HURRY URGED ON BIG DITCH

President Wants Canal Opened at Earliest Possible Date.

IRRITATED BY THE DELAY

Consulting Board of Engineers is Told That Sea Level Waterway is Preferable to Locks.

President Roosevelt is urging in the strongest terms the necessity for a plan for the construction of the Panama canal which may be accomplished in the shortest possible time.

In his recent remarks to the consulting board of engineers of the Panama canal commission he said things regarded of the utmost importance in that connection. His remarks have just been transcribed and transmitted to the board in Washington and General Davis, its chairman, has been authorized to make them public. The president said, among other things:

"What I am about to say must be considered in the light of suggestion, not as direction. I have named you because, in my judgment, you are especially fitted to serve as advisors in planning the greatest engineering work the world has yet seen, and I expect you to advise me, not what you think I want to heart, but what you think I ought to hear.

"There are two or three considerations which I trust you will steadily keep before your minds in coming to a conclusion as to the proper type of canal. I hope that ultimately it will prove possible to build a sea level canal—such a canal would undoubtedly be best in the end if feasible, and I feel that one of the chief advantages of the Panama route is that ultimately a sea level canal will be a possibility. But while paying due heed to the ideal perfectibility of the scheme from an engineering standpoint, remember the need of having a plan which shall provide for the immediate building of a canal on the safest terms and in the shortest possible time. If to build a sea level canal will but slightly increase the risk, then, of course, it is preferable.

"But if to adopt the plan of a sea level means to incur hazard and brings on delay, then it is not preferable. If the advantages and disadvantages are closely balanced I expect you to say so. I desire also to know whether if you recommend a high level multi-lock canal, it will be possible after it is completed to turn it into or substitute for it in time a sea level canal without interrupting the traffic upon it. Two of the prime considerations to be kept steadily in mind are:

"1. The utmost practicable speed of construction.

"2. Practical certainty that the plan proposed will be feasible and that it can be carried out with the minimum risk.

"The quantity of work and the amount of work should be minimized so far as possible.

"The delay in transit of the vessels owing to additional locks will be of small consequence when compared with shortening the time for the construction of the canal or diminishing the risks in its construction. In short I desire your best judgment on all the various questions to be considered in choosing among the various plans for a comparatively high multi-lock canal for a lower level with fewer locks and for a sea level canal.

"Finally, I urge upon you the necessity of as great expedition in coming to a decision as is compatible with thoroughness in considering the construction."

NEW ORLEANS HAS A HOLIDAY.

Diamond Fetival Held by Citizens to Aid Yellow Fever Fund.

The yellow fever situation at New Orleans Saturday showed little change. The people of the city took a holiday and joined hands in making a brilliant success of the Diamond festival, arranged to help swell the fund for fighting yellow fever.

A multitude gathered at Athletic park, where the festival was held. The program was formally opened with a telegram to Mayor Behrman from President Roosevelt, which was received with universal enthusiasm.

TAX VALUE OF COAST LINE

Fixed by Arbitrators on Property in Georgia--Comptroller's Assessment Virtually Upheld.

The Atlantic Coast Line Railroad company must pay taxes on $2,010,696 more than the amount at which it returned its total property in Georgia for taxation.

This was the conclusion reached by the arbitrators at a meeting in Atlanta Thursday, when they made their report to the comptroller general. Comptroller General Wright is naturally very much elated over the report for it sustains his assessment almost in toto.

The Atlantic Coast Line returned its physical property at $8,165,342 and its franchises at $2,464,570, making a total of $10,629,812. The company has about 638 miles of railroad in Georgia.

Owing to its increased earnings and the remarkable financial showing made, Comptroller General Wright rejected this return and assessed the road's physical property at $9,269,402, and its franchises at $3,388,100, making a total of $12,657,502, or an increase of $2,027,590 over the company's returns.

The board of arbitration made several important changes in these figures without materially affecting the general result.

The arbitrators reduced the valuation of the Coast Line's physical property to $9,126,038, which was about $143,000 less than the comptroller general's assessment, but what is regarded as more important, it increased the valuation of the company's franchises to $3,514 570, or nearly $130,000 more than the assessment made by Comptroller General Wright. As the valuation of franchises is regarded just now about the most important feature of corporation returns and assessments, it is believed this action of the arbitration board will have no small weight.

As will be seen from the foregoing figures the total valuation of the Atlantic Coast Line's property in Georgia has been fixed by the board of arbitration at $12,640,608, an increase of $1,010,696 over the company's returns, and only $16,894 less than the assessment made by Comptroller General Wright.

The arbitrators who made this award were Railroad Commissioner Joseph M. Brown, representing the state; C. P. Goodyear of Brunswick, representing the Atlantic Coast Line, and Judge Richard Johnson of Jones county, umpire.

Colonel Goodyear dissented from the award holding that the assessment of 1904 was the maximum valuation which should be placed upon this property. Commissioner Brown, on the other hand, held out for an an assessment even in excess of the amount fixed by the comptroller general, contending that the increase should be made on account of the company's sworn statement before the United States court as to the value of its property. On this occasion, Third Vice President T. M. Emerson made affidavite that the Coast Line's property in Georgia would cost to replace it $17,600,750, and that this did not include the value of the franchise. With this wide disagreement between the two arbitrators, the matter was practically in the hands of the umpire, Judge Johnson.

The assessment made by the arbitration board on the Coast Line's property amounts to a total of $18,923 per mile.

Judge Johnson, who was umpire in this case, is also the umpire in the Southern railway arbitration, which will come up in the course of a few days.

Louisiana Refugees in Chattanooga.

A special train from Tallulah and Lake Providence, La., bearing 177 deported refugees, passed through Chattanooga Wednesday afternoon. They were not allowed to leave the cars but will stop at points further north where there is no quarantine.

ENCOURAGING IS FEVER REPORT.

New Orleans Elated Over Prospect--Fewer Cases Elsewhere.

A New Orleans special of Friday was as follows: The number of new cases continues larger than was to hoped for, but this had not had any dispiriting effect on the people. The same air of happiness and confidence that the disease will eventually be stamped out exists.

Country reports were a little more encouraging, there being fewer cases and fewer deaths reported than for some time.

VICTIMS BURIED MINUS COFFINS

A Deplorable State of Affairs in Little Louisiana Town.

ALL SUPPLIES CUT OFF

Tribulations of the People of Leeville Brought to Light--New Orleans Report for Thursday.

A New Orleans special says: Some idea of the deplorable condition that prevailed at Leeville, La., before relief doctors and nurses reached the scene was given Thursday in an interview with a man from that yellow fever stricken town who had been there throughout the epidemic.

The arrival was Manuel Encalade, who said it was impossible to picture the full horror of the situation before help was forthcoming. Communication was cut off with the city, the food supply ran low, the medicines kept in the town store were exhausted, it was impossible to get coffins for the dead and many of those who escaped attack packed their belongings and fled to other points.

At first the lumber intended for a new house was used to make boxes to inter the dead, but when this gave out bodies were simply wrapped in shrouds and buried.

Mr. Encalade brought a list of thirty six who had died in the settlement up to September 5 and said it was not improbable that numbers of those who fled to isolated settlements along the coast had also succumbed.

Mr. Encalade said that since the physicians and nurses had arrived, the situation had steadily improved and that the end of the epidemic was probably near at hand because there was little more material upon which it could feed.

Dr. Brady returned to New Orleans Thursday night from a tour of inspection of the Barrataria country and Leeville. He reports that conditions at Leeville are pitiable, that of seven babies born there since the fever broke out, all have died, either of yellow fever or of lack of nutriment, bucause their mothers could not feed them. He says the people seem to be dazed, and there is danger of an outbreak of scurvy because of lack of necessary food. A carload of food was sent on by New Orleans merchants. The fever has practically been eradicated from the lower Barrataria country, though there is considerable in the upper district.

There was nothing new in the situation at New Orleans beyond the increase in number of new cases and deaths. There were really seven yellow fever deaths, but one of them does not appear on the record. It is the case of an Italian who, in the delirium of his fever, secured a revolver and blew his brains out.

The official report Thursday was as follows: New cases 49, total to date 2,462, deaths 6, total 329, new foci 15, cases under treatment 316, discharged 1,817.

In the country, the situation at Tallulah is improving under the management of Drs. Cassaignac and Von Esdorf.

Other country reports were:

Patterson 20 cases, 2 deaths; Kenner, 8 cases, 2 deaths; St. Rose, 2 cases, Barrataria 2 cases; Clarke Cheniere 1 death; Sarpy, 2 cases; Berwick 1 death; Houma 3 cases; Tallulah, 26 cases, no deaths.

Mississippi—Gulfport 1 case in suburbs; Mississippi City, 1 case; Vicksburg two cases.

The marine hospital service reports that there have been 106 cases all told in the Gulfport territory, of of which only 13 are now under treatment.

Four Cases at Pensacola.

Two deaths and four new cases, is the report officially announced Thursday night at board of health headquarters in Pensacola.

TO LINK AMERICA WITH ORIENT.

Cable Line to China and Japan Planned by Mackey's Company.

Through American enterprise the way has been won to connect the western continent by direct submarine telegraphic lines with the empires of China and Japan.

Clarence H. Mackey, president of the Commercial Pacific Cable company, at New York, Thursday, made the announcement that his company had secured the necessary concessions to enter Yokohama, Japan, and Shanghai, China.

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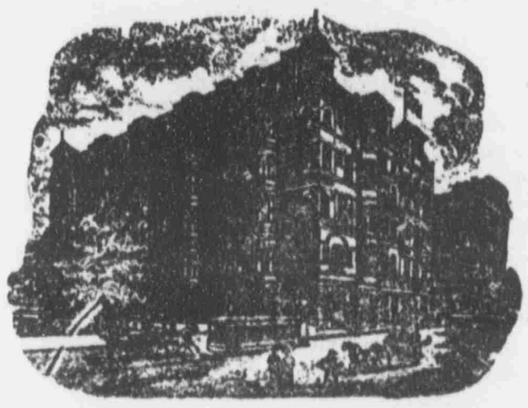

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Schedule in Effect January 8, 1905.

67 Daily	43 Daily	35 Daily			36 Daily	66 Daily	50 Daily
12:25p	12:55p	12:10a	9:25p	Lv New York Ar.	7:23a	6:30a	4:15p
2:55p	3:23p	7:23a	12:12a	Lv W. Phila. Ar.	4:21a	2:35a	1:45p
5:07p	5:25p	9:42a	2:37a	Lv Baltimo. Ar.	1:48a	11:17p	11:30a
7:25p		10:50a	4:30a	Lv Wash'ton Ar..	11:50p	8:36p	9:50a
11:00p		2:20p	9:10a	Lv Richmond Ar	5:30p	4:55p	6:23a
11:40p		2:57p	10:02a	Lv Pet's'b'rg. Ar.	4:42p	4:09p	5:49a
1:45a		5:10p	12:45p	Ar .Norlina . Lv	2:10p	1:40p	3:24a

33 Daily	41 Daily			38 Daily	32 Daily
9:30p	.....	9:25a	Lv Portsmo'th Ar	5:30p	7:50a
10:02p	.....	9:54a	Lv . Suffolk Ar.	4:54p	7:13a
1:20a	.....	1:20p	Ar .Norlina. Lv.	1:40p	3:30a
1:57a	5:13p	1:40p	Lv .Norlina. Ar.	1:15p 1:35p	3:21a
2:25a	5:37p	2:10p	Lv Hend'son. Ar.	12:37p 1:10p	2:56a
9:00a	.....	4:10p	Ar .Durham.. Ar.	10:05a	6:00p
4:15a	7:00p	4:00p	Lv ..Raleigh. Ar.	11:00a 11:50a	1:25a
6:20a	8:55p	6:16p	Lv So Pines. (Pinehurst J.) Ar.	8:30a 9:45a	11:20p
7:15a	9:55p	7:30p	Ar Hamlet.. Ar.	7:30a 8:50a	10:30p

	7:35a	10:15p	Lv . Hamlet.. Ar	7:10a	10:00p		
53	9:10a	11:55p	Ar ..Monroe. Lv	5:40a	8:35p	52	
Daily	9:15a	12:01a	Lv ..Monroe. Ar	5:35a	8:30p	Daily	
——	10:30a	1:20a	Ar ..Chester.. Lv	4:06a	7:14p	——	
2:53p	11:47a	2:45a	Ar . Clinton .Lv	2:45a	6:00p	2:23p	
3:41p	12:33p	3:35a	Ar Greenwo'd Lv	1:56a	5:15p	1:32p	
4:08p	12:57p	4:02a	Lv Abbeville. Ar	1:33a	4:50p	1:03p	
4:45p	1:25p	4:32a	Lv Cal. Falls. Ar	1:00a	4:21p	12:36p	
5:23p	1:52p	5:05a	Lv . Elberton Ar	12:28a	3:55p	12:00*	
6:35p	2:50p	6:08a	Lv ...Athens .Ar	11:23p	2:57p	10:53a	
7:20p	3:26p	6:46a	Lv ...Winder. Ar	10:43p	2:23p	10:15a	
7:55p	3:55p	7:20a	Lv Law'ville. Ar	10:10p	1:57p	9:45a	
9:20p	4:55p	8:40a	Ar ..Atlanta .Lv	9:00p	1:00p	8:40a	

*—m.

For further information regarding rates, Pullman reservations, etc., apply to the undersigned.

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