite simply draped in white, but with such a look of cozy comfort about it that one would scarcely suspect it to be a cradle of sorrow.

This cradle is the most useful and, in a way, the most inhabited cradle in the world. Day after day, and year after year, it is the recipient of more small, wayfaring souls than any other cradle in the history of the race. In it the real children of sorrow are placed, and over it more tears are shed than if they were an open grave.

It is the place where annually 1,200 foundlings are placed—the silent witness of more truly heartbreaking scenes than any other cradle since the world began. For nearly thirty-five years it has stood where it does today, ready-draped open, while as many thousand mothers have stolen shamefacedly in and after, looking helplessly about, have laid their helpless offspring within its depths. For thirty-five years, winter and summer, in the bitterest cold and the most stifling heat, it has seen them come—the poor, the rich, the humble, the proud, the beautiful, the homely—and one by one they have laid their children down and brooded over them, wondering whether it were possible for human love to make so great a sacrifice and yet not die.

Still the tragedy repeats itself, and year after year, and day after day the unlocked door is opened and dejected virtue enters—the victim of ignorance, and passion and affection, and a child is robbed of an honorable home.