# The Times-Democrat.

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## EW ORLEANS SEEKS JUSTICE FROM UNITED STATES CONGRESS

### SS MEETING REMARKABLE DEMONSTRATION

**test Against Discrimination in Location of Regional Banks Long and Loud—Sentiments of Meeting Voiced by W. S. Parkerson, Sol Wexler and M. J. Sanders. Mayor Behrman Presides—Hall Not Large Enough to Contain the Crowd Attending**

one of the most spectacular and ic demonstrations of popular feel- which has taken place in New Or- in more than a generation, a de- that Congress investigate the ds used and the influence brought r upon the reserve bank organiza- committee in its selection of cities ssignment of territory for the pro- regional banks, the citizens of Orleans directed to the President of nited States, and to each of the entatives in Congress, a resolution sting against the unfair location of l reserve banks and the injection ities into the national bank system great mass meeting held in the rium of the Association of Com- last night.

resolutions were offered by J. Monroe, and during the reading e document, which had been pre- by a committee, he was inter- by cheers from the vast audience packed the auditorium.

gathering was pronounced by citi- ho have lived in New Orleans for s the greatest outpouring of rep- ative men of the city in a decade. uditorium proved much too small e indignant citizens who desired nd the meeting. The citizens through the doors of the hall was necessary to hold impromptu s in the library of the association, en on the sidewalk in front of ding crowds assembled.

occasion for the stirring scenes d before the people's eyes was the and instantaneous response which Orleans gave to the call for a united owerful protest from the people t of the repeated slights and studied t of the administration which the pants of the big mass meeting be- have tended to belittle both her t and future in the eyes of the at large.

NDEROUS VOICE OF PROTEST.

voice of the people is rarely heard a clamor of popular disapproval affairs in all walks of life, political opinions are of every displayed their intense loyalty to ir land of their nativity or adop- Throughout the speeches the deep tions of the most brilliant and in- al men of the city, many of na- reputation, concerning the wealth portunities which New Orleans pos- above almost any other city on merican continent, were expressed ms that would admit of no argu- and which were sufficient to con- even the most incredulous.

tide of popular indignation rose great sea of bitterness against the l power and patronage which was and anon lashed to foaming heights e power of convincing arguments, g invective, cutting comparison and ustic gifts of scintillating oratory. waves of feeling rose in storm as speaker after speaker came be- the assemblage and the people saw leader whom they knew and ed aflame to battle for their rights. pective of party. The waters of righteous wrath threatened to en- fame and fiercely patriotic Americans, ry sentiment of their long and ient fealty toward the administra- and every feeling was swallowed up save those which remained to Louisi- determined to throw down the gauge of battle to those who scorned their rights.

**Protest of the Bankers**

The following message, signed by every bank in New Orleans, was sent to the President yesterday:

Hon. Woodrow Wilson, President of the United States, Washington, D. C.:

We protest against the action of the reserve bank organization committee in failing to recognize the city of New Orleans in the apportionment of the United States into Federal reserve districts. The Atlantic seaboard and the Pacific seaboard have both been recognized, while the Gulf coast has been ignored. We believe further that the districts as organized are not apportioned with due regard to the convenience and customary course of business, as provided by law. We feel that this city, being the metropolis of the South, both in point of population and on account of the magnitude of its financial transactions, should have been selected, and we ask that our claims be given further consideration.

MAYOR CALLS TO ORDER.

Mayor Martin Behrman called the meeting to order. He said that he could not claim that it gave him a pleasure to preside at such a meeting, but because of the necessity that the voice of New Orleans should be heard in protest against a great injustice, it became not only necessary, but his duty as its Chief Executive to join in a meeting where the protest of its citizens would be recorded. The Mayor affirmed that if the votes of the people of the United States were cast as to which cities should have a regional bank, New Orleans would be one of the chosen, but, declared the Mayor, "we did not have a chance. The committee selected to distribute the offices of regional banks gave us no consideration. There is no reasonable man who can explain why Atlanta or Dallas were chosen." The Mayor cited figures on population and bank deposits to show that New Orleans was pre-eminently a financial center, as compared with Atlanta or Dallas, and exclaimed that New Orleans should have been better treated. He declared that New Orleans had been a democratic city through years, but when it desired its birthright, a regional bank, it had been slaughtered in the house of its friends. "We demand democratic treatment," said the Mayor. "Politics do not enter into this question. As for myself, I am for New Orleans, and irrespective of any party, or any local political factions, I am for New Orleans in this fight."

Following his address, Mayor Behrman read the following telegrams:

Washington, D. C.

I join in the vigorous protests of the bankers and citizens of New Orleans against the unjustifiable exclusion of our city from the group of regional reserve bank sites and its assignment to the excessive end of District No. 6, 400 miles from Atlanta. I hold myself ready to put

Continued on Page Five

## GIST OF THE NEWS

THE TIMES-DEMOCRAT, April 5, 1914.

WEATHER—Fair to-day and to-morrow. Highest temperature yesterday 70, lowest 62.

AMUSEMENTS IN NEW ORLEANS—Tulane Theater, "Within the Law," 8:15 p. m.; Crescent Theater, "Smashing the Vice Trust," 2 and 8 p. m.; Orpheum, Anna Mack and vaudeville, 2:15 and 8:15 p. m.; Lafayette, vaudeville and pictures, 2:30 to 11 p. m.; Hippodrome, vaudeville and pictures, 2:30 to 11 p. m.; Lyric, burlesque, 2:15 and 8:15 p. m.

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The steamer Bellaventure reached St. John's with bodies of sixty-nine victims of the Newfoundland disaster. —Page 1

Premier Asquith made an address in which he denied the possibility of submitting the home rule issue to a general election. —Page 13

A large rebel force continued the pursuit of the Federals fleeing from Torreon, and the streets of the captured city were said to be piled high with bodies. —Page 14

Former Premier Caillaux, whose wife killed Calmette, announced he will run for election to the French Chamber of Deputies. —Page 3

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Apologists for the unfairness in the regional bank selections pointed out that Lincoln, Neb., Mr. Bryan's home town, did not get a bank. —Page 3

Members of the Senate declared war upon the practice of suppressing Senate debate by means of executive sessions. Page 1, Part 2

Frederick Weyerhaeuser, former lumber king, died in Pasadena. Page 1, Part 2

Secretary Bryan was assailed bitterly during a debate in the House. —Page 1

Union and nonunion men and 500 police participated in a furious struggle in Union Square, New York. —Page 5, Real Estate Section.

Three motions in the Bilbo case at Vicksburg were overruled and the trial will end Thursday. Bilbo gave an interview charging Judge Brien was "created for the purpose" and is serving it. Page 1, Part 2

Following the robbery of the Cotton Belt station at Plaindealing, La., an arrest was made and confession obtained. —Page 13

James A. Hearn, industrial agent of the New Orleans and Northeastern, was shot at Hattiesburg, Miss., on a charge of shooting Lee Prayter, his successor as secretary of a Moose lodge. —Page 14

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Announcement was made of the conclusion of negotiations Saturday for the union of The Times-Democrat and the Picayune. The Picayune will cease publication as a separate paper with its Sunday issue. —Page 1

The mass meeting to protest against discrimination in regional bank distribution adopted forceful resolutions and heard speeches by W. S. Parkerson, Sol Wexler and M. J. Sanders. —Page 1

Archbishop Blenk gave impetus to the movement for a club for Catholic women. —Page 12

Capt. John M. Turner, formerly superintendent here of the old Jackson Railroad, died in Maxton, N. C. —Page 11

Details of the proposed concession for railroads in Honduras to United Fruit Company interests, in return for aid in settling the foreign debts of Honduras, were received here direct from Tegucigalpa. —Page 1

The special postal efficiency commission began work in the New Orleans post office. —Page 7

The Supreme Court upheld the legality of the Newman laundry ordinance. —Page 3, Part 2

Committees from the Association of Commerce and the Automobile Dealers' Association conferred with Commissioner Newman on the new traffic ordinance. Several changes were agreed to. Page 1, Part 2

## KEITH INTERESTS TO GET CONTROL OF RAILROADS

### Will Be Paramount in the Transportation Business of Central America

### LATEST CONCESSION FROM HONDURAS

### Mr. Keith to Settle Foreign Debt for Privilege of Building All Railways

A proposal for the settlement of the $112,000,000 foreign debt of Honduras is embodied in the draft of a concession now pending before President Bertrand at Tegucigalpa, through which it is said the United Fruit Company interest would acquire absolute control of the present and future railroads of Honduras for a period of ninety-nine years. As Minor C. Keith, president of the United Fruit Company, already controls the combined railroads of Guatemala, and is regarded as the controlling factor in the transportation interests of Costa Rica, the ratification of the pending concession in Honduras would go far toward the acquisition of a monopoly of the transportation business of all Central America by the powerful American syndicate of which Mr. Keith is the head.

Details of the pending concession were received in New Orleans Saturday direct from Tegucigalpa.

The unexpected death of former President Manual Bonilla on March 21, 1913, prevented the acceptance of this proposition by the Honduras government a year ago. Legal notice of the details of the pending concession was made in the Official Gazette at Tegucigalpa just one week before President Bonilla died. The terms of the document provided for the payment of $100,000 cash to the Bonilla government, without any strings tied to it, and President Bonilla had informally approved it.

After Bonilla's death President Bertrand declined to sign the concession, and declared that its ratification would mean the cession of the valuable railroad franchises without clearly binding the concessionaire to complete the proposal for a settlement of the Honduras foreign debt. Recently, however, negotiations with the government have been renewed, and it is reported that Mr. Keith has effected a temporary agreement with the Council of Foreign Bondholders in London and Paris for a settlement of the old debts of Honduras on a basis of $2,250,000, to be paid in forty annual installments, with interest at the rate of 5 per cent.

RAILROAD REAL OBJECT.

The proposal to assist Honduras in effecting a settlement of its foreign debt, however, is secondary to the plan to obtain possession of the Honduras National Railroad and a ninety-nine-year concession for the construction and operation of an interoceanic railroad from Puerto Cortes, on the Gulf of Mexico, to the Bay of Fonseca, on the Pacific side, a distance of 232 miles. The pending concession, which is in the name of Rene Keilhauer, the agent of the United Fruit Company at San Salvador, provides for the payment to the Honduras government of $1,400,000 for the Honduras National Railroad and the Interoceanic Railroad franchise, $400,000 of which is to be paid in cash as soon as the concession is ratified by the Honduras government, and the remaining $1,000,000 to be paid in forty annual installments of $25,000 each, with interest at the rate of 5 per cent.

The Honduras National Railroad extends from Puerta Cortes to El Pi-

Continued on Page Ten

## BRYAN ASSAILED BY HOUSE SPEAKERS

### Mondell Wants Union Jack on State Department Liveries

Washington, April 4.—The uniforms of State Department footmen, their compensation, the Panama Canal tolls fight, Secretary Bryan's salary and his Chautauqua lectures and half a dozen other subjects occupied the House to-day during consideration of the legislative, executive and judicial appropriation bill.

Estimates included provision for a coachman and footmen for the Bryan carriage, which provoked comment. Representative Johnson of South Carolina, in charge of the bill, read from the Bible the story of the fiery furnace and declared Secretary Bryan had come through a furnace of "criticism, sarcasm and ridicule with his hair unsinged and his body unscathed."

Representative Humphrey of Washington offered an amendment to increase Secretary Bryan's salary. It was ruled out of order, but Mr. Humphrey got a chance to talk.

"We ought to have a Secretary of State," he said, "who would not have to sell something to England and violate his party platform to extricate himself and the country from the difficulties into which it had fallen through him."

When an appropriation was reached for "driver's equipment" for the State Department, Representative Mondell of Wyoming said Secretary Bryan undoubtedly was planning to put uniforms on his coachman.

"Whether the British union jack should be displayed on the front or the back of the uniform is a matter of taste," he said, "but that it should be prominent somewhere is without question, in view of the recent surrender to Great Britain on the canal tolls question."

## NO RECOMMENDATION MAY BE PRESENTED

### Senate Committee Expected to Report the Repeal Bill This Week

Washington, April 4.—There was every prospect to-day that the Panama free tolls repeal bill would be reported in some form from the Senate Committee on Interoceanic Canals within a week, so that the all-absorbing subject may be formally under consideration. Leaders on both sides of the question asserted there would be no unnecessary delay in passing upon the House repeal bill in committee.

Several Senators who oppose the repeal asserted that they would oppose delay in committee, agreeing that nothing could be gained by delay. In view of this attitude the feeling is growing that the House bill flatly repealing toll exemption for American ships will be reported from the committee without recommendation.

Some of the many proposed compromise measure also may be reported in the same manner, leaving it to the Senate to determine the whole controversy.

**Charged With Having Explosives**

Belfast, April 4.—Miss Dorothy Evans and Miss Madge Mair, officials of the Belfast branch of the Women's Social and Political Union, were remanded in court to-day for trial on charges of having in their possession explosives for the purpose of committing a felony.

**Restrictions Suspended**

Vienna, April 4.—The Austrian government has suspended temporarily in Galicia severe restrictions recently imposed against emigration. This action has been taken owing to the great increase in unemployment, resulting in widespread destitution. Great numbers are on the verge of starvation.

## BRINGS BODIES OF SIXTY-NINE VICTIMS OF ICE

### Rescue Vessel Reaches Port With Newfoundland's Dead and Dying

### ONE MAN UNSCARRED BY LONG EXPOSURE

### Fate of Southern Cross and Big Crew Remains Mystery

St. Johns, Newfoundland, April 4.—Amid silence like a funeral hush, the sealing steamer Bellaventure steamed slowly up the harbor at dusk to-day bearing sixty-nine of the dead and fifty of the crippled survivors of the disaster that overtook hunters from the steamer Newfoundland on the ice floes near Belle Isle Straits in last Tuesday's blizzard.

Thirteen of the living were removed to a hospital in a critical condition. Several others were seriously ill and all but one of the remainder bore scars of their thirty-eight hours' exposure in the Arctic gale in which seventy-seven of their companions met death. This uninjured survivor was stricken blind after being picked up, but it is believed he will recover his sight.

Five thousand persons, many of them relatives of the victims, had lined every vantage point along the harbor front all day waiting for the Bellaventure's arrival and for some news of the missing sealer Southern Cross, carrying 170 men. Not a word has been heard from the latter vessel since she was seen driving before the storm Tuesday morning. Hope aroused by hopes that she had made harbor were dashed when investigation proved an error in identification had been made.

There still is faith in many quarters that the Southern Cross, the stout steamer that Lieut. Shackleton, the British explorer, used on one of his Antarctic expeditions, weathered the blizzard. No wreckage has been reported.

The Southern Cross is a slow ship, able to steam only five knots an hour under the best conditions, and if driven far by the gale, it is pointed out, it would take her some time to work back into communication with the rest of the fleet.

In the absence of Gov. Davidson and Premier Morris, the acting premier, Mr. Bennett, directed the work of caring for the dead and wounded of the Newfoundland. Every physician and nurse in the city volunteered for service. They were aided by squads from the naval reserve ship Calypso, and various military organizations. The new Grenfell institute was turned into a morgue.

## CAILLAUX WILL RUN

### Consents to Enter Campaign for Chamber of Deputies

Paris, April 4.—Joseph Caillaux, who resigned from the Ministry of Finance after Mme. Caillaux killed Gaston Calmette, editor of the Figaro, has consented to become a candidate for the Chamber of Deputies.

He expressed his willingness to undertake this campaign at the solicitation of a delegation of politicians and friends today.

**Asks Sixteenth Term**

Auburn, N. Y., April 4.—Representative Sereno E. Payne, dean of the Republicans in the lower house of Congress, announced to-day he is a candidate for reelection this fall. He has served fifteen terms.

## UNION OF THE MORNING PAPERS MEANS GREATER, BETTER PAPER

### TIMES-DEMOCRAT AND PICAYUNE ARE MERGED

**Negotiations Which Have Been in Progress for Some Time Finally Closed Saturday—Last Issue of the Picayune as Separate Publication This Morning—Many Picayune Men Are to Join the Staff of The Times-Picayune**

This morning's edition of the Picayune is its last issue. Negotiations, which have been pending for some time for the consolidation of The Times-Democrat and the Picayune were closed yesterday. Beginning to-morrow morning the two papers will be published as one. Until such time as all legal formalities have been complied with, the joint issue will carry the names of both papers; then the name will be The Times-Picayune.

The union of the two newspapers means for New Orleans and its trade territory a bigger and better paper. It means better service to the subscriber, to the advertiser and to the community. It means that both subscribers and advertisers will get more for their money.

The policy of the paper will be the upbuilding of New Orleans and the surrounding territory. The same lines of clean journalism that have marked the conduct of both papers in the past will govern the bigger paper of the future. It will avoid questions purely controversial and will devote itself to building the territory that it serves to the fullest extent possible.

Under the plan of consolidation the former stockholders of the Picayune become stockholders in The Times-Democrat Company. The Board of Directors of The Times-Democrat Company will be increased from five to nine and the Picayune interests will be given representation in the new board.

Thomas G. Rapier, for many years at the head of the Picayune; Herman J. Seiferth, long city editor of that newspaper; Leonard K. and Yorke P. Nicholson, the principal owners, and a large number of employees of the various departments of the Picayune, both in New Orleans and in the country, will join the staff of The Times-Picayune.

The new paper takes over all the circulation and advertising contracts of the Picayune. Persons who have paid subscriptions to the Picayune and who have advertising contracts with that newspaper will be served by the new paper.

**THE TIMES-DEMOCRAT**

**Product of the Consolidation of the Times (1863) and Democrat (1876)**

The Times-Democrat, as its name indicates, is already the product of a newspaper consolidation, a move that marked a new era in journalism in New Orleans. Its oldest progenitor, the New Orleans Times, was founded Sept. 20, 1863. It was in reality the stepson of the New Orleans Crescent, a journal of some note in ante bellum days, which was, along with numerous other newspapers, suppressed by the military dictatorship that ruled the city following its capture by the Union forces.

The Times was conceived as a newspaper, the first perhaps of its day. Prior to that time the newspaper was chiefly an organ. A new newspaper meant simply an organ to express the sentiments of a faction or element unable to find expression through some organ already in existence.

In 1863 the rigorous censorship made publication of a newspaper almost impossible. It was with this fact in view that the founders of the Times conceived the idea to start a new Union newspaper which might be permitted to print the news. The plant of the Crescent, then but lately suppressed, was taken over, and the Times was launched. The idea worked out. It was permitted to print a great deal of news, especially military news, and it soon proved a financial success. Its founders were Thomas P. May & Co., but W. H. C. King soon came to the helm of the paper and subsequently became its principal owner.

The Democrat was born Feb. 25, 1876, out of the desire of the "Last Ditch Bourbon Democracy" to find an organ for expression. Its first editor, Robert Tyler, son of the ex-President, proved a brilliant one, and Major H. J. Hearsey soon became its editor. Under his guidance the Democrat obtained great popularity, and was rated high in the journalistic ranks of its day. Major John Augustin and Charles Whitney were among the well-known figures associated with Major Hearsey in making the Democrat.

Major Hearsey remained at the helm until 1879, when the owners of the paper sold it to Major E. A. Burke. Major Burke changed the policy of the paper. Its political activity was curbed, and it began to devote itself to the commercial upbuilding of the State. Major Hearsey soon left the paper and founded the States. Two years after purchasing the Democrat Major Burke acquired the Times and founded in 1881 The Times-Democrat of to-day.

The next big figure in The Times-Democrat is that of Page M. Baker, who was associated as an editor of the paper under Major Burke for a number of years, and in 1888 came into complete control as editor. He held that position until his death in 1910. Then D. D. Moore, previously night editor and acting editor during the illness of Mr. Baker, became manager of the newspaper, and continues in that capacity.

**PICAYUNE, PAST AND PRESENT**

**Founded Seventy-Seven Years Ago and Worked for New Orleans Always**

Seventy-seven years ago Sept. 20, next, the first issue of the Picayune was put upon the streets of New Orleans. These seventy-seven years have witnessed a transition in New Orleans, in America and in world history. They have marked the passing of the old epoch and the inauguration and the development of a new era, and, if the signs of the times are not amiss, its closing days have witnessed the first blush of still another epoch.

The Picayune was founded in a time that, from a commercial and industrial point of view, might be called the introductory period to the modern era. The steam engine was known and commercially in use, but the exploitation of its possibilities had scarcely begun. The telegraph was an accomplished fact, but only one line existed in the United States, from Baltimore to New York. Scientists and inventors were just beginning to guess the hidden wealth bound up in that mysterious fluid known to man as electricity.

Of the newspaper world, too, this same observation may be made. The development of the newspaper as an agent of commerce, as an instrument of industry, as an integral part of every-day life as it is understood to-day, was just beginning to be hinted at. When the Picayune was founded there were ten morning newspapers in New Orleans. Almost every job printing shop had one as a side issue, and the town boasted but little more than 20,000 people. Fifty years later on the occasion of the semi-centennial of the Picayune the city had but two morning newspapers, which served 200,000 people.

The Picayune semi-centennial edition of 1887 ably points out this development which it termed the modern tendency: "The increased cost of getting out the newspaper, the complexity of modern news gathering, improvements in mechanical, business and all features connected with the production of the finished newspaper product tends to consolidation; toward fewer and better newspapers"—in this wise the Picayune expressed itself twenty-six years ago.

**THE FOUNDERS.**

The Picayune was founded by Francis Asbury Lumsden and George Wilkins Kendall, but the early association in the enterprise of Col. A. M. Holbrook and Samuel F. Wilson entitled them to also be mentioned as fathers of the newspaper.

Kendall and Lumsden launched their little enterprise in a 12 by 14 office at No. 28 Gravier street, between Magazine and Tchoupitoulas street. Their entire outfit was worth less than $400, and they owed for most of it. They had no press. Their first few numbers were gotten out on a press in the job printing shop of George Short, Camp and Common streets. Later the printing was done at the office of the True American. Lumsden himself ran off the first issue of the paper. Kendall and Lumsden employed three printers at the start and between shifts at editorial writing, news gathering and solicitation for advertising and circulation, the owners took turns at the case setting type.

Following the panic of 1837, Col. A. M. Holbrook went to the assistance of the enterprise and assumed the title of business manager. Then the Picayune began to grow. Holbrook, in the business office; Lumsden, in the mechanical department, and Kendall, in the editorial department, worked together with such success that it was not long before the Picayune owned a press of its own. In a few months after its initial issue it had moved to 72 Camp street, where it remained until 1847, when it moved to 66 Camp street, where it has been ever since, and which was one of the first newspaper buildings erected in this country.

In the six years prior to the Mexican war the Picayune forged rapidly to the front, and during the war it outstripped the Delta as the great newspaper of New Orleans. In these years prior to and during the Mexican war George Wilkins Kendall earned distinction in American literature, and his contributions to the Picayune from the firing line in Mexico were noted in their time.

A pony express line between New Orleans and Baltimore, maintained by the Picayune, the Baltimore Sun and affiliated mercantile interests, was one of the big things in that day before the telegraph and the railroad train.

Stories of great newspaper "beats" of those days are often told, and many of those of the Picayune of that time are widely known, but two are worth repeating. The first of these is the effort of the Picayune in beating all American intelligence, even the War Department, to the treaty of peace with Mexico. A copy of the treaty was brought from Vera Cruz by a chartered steamer, which outraced the government messenger ship. The pony express carried the Picayune east to Baltimore, and the Baltimore Sun printed the treaty and circulated it on the streets of Washington before official Washington knew of it.

**ENTERPRISE IN THE FORTIES.**

The other story is that of a "beat" over the Delta in the publication of a presidential message. The presidential messages were brought through from Washington by the pony express. On this occasion Lumsden chartered a boat, loaded type and form aboard her, and met the pony express at Mobile. Coming to New Orleans by water, he had the message set up and the type locked in the forms. On landing, all that was necessary for him to do was put the forms on the press. He was first out with the message by many hours. On another occasion a steamer was chartered, at an expense of $2000, to aid in bringing news from the front during the Mexican war.

Feb. 16, 1850, the plant of the Picayune was destroyed by fire, but it never missed an issue. Fourteen years later, however, the editors came under the displeasure of Gen. Butler during the Federal occupancy of New Orleans, and the Picayune was not issued between May 23 and July 9 of 1864. During that period the editors