

## OFFICIALS CONFER

Representative of A. C. L. and Truckers Association

## IMPORTANT AGREEMENTS

Reduction in Number of Crates for Minimum Car Loads

Conference Held in This City Yesterday—Reduction of Five Cents a Crate on Shipments to Baltimore and Washington—Adequate Service is Promised—Berry Season to Open About Middle of April.

An important conference was held in this city yesterday afternoon between officials of the Atlantic Coast Line and the executive committee of the East Carolina Truck &amp; Fruit Growers Association at which agreement was reached on several questions of far reaching importance to all the truckers in this section.

The questions considered are of general interest on account of the near approach of the strawberry season and the outcome of the conference is of great importance to all the berry growers.

Yesterday morning the members of the executive committee of the association held an informal meeting in the office of the secretary, Mr. H. T. Bauman, in the Masonic Temple, discussing and formulating the matters to be presented at the conference with the railroad officials and all the mooted questions were put in shape for clear presentation.

The formal conference between representatives of the A. C. L. and Truckers was held yesterday afternoon at three o'clock in the office of the traffic manager, having been presided over by the following gentlemen: Representing the A. C. L.—Superintendent of Transportation E. Borden, Traffic Manager R. A. Brand, and Assistant General Freight Agent C. McD. Davis.

Representing the Truckers—President W. E. Springer, Secretary Bauman and Messrs. W. L. Hill, J. A. Westbrook and J. S. Westbrook.

After a full consideration of the matters on which relief was desired, the railroad officials consented to make certain orders which it is believed will prove satisfactory to the truckers.

Probably the most important agreement was that which provides that in the future the carload minimum shall be 236 crates, this being two tiers high, instead of 250 crates as heretofore, although the old carload rate on 300 crates can still be taken advantage of. The packing of the cars with only two tiers of crates results in certain refrigeration and it is an advantage that the majority of the shippers will not fail to recognize.

Another important agreement on the part of the railroad authorities, made on advice from the Armour company was that in the future the smaller refrigerator cars, referred to as the 26-foot cars, will not be sent to this section except in case of absolute necessity, the Armour company promising to send its large cars whenever possible. This means it is asserted, that few of the smaller cars will enter into this territory.

A reduction of five cents a crate was also promised by the A. C. L. officials on all shipments to Baltimore and Washington.

The rate heretofore for freight and refrigeration has amounted to about \$1.00 per car. The railroad officials gave every assurance to the representatives of the Truckers Association that cars will be furnished in abundance and properly iced when the shipping season begins and it is not thought that there will be any danger of car shortage during the approaching season.

In the future as many growers as desire may load berries on one car at any three stations provided one man becomes responsible for the whole car and the shipment need not be sent to one consignee but to several if desired, this resulting in what is known as a market car.

The question of detention charges was also considered, but no agreement was reached, the railroad officials promising to further take up the matter and advise the truckers shortly as to their decision. It is felt certain that their decision will be a fair and equitable one.

After full discussion it was considered wise to arrange the schedules of the Berry trains much on the order of last year's trains, although there may be some change in the leaving time of the "Cannon Ball," the through train, which last year left this city at 7:55 a. m.

The conference was eminently satisfactory and it was harmonious throughout, both parties having evinced a desire to reach fair and satisfactory agreements on every question, which of course are of mutual benefit and importance.

It is too early to estimate when the shipments of berries will begin or to the size of this year's crop, but it is thought probable that the crop will be a normal one and that shipments will begin about the middle of April.

## CROSBY STUART NOYES DEAD.

Was Well Known Newspaper Man and Editor of Washington Star at Time of His Death.

Los Angeles, Cal., February 21.—Crosby Stuart Noyes, editor of the Washington Evening Star, died shortly after 5:20 o'clock this afternoon at the Hotel Raymond, Pasadena, where he had been ill for some time. Mr. Noyes who was surrounded by the members of his family at the time of his death retained his faculties until the end.

Washington, February 21.—Mr. Crosby Stuart Noyes whose death was reported today at Pasadena, Cal., was 82 years of age, and no less than 60 years of his manhood had been spent in the newspaper business. He was born in Minot, Maine, February 16, 1825. He began his newspaper work in 1848 as a special correspondent and as a writer for a local weekly newspaper known as the Washington News. He became connected with the Washington Star in 1855 when the paper was under the management of William D. Walsh and the recognition by the latter of the fine newspaper qualifications and business judgment of his young assistant undoubtedly did much to ensure the laying of the foundations of this great and successful newspaper enterprise.

During the days of the civil war Mr. Noyes was most actively engaged in his special editorial duties and he enjoyed to an unusual degree the confidence of the public men of the day.

In 1867 Mr. Noyes associated himself with several other gentlemen in the purchase of the property he had done so much to create and since that time he has been one of the leading spirits in the direction of its business.

Mr. Noyes was for 21 years a member of the gridiron club. He is survived by a wife, three sons—Theodore W. Noyes, president of the Evening Star Newspaper Company; Frank B. Noyes, editor and publisher of the Chicago Record-Herald, and president of the Associated Press; and Thomas C. Noyes, news manager of the Star, and one daughter, Mrs. George W. Boyd of Philadelphia.

## INVESTIGATION ENDS.

Full Report of Proceedings Will be Made to Full Commission.

Richmond, Va., February 21.—The testimony taken before Interstate Commerce Commissioner Lane here today was largely supplementary of evidence already given showing alleged loose office organization of the Chesapeake and Ohio railroad through which records of freight claims prior to January 1, 1907, suspected of being memoranda of rebates to shippers, were destroyed by Lynn B. Enslow, auditor of disbursements, who confessed entire ignorance of the interstate commerce act forbidding such destruction of records. It was brought out in the examination of District Freight Agent Henry that Henry M. Boykin, the Seaboard Air Line and Chesapeake and Ohio clerk, that the Chesapeake and Ohio had reported under charges on recognized cases for August, September and October only when the alleged secret practice of splitting the through rates on local shipments had been going on for years.

The investigation was adjourned this afternoon. Commissioner Lane will make his full report to the full commission at Washington.

## ALDRICH CURRENCY BILL.

Vote on Measure Will Probably be Taken Next Friday or Saturday.

Washington, February 21.—Senators Aldrich and Bailey believe the senate will probably vote on the Aldrich currency bill on Friday or Saturday of next week. When half a dozen speeches are delivered Senator Bailey will offer his bill as a substitute for the Aldrich bill, and when it is voted down, as its author concedes that it will be, the committee itself will bring in some amendments. To bill will receive the almost unanimous vote of the republican senators, but it is conceded that a few of those from the far west will cast their ballot in the negative. When the bill goes to the house there will be an effort to have it accepted as a substitute for any bill that may be reported by the house committee on banking and currency.

## WORK OF WRECKERS.

Atlantic Coast Line Train Derailed and Several Cars Overturned.

Tampa, Fla., February 21.—A deliberate attempt was made to wreck the Atlantic Coast Line passenger train No. 85 last night three miles from Plant City. A rail had been removed and the entire train, except the locomotive and sleepers, was derailed and several cars overturned. A track claw and wrench were found at the scene with which the rail had been removed. No one was seriously hurt. An investigation made by railroad officials today resulted in an offer of \$500 reward for the perpetrators.

## BLOW TO LOCKER CLUBS.

Judge Denies Petition for a State Charter.

Savannah, Ga., February 21.—Judge Charlton, in the superior court today denied the petition of the "Palmer Locker Club" for a state charter. This is a serious blow to Savannah locker clubs if the supreme court of Georgia sustains the decision.

A dozen or more of the clubs have already paid state and city licenses, amounting to \$800, thinking the state charters, enabling them to keep liquor in lockers for their members would follow.

If charters are not secured the clubs become associations instead of incorporations, and each will be subject to a practically prohibitory tax of \$25 for each member.

## Ballet Without Result.

Frankfort, Ky., February 21.—Representative Arant left Beckham today and voted for Congressman Otis James for United States senator. The ballot: Beckham 57; Bradley 57; James 2; Campbell 2; Allen 1; Blackburn 1. Necessary to choice 61.

## FLEET TO PACIFIC

Senator Perkin's Defends Policy of the Move

## WAS WISE AND NECESSARY

Money Spent in Building Was No Unproductive

Its Dispatch to the Pacific Ocean No Indication of Unfriendliness Toward Any Other Nation—Resolution of Tillman's Adopted—Business in House Unimportant.

Washington, February 21.—A defense of the policy of sending the American battleships to the Pacific ocean and maintaining that the vast expenditure on the new navy was fully warranted was made in the senate today by Senator Perkins, of California. His remarks were directed to the resolution which he had read at the desk as follows:

Resolved, That it should be the policy of this government, while not adopting a continuous program fixing the number of naval vessels of any type to be built in future years, to maintain its present relative position in comparison with the navies of the other great powers.

"The policy," he said, "which sent the fleet to the Pacific is wise and necessary if we are to retain on the ocean the prestige that will give a fair and open field to our sea trade."

This was in no way an indication of any unfriendliness on the part of the United States toward any other nation. The reception the fleet has received in South America, he declared, was an indication of the friendliness of those people toward the United States.

"When the fleet now on its way to San Francisco is joined by the other effective vessels on the Pacific," Mr. Perkins said, "we shall have a fleet of eighteen battleships, eight armored cruisers, thirteen protected cruisers, thirteen destroyers, five torpedo boats and two submarines. The battleships and cruisers alone aggregate 423,172 tons, while the other naval power on the Pacific—Japan—has only 374,701 tons of all classes of vessels. The Pacific fleet will be amply able to protect our interests in that ocean."

Attention was called to the unbroken record of bravery which the navy presents from its earliest beginning and on the Pacific those who man vessels will have the example of Commodore Sloat, Admiral Kimberley and Admiral Dewey for inspiration.

The senator sketched the growth of the new navy from 1883, when the vessels of the famous White Squadron were authorized to the present day, when the United States has become the second sea power in the world, surpassing France by a small margin in the strength of our fighting force and far outstripping Germany, Russia and Japan. And this, he said, the United States is easily able to maintain by authorizing only two more battleships of the big gun type.

Reference was made to the change in the character of battleships which resulted from the lessons of the naval engagements during the Russo-Japanese war, which taught the importance of big ships carrying big guns so that greater weight of metal can be brought within a shorter battle line.

The cost of the vessels of the new navy, building or authorized, is \$309,359,190, while the total expenditures on account of the naval establishment since 1883 is \$1,234,651,092, said Mr. Perkins. "But this vast expenditure is not, as may be claimed by some unproductive. The construction of the ships of our navy gave such stimulus to the iron trade that now we are the greatest iron and steel manufacturer in the world. In 1880 there were only fourteen hundred wage earners in the iron and steel industries of the country, earning \$5,000,000, and turning out products worth \$296,000,000. In 1905 there were 557,000 wage earners earning \$482,000,000 and turning out products worth \$2,176,000,000, and there is hardly an industry in the land that has not been benefited in a similar way, though not perhaps in so marked a way. The money expended on the ships of war was not therefore an economic loss, judged by a single trade alone."

Senator Perkins closed by calling attention to the brilliant service of our fleet at the time of the Spanish war, and to the deeds of heroism then performed.

The Tillman resolution instructing the attorney general to prosecute suits against transportation companies in Oregon which have received land grants and have not complied with terms of the grants was today called up by Senator Fulton and passed by the senate without debate. When this resolution was before the senate a few days ago, Mr. Fulton stated that the department of justice was ready to proceed with the prosecution in these cases, but in order to avoid the raising of any question concerning

## Orbin Osborne Captured.

Roanoke, Va., February 21.—Orbin Osborne, who shot and killed his cousin, Nat Honeycutt, at Norton, Va., July 3, 1904 and for whose capture there was a reward of \$500, was caught in Hancock county, Tennessee, last evening and lodged in the Wise county, Virginia, jail today.

The killing occurred at the home of the young lady whom Osborne expected to make his wife the following day.

New Pictures every day—Bijou.

the department authority wished the resolution passed.

An amendment to the postage bill was introduced by Senator Foraker today.

Senator Culberson ordered that it be read. It proved to be a provision that railway postal clerks shall be paid actual travelling expenses when away from their stations at a rate of not more than \$2 per day.

The countenance of the senator from Texas showed disappointment.

"I thought," he said "it was to provide for the non-payment of salaries of postmasters of those nominations which have not been confirmed by the senate."

"Oh," retorted Mr. Foraker, "that will come later."

## THE HOUSE.

The time of the house of representatives was devoted to the consideration of what is known as the District of Columbia Street Railway Trackage bill, including the extension of street car lines to the new union station. The subject of universal street car transfers in Washington elicited special attention and no disposition was manifested to amend the provision except to strengthen it.

Tomorrow also will be given over to the District of Columbia business. Ten millions for the defense, by fortification, of Philadelphia, Baltimore and Norfolk was asked for today at hands of subcommittee on fortifications of the house committee on appropriations by a delegation composed of citizens of Norfolk and in charge of Representative Marnard of Virginia.

The delegation comprised W. T. Anderson, president of the board of trade, William Baldwin, president of the real estate exchange, W. Edwin Cole, an attorney, Alvin H. Martin, president of Cape Henry syndicate, and P. H. Larkin.

The war department in its estimate for fortifications for the ensuing fiscal year included \$10,000,000 for the creation of fortification of an artificial island at the entrance of Chesapeake bay, midway of the Virginia capes.

It was to urge the necessity of this appropriation that the Norfolk delegation appeared before the committee. The war department total estimate for fortifications for 1909 is approximately \$38,000,000 but it is the intention of the appropriation committee to cut down this estimate to something like \$10,000,000 and to enjoin the expenditure of practically all of that amount in the Hawaiian and Philippine.

## THE MAY ELECTION.

The Issue One of Local Self-Government.

The Wilmington Messenger is taking quite a positive view on the question of local self-government in what might be termed its relation to the state prohibition election in May. The Messenger believes that the legislative act enforcing an election upon the entire state on the issue of prohibition is against the democratic principle of local self-government.

Of course The Messenger, being published in a city with saloons, will be declared an upholder of liquor drinking and the saloon, because of this declaration. The Journal, published in a prohibition city, and a defender of prohibition as declared by its community, has already said the same thing as The Messenger that the issue of local self-government was a grater issue involved in the May election than that of whether half a dozen or so places in North Carolina should have to give up their saloons and dispensaries.

If the issue was such, assuming that every town or city that has saloon or dispensary in it in this state is so corrupt, its citizens so steeped in the traffic of liquor selling and its profits as to be so corrupt, and that these places, one and all, were so vicious in their example in promoting and assisting crime as to endanger every other peace in the state, then their might be a reason to override all precedent and principle, and by a majority force, say that not one of the so-called wet towns should be permitted to vote, that their local franchise be taken away and that outsiders be given the right to make and enforce their local government.

But no such conditions exist. No vicious local control is to be found in Wilmington, Wilmington and Salisbury. Neither can it be said that the crimes in these places even exceed, through liquor causes, other places in this state where prohibition has been voted in. This is not the argument or contention, however, that of any comparison. The state election infers through its mandatory act that the citizens of saloon and dispensary towns are not capable of self-government. That a central state power shall tell them and force them to put up a municipal government that the center state authority through its legislature shall declare the right kind of government for them.

The danger in giving legislative authority away, to make a popular vote serve to fix the status of local municipal government, instead of each community deciding for itself; must be evident to every intelligent person.

Public morality was never well served through compulsion. The temperance sentiment in North Carolina is on the increase, but it will not successfully grow, except by the right kind of appeal which the people of every town and city can best judge to be the most effective and wisest course of procedure. The destruction of local self-government can never prove the way to successfully build up the temperance cause. Majority vote may defeat local self-government through the May election. But what is to come after?—New Bern Journal.

## One Killed in Wreck.

Elyria, Ohio, February 21.—One man was killed and three persons badly injured tonight when a Baltimore and Ohio railway switching engine and a Lake Shore passenger train met in collision at the crossing of the two roads here.

## FOUND DEAD IN BED

Mrs. Wm. Proudfoot Burden Comes to Untimely End

## PROMINENT IN SOCIETY

Cause of Death Ascribed to Gas Poisoning

Had Been in Habit of Reading After Retiring and Neglected to Shut Off Gas Effectively—Deceased Was Daughter of O. P. H. Belmont and Was 22 Years of Age.

New York, February 21.—Mrs. William Proudfoot Burden, who was Natica Rives, daughter of O. P. H. Belmont and a society favorite in New York, Newport and Washington, was found dead in bed at her fifth avenue home today.

Death, the coroner decided, was accidental and due to gas poisoning. A disconnected gas tube which had led from a chandelier to a drop light, so placed last night, that Mrs. Burden might read while propped up in bed, had permitted a flow of gas that filled the room and, escaping into the hall, finally attracted the attention of the servants.

Mrs. Burden was 22 years of age and since her marriage on April 17, 1907, she and her husband had occupied the beautiful home of the latter's father, the late James A. Burden, at 908 Fifth avenue. Mr. Burden had spent the night in another part of the house and learned of his wife's death from the servants who had entered her room at 10 o'clock this morning. Entering the house at 11 o'clock last night Mr. Burden had noticed that a light was still burning in his wife's room and passing the door called out, "Good night," Mrs. Burden responded, "Good night," in a tone that indicated that she was in her usual health and spirits.

Mrs. Burden had been in the habit of reading after retiring and this practice recently led her to have a gas reading lamp placed in her room. This stood on a stand conveniently near the head of the bed.

The coroner's investigation showed that the gas tube had been disconnected from the lamp, apparently having become drowsy, Mrs. Burden had reached from her bed and turned off the lamp cock instead of taking the trouble to get up and shut off the gas at the chandelier jet. In some manner undetermined the tube became loosened at the lower end and slipping off the feed pipe of the lamp laid in such a position that the flow of poisonous gas was directed into the sleepers face.

Mrs. Burden was the daughter of the first Mrs. Oliver H. P. Belmont, who was Miss Sally Whiting. The daughter took the name of her mother's second husband, George L. Rives, who adopted her and has always been known as Natica Rives.

William P. Burden is a nephew of I. Townsend Burden and has a large interest in the Burden Iron Works at Troy.

Mrs. Burden as Natica Rives, was one of the most popular of the young women in society. Her health broke down in the summer of 1906 and she spent some time in a sanitarium at Lakewood. During her stay at Lakewood her engagement to Mr. Burden was announced. She never finally recovered her health.

It was stated at the house tonight that young Mrs. Burden had been suffering for some time from a slight attack of the grip. The funeral arrangements had not been decided upon tonight.

## ONLY ONE BODY RECOVERED

29 Persons Were Blown to Atoms in Dynamite Explosion.

Berkley, Cal., February 21.—The latest reports from the scene of the terrible dynamite explosion at the Hercules Powder plant in Pinole, place the number of dead at 30. Four of these were white men, the other being Chinese. The body of the foreman W. W. Stillwell, is the only one recovered. The other 29 were blown to atoms. Not a man at work in the packing house and on the trains used for hauling the dynamite to the depot escaped.

The six injured girls and four men will recover. No cause is assigned for the accident. The damage to the plant amounts to \$10,000. Superintendent Birmingham says the company will rebuild at once.

## THE WAGE QUESTION.

No Result Reached at Conference of Officials and Engineers.

Washington, February 21.—The conference as to wage adjustments between Vice President and General Manager Akert of the Southern Railway and representatives of the locomotive engineers, was resumed today, and a conference also was held with a committee representing the conductors and trainmen.

The proposition made to these classes of employees is substantially the same as that made to the machinists and other shop men, which is to the effect that in view of the condition of business and the falling off in traffic, the lower scale of wages in effect a year ago shall be restored.

No definite action has been received and a further conference will be held tomorrow.

New York, February 21.—Total bank clearings for the week \$2,161,662,000 against \$1,927,509,000 last week and \$3,130,486,000 last year.

## BLUE JACKETS IN LIMA.

Hundreds Given Shore Leave and Spend Day Sight Seeing.

Lima, Peru, February 21.—Everywhere in Lima tonight may be seen the jolly jacks of the American fleet, fraternizing with the Peruvian men-of-war-men promenading in the Plaza de Armas or on sightseeing tours in the various interesting quarters of the city. Hundreds of the men were given shore leave today and they availed themselves of the opportunity offered by immediately coming up to the capital from Callao. The railroad did an immense business throughout the day, carrying passengers down to Callao to see the battleships and bringing them back again to Lima. In view of the fact that so many of the sailors were given shore leave, Admiral Evans also sent a number of marine to Lima to see that order was preserved by the men.

This afternoon President Paro received Admiral Thomas and a number of other American officers. They were accompanied by United States Minister Leslie Combs and Secretary of Legation Richard R. Neill.

The president conversed with the Americans at length.

Rear Admiral Evans is feeling better, but he still has to walk with the aid of a cane.

## GUNBOAT STILL AGROUND

Submarine Boat Viper Floundered and Returns to Annapolis.

Annapolis, Md., February 21.—The submarine boat Viper, which has been aground on Thomas Point ten miles down the Chesapeake bay from here since Wednesday, was floated at high tide this afternoon and reached the naval station tonight. After being afloat by the torpedo boat Bagley, the Viper was able to proceed to Annapolis under convoy of that vessel.

Nothing further has been heard of the gunboat Hist, which ran aground early Wednesday morning on Cove Point while conveying the Viper and her sister submarines, the Tarantula and Cattle Fish.

The government tug Standish, from the academy is endeavoring to float her.

## SAVINGS AND STATE BANKS.

Corporation Commission Calls for Statement of Condition—Asks Hazards to Confess.

## (Special to The Messenger)

Raleigh, Feb. 21.—The corporation commission calls for a statement from state savings and private banks to February 14th. It announces that there are now 238 such banks, a gain of 44 in twelve months. In two years there has not been a bank failure.

B. C. Beckwith, of the state board on internal improvements, addressed the junior class of the Agricultural and Mechanical college regarding the hazarding of freshmen by sophomores, now being specially investigated by Governor Glenn's order. He cautioned them to add the sailors in forcing the culprits to confess and throw themselves on the governor's mercy, and thus obviate the judicial investigation.

President John T. Miller, of the N. C. State Federation of Labor, after consultation with the executive board notified all affiliated unions that the state federation has no candidate for state office and will endorse none, and has given no such authority to any union.

## RAILROAD AT SOUTHPORT.

Being Constructed Through the Green Swamp From Bolton.

The Southport Herald of Thursday says:

"It now turns out that the first railroad to Southport will be the one being built through the Green Swamp by the Waccamaw Lumber Company from Bolton. At least this is what is supposed that the company intends to do, and we have it on pretty good authority."

"They already have 15 miles constructed which leave twenty-five more. The road is standard gauge and is well built."

"The Waccamaw company seems to have plenty of money back of it, the panic not seeming to effect their operations in the least."

"Well, we hope the road will be completed, but—What has become of all other various and sundry railroad schemes and schemers, we don't know. Perhaps it were best for us to be left to go our own way in peace for awhile, anyway."

## ICE FELL INTO SHAFT.

Three Persons Killed and Three Others Probably Fatally Injured.

Wilkesbarre, Pa., February 21.—While ten men were being lowered into the Stanton mine of the Lehigh and Wilkesbarre Coal Company today, a large packing of ice fell into the shaft, striking the head of the cage and demolishing it. Two men were killed outright, another died on the way to the hospital and three others, it is believed, will die of their injuries.

Two of the men in the cage escaped injury. The cage was near the bottom of the shaft which is one thousand feet deep, when the ice fell.

## Must Pay For Jewels.

Paris, February 21.—The court of appeals has confirmed the judgment of the lower court ordering Count Boni de Castellane and Madame Anne Gould who secured a divorce from the count last year, jointly to pay to Vera Nemiloff, an opera singer, the sum of \$24,000 for certain jewels the count purchased from her prior to the divorce. Madame Gould entered the defense that she was an entire stranger to the transaction and had never seen the jewels. The court laid down the principle that the jewels presumably had been purchased for the use of the buyer's wife.

Visit the Bijou today—New pictures