The Times-Dispatch

DAILY—WEEKLY—SUNDAY.

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SATURDAY, AUGUST 25, 1906.

HOW TO CALL TIMES-DISPATCH.

Persons wishing to communicate with The Times-Dispatch by telephone will ask central for "4041," and on being answered from the office switchboard, will indicate the department or person with whom they wish to speak.

When calling between 6 A. M. and 9 A. M., call to central office direct for 4041 composing room, 4042 business office, 4043 for mailing and press rooms.

There are no points of the compass on the chart of true patriotism.
—Winthrop.

A Challenge Unchallenged.

Growing newspapers naturally view the question of circulation somewhat differently from stagnant newspapers. Growing papers desire the benefit of their growth; stagnant papers, when there is any advantage in prospect, desire the fullest use of their stagnation.

The News Leader's article of yesterday contributes nothing to the circulation controversy which it precipitated between this paper and itself, though it did give a skilful exemplification of the tactics to which the cuttlefish is commonly believed to owe its existence. Our neighbor makes no attempt to retract or explain the serious charge which it made against the integrity of this paper when it "challenged and denied" our statement as to our Sunday circulation. The Times-Dispatch is amazed that its neighbor should have made such a charge, and subsequently have refused, when satisfaction was demanded, either formally to withdraw its assertion, or to submit the issue to the determination of an impartial committee.

The Times-Dispatch's statement had reference solely to legitimate, regular and normal circulation. It was not based, as the News Leader has attempted to insinuate, on "special issues," incomplete papers, or any other meretricious methods for salving a conscience that claims more circulation than really exists. The simple fact is that the rapidly growing circulation of the Sunday Times-Dispatch has for a considerable time exceeded that of the News Leader, and if anything is to be inferred from the signs of the times, this paper will continue to increase the lead it has already gained.

Out of this controversy one fact unmistakably emerges. The Times-Dispatch's Sunday circulation is greater than the circulation of any other morning, afternoon or Sunday paper in the State. This is the statement which the News Leader "challenged and denied," but afterwards tacitly admitted to be true. For the future, challenges of its accuracy will be welcomed at any time from serious and sober-minded newspapers which really mean business.

The Automobile Law.

A correspondent asks for a synopsis of the Virginia statute regulating automobiles. The law provides that every owner of such a machine shall register the same with the Secretary of the Commonwealth and receive a certificate of registration. The certificate must be firmly attached to the machine. Each machine must also carry a number plate conspicuously displayed, and one hour after sunset and one hour before sunrise must carry at least one white light, throwing a bright light at least one hundred feet ahead, and also exhibit on the rear one red light, which will effectually illumine the number on the tag.

As to regulation of speed, it is provided that an operator shall not drive in the corporate limits of any city or town at a greater rate of speed than twelve miles an hour. Outside such limits a speed of fifteen miles an hour is permissible, except in going around curves, down sharp declines or at the intersection of any cross-roads, or over the crest of hills, or in passing other vehicles or riders on roadways, when a rate of speed that will tend to avoid danger must be observed. There are also the following additional restrictions:

A speed of eight miles an hour around curves where the roadway is not visible for a distance of two hundred feet ahead, and at the intersection of cross-roads; a speed of eight miles an hour where the road passes the built-up portion of city, town or village; a speed of eight miles an hour where there is a gathering of horses or persons; otherwise, the rate of speed may be fifteen miles an hour, but not more.

The driver must keep a careful look ahead for the approach of persons riding in vehicles or on horseback, and upon the approach of the same keep his machine under careful control, give ample roadway, and, if signalled by such rider or driver, immediately bring his machine to a full stop and allow ample room to pass; and, if requested to do so by said rider or driver, the driver of the machine, if a male, must lead the horse past the machine.

When the driver of such machine overtakes a horse or vehicle traveling in the same direction, he shall slow down his speed, signal for the road by bell or horn, and if the rider or driver so overtaken stops his horse the automobile shall pass at a rate not exceeding four miles an hour. If the rider or driver do not stop, the automobile, if it pass at all, must do so at a rate of speed not greater than is necessary, and care must be used not to frighten the horse.

Any person failing to perform any duty imposed by any section of the act shall for each offense be fined not less than ten dollars nor more than one hundred dollars, or imprisoned in jail not less than five nor more than thirty days, or both, in the discretion of the court.

This act applies to all counties whose board of supervisors shall, by a recorded vote, adopt the same, and to none other, and to all incorporated cities whose councils shall adopt the same, and to none other.

The law is not meant to work a hardship upon any, and no automobilist who is ordinarily careful and considerate of the rights of others need fear it. It is meant for the regulation of arrogant and reckless drivers, and it should be made to restrain them.

Hoke Smith's Victory.

In another article we have referred to Mr. Clark Howell's review of the Georgia campaign, just ended. But in order that our readers may see the other side, the following outline of Mr. Hoke Smith's platform is printed:

"The big corporations shall no longer contribute money to control politics. The use of money in elections must be stopped in Georgia. The laws of Georgia must be amended to more clearly define lobbying. The hired politician must be driven out of the capitol. The railroad companies must stop taxing the people to pay dividends on watered stocks and bonds. The people must receive a square deal from the railroad companies. The railroad companies must stop giving passes to men not employed by them. They must charge everybody for traveling, and charge everybody less. The race problem in Georgia must be handled solely upon the recognized fact that the negro race is the inferior race; that the negro in Georgia is never to be recognized as the equal of the white man. Disfranchisement legislation which will exclude from the ballot-box 95 per cent. of the ignorant, purchasable negro votes, should be passed as a step towards the solution of the race problem. The people shall choose their own officers to run in Georgia. The machine must give way to popular government. Domination by convention permits a few to override the wishes of the people. All nominations shall be made in Georgia at the ballot-box, and convention nominations must stop."

Mr. Smith made a fight on the political ring in Georgia; on railroad discrimination and all forms of corporate abuse; on indiscriminate suffrage. His overwhelming victory forces the conclusion that his entire platform was popular.

Up to this time Georgia has not followed the lead of other Southern States in disfranchising the negro. The Atlanta Constitution holds that the negro vote is already under control and that no legal restrictions are necessary. This was the leading issue in the campaign, and the attempt was made to show that the suffrage clause of the Virginia Constitution had disfranchised large numbers of white men, some placing the number as high as 80,000. The situation in Virginia was grossly misrepresented, but, in spite of all, the people went with Hoke Smith, and there is no doubt that in time they will put into operation his views on this subject. The people were certainly with him, heart and soul, in the campaign just ended.

Editor Howell's Defeat.

Mr. Clark Howell, editor of the Atlanta Constitution, prints in his newspaper a temperate article in explanation of his defeat for the Democratic nomination for Governor. He attributes it to two causes—the vote of Populists, who, he says, were admitted to the Democratic primary, and to the further impression on the part of many voters that he was entangled with the railroads. In this connection he says:

"In all my record as a legislator or an editor, not one single instance was found to show that I had ever sacrificed the interests of the people in any act, or vote, in which the welfare of the people came in conflict with that of the corporations. But the mere fact that personal relationship connected me, even vaguely, with the suggestion of railroad interests was enough to put the poison at work in the veins of the body politic. It was no answer to say that never, at any time in my life, did I own a penny's interest in any railroad property; nor that the relationship connection referred to had not even remotely sought, nor served, to sway me in my duties as a legislator during my long years of service in the House or Senate."

Mr. Howell proceeds to explain that he does not think it fair to make comparisons between a strictly rail rate and a strictly water rate, and he does not think that a railroad owned and operated by foreign capital should be put on the block and sold out.

"But the response of the primary," he adds, "indicates that the people are determined to at least take the chance on each of these propositions—to put an end to the ownership and operation of foreign corporations in Georgia—to wipe out any difference between all water and all rail rates—and to say that the State shall regulate interstate rates. So be it!"

We suppose he means to say intrastate rates. But in any event, his statement is instructive as showing the temper of the Georgia people towards railroads. Mr. Howell's statement is frank and commendably lacking in bad temper. But in reading it one cannot but be impressed that Mr. Howell knew well in advance of the election that his defeat was inevitable. Yet to the last his paper made it appear that the people were with him, and that Hoke Smith had not the slightest chance of success. The reports of the Constitution were as misleading as possible, and its readers must have lost confidence either in its integrity or its sagacity. It is quite sure that some will conclude that the Constitution's news reports were purposely distorted and a false forecast manufactured in Mr. Howell's interest. Next to making barter of the editorial columns, that is the worst sin that a newspaper can commit.

Mr. Howell made a grievous error. Had he conducted his campaign through the columns of his newspaper in the same spirit of fairness, frankness and amiability that characterizes his post-mortem analysis, his chances of success had been far greater; and even in defeat both he and the Constitution would have occupied a more enviable position before the general public.

Richmond Manners.

Richmond may well be proud of the good conduct of her crowds. They assemble in vast numbers at the parks from night to night, and engage in all sorts of amusements, but there is no bad behavior. Our folks are full of fun and frolic, but they know the difference between fun and rowdyism. The only complaint we have heard is that at night when the band plays at Idlewood the children make so much noise as to mar the pleasure of those who wish to hear the music attentively. Parents ought to see to it that there is no further ground for this complaint. Children should be allowed to romp and play, but they should be required to respect the rights of their elders.

A St. Petersburg dispatch says:

The manager of the Odessa branch of the New York Life Insurance Company to-day received a letter demanding a contribution of $10,000 to the revolutionary cause, and threatening him with death if he refused. Instead of paying the money the manager notified the police.

Life insurance magnates are not as strong for "contributions" as they were before you recall what. Their contributory department is now reduced to a strictly dollar limit basis.

In certain matters, such as poetical criticism, we may not agree with the Richmond Times-Dispatch, but we hasten to express our unqualified approval of its reply to the question of the Greensboro "Industrious" News (as the Charlotte Observer calls it). The Times-Dispatch tells the News that "a pig becomes a hog when it is big enough to grab the end seat in a street car and hold it." That is destined to be a classic among definitions.—Norfolk Landmark.

"Approbation from Sir Herbert is praise indeed." We bow with modest satisfaction to receive this generous crown.

The "one untainted dollar" plan for filling the Republican campaign chest has been honest, no doubt, but not successful. So the managers of the G. O. P. are now franking stand-pat tariff speeches, for want of better literature. It is not the first time that necessity has invented the little plan of using Federal power.

Boss Murphy, of Tammany, is promising to give Mayor McClellan a good trouncing at the primaries. On which the New York Telegram comments that Mr. Murphy will need a long birch rod to beat off the deft wielders of the sand bags and clubs who are now on his trail.

The wheel of destiny, according to Chairman Taggart, will give W. J. B. a triumph in Indiana this time sure. The honorable Thomas always did believe in wheels, but what does Mr. Bryan think of this roulette idea?

Secretary Thatcher will receive a thousand Cannon buttons to-day, bearing a likeness of "Uncle Joe."—Washington Post.

Think of a Republican Joe button! The thing is inconceivable in Virginia.

New York's chatty district attorney says that C. F. Murphy, of Tammany, is an epic poem. On this basis, we take it, he would regard Hearst as a sort of superlative stein-song.

To make money out of junk and then establish its value as legal tender by revolution is the latest get-rich-quick scheme in South America.

Try as he may, however, Mr. Jerome can hardly expect to talk as wittily as his namesake, Jerome K., of London, Eng.

If only he thinks of it, we shall expect very soon to find Mr. Hearst satirically inquiring: "Hughes Hughes in New York?"

Isn't Jerome rather brash in prophesying that Boss Murphy and Hurrah Hearst can't get the nomination between them?

They are having a regular Union Pacific of a time down in Cuba.

Now they have a meat scandal made in Germany.

Old Sol is handing it out from his solar plexus.

Reckless Automobiling.

Editor of The Times-Dispatch:

Sir,—Will The Times-Dispatch kindly give us the substance if not the full text of the automobile law passed by the last Legislature? We need some protection, and would like to see if the provisions of the law are what we want. The citizens of this community feel justly outraged that their wives, daughters and children cannot go on our own public roads, which we maintain, without being put in peril of life and limb by the insolent carelessness of an auto driver. For example, three young ladies from Richmond on yesterday were driving to the station, when suddenly they saw the oncoming auto. They all sprang out, two of them ran forward, waving and calling to the driver to stop, while the third got to the horse's head to hold as best she could. With a stony stare which did not recognize the existence of these ladies on went the driver without halting, and if the horse had struggled at all the frail girl at their head would have been crushed into the bank. I saw this same auto meet a string of carriages and buggies, and the whole of them had to take to the side ditch and bushes, but the lordly auto never stopped. We recognize the fact that an automobile has just as much right on the public road as our buggies and horses, but if owners of automobiles have not the politeness and decency to regard the feelings and fears, as well as the safety, of ladies and children, then they must be put under the guiding and restraining hand of the law. And hence I ask that you give us the law, that the citizens and Board of Supervisors of Albemarle may see if this law what they want.

ALBEMARLE.

Mr. Bryan Approved.

Editor of The Times-Dispatch:

Sir,—I read with great pleasure yesterday Mr. Joseph Bryan's letter to the News-Leader in regard to making the $300,000 debt at this time in order to improve the roads of Henrico county. He certainly gives many good reasons why this is an inopportune time to make this expenditure. In an experience of over sixty years I have never seen such a general reckless desire on the part of counties and municipalities to spend money. Eighteen months ago I predicted that if the proposed cornfields were annexed, the rate of taxation in the city of Richmond would be increased to at least 2 per cent. It looks now as if we will soon reach that rate whether the annexation takes place or not unless the city authorities should call a halt in their extravagant expenditure of money for various purposes. I read with interest your figures relative to the health conditions in various sections of the country. You failed to state what were the percentages of deaths in Richmond from typhoid fever. I presume it was an oversight, and would appreciate your advising me the rate.

JOHN P. BRANCH.
White Sulphur Springs, W. Va.

John D. Rockefeller is quoted as wishing to "get close to the people," and this should certainly induce William Jennings Bryan to hurry home.—New York Herald.

Rhymes for To-Day

Life's Problem.

["When is is?"—The News Leader.]

WHEN evening comes around, and I am very
Fatigued with all the worries of my biz,
I love to sit and ask myself this query:
"When is is?"

At dinner, while the others sit and guzzle,
And later, when the golden moon has riz,
I sit and sternly contemplate the puzzle—
"When is is?"

Result: I have a case of indigestion,
I'm sleepy, hungry, thirsty—but, gee whiz!
The solace I derive from that dark question—
"When is is?"

It fills a man with calm and mystic pleasure,
It scares away the worries that are his;
O lovely problem for the evening's leisure—
"When is is?"

And when, in any sort of controversy,
My neighbor seems to have me sort of friz,
I fix him with a clever: "Yes, but, Percy,
"When is is?"

The other chaps may live and love and bury,
And fight life's little battle as it is;
I'll loll behind my interesting query:
"When is is?"

H. S. H.

Merely Joking.

Quite So.—"Well, you haven't won your strike for shorter hours, have you?" "No, but we'll succeed in the long run—" "But to be really successful, you know, you'll have to make short work of it."—Philadelphia Press.

One View of It.—"After all, the old saying, 'There's always room at the top,' doesn't mean anything." "Unless," replied the traveling man, "it means that the lower berths in the sleeper are usually taken before you get there."—Philadelphia Press.

And Hit Him?—Bill: "I see they've arrested that woman at the show." Jill: "You mean the one who threw pie knives at her husband up against a board?" Bill: "Yes; she got tired throwing the knives, and threw a few pies."—Yonkers Statesman.

Retort Courteous.—Laird: "Well, Sandy, you are getting very bent. Why don't you stand straight up like me, man?" Sandy: "Eh, mon, do you see that field o' corn over there?" "I do." "Weel, ye'll notice that the full heids hang down and the empty ones stand up."—Glasgow News.

How Did She Like That?—She: "Here we've been married just one month, and now you no longer love me." He: "But, my dear—" "Don't try to explain. I'm not blind. You made a mistake—you ought to have married some silly, stupid woman." "But, dearest, I've done my best."—Le Rire.

Dr. McCaw's Record.

Throughout its fulness of years the life of Doctor James McCaw, of Richmond, radiated benefits upon his fellow men. Skilful and zealous in his ministrations to the afflicted, he was active in all good works, a Christian, a patriot, a gentleman. Such men sweeten the times that live in and leave ennobling examples behind them.—Norfolk Virginian-Pilot.

Strike—Maxwell.

(Special to The Times-Dispatch.)

STAUNTON, VA., August 24.—A very pretty wedding took place in the Methodist Church here Wednesday evening when Miss Laura Virginia Maxwell, of this city, was married to Mr. Christian Strike, of Charleston, W. Va. Misses Susan Chidester, Anna White and Alvernon Maxwell, sister of the bride, were the bridesmaids. The ushers were Messrs. W. B. Hamrick, John Goodloe and W. H. Lanham, of Washington. Miss May Maxwell was maid of honor.

The bride entered with her brother, Mr. Noble Maxwell. They were met at the pulpit by the groom and his best man, Mr. Harry Cole, of Charleston, W. Va. Rev. J. T. Maxwell, father of the bride, performed the ceremony.

Mr. and Mrs. White left on an extended Eastern trip, after which they will reside in Charleston.

Amelia Court.

(Special to The Times-Dispatch.)

AMELIA, VA., August 24.—Judge Ingram, of Richmond, held court for Judge Watson here. Only the necessary orders and pressing business was attended to. Judge A. Watkins was expected to address the tobacco growers, but did not arrive. The meeting was opened by C. N. Stacy, who gave a practical talk on the working and method of the association.

TROUBLESOME DOUBT ABOUT BRIDE'S AGE

Married First and Then Think About How It Will Appear.

(Special to The Times-Dispatch.)

NORFOLK, VA., August 24.—The following account of the marriage of a Norfolk couple in Washington was published to-day:

Because no one in Norfolk would believe that Miss Mary H. Green was twenty-one years old, and because Samuel E. Henderson was determined with all the will power of his twenty-six years to marry her, the two came up to Washington yesterday, induced the license clerk to believe that the bride was older than she looks, and were then married by Rev. J. B. McLaughlin at his home, 19 Fifth Street, Northeast.

After the ceremony Mr. and Mrs. Henderson went to 1005 Thirteenth Street, Northwest, where they will spend their honeymoon, and then return to Norfolk to meet the father of the bride and receive his blessing. The blessing is at present a matter of conjecture.

It was due to the fact that Mr. Green was not aware of his daughter's matrimonial intentions that all the trouble concerning her age came about, according to the bridegroom, who was seen last night. If his father-in-law had known, he might have told his daughter's age, and, what is more to the point, there would have been no wedding, for he objected to his daughter being married.

Consequently there was no one in Norfolk on whom the young people could depend to settle the question of the bride's age. Hence the refusal of the clerk to issue the license and the trip to Washington.

When they had been made one the thought of father-in-law began to flitter through the brain of the bridegroom. Would he bless the banns? A telegram was sent, but late last night no reply had been received, and the thought of father not forgiving was the only cloud that interfered with the brightness of the honeymoon.

WRITS ISSUED IN PEONAGE CASES

Suits for Heavy Damages Instituted Against South and Western R. R. Contractors.

DISTRICT ATTORNEY AT WORK

Victims of Peonage Tell Fearful Stories of Brutal Treatment.

(Special to The Times-Dispatch.)

ASHEVILLE, N. C., August 24.—As a result of the sensational charges of peonage on the part of the South and Western Railroad of North Carolina, writs were issued yesterday in four suits for heavy damages by laborers who allege that they suffered untold brutalities while in the employ of the South and Western Railroad on construction work. The firm of Tucker & Murphy, of Asheville, and T. C. Morgan, of Marion, represent the plaintiffs, Charles R. Evans, Charles Buckner, Charles McLaughlin and Woodfin Wheeler.

District Attorney Holton is now in Marion, working on the alleged cases of peonage, with a view to criminal prosecutions. One man has already been indicted on that charge.

One of the plaintiffs in the civil suits, Charles McLaughlin, cried while telling the story of the persecution nd cruelties he had endured. He said he had been severely injured, and the company refused him medical attention. As a result he was now in a very weakened condition.

Charles R. Evans alleges that he and a dozen other men, residents of Buncombe and Madison counties, in this State, were taken to McDowell county to work on the South and Western Railroad construction. He states that the work they were ordered to do was entirely different from that for which they had been engaged.

Three of the men refused to accept the conditions and were beaten until the blood flowed, and the others were guarded by men with Winchester rifles to prevent them from escaping. We were promised $1.50 per day and free transportation, lodging and table board at 30 cents a day by the agent who employed us. After we began work at Camp No. 3, eight miles from Marion, we found that we were to be charged for transportation, and other conditions were entirely different from what our contract called for. The first night we were in camp a guard with a repeating Winchester rifle was stationed over us. The following day several of the men left the camp to return home. About half way between Camps 8 and 9 we were overtaken by two men on horseback, who drove us back to camp at the point of pistols. When we again arrived at the camp we were locked up.

Woodfin Wheeler asserts that he was locked up by a bogus sheriff, was later taken out, a bag put over his head, stretched across a log, stripped and lashed until the blood trickled down his back; was repeatedly kicked and otherwise abused and threatened with death if he attempted to leave the camp. He managed to make his escape and made his way to Marion, where he told of the cruelties to which he had been subjected.

It is alleged by the plaintiffs that a man named Sam Whittimore was killed by guards at the camp, who gave out the report that Whittimore had met death by drowning.

VISITOR KILLED.

R. W. Ellis, of Memphis, Falls and Breaks His Neck.

(Special to The Times-Dispatch.)

ASHEVILLE, N. C., August 24.—R. W. Ellis, of Memphis, Tenn., a visitor in the city, was killed at the Asheville Roller Skating Rink last night, when he attempted to climb over the railing from the skating floor to the spectators' stand, and fell to the floor, striking on his head and breaking his neck, and killing him almost instantly.

Mrs. Ellis was waiting for her husband, who was skating on the floor. Attracting his attention, she beckoned him to come to her, and it was while in an effort to reach her, he attempted to climb over the railing, lost his balance and fell. Before Mrs. Ellis could reach her husband's side, he had expired.

The body was shipped to Memphis this morning for interment in that city.

THREE ACCIDENTS.

A Man's Leg Blown Off and Another Buried Under Dirt.

(Special to The Times-Dispatch.)

LEXINGTON, N. C., August 24.—A chapter of accidents occurred in Lexington to-day, three negroes being seriously injured in separate accidents.

Cyronger Whitaker, a workman on the Southern's double tracking force, had a leg blown off as a result of a premature explosion of dynamite. Another workman was covered for an hour in a cave-in at the steam shovel, but was rescued, and the third was injured while driving for Mr. Will Holt.

Mr. Holt escaped uninjured.

UNLOCKED SAFE.

Klondyke Barroom Robbed by An Expert.

(Special by Southern Bell Telephone.)

ROANOKE, VA., August 24.—The Klondyke barroom, on Commerce Street, owned by T. D. Bryne, was entered last night and robbed of $450 to $500. Mr. Bryne's safe was locked, and the combination was only known by him. The thief left three checks; also robbed cash register. The thief then opened side door and left with his booty. Police have no clue, but it is believed to have been one well-acquainted with the business, probably an expert safe-robber.

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SCHOOLS AND COLLEGES

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50,000 BABIES MURDERED A YEAR, SAYS PARIS PAPER

Denounces French Canned Meats and Milk as Impure, But Thinks Law Will Be Passed By Present Administration to Remedy Evil.

PARIS, August 24.—After the uproar made by the European press over the revelations in the American canned meat scandals, it is interesting to Americans to find in the leading Paris newspaper a conspicuous article showing that the French people have long been the victims of outrageous practices by adulterators of food products.

The Matin publishes a leading article with a map showing the chief supply centers of all France, and declaring that the alimentary products furnished by the majority of them have been of a death-dealing character. To be sure, the Matin points out that this horrible condition will be remedied by a law, the passage of which will be secured by M. Ruan, the Minister of Agriculture, but the paper does not hesitate to say that the people who furnished these products have been divided into two classes, whom it frankly describes as thieves and assassins.

That there may be no mistake as to its meaning, the Matin characterizes the thieves as those who have been selling oleomargarine as butter, shop sweepings as pepper, and horse meat as lark pie, and as assassins those who have been selling skimmed milk as the antiseptized article, and thus robbing mothers and murdering infants, the latter to the number of 50,000 a year.

The paper says that of the 38,000,000 French people 33,000,000 have known no protection against the food adulterators. The Matin names fifteen cities which have municipal laboratories for testing food, and calls attention to the fact that the following large cities are without them: Marseilles, Bordeaux, Rouen, Nantes, Caen and Amiens. The Matin gives the comfortable reassurance, however, that, as in the case of the new American laws, the inspection of canned meats for France's hitherto unprotected 33,000,000 will, under M. Ruan's law, be safe.

Differing in that respect from some American publications respecting the Packingtown scandals, the Matin discreetly refrains from calling attention to what foreigners may have suffered from those so glibly dubbed robbers and murderers.

REQUISITION ON GOV. SWANSON

The Governor of North Carolina Asks for the Return of Jim Ross to That State.

A. AND M. COLLEGE OPENING

Work Being Rushed on New Sewerage System—Jamestown Building Discussed.

(Special to The Times-Dispatch.)

RALEIGH, N. C., August 24.—Governor Glenn issued to-day a requisition on Governor Swanson, of Virginia, for Jim Ross, an escaped convict, under sentence in Mecklenburg county to serve six months for an assault on Doll Harris. Ross is in jail at Richmond and will be brought back to Mecklenburg by N. W. Wallace, Jr.

The Governor offers a reward for Albert McClamrock, who is wanted in Davie county for seduction under promise of marriage.

The Fall term of the Agricultural and Mechanical College here will open September 6th. The entrance examinations take place on September 5th, and the examinations for the removal of conditions on September 5th, 6th, 7th and 8th. The correspondence already received gives promise of an unusually large opening, the greater part of the rooms being already assigned.

All possible haste consistent with good work is being made in arrangements for the installation of the new sewerage system.

Assistant Commissioner of Labor and Printing M. L. Shipman has returned to his office here, after a trip into the western part of the State, gathering up reports of various enterprises for the forthcoming annual report of the department for 1906. He visited Salisbury, Statesville, Morganton, King's Mountain, Bessemer City and Gastonia, and brought back reports from 26 cotton mills, 25 miscellaneous factories and five furniture factories. He found new cotton mills being erected at Gastonia, King's Mountain, Dallas and Belmont. The reports, he says, show very gratifying gains and profitable business by all the mills.

Governor Glenn returned this morning from Reidsville, where he went yesterday on private business. During his absence Lieutenant-Governor Francis D. Winston presided over the sessions of the State Text-Book Commission, hearing argument on books offered for adoption for use in the public schools. It was expected that the hearing would be concluded to-day, but it develops that the work will not be concluded before Monday afternoon.

A charter was issued to-day for the Fayetteville Street Railway Company, of Fayetteville. The capital is $100,000 authorized and $60,000 subscribed, by W. D. McNeill, W. E. Kindley, J. H. Anderson and others, all of Fayetteville.

There was a conference to-day between Governor Glenn and members of the special committee on North Carolina representation at the Jamestown Exposition, during which the necessity for a special State building was discussed. While no definite action was taken, it seemed to be the concensus of opinion that this State must have a building. Definite action will be taken within the next few weeks.

NOT PRETTY, BUT GOOD.

Six Ministers Take New York Trip As Result of Voting Contest

(Special to The Times-Dispatch.)

LEXINGTON, VA., August 24.—Six ministers of the Gospel, successful contestants in a voting contest of The Lexington Dispatch, left last night for New York city, where they will spend ten days sight-seeing at the expense of The Dispatch. These ministers are Revs. Henry Sheets and J. D. Newton, of this county; J. J. Beach, of Yadkin county; K. C. Honrer, of Montgomery; C. M. Cambell, Sr., of Randolph county, and W. M. Robbins, of Davie. They will be accompanied by Mr. H. B. Varner, editor of The Dispatch.

The ministers are supposed to be the most popular in the five counties named, and were selected by the people of the counties, and as The New York Sun says, while they may not be beautiful as The Louisville Courier-Journal's party of ladies, these clergymen are good. Their coming has already been heralded in the metropolis, and of course the town is on tiptoe with expectation.

Freight Wreck.

(Special by Southern Bell Telephone.)

DANVILLE, VA., August 24.—The first section of Southern Railway freight train No. 82, Engineer Prettyman and Conductor Aaron, was wrecked at 12:45 this morning at Hurt's, between here and Lynchburg. The accident was caused by one of the cars jumping the track, which was torn up for some distance. Traffic was delayed for about five hours over the line. No one was injured.

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