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Tuesday, October 1,7 1905

MR. FLAGLER'S KEY WEST RAILROAD.

"The survey has been made, the practicability proven and New York and Key West are to be connected by rail."

The above is the opening paragraph of a most interesting article in the last issue of The Manufacturers' Record, written by Thomas P. Grasty. The words quoted were used by Mr. Henry M. Flagler in his reply to a request by Mr. Grasty for information in regard to the proposed extension of the Florida East Coast Railroad from Miamia to Key West. We wish we could give the article in full, but have not the space. It takes up more than a page of the Manufacturers' Record. Our readers, we know, will be interested in such of the facts and figures as we are able to reproduce from this account of Mr. Flagler's wonderful undertaking, which is really the building of a railroad for about the distance of one hundred miles into the Atlantic ocean. Key West, the proposed terminus of what Mr. Grasty calls the "Oceanic" railroad (and he says he calls it so "because it crosses nearly one hundred miles of what is part of the Atlantic ocean") is 154 miles from Miami. Of this distance 28 miles are already built to Homestead, the present terminus of the Florida East Coast railway, and from this point the great work of bunding nearly 100 miles of railroad over ocean waters, treacherous marshes and coral reefs, will begin.

Mr. Grasty got many interesting facts about this railway scheme from Mr. Flagler. The work south from Homestead will be made of sixty miles of rock embankment through the waters separating the mainland from Key Largo and the waters lying between the other keys. There will be nearly 6 miles of concrete work with a height of 31 feet above the level of the water, spanning the channels with arches and draw bridges. This work is thus described in the specifications:

These viaducts are to be constructed of reinforced concrete, 50-foot spans resting on piers set into the solid rock and strengthened with piles. The base of the pier at rock surface is 28 feet, and at the springing line of arch 20 feet 7 inches. From the water to the crown of the arch will be 25 feet. To that should be added the thickness of the arch at the crown, ballast, ties, etc., making the track 31 feet above the level of the water.

Of water openings there are seven, 25 feet each. These are in the solid embankment, and are only intended for rowboats and small craft.

Of drawbridges there are to be three, with openings aggregating 410 feet. The remaining distance, about 65 miles, is made up of the islands or keys over which the road passes.

Mr. Flagler has had his mind made up for some time to build this "Oceanic" railroad, but until recently engineers thought the work impracticable. Now, though, it is found that it can be done and Mr. Flagler's engineers have made complete estimates of the work and material needed to build the road. He has the thing down so fine that he can tell you not only the number of lineal feet of dirt embankment, of rock causeway and of concrete viaducts, but also the number of cubic feet of the different material it will take for each.

Judging from the plans made for terminal facilities at Key West Mr. Flagler must expect his road to do a tremendous business. Among the statements made to Mr. Grasty were the following, showing what these terminal facilities would be:

Terminal facilities at Key West will comprise a dry-dock and 10 covered piers, each 800 feet in length and 100 feet in width, with basin 200 feet between piers. The 10 piers will furnish berths for 40 ships 400 feet in length with a depth of water ranging from 20 to 30 feet. Mr. J. C. Meredith at Miami, Fla., is constructing engineer in charge of all the work.

Mr. Grasty says of this stupendous undertaking on the part of Mr. Flagler:

The great work of this extension to Key West is a logical climax to the wonderful and successful endeavors of Mr. Flagler in Florida, which have had a marked influence in the recent remarkable development of the south, due largely to better facilities for getting the investing and upbuilding part of the American public better acquainted with the south, its people and its resources.

Of Mr. Flagler's past enterprises in Florida Mr. Grasty says:

Less than 20 years ago Mr. Flagler set the standard for high-class construction of hotels in this country and abroad when he completed the Ponce de Leon at St. Augustine, built to convert Florida from a sanatorium into a first-class tourist resort. To the Ponce de Leon were soon added the Alcazar and the Cordova, and to enable pleasure-seekers to reach St. Augustine speedily and in comfort he bought a narrow-gauge railroad under construction part of the way between Jacksonville and St. Augustine, finished it with a wider gauge, threw a magnificent steel bridge across the St. John's at Jacksonville, thus bringing St. Augustine within 25 hours easy ride from New York. In quick succession he bought a railroad from St. Augustine to Tocoi and Palatka, and another from San Mateo to Daytona, and extended the latter to Palm Beach through the famous Indian river orange groves, and built up at Palm Beach an attractive city with its hotel breakers, its iron ocean pier and its enlarged Royal Ponciana hotel, the largest tourist hotel in the world. Later he extended the Florida East Coast railroad to Miami, on Bay Biscayne, where he built the Royal Palm, and in nine years saw the Magic City rise with its paved streets, water and sewer system, electric lights, three banks, three daily newspapers and attractive and well-stocked stores. His coming to Miami gave Mr. Flagler an opportunity to demonstrate the vigor with which he prosecutes all his undertakings.

Now comes this last and most wonderful of all Mr. Flagler's investments for the development of Florida. But this is not by any means a local affair. The results of the building of this road will be felt all over the United States. With trains running into Key West from Miami, passengers and freight will be transported without change of cars from any part of the United States and Canada to within two or three hours transportation by steamer to Havana, and another fact which will make this line of the greater importance and well worth the expenditure of all the money it will cost is that Key West is the nearest point in the United States to Colon on the isthmus of Panama, which means that the terminal of Mr. Flagler's road will be the gateway to the Panama canal. In the meantime, though, before the canal is built this system will develop with the West Indian and Central with the West Indain and Central American countries. The many ocean keys through which it will pass will be brought under cultivation. There are vast possibilities there. These islands are not barren sand banks, but embrace acres upon acres of rich hummock lands.

The News and Observer makes the prediction that Mitchell county will be democratic before long. It must be that the republicans intend taking the duty off of mica. We do not know any thing else that could so effect the hide-bound republicans of old Mitchell.

Of course North Carolina had to be in it. She cannot get up a fellow who can boast of so many wives as Koch or one who kept three wives in the same "flats" building in New York city without any one of them knowing she was the "one only," but there comes the news from far away Oakland, Cal., that there is a former resident of this state now living there who can boast of four wives. The case has gotten into the courts through the at- of this muchly-married Tar Heel, tempt of wife No. 4 to take the life claiming that she had to do so to save her own life which he had attempted to take because she had found out about the other three by secretly looking through his papers. It seems improbable that a man should carry around in his pockets papers showing that he had four living wives.

It is now up to us to make that fifteen minutes seem like an hour.—Durham Herald.

What have you got against Mr. Roosevelt that you want to bore him so greatly?

Is the Durham Herald arguing in in favor of the dispensary when it says that those Durhamites who have been kicking on the dust can now find fault with the mud? The plea of the advocates of the dispensary for that city is, we believe, that in no other way can funds be raised to make much-needed street improvements.

It looks like it is going to be hard for Senator Lodge to hold those Massachusetts republicans in line on the tariff. They want "free raw material" of certain kinds and they want it bad, too. The indications now are that Mr. Roosevelt will have some strong backing from his own party if he attempts to have the congress at the approaching session make a revision of present tariff laws.

ELECTION ON OPEN SALOONS

Both Sides in Goldsboro Marshalling Their Forces.

Election Will be November 14th—Rival Forces at Work on Railroads About the Erection of a Union Depot—Some Wayne County Freaks for the Fair.

(Special to The Messenger.)

Goldsboro, N. C., October 14.—Some of the monstrosities of Wayne county will be on exhibition at the state fair next week. Mr. John R. Smith, of Mt. Olive, will be there with a hobby horse arrangement and will have on exhibition some of the curiosities that he has gathered from various parts of the county. He has some very peculiar freaks of nature among the calves. One that he picked up has two heads, and another has five legs. He has also in his collection of curiosities a hen which has three well developed legs, and some guineas that have web feet, like a duck. His unusual collection will no doubt attract attention and afford right much amusement to visitors to the fair.

As the days drag wearily along, interest in the election on open saloons which has been called for the 14th of November increases. As the town is now dry, and has been for the last two years, it would indicate that the prohibition forces have the situation well under control. The bar room was swept from the community by an overwhelming vote two years ago. The majority at that time was larger than the vote cast against prohibition. The petition filed with the board of aldermen for an election shows that there has been considerable change of sentiment on the liquor question since prohibition went into effect. There were three hundred and twelve names on the petition. There are only about seven hundred and sixty-four voters. The people who favor bar rooms calculate that not only all of those who signed the petition will vote for saloons, but that a number who were deterred from signing the paper by a threat that the list would be published in a local paper will also vote the same way. The list has not been published and very probably will not be. Sentiment on the question is more evenly divided than it was when the election was held before, and the leaders on both sides are marshalling their forces for the conflict with consummate skill and interest in the outcome is being increased as the time for the election approaches.

If the few people who own the property around where the trains stop now, and who own the property which is being rented to the railroads for the inconvenient waiting rooms and ticket offices that the railroads now occupy can prevent it, Goldsboro will not get the union passenger station that has been the ideal dream of the bulk of our citizenship for years. A petition has been circulated this week among some of the business men asking that the railroads let the present ill arranged accommodations for the traveling public remain as it is. The promoters of the scheme have met with very poor success in obtaining names for their paper. Resolutions from the board of aldermen addressed to the corporation commission, asking that they use their influence and good offices to secure a union passenger station for Goldsboro commensurate with its importance as a railroad center, shows how public sentiment on the question stands. It is understood from reliable source that the corporation commission will not even have to make the request. The railroads are willing and anxious to give the depot to which it is entitled, if it can be done without creating too much friction. All three of the roads which come here—the Atlantic Coast Line, the Southern and the Atlantic and North Carolina, take on and discharge more passengers at Goldsboro than at any station on their lines, and they have the poorest accommodation. The present bad arrangement causes a loss of time. As it is now the principal street in the town is blocked for a greater part of the time during the day with freight trains and shifting engines, and when the Southern brings its through freights through Goldsboro, as it is understood they will do, our most important street will be filled with freight cars all day. With these facts before them it would seem that the property owners who oppose the depot are simply in their own light.

GLENN WITH THE PRESIDENT

The Governor Will Make the Trip Through the State.

Committee at Work Making Arrangements for the President's Reception. Reports to Secretary Parker Show That Farmers are Holding Cotton. Charters by the State—Hearing of Application for Pardon of Murray.

Messenger Bureau,
Raleigh, N. C., October 14th.

Governor Glenn will accompany President Roosevelt on his tour of the state from Raleigh to Charlotte. He has been requested to introduce the President at various points, Durham, Greensboro, Salisbury, and Charlotte, and of course will do so. The speech of the President here has been announced in the despatches as an important one, and it is said will be of an hour's length. At many points along the line of railway, people will gather to see the Presidential train pass, this being a special and of the finest character. The attendance of Confederate veterans here is expected to be very large, they will form a very important part of the escort.

A charter is granted the Albemarle Real Estate and Insurance Company, at the town of that name, the authorized capital stock being $100,000, and E. N. Asberry, S. H. Hearne and others being the stockholders.

RECEPTION OF THE PRESIDENT.

The general committee on the reception of the President at Raleigh met in the governor's office. He presided over the meeting. It was found that the committee was so large a sto be unwieldy and it was therefore reduced to three members, Mayor Johnson, Colonel Charles Earl Johnson of the governor's staff, and Sherwood Higgs, this committee being given all authority to make arrangements.

Mention has been made of the resignation of Professor W. F. Massey as horticulturist to the experiment station. There is another horticulturist, the one to the board of agriculture, this being Professor H. H. Hume. Professor Massey has been a very valuable man to North Carolina and the farmers of the state regret to see him leave, as they have relied very greatly upon his suggestions. But he thinks it best to devote himself to editorial work on one of the greatest of the agricultural magazines in the country, and so will make Philadelphia his home. He has for years done valuable editorial and other work on this paper, the Practical Farmer.

FARMERS DETERMINED TO HOLD COTTON.

Secretary T. B. Parker of the Farmers' State Alliance returned today from Cabarrus county, where he took part in reorganizing the county alliance. All the sub-alliances were represented. He found the farmers very hopeful, and extremely determined to hold their cotton. As evidence of this fact it may be stated that receipts have declined from about 200 bales a day, when cotton was selling at over ten cents, to less than a dozen bales a day now, and some days none at all on the market. The general sentiment all over the state, Mr. Parker says, is to hold cotton. The speeches of Daniel J. Sully have had a fine effect, and so have what President Harvie Jordan of the Southern Cotton Growers' Association has spoken and written. Remarks of President Jordan have been scattered broadcast over the cotton growing section. He has issued an address that has been sent into every cotton growing county in the south, advising farmers to hold, for the 11 cent minimum. Reports are now coming in to Mr. Parker, from cotton growing counties in the state, showing that the crop will be about seventy-five per cent of that of last year. This is a trifle above the estimate which Mr. Parker and others interested in holding down the crop made at the beginning of the season, but many of the larger counties that have suffered most from droughts and other weathered conditions and so the summary may show a condition below seventy-five per cent. As yet no definite arrangements have been made for warehouses, and so the farmers are holding the cotton at their homes, though in some cases it has been put in warehouses in the cities and towns. The farmers are in pretty good condition and are not asking for advances upon their cotton as largely as they have done in the past. Secretary Parker says that he is pleased with their condition and with the general outlook. At the meeting of the State Cotton Growers Association on the night of the 20th, in the House of Representatives, most important matters are to be discussed, among others the reduction of acreage next year, etc. The Cabarrus County Alliance adopted resolutions endorsing the 11 cent movement and pledged co-operation in standing by it. It further passed a resolution to pay three cents a bale as requested by the Southern Cotton Association.

RETAIL MERCHANTS ASSOCIATION.

Norman H. Johnson, the attorney of the North Carolina Retail Merchants' Association has this week closed what he terms the fall campaign. In December he will make a few speeches before the Association in Alabama and Virginia. He was interviewed today regarding the Association in North Carolina, and says that in this state there are three thousand, two hundred members, out of a total of 6,422 retail merchants. There are 54 local associations, and to each of these a charter will be issued November 1, by the state association. He says that in proportion to the number of retail merchants this association comes next to the largest in the United States, Minnesota alone exceeding it.

Insurance Commissioner Young has granted the Eastern Star Benevolent Fund, of Detroit, license to operate in North Carolina. It is a fraternal organization.

Major Ivey Forman of the Third regiment is in charge of the arrangement of the camp here, which will be occupied by the National Guard next week. As yet it cannot be stated exactly how many companies will be in the parade, but the officials say about 15.

Commercial travellers all say that business in the state is very good indeed this fall. Thy speak of the general prosperity which they observe all over North Carolina.

Chief Marshal B. Frank Mebane of Spray, is here to remain until after the state fair. Today he had a conference with Governor Glenn regarding the arrangements on President's Day.

UNIQUE CONTEST IN THE PUBLIC SCHOOLS.

The white public schools here today had quite a unique contest, this being for the best collection of flowers. The show was made at the Centennial school, which is the high school. Four schools competed and very great pride and interest was shown in the affair.

A charter is grantde to the High Point Roll and Panel Co., to make veneering and all sorts of built-up woodwork, also buckets and furniture, the capital stock being $75,000, J. W. Clinard and others being the stockholders.

Among today's visitors to the agricultural department was Charles A. Girola, who has for sometime been the commissioner of agriculture for the Argentine Republic, South America. He is making a study of crop conditions, etc. He is handicapped considerably by his limited use of English.

THE MURRAY APPLICATION FOR PARDON.

Governor Glenn devoted considerable time today to a hearing of the application for pardon of W. R. Murray, the Durham man who shot and killed his uncle, there after a struggle over a pistol, which the uncle had fired three times at Murray. Murray was given two years on the roads, and the supreme court recently affirmed this decision. The governor suspended judgment until October 17th., in order that he might have a full hearing of this very interesting case, of which he has made quite a study.

Counsel for Murray urged that Governor Glenn allow the defendant to testify in his own behalf.

This the governor refused to do, saying that at the trial in court Murray did not testify, and that his attorneys who could have used him, voted against allowing him to do so, while now they were anxious to put him on the witness stand. The governor said he would hear only new matter, which has not been brought out at the trial. Robert W. Winston and James S. Manning argued for Murray, while T. M. Argo represented the state. The governor has respited Murray to October 26, so he can fully examine the record.

Governor Glenn is very much pleased at the very large attendance of people at the place where he speaks. At Murfreesboro, where he opened the fair, he addressed fully four thousand people. Everywhere he goes great crowds turn out to hear him and they give him a warm welcome.

RAILROAD TO BE SOLD.

Judge Purnell appoints Robert T. Gray, Esq., of Raleigh, special master, to sell the Carolina and Northern railway in place of V. E. McBee, whose wife is very ill at Asheville. The road will be sold October 17th, at Lumberton, this will end the suit against it by the Atlantic Seaboard Construction Company, which built it.

A very shabby streamer across the principal street, designed to extend a welcome to President Roosevelt, caused so much comment that it was taken down today and a suitable one put up in its place. The people who put up the much-discussed streamer got scores of postal cards, ridiculing it.

ELIZABETHTOWN NEWS NOTES

Bladen Court Convenes Monday—Cotton Crop a Short One—Personal Items.

(Special to The Messenger.)

Elizabethtown, N. C., October 14.—A good many from this county will attend the state fair next week.

Mr. and Mrs. T. J. Purdew, of Dunn, visited relatives in this county last week. Mr. Purdin expects to go on a prospective trip to Florida soon He is a member of the Purdew-Hooks Moore presiding and Solicitor C. C. in groceries. They also own valuable real estate in Bladen county.

Bladen superior court, Judge Fred Moorepresiding and Solicitor C. C. Lyon, prosecuting, convenes next Monday. Owing to an amendment to the law this county now has three courts a year, instead of two, as formerly.

The Sunday School conference of the Elizabeth circuit convened at Singletarys Church today.

Hon. George H. Currie, of Clarkton, has returned from an extended visit to New York city.

There will be an educational rally at Glengary Friday, October 20. Hon. J. A. Brown, of Chadbourn, will deliver an address. There will be an educational rally at Abbottsburg Saturday, October 21.

Some of the public schools of this county opened last Monday.

We had a killing frost Thursday night. In many cotton fields the crop has been practically all picked. The crop will be very short, indeed, as compared with last year's crop.

The American Girl's Supremacy.

To an American lady, long a resident of Paris, and well versed in the art of dress, O put a delicate question says the Paris correspondent of The Pall Mall Gazette. "Which are the better dressed when they come to Paris, English or Americans?" Like a flash the answer came, "The Americans. My country women are more adaptable than yours," the lady explained. "They are quick and eager for ideas. I have only noticed that adaptability in the English aristocracy. The smart women in London is very smart. But your upper middle classes—the daughters of bankers and professional men, even of members of parliament—are less well turned out than ours. I think the chief fault lies in the desire of English women to dress picturesqiely. The result is that they often attain an effect which reminds one of Liberty art curtains—very pretty, but not suitable for clothes."—London Mail.

A Scene From Clerical Life.

There is a preacher at Terrill, Ia., says the Troy Times, who certainly is entitled to recognition as a genuine hero, particularly by the ladies in whose interests he showed such bravery. "And now, sisters and brothers, let us devote a brief moment to introspection and calm self-searching," said the Rev. Mr. Sutton at the prayer meeting the other night. Then he turned pale and moved quickly back from the pulpit. The congregation thought he had become suddenly ill, for he was deathly pale and his eyes were wide with terror. However, he advanced again to the pulpit, and after clearing his throat a few times continued with his remarks. After the congregation had been dismissed the preacher reached down and shook a mouse out of his trousers leg. It was crawling up his leg when the break came in his discourse, and not wishing to frighten the women he squeezed the intruder to death by pressing it against the pulpit.

"Tainted money" is simply the dough that an enormously rich man, whose wealth deifies him in the American mind, has given to the other fellow. That's all there is to it.—Salisbury Post.