

# Raleigh Enterprise.

VOL. III.

RALEIGH, N. C., THURSDAY, APRIL 18, 1907.

NO. 51

## LETTER FROM BILKINS.

**Bilkins at the Jamestown Exposition**  
**Will Introduce President Roosevelt to the People on the Opening Day and Will Give Him a Ride on Bob—Betsy Will Get a Position With the North Carolina Exhibit—The Major Will Show Bob's Fine Qualities.**

Correspondence Raleigh Enterprise.

Jamestown Expo. Grounds,  
 April 18, 1907.

My Dear Mr. Editor:—I hev arrived at the Exposition Grounds—me and Betsy—Bob being awlready here, an' I am gittin' ready ter make things humm by openin' day. The warships air here, ankored in the Hampton Rodes, an' what e glorious site they present as the waives heave them up and down. They look like sum large swans with white breasts, with guns pintin' from awl sides. Betsy an' me hev bin lookin' over the warships an' find them fine fitein' machines. The cruiser Raleigh, which done sich gude fitn' at Manilla, iz here, an' iz lookin' fine. In a few days awl the furrin fleets will be here, an' then a naval display will be held, ter the admirin' gaze ov the world. The officers will be clothed in uniforms covered with gold brade, fine swords, etc. They will wear blue jackets with white caps.

I will interduce President Roosevelt on the openin' day, an' Betsy will enter...in Mrs. President Roosevelt while at the Expersishun, and will show her what grate things Bob kin do. The President will ride Bob erround the Expersishun Grounds, accompanied by me on Maude, an' the President will decide which iz the best mule.

Betsy haz got er place az one ov the inspectors ov goods in the fine arts department, an' will be in her new position on the openin' day. Betsy iz awlways ertalkin' erbout her truck farm iz gittin' erlong in her absense. She's afeered that the hired help won't tend her garden az well az she could an' would tend hit herself. Betsy's new posishun is with the North Carolina Exhibit an' right well will she do the work. Exhibits air comin' in every hour an' by openin' day nearly every exhibit will be in posishun. There iz a large crowd present every day now, though the expersishun hasn't yit opened its gates ter the publick an' the world. The fakars air builidin' their shacks an' gittin' in posishun ter do business. Awl kinds ov gamin' machines air on the "War Path," gittin' ready ter take in ther nickels. The hoochy-coochy girls air here in their painted costumes, an' everything iz showin' signs ov a big crowd on openin' day an' every day the gates air open ter the publick.

But the finest thing that cums down the "pike" will be Bob. He will dance the tite-rope, turn summer-sets, stand on hiz hed, turn hand-springs, "skin the cat," an' a whole lot ov other things, too numerous to mention. No more at present.

Yours az ever,  
 ZEKE BILKINS.

I've got as much respect for those fellows with striped clothes as I have for you who hop around at every tap of the devil's drum.—Sam Jones.

## Some Printers in Our Congress.

Mention of John M. Farquhar as one of the blooded cattle in the union herd recalls an article written by Amos J. Cummings for Washington Union's Year-Book in 1901 on "Printers in Congress." When Amos went to Congress he found three other Union printers there, John Nichols, of Raleigh, N. C., Jacob H. Gallinger, of Concord, N. H., and John M. Farquhar, of Buffalo, and in the article mentioned he had the following to say of the major:

"He was a National character, known by printers throughout the United States and Canada. He was President of the National Typographical Union two terms (1860-1862), and a true-blue. How many a fight we have won together on behalf of organized labor on the floor of the house! John was a splendid talker and as bold as a lion. I have seen him in rough-and-tumbles with Sam Randall, William S. Holman, A. M. Dockery, and other eminent economists, who were venting their theories at the expense of laborers and mechanics in the employ of the Government, and he always carried himself magnificently, never failing to attack his own political party when it was at fault on such questions. He fought at my side for hours in an effort to secure justice for the printers at West Point, but were both finally knocked out by the ruling of the chair on a point of order. The House was certainly with us, but we went to grass under the ruling. When the old eight-hour bill and prison contract labor bill were under consideration, John went into the fight right royally, and struck blows that resounded throughout the land. He was also instrumental in restoring the hand-presses in the Bureau of Engraving and Printing. At all times I found him at the front, battling loyally for his fellow-craftsmen. At one time he came into the House while I was in a heated discussion over a political matter. As I sat down, flushed with the excitement of the encounter, he rushed over to my desk in evident agitation, saying: 'What's the matter, Amos? Have you found a rat printer in the employ of the Government?' There was a hearty laugh from those who overheard the inquiry. It was a sincere one, however, and it was easy to see that John's soul was in arms, and that he was eager for the fray. John, like myself, had also been a soldier in the Union Army, but his term of service was in the West, in the Twentieth Corps. He enlisted as a private in the Eighty-ninth Illinois Volunteers and rose to the rank of major. He disappeared from the House in 1891, and was succeeded by the renowned Daniel N. Lockwood. It is safe to say that organized labor never had a more energetic and thoroughly equipped advocate in Congress than John Farquhar."—Buffalo, N. Y., Progress.

Police justices often feel called upon to temper justice with mercy. In a Boston police court recently a pickpocket was fined twenty-five dollars, but could produce only fifteen dollars. "Well, then," said the magistrate, gravely, "turn him loose in the crowd and let him raise the other ten."—New York Tribune.

## THE NORFOLK AND SOUTHERN.

### Laying of Track Beyond Zebulon Starts To-Day.

Work of laying track east of Zebulon by the Norfolk & Southern was begun Monday, and the line will be pushed toward Wilson as rapidly as possible. The longest uncompleted stretch of track is between the points named above and of the twenty-six miles the track has been laid from Wilson this way for a distance of four miles, leaving only twenty-two miles yet to be completed. A force of about eight hundred men is at work on this part of the line and it will be completed some time during the month of July. The officials of the Norfolk & Southern expect to have trains running between Raleigh and Norfolk before the middle of August and as soon as the line is completed a special train will be put on for the Jamestown Exposition. Every effort is being made by the contractors to complete the line at the very earliest date possible, as they will begin to forfeit so much per day if the road is not completed by early summer.

The first town the other side of Zebulon is Middlesex, the distance between the places being about four miles.

Arrangements have been made with the Seaboard Air Line to use the tracks of that road from Jones and Saunders streets to the Union passenger station, so that all passenger trains in and out of Raleigh will continue to come and go from the same station.

### Freight Depot at Raleigh.

The freight depot to be erected in this city by the Norfolk & Southern will be one of the best in the State. It will be 30x200 feet in size and will be built of concrete with pebble dash finish, making it not only a most durable building, but also attractive in appearance. The roof will be covered with red tiles. It is a policy of the Norfolk & Southern to have excellent freight depots, and model freight depots have already been erected at several points in the eastern part of the State by the company. In one end of the Raleigh depot will be cut off a space of twenty-five feet to be used for offices and the remaining 175 feet will be used as a warehouse. The plans for the new depot have already been approved and work will begin in a very short time, as it is the intention to have it completed by the middle of June. It will be located at Jones and Saunders streets.

### Two New Bridges.

The overhead steel bridges over Crabtree Creek and Neuse River are to be removed and modern concrete and steel bridges erected in their stead. The new bridges will have concrete bases with a steel arch span, there being no overhead part to the bridge.

### The Estimate for Cotton Acreage.

Washington, April 15.—The crop-reporting year for cotton begins with the special schedule for May 25th, which is one of great importance. This schedule largely determines the acreage estimates for this crop, and correspondents will be especially appreciated if they will ascertain the best opinion with regard to the cot-

ton area throughout the area covered by their reports.

This schedule goes to county and township correspondents, to aids of statistical agents, to cotton ginners, to many cotton growers, and to numerous other persons.

### Raleigh Electric Company is Sued.

A suit entitled George Chavis, administrator of Judson Chavis, deceased, vs. the Raleigh Electric Company, was instituted in the Superior Court late Friday afternoon. The complaint has not yet been filed, but it is understood that it is a damage suit, and that damages amounting to \$20,000 will probably be asked.

Judson Chavis, a respected colored citizen of Raleigh, was killed on Hillsboro Street some months ago by being run over by a car of the defendant company. He had got off a car coming from the direction of the A. and M. College, having left it at Dawson Street. At this point there is a double track, and just as he started to cross the other track he was struck by a car going in the opposite direction.

Col. S. G. Ryan and M. W. B. Jones have been retained as counsel.

### A Marriage in Jail.

News has reached this city that Herbert Mortimer Wilson, the man from Boston who figured in a sad tragedy that terminated in Norfolk, and who spent some days in Raleigh, has married again.

It will be remembered that Mrs. Wilson, before her death, told Attorney McIlwaine, of Norfolk, that her husband had deserted her for a woman he met in Southern Pines, N. C.

She said her husband deserted her for a woman he met in North Carolina and left her without funds in the Lafayette Hotel in Portsmouth. It was there that Mrs. Wilson was taken ill and later died in St. Vincent's Hospital, Norfolk. Doctors said her death was due to a broken heart, caused by grief over the desertion of her husband.

Wilson's new wife is Mrs. Elizabeth Webb, of New London, N. H. She is the sister of a wealthy lumber merchant of New London.

The ceremony was performed in the city jail in Baltimore. Wilson is in jail for refusing to pay a bill of \$25.00 to the Hotel Caswell, in Baltimore.

Wilson met Mrs. Webb on a steamer bound from Boston to Norfolk on which he and his wife were passengers. He fell in love with her. His wife died in Norfolk while Wilson was at Southern Pines, N. C., with Mrs. Webb.

Wilson and Mrs. Webb journeyed to Baltimore and put up at the Hotel Caswell. The pair ran up a bill which they could not pay and Wilson was arrested after he left the hotel.

An honest man who's seeking after God is as sure as heaven as the man who is on the full tilt after glory.—Sam Jones.

If you won't pay your debts nobody won't pay you.—Sam Jones.