

TUBERCULOSIS MEET

Convention Held In Charlotte Organize for Extermination

PLAN A VIGOROUS WARFARE

Assembled to Make War on the Great White Plague—Tuberculosis, its Prevalence, Costliness and Fatality—Remedies Pointed Out.

At 10 o'clock Tuesday morning in the Selwyn Hotel in Charlotte, the North Carolina Convention for the Prevention of Tuberculosis, assembled. After the preliminaries were done in due form the doctors plunged into their subject with great earnestness and zeal. Space will permit only the gist of the arguments in favor of a vigorous warfare against the "great white plague."

Dr. J. P. Monroe said Tuberculosis is the greatest enemy of modern people and that it must be exterminated. He held out hope to the afflicted that cures are possible.

Dr. Harper said that it is estimated that tuberculosis fatalities exceed those of war, famine, plague, cholera, yellow fever and small-pox, all combined.

It was set forth that even in our own nation 553 people die daily of the disease and that North Carolina shares only too fully in the proportion.

Its causes are understood to be, hereditary tendency, lack of sufficient clothing, living in infected houses (which should be disinfected) lack of ventilation, lack of cleanliness, unsanitary environment, lack of proper food, etc., which can be summed up in the term, Ignorance on the part of the people as to the nature of the disease and the means of prevention and cure of it.

Poverty was given as a cause and a result of the malady. The cost of the dread disease as brought out is an eye opener. When it is considered what is the average earning capacity of victims, together with costs of treatment while lingering, an average estimate of \$3,000 each is placed. Probably 200,000 people die in the United States every year of this malady. Thus \$1,600,000,000 worth of productive energy is cut off from our nation every year.

The remedies advocated so unambiguously and forcibly are popular education on the subject, means of treatment of patients and power to enforce laws of health.

To educate the people Dr. Williams advocated a small, well bound, neat book of about 50 pages, composed in readable, attractive style, also a smaller printed pamphlet as well as other forms of literature. These should be gotten up by the legislature and distributed by county cooperation. These books should be taught in the schools, the teacher having had suitable training, and also frequent lectures should be delivered in the schools on the subject.

Hospitals, sanitariums and colonies seem to be the means of treatment for infected. These, it was set forth, should be maintained partly at least by taxation in order that no one would wait too long to apply for help through a feeling of dependency but could claim it as a right.

To any objection on the score of costliness is rebutted the immense loss now sustained by the ravages of the disease. A city like Wilmington it was estimated, would have about 80 deaths a year. The cost of the sickness and death, together with the earnings of these persons in normal condition and average life being about \$3,000 would bring the city's loss up to \$640,000 annually. It is estimated too, that in a hospital or sanitarium at a cost of \$175, the average life of the afflicted would be lengthened by ten years.

It is a recognized fact that there are those who would not submit to laws of safety to their fellow men such as burning all sputum and taking treatment where such could effectively benefit them and be a means of safety to others. In such cases law and its proper execution was thought a necessary expedient.

Among contributors of papers, etc., were Dr. I. W. Faison, Charlotte; Dr. J. E. Brooks, of Aberdeen; Dr. William M. Jones, of High Point; Dr. S. Westry Battle, U. S. N.; Dr. W. J. McAnnally, of High Point; Dr. A. J. Crowell, of Charlotte; Dr. James A. Barragans, of Asheville; Dr. J. H. ... of Greensboro; N. Lambeth, of the University of Virginia; Dr. Charles L. Minor, and Dr. Paul Paquin, of Asheville.

FOR CONSERVATION

President Approves Report of National Commission.

SENDS MESSAGE TO CONGRESS

Urges Measures to Conserve the Nation's Resources—Should be Put in Effect Without Delay.

President Roosevelt, Friday transmitted to Congress the following bearing on the conservation of our natural resources. I transmit herewith a report of the national conservation commission, together with the accompanying papers. This report, which is the outgrowth of the conference of Governors last May, was unanimously approved by the recent joint conference held in this city between the national conservation commission and Governors of the States. State conservation commissions and conservation committees of great organizations of citizens. It is therefore in a peculiar sense representative of the whole nation and all its parts.

The facts set forth in this report constitute an imperative call to action. The situation they disclose demands that we, neglecting for a time, if need be, smaller and less vital questions, shall concentrate an effective part of our attention upon the great material foundations of national existence, progress and prosperity. The progress of our knowledge of this country will continually lead to more accurate information and better use of the sources of national strength. It is not necessary that this knowledge should be exact in every minute detail. It is essential that it should correctly describe the general situation. The conservation of our resources is the fundamental question before this nation.

Our population is now adding about one-fifth to its numbers in ten years. Many millions more, must be fed and clothed from the products of our soil. With the steady growth in population and the still more rapid increase in consumption our people will hereafter make greater and not less demands per capita upon all the natural resources for their livelihood, comfort and convenience. It is high time to realize that our responsibility to the coming millions is like that of parents to their children, and that in wasting our resources we are wronging our descendants.

Our rivers can and should be made to serve our people effectively in transportation, but the vast expenditures for our waterways have not resulted in maintaining, much less in promoting, inland navigation. Therefore, let us take immediate steps to ascertain the reasons and to prepare and adopt a comprehensive plan for inland waterway navigation. Our forests are fast disappearing, and less than one-fifth of them are being conserved, and no good purpose can be met by failing to provide the relatively small sums needed for the protection, use, and improvement of all forests still owned by the government. Let us enact laws to check the wasteful destruction of the forests in private lands. The American people stand nearly as a unit for waterway development and for forest protection.

Mineral Resources Wasted. Our mineral resources once exhausted are gone forever, and the needless waste of them costs us hundreds of human lives and nearly \$300,000,000 a year. Therefore, let us undertake without delay the investigations necessary before our people will be in position, through State action or otherwise, to put an end to this huge loss and waste, and conserve both our mineral resources and the lives of the men who take them from the earth.

The conservation of our natural resources is of first consideration. If we of this generation destroy the resources from which our children would otherwise derive their livelihood, we reduce the capacity of our land to support a population, and so either degrade the standard of living or deprive the coming generations of their rights to life on this continent.

If we allow great industrial organizations to exercise unregulated control of the means of production and the necessities of life, we deprive the Americans of to-day and of the future of industrial liberty, a right no less precious and vital than political freedom.

The administration which is just drawing to a close, has at least seen clearly the fundamental need of freedom of opportunity for every citizen. No man and no set of men should be allowed to play the game of competition with loaded dice. The unchecked existence of monopoly is incompatible with equality of opportunity. The reason for the exercise of government control over great monopolies is to equalize opportunity.

Waterways. Accordingly, I urge that the broad plan for the development of our waterways, recommended by the Inland Waterways Commission, be put in effect without delay. The work of waterways development should be undertaken without delay. Meritorious projects in known conformity with the general outline of any comprehensive plan should proceed at once. The cost of the whole work should be met by direct appropriation if possible, but if necessary by the issue of bonds in small denominations.

It is especially important that the development of water power should be guarded with the utmost care both by the national government and by the States in order to protect the people against the upgrowth of monopoly and to insure to them a fair share in the benefits which will follow the development of this great asset which belongs to the people and should be controlled by them.

THE TOURIST'S WAY. Guide—Want a guide Show you everything you ought to see in Paris. Tourist—No, thanks; I'd rather see the things I oughtn't to see.—Life

A henpecked husband, defines the Dallas News, is one who has twins.

SHIPS IN COLLISION

White Star Liner Republic and Lloyd Liner Florida

MEET OFF NANTUCKET ISLAND

Republic Goes to Bottom After Unloading Her 731 Passengers and Crew—Greatest Feat in History of Wireless Telegraphy—Four Are Killed.

New York, Special.—Grave anxiety pervailed here Saturday and Sunday night as the result of the thrilling maritime drama being enacted off Nantucket on the coast of New England, following the ramming early Saturday of the big White Star liner Republic with 761 souls aboard, by the steamer Florida, of the Lloyd-Italian line. The wireless telegraph played an important part in the grave incidents happening at sea, far from the shore, and proved its utility as it has never done before.

Bit by bit it told the tale, first announcing the news of the collision and the plight of the liner, which news came direct from the injured ship itself. Then it told of the rescue of the Republic's passengers, the condition from time to time of the sinking ship and finally summoned from the adjacent seas the White Star liner Baltic, the French steamer La Lorraine, the Curmaid Lucania and the revenue cutters Achushnet and Gresham.

At 8 o'clock p. m. the wireless brought reassuring news from Captain Ransom, of the steamer Baltic. He said that the Republic was still afloat; that the Florida, with her own people and most of those from the Republic aboard, close to 2,000 souls in all, was nearby and that the Baltic was near the scene, standing by ready to lend aid. The steamer La Lorraine and Lucania, Captain Ransom said, were also in the vicinity and the Republic through her wireless outfit, was directing the movements of the ships of rescue.

Until an early hour Sunday it was believed the crashing together of the two big ships had not resulted in death of injury to a single passenger or member of the crews. Shortly after midnight, however, the wireless telegraph flashed the news that two passengers on the Republic had been killed and two others injured. Late in the day another wireless message told of four deaths on board the Florida, either of members of the crew or steerage passengers.

It is apparent that the Florida must have been between 30 or 40 miles off her course in being anywhere near the Republic, as the east-bound and west-bound steamer lanes here are that distance apart. The collision, being amidship, almost immediately flooded the engine room of the Republic and of course rendered her absolutely helpless. Fortunately, her wireless equipment was well supplied with storage batteries and three were used for more than six hours, until they gradually became exhausted. After that, recourse to signalling by means of submarine bells was adopted.

In the middle of the forenoon the transfer of passengers to the Florida was made, and although the fog was very dense, unusually calm weather for this season of the year in the North Atlantic enabled the transfer to be made without accident. By noon the Baltic and LaLorraine were close to the scene of collision, but owing to the dense fog, were unable to locate the Republic, although the submarine bells could be heard frequently.

The prompt closing of the Republic's water-tight compartments which kept her afloat and undoubtedly saved the lives of many of those on board. In the afternoon it was learned from the Baltic that these compartments were still holding the vessel above water, but that the bulkheads and compartment doors were under a fearful strain and likely to give way at any moment.

A dispatch at 8:30 Sunday night said: "Republic gone down. No one aboard. All crew safe on revenue cutter Gresham."

An hour later another wireless message was received stating that the revenue cutter Gresham, with the Republic crew on board was proceeding to Gayhead.

DOINGS OF CONGRESS

Summary of Important Proceedings Enacted From Day to Day.

The urgent deficiency bill which carries appropriations amounting to \$1,026,402, was passed after an amendment providing for an appropriation of \$30,000 for further distribution of seeds by the Department of Agriculture.

Representative Foss, of Illinois, chairman of the House committee on naval affairs, brought up the naval appropriation bill which probably will occupy the attention of the House for a day or two. The bill carries an appropriation of \$135,662,888. A message from the President recommending an appropriation of \$20,000 for a commission to investigate the conditions in the republic of Liberia, Africa, was read.

The Brownsville affair was again before the Senate Wednesday. Senator Frazier, of Tennessee, speaking in opposition to the passage of any measure for the re-enlistment of the discharged soldiers of the Twenty-fifth Regiment. He insisted that the guilt of some men of the regiment had been established beyond any doubt, although the individuals who had committed the crime had not been determined.

Mr. Foraker announced that he would move next Monday to take up his bill to reinstate the soldiers unless an agreement on a time to vote for the measure is made sooner. The legislative, executive and judicial appropriation bill also was under consideration.

Senator Frazier's remarks were of especial interest as he was a member of the committee on military affairs which investigated the Brownsville incident, his views being those of a Southerner who had an intimate knowledge of the negro race.

After adopting without opposition a resolution by which Governor George F. Lilley, of Connecticut, ceases to be a member of Congress the House proceeded with the naval appropriation bill. There were few amendments offered to the measure, the items under consideration being those of maintenance and improvements to navy yards, stations and other public works of the navy.

A debate on the propriety of increasing salaries of Federal circuit and district judges consumed nearly the entire time of the Senate Thursday with the result that the compensation of the 29 circuit judges was increased from \$7,900 to \$9,000 and that of the 84 district judges from \$6,000 to \$8,000.

Senator Borah who had offered amendments regarding the increase of salary recommended by the committee on appropriations declared that the action of the Senate in increasing the salary of the President to \$100,000 was in violation of the spirit of the constitution and would never have been taken before or during the recent political campaign.

Senator Tillman intimated that some Federal judges were on the pay rolls of corporations, which called forth denunciation that such charges should not be made without specifically naming the judge referred to.

Strictures upon the efficiency of officers of the navy in the care of machinery of war vessels were uttered in the House of Representatives Thursday during the consideration of the naval appropriation bill, with the result that an amendment was adopted requiring the Secretary of the Navy to annually report to Congress those instances where more than \$200,000 is expended for repairs.

THE NEWS IN BRIEF

Items of Interest Gathered By Wire and Cable

GLEANINGS FROM DAY TO DAY

Live Items Covering Events of More or Less Interest at Home and Abroad.

General Miles, who has just returned from Europe, spoke of 90-mile rides, like that taken by the President as nothing and said he could duplicate the feat at his age.

The famous Spring Hill College, one of the oldest Jesuit colleges in the Southern States, and well known even in Europe, was destroyed by fire Monday.

John D. Rockefeller has given another \$1,000,000 to the University of Chicago. Mr. Rockefeller's total contributions to the university aggregates \$24,500,000 for endowment and other purposes.

The Brookside Worsted Mills, North Chelmsford, Massachusetts, were burned on Wednesday, loss \$650,000.

The cotton crop for 1908 is now estimated at 12,750,000 bales. Suit was begun at Nashville, Tenn., on Wednesday, against Duncan B. Cooper and son, Robin, and ex-sheriff, John D. Sharp, for the killing of U. S. Senator E. W. Carmack.

P. J. Keiran, of the New York Fidelity Co., who has been in hiding under charge of embezzlement, has surrendered to the law officers.

Ex-Secretary Elihu Root has been named by Republican caucus to succeed Senator Platt of New York, whose term expires with this Congress.

At Hope, Ark., an 18-year-old Negro has been lynched for speaking insultingly to a lady saleswoman in a store.

Boston had an \$800,000 fire Sunday, including \$750,000 worth of automobiles.

SPORTING BREVITIES.

The receipts from baseball at Lafayette College last season were \$284.29.

Clark Griffith is credited with a desire to secure Jake Stahl to play first base for the Cincinnati Reds.

The Massachusetts Institute of Technology is one of the leading institutions of the country in minor sports.

The season's largest basketball score is that of the N. Y. U. St. Stephen game, won by the former, 80 to 6.

Professor Lowell, president-to-be of Harvard, once was a distance runner. He is said to be in favor of intercollegiate athletics.

Harvard's general improvement in sports is chargeable greatly to the work of William F. Gracelon, graduate manager of athletics at the university.

There are thirty-six men in training for the Wisconsin varsity crew, and pretty nearly every man of them has had some previous rowing experience.

Stanford's rugby football players likely will get a match with the Wallabies, the crack Australian fifteen, who played many successful matches in Great Britain.

Charles R. King Pittinger, the famous pitcher of the Phillies several years ago, died at Carlisle, Pa. Pittinger had been suffering from tuberculosis for over a year.

Followers of boxing in the State of Maine will try to have the present law, which permits of six round bouts, amended so that twelve round contests can be held in reputable athletic clubs.

The heaviest man who reported for the Yale freshman crew weighs 185 pounds. The lightest, outside of candidates for coxswain, weighs 125 pounds. The youngest is 16.6 years and the oldest twenty-three years old.

SHIPS IN COLLISION

White Star Liner Republic and Lloyd Liner Florida

MEET OFF NANTUCKET ISLAND

Republic Goes to Bottom After Unloading Her 731 Passengers and Crew—Greatest Feat in History of Wireless Telegraphy—Four Are Killed.

New York, Special.—Grave anxiety pervailed here Saturday and Sunday night as the result of the thrilling maritime drama being enacted off Nantucket on the coast of New England, following the ramming early Saturday of the big White Star liner Republic with 761 souls aboard, by the steamer Florida, of the Lloyd-Italian line. The wireless telegraph played an important part in the grave incidents happening at sea, far from the shore, and proved its utility as it has never done before.

Bit by bit it told the tale, first announcing the news of the collision and the plight of the liner, which news came direct from the injured ship itself. Then it told of the rescue of the Republic's passengers, the condition from time to time of the sinking ship and finally summoned from the adjacent seas the White Star liner Baltic, the French steamer La Lorraine, the Curmaid Lucania and the revenue cutters Achushnet and Gresham.

At 8 o'clock p. m. the wireless brought reassuring news from Captain Ransom, of the steamer Baltic. He said that the Republic was still afloat; that the Florida, with her own people and most of those from the Republic aboard, close to 2,000 souls in all, was nearby and that the Baltic was near the scene, standing by ready to lend aid. The steamer La Lorraine and Lucania, Captain Ransom said, were also in the vicinity and the Republic through her wireless outfit, was directing the movements of the ships of rescue.

Until an early hour Sunday it was believed the crashing together of the two big ships had not resulted in death of injury to a single passenger or member of the crews. Shortly after midnight, however, the wireless telegraph flashed the news that two passengers on the Republic had been killed and two others injured. Late in the day another wireless message told of four deaths on board the Florida, either of members of the crew or steerage passengers.

It is apparent that the Florida must have been between 30 or 40 miles off her course in being anywhere near the Republic, as the east-bound and west-bound steamer lanes here are that distance apart. The collision, being amidship, almost immediately flooded the engine room of the Republic and of course rendered her absolutely helpless. Fortunately, her wireless equipment was well supplied with storage batteries and three were used for more than six hours, until they gradually became exhausted. After that, recourse to signalling by means of submarine bells was adopted.

In the middle of the forenoon the transfer of passengers to the Florida was made, and although the fog was very dense, unusually calm weather for this season of the year in the North Atlantic enabled the transfer to be made without accident. By noon the Baltic and LaLorraine were close to the scene of collision, but owing to the dense fog, were unable to locate the Republic, although the submarine bells could be heard frequently.

The prompt closing of the Republic's water-tight compartments which kept her afloat and undoubtedly saved the lives of many of those on board. In the afternoon it was learned from the Baltic that these compartments were still holding the vessel above water, but that the bulkheads and compartment doors were under a fearful strain and likely to give way at any moment.

A dispatch at 8:30 Sunday night said: "Republic gone down. No one aboard. All crew safe on revenue cutter Gresham."

An hour later another wireless message was received stating that the revenue cutter Gresham, with the Republic crew on board was proceeding to Gayhead.

SHIPS IN COLLISION

White Star Liner Republic and Lloyd Liner Florida

MEET OFF NANTUCKET ISLAND

Republic Goes to Bottom After Unloading Her 731 Passengers and Crew—Greatest Feat in History of Wireless Telegraphy—Four Are Killed.

New York, Special.—Grave anxiety pervailed here Saturday and Sunday night as the result of the thrilling maritime drama being enacted off Nantucket on the coast of New England, following the ramming early Saturday of the big White Star liner Republic with 761 souls aboard, by the steamer Florida, of the Lloyd-Italian line. The wireless telegraph played an important part in the grave incidents happening at sea, far from the shore, and proved its utility as it has never done before.

Bit by bit it told the tale, first announcing the news of the collision and the plight of the liner, which news came direct from the injured ship itself. Then it told of the rescue of the Republic's passengers, the condition from time to time of the sinking ship and finally summoned from the adjacent seas the White Star liner Baltic, the French steamer La Lorraine, the Curmaid Lucania and the revenue cutters Achushnet and Gresham.

At 8 o'clock p. m. the wireless brought reassuring news from Captain Ransom, of the steamer Baltic. He said that the Republic was still afloat; that the Florida, with her own people and most of those from the Republic aboard, close to 2,000 souls in all, was nearby and that the Baltic was near the scene, standing by ready to lend aid. The steamer La Lorraine and Lucania, Captain Ransom said, were also in the vicinity and the Republic through her wireless outfit, was directing the movements of the ships of rescue.

Until an early hour Sunday it was believed the crashing together of the two big ships had not resulted in death of injury to a single passenger or member of the crews. Shortly after midnight, however, the wireless telegraph flashed the news that two passengers on the Republic had been killed and two others injured. Late in the day another wireless message told of four deaths on board the Florida, either of members of the crew or steerage passengers.

It is apparent that the Florida must have been between 30 or 40 miles off her course in being anywhere near the Republic, as the east-bound and west-bound steamer lanes here are that distance apart. The collision, being amidship, almost immediately flooded the engine room of the Republic and of course rendered her absolutely helpless. Fortunately, her wireless equipment was well supplied with storage batteries and three were used for more than six hours, until they gradually became exhausted. After that, recourse to signalling by means of submarine bells was adopted.

In the middle of the forenoon the transfer of passengers to the Florida was made, and although the fog was very dense, unusually calm weather for this season of the year in the North Atlantic enabled the transfer to be made without accident. By noon the Baltic and LaLorraine were close to the scene of collision, but owing to the dense fog, were unable to locate the Republic, although the submarine bells could be heard frequently.

The prompt closing of the Republic's water-tight compartments which kept her afloat and undoubtedly saved the lives of many of those on board. In the afternoon it was learned from the Baltic that these compartments were still holding the vessel above water, but that the bulkheads and compartment doors were under a fearful strain and likely to give way at any moment.

A dispatch at 8:30 Sunday night said: "Republic gone down. No one aboard. All crew safe on revenue cutter Gresham."

An hour later another wireless message was received stating that the revenue cutter Gresham, with the Republic crew on board was proceeding to Gayhead.