

THE WEATHER.

Partly cloudy Friday and Saturday, northeast to east winds.

THE MORNING STAR

FOUNDED 1837 WILMINGTON, N. C., FRIDAY MORNING, OCTOBER 14, 1910.

EXTRA BONUS OFFER!

Second opportunity for contestants in Popularity Contest to increase their lead by 16,000 votes. See contest announcement elsewhere.

VOL. LXXXVII—NO.

WILMINGTON, N. C., FRIDAY MORNING, OCTOBER 14, 1910.

WHOLE NUMBER 18,425.

NOT POPULATION—BUSINESS!

RAID ON OFFICES OF BIG CONCERNS

Custom Frauds of New York Art Establishment May Reach a Million.

BOSTON COMPANY UNDER BAN

Duveen Brothers, Art Dealers Known World Over—Two Arrests Made—Investment Company and Alleged Fraud Scheme.

New York, Oct. 13.—The Fifth Avenue establishment of Duveen Brothers, known the world over as dealers in arts and antiques, was seized by Federal officers late this afternoon and Benjamin J. Duveen, the only member of the firm now in the city, was arrested charged with conspiracy to defraud the government out of custom duties.

Henry A. Wise, United States district attorney, in asking for extraordinarily heavy bail when the prisoner was arraigned said that the frauds would reach more than \$1,000,000 and that all of the brothers were implicated. Bail was fixed at \$50,000 which was promptly given and Duveen released.

Special agents of the Department of Justice, armed with warrants, conducted the raid on the aristocratic establishment. After placing Duveen under arrest a search for undervalued articles was begun and more than a van load of "suspicious" goods was found. It was then decided to place the entire establishment under seizure and leave the customs inspectors in charge of it for the night. Duveen surrendered the keys of the safe and desks and was taken to the Federal building. When the prisoner was taken before United States Commissioner Shields, District Attorney Wise asking for heavy bail, explained that the case was the most important one the government has thus far had to deal with in connection with the importation frauds. He suggested that \$100,000 would be the proper amount of bail. He assured the commissioner that he was in possession of evidence concerning a series of revenue frauds aggregating more than \$1,000,000 which had been carried on by five brothers and another man mentioned in the complaint. The commissioner decided, however, to set the bail at \$50,000.

Mr. Wise tonight said that information was recently placed in his hands tending to show that the Duveens had for years been defrauding the Government out of customs duties on works of art and antique furniture imported from abroad by means of false consular invoices. The records at the custom house were hurriedly overhauled and the records seemed to substantiate the charges.

Collector Iseab detailed Edwin H. Norwood, acting deputy surveyor of the port and two customs inspectors to assist in the investigation which was conducted with the greatest secrecy.

Mr. Wise declined to give out the name of his informant tonight. He said that in the complaint was based on the illegal entry of three cases, the Government is in possession of a great many audulent importations. He added that the consular invoice gave a value of the three cases as \$1,107, while their value was \$25,000.

The firm of Duveen Brothers is composed of Henry J. Duveen, Jr., Benjamin J., and Joseph J. Duveen. They have establishments in New York, London and Paris.

Henry Duveen Taken on Liner.

Henry J. Duveen was arrested on the Cunard liner, Lusitania, when the vessel reached quarantine late tonight. He was taken on to a revenue cutter and hurried to the federal building for arraignment.

Scheme to Defraud Charge.

Boston, Mass., October 13.—Federal authorities visited the extensive offices of the Redeemable Investment Company, at 85 Devonshire street today and came away with Manager Charles H. Brooks, the books of the company and several thousand dollars in cash, all taken under a warrant charging the company with the use of the mails in a scheme to defraud.

Officers tonight were hunting for the company, who has the alleged endorsement of an individual, of Secretary of the Interior Richard A. Ballinger, the late Associate Justice David J. Brewer, of the United States Supreme Court, Senator Charles S. Curtis, of Kansas, and several local (congregational) ministers. Rev. Mr. Washburn was seven years president of the company, at Topeka, Kan.

The raid on the offices of the company in the Devonshire street building, was of great interest to thousands of investors in New England and other sections.

Extensive Operations.

The Redeemable Investment Company (Continued on Page Eight.)

RAISING OF MAINE APPROVED BY TAFT

Plans Finally Accepted by President and Work Will Commence Soon.

ARMY ENGINEERS ON THE JOB

Battleship Blown Up During Spanish-American War Lies in Havana Harbor—Bixby Brings About Agreement.

Beverly, Mass., Oct. 13.—President Taft today finally approved plans for raising the wreck of the battleship Maine from Havana harbor, which calls for the completion of the work on or before the 13th anniversary of the destruction of the war vessel, February 15th, next. The work is to be done according to plans made by army engineers and is to be under the direction of an engineer officer.

President Taft this evening said that the paramount question in the raising of the Maine is the determining for all time of the cause of the explosion, and whether the source of destruction was from the outside or inside the vessel. For this reason he desires that the work shall be retained in the hands of the army engineers and not let out by contract. By direction of the President, Spain has been invited to send a representative to Havana to be present during the work of exposing and removing the wreck.

The disposition of the old hulk remains to be settled. The army engineers believe that it will be possible to float the after two-thirds of the vessel. The forward third, where the explosion wrought the greatest havoc and killed the greatest number of the crew while they were asleep in their quarters, is believed to be too far gone to be taken out as a whole and the wreckage will be removed piecemeal.

If Congress approves the recommendation of the engineers, the wreck will be taken out to sea and given a ceremonial burial in deep water there to remain until the end of time. General William H. Bixby, chief of engineers of the army, spent an hour with the President this afternoon, and after explaining the plans for the removal of the wreck in detail, secured the President's formal approval in writing. General Bixby later issued a statement which outlines the work to be undertaken. He believes that the task can be completed within three months and it is his opinion that Havana harbor will be clear of the wreck by February 15th next.

If the wreckage of the forward part of the vessel is in a condition to permit of definite conclusions, the cause of the destruction of the ship on February 15th, 1898, will have been determined probably by the middle of January next. No portion of the wreck is to be disturbed until a full opportunity has been given to view and study it.

To this end the first work will be the construction of a coffer dam of interlocking steel pilings about the hulk. The dam will be large enough to give a clearance of 50 feet on each side of the wreck. The forward third of the battleship was blown completely off the vessel and the dam will be constructed as to include the turret just as it now lies in the harbor. The pumping out of water from the dam is unquestionably the most important part of the work.

A large number of the bodies of sailors who lost their lives in the destruction were never recovered. It is believed that nothing but skeletons will now be found. These will be taken to the Arlington National Cemetery at Washington for burial.

After the wreck has been thoroughly examined and studied bulksheads will be built into such portions of the wreck as it is thought can be floated and the damaged portions will be hoisted from the bottom piecemeal.

Congress recently appropriated \$300,000 for raising and removing the wreck. The army engineers visited Havana some time ago and began an examination both of the wreck and the various plans suggested for its removal.

The wreck is now in 25 feet of water. It has sunk but one foot in the 12 years and a half since it went down. Underneath the wreck soft mud has been found to a depth of five to eight feet, and beneath this there is a hard clay into which the steel piles will be driven. The dam to be constructed about the wreck will be 415 feet in length and 275 in width at the widest point.

Twenty or more plans were submitted for raising the wreck. None was quite so simple as that adopted by the army officers. When General Bixby was asked today whose plans had been finally determined upon he replied: "I finally determined upon the plan." (Continued on Page Five.)

ROOSEVELT AIDS IN INDIANA FIGHT

Campaigned His Way Across State Making Speeches For Sen. Beveridge.

"VICTORY IN AIR" HE ASSERTS

Greeted Crowds of Varying Degrees All Day Long—Issue of Decency Against Crookedness—Wild Enthusiasm.

Richmond, Va., Oct. 13.—When the Roosevelt special train rolled in Indiana today from Illinois, Theodore Roosevelt pulled off his coat, rolled up his sleeves and plucked into the campaign to send Albert J. Beveridge back to the United States Senate. He campaigned his way across the State, and tonight he said that there was "victory in the air."

All day long the colonel talked to crowds of varying degrees of enthusiasm. To all of them he talked with all his might of honesty, good citizenship and the qualities of Mr. Beveridge. The issue of Indiana, he said, was one of decency in public life as against crookedness.

Everywhere the colonel went there was in the air the excitement of a real campaign. There were bands, banners, badges, flags, candidates and tumultuous crowds. Excited local committees dashed about at every stop, trying to pilot the colonel through the crowds to the place at which he was to speak and then back to the train. Students in college towns barked "Ray! Ray! Ray! Teddy," at the smiling colonel, who said it was "Great, by George."

Colonel Roosevelt asserted that the whole Republican party would be solidly in line for the tariff programme before the next Presidential election came around. "Senator Beveridge voted against the Payne tariff bill. Senator Beveridge presented a bill for a tariff commission three years ago. Colonel Roosevelt defended his action in regard to the tariff and his words were the nearest thing to an expression of opinion in regard to the new tariff which has yet been made."

The climax of the day came at Indianapolis where there was an open air meeting, the like of which Colonel Roosevelt said he never had seen in all his 30 years of political experience. A crowd of many thousands filled Monument Place. The street which leads from the station to the circle was lined on each side with jostling throngs which broke over the restraining ropes.

The police were powerless to check the rush, and in consequence the colonel made slow progress through the crowds. He was escorted by marching clubs of several hundred men, but during most of the parade the clubs were swallowed up by the thousands of others who marched along with Roosevelt.

The colonel made his speech from a stand in front of a hotel on monument place.

The colonel hit hard at some of his opponents in his Indianapolis speech. In talking of the Alaska coal land cases, he paid his compliments to "Tom New York and Colorado," who oppose his ideas on conservation and who, he said, wanted to exploit Alaska for themselves. He said they must not be allowed to rob the people.

Senator Beveridge, who accompanied the colonel on his trip across the State, sat on the platform behind him. Charles W. Fairbanks, formerly vice president, who also traveled with Roosevelt, was in the audience and praised him.

Colonel Roosevelt concluded his speech with an appeal to good citizens to support Senator Beveridge, regardless of party. Then he went to the Marion Club and to Columbia Club and made short speeches.

On the trip from Indianapolis to Richmond, he spoke at several towns. Crowds came to the stations bringing smoking torches, with them and the colonel wound up the day with a few more speeches.

BALLINGER HURT IN WRECK.

Secretary of Interior Slightly Injured in Head-on Collision.

Cincinnati, O., Oct. 13.—Richard A. Ballinger, Secretary of the Interior, was one of 11 passengers injured tonight by a collision of two passenger trains in the outskirts of Cincinnati on the Baltimore & Ohio Southwestern Railroad. Secretary Ballinger's injuries consisted of a severe shaking and a slightly bruised arm.

URGING INCREASE IN FREIGHT RATES

Presidents of Two Big Railroads Witnesses Before Commerce Commission.

THINK ROADS NEAR A CRISIS

Daniel Willard, of B. & O., and W. C. Brown, of New York Central—Statements Almost the Same—Give Reasons.

Washington, Oct. 13.—Two presidents of great American railway systems today contributed their view of, and reasons for, the proposed advance in freight rates by the roads in Eastern Trunk Line territory at the investigation into the proposed tariffs being conducted by the Inter-State Commerce Commission.

The witnesses were President Daniel Willard, of the Baltimore and Ohio Railroad Company and President W. C. Brown, of the New York Central lines. Both of the officials presented, from their view point reasons in justification of the advances in freight rates.

Marked similarity characterized the statements of both President Willard and President Brown. Neither placed the responsibility for the proposed increase of rates wholly upon the advances in wages made by the railroads in recent months, although both asserted that the very large increase in the wage scale had been an important factor in the consideration of the rate advance.

President Brown declared substantially that the great improvement and betterment of railroad properties, in order that the officials might furnish to the people adequate facilities for the transportation of their commerce could be accomplished only through an increase of the freight income of the various lines.

He pointed out that under present conditions it had been shown to be impossible to obtain the large sums of money necessary to make the proposed improvements and he appended a list of such items as the railroads were able to secure what he and other railroad officials regarded as an adequate return on the investment made in the lines.

The hearing, which the commission had expected would be concluded today, will be continued tomorrow and perhaps on Saturday. President Brown had not been excused from the witness stand when adjournment was taken this evening.

Mr. Willard presented a clarifying statement of the disbursements per dollar earned by the Baltimore and Ohio during the fiscal years 1910 and 1909. It follows in terms of cents and fractions of cents:

Table with 2 columns: Item and Amount. Items include Pay rolls less construction, Material—ties, Material—rails, frogs, and spikes, All other expenses, Taxes, Interest on bonds and other, Deductions from income, Dividends, and Surplus to be accumulated.

In commenting upon this exhibit, Mr. Willard asserted that he could see no way to maintain the policy of the Baltimore and Ohio to furnish prompt and adequate service without an increase in freight rates.

"I am forced to that conclusion," he declared. "Our expenses have been increased during the last few years by legislation. The act regulating the hours of labor and the employer's liability act to neither one of which I am opposed, have added to the cost of operating railroads. They enter into the cost of transportation because the expenses have been transferred by statutes from the individual to the stockholders of railroads."

"The proposed increases in freight rates should be granted partly, at least, in view of our increased expense. If we possibly can recoup ourselves we know that we shall have to do so from freight income."

In response to inquiries Mr. Willard said:

"I do not think the present rates are high enough and I would not think so even though there had been no recent increase in wages. Wages were a factor in the proposition to increase the rates, but they were not a controlling factor. I think the advance should be allowed, for I know our road is not now making enough money properly to maintain its property and service."

Mr. Willard expressed the opinion that the stockholders of the Baltimore and Ohio Railroad were entitled to receive not less than 6 per cent. dividends on their holdings. He suggested that the rate be advanced to 7 per cent. (Continued on Page Eight.)

WILMINGTON'S GROWTH IN TEN YEARS

1900 and 1910.

Table comparing 1900 and 1910 statistics for Wilmington. Categories include Population, Extension of area, Real Estate Valuation, Personal Property Valuation, Postoffice Receipts, Exports, Imports, Custom House Receipts, Public School Children, Miles Improved Streets, Gas Works Capacity, Gas Holder Capacity, Electric Lights in use, Telephone in use, Banking Capital and Surplus, Bank Resources, Manufacturing Enterprises, Capital in Mfg., Manufactured Products, and Jobbers' Sales.

\*Figures official in each instance where official figures were available.

THE WILMINGTON BAPTISTS DAUGHTERS ELECT OFFICERS

Third Day's Sessions at Willard Featured Interesting Addresses and Reports—Next at Richlands.

(Special Star Correspondence.)

Willard, N. C., Oct. 13.—After having reached the high water mark both in attendance and interest on yesterday, the third day's sessions of the Wilmington Baptist Association opened this morning with devotional exercises led by Rev. G. A. Martin.

The first report was that on old ministers' relief and it was by Rev. J. H. Dobson, who discussed it in a strong address urging better support for these aged servants of our Christ who were themselves, out preaching the gospel at a time and in a place where they were very poorly paid and were now unable to provide for themselves. Rev. G. A. Martin also spoke with much force on this subject.

Rev. G. A. Martin read the report on Sunday School work and the report was discussed by Rev. W. B. Rivenbark, S. O. Wilson, of Teachey's, and others. The report on ministerial education was read by Rev. P. A. Liles, of Jacksonville, and was discussed by the reader and Rev. R. E. Peele, of Burgaw.

The last sitting of the convention was called to order this afternoon by Rev. W. H. Rivenbark, vice moderator, and the report on digest of church letters was read by A. L. Vann and adopted. Rev. G. A. Martin read the report on religious literature, which was prepared by Rev. J. D. Hocutt and it was adopted.

The Laymen's Movement was discussed by Rev. R. E. Peele, of Burgaw, Rev. F. A. Liles and others.

The next meeting of the association will be held at Richlands, Onslow county. The tenth sessions, which were among the best ever held and which showed advancement in all departments of the work, closed this afternoon at 4 o'clock. The people of Willard and vicinity entertained the visitors with ease and every one of the many visitors will be pleased to visit here again. A vote of thanks was tendered the town for its generous hospitality and splendid entertainment.

Yesterday the attendance was great, two or three times as many as could be seated in the house of worship. At 11 o'clock hour the audience was moved to tears and swayed into sympathy with the great work of caring for and making the best of helpless orphans by a really great speech delivered by Rev. M. L. Kestler, of the Thomasville Orphanage.

Among those in attendance from Wilmington during the week besides those previously mentioned were Rev. J. A. Smith, W. A. Walker, John Thomas, Mrs. G. E. Lettwith, Mrs. C. F. Whitlock, Misses Anna Peterson, Flossie Marshbanks, Mary Landen, Lillian Walker and Mrs. Bertha Scott.

The special order for Wednesday evening's session was the missionary sermon at 7:30 o'clock and the report on temperance at 8:30. The sermon was by Rev. J. A. Smith, of Wilmington on "The Cross of Christ as an Incentive to Missions." He described eloquently and graphically the scene of the crucifixion and also the glorified and exalted Christ and showed how, when by sharing the sacrifice of Christ, should also share his reward and glory. The speaker said, "if we could get the right conception of the cross, we would not increase our gifts to missions 50 per cent., but 500 per cent. We are marching under the blood-stained banner of the cross and should never be satisfied until the banner is planted in every nook and corner of the earth."

After this powerful sermon, Rev. R. E. Peele led in prayer and the second topic for the evening was taken up and Rev. G. A. Martin read the report on temperance, which was prepared by J. T. Bland, Esq., of Burgaw. The reader of the report led the discussion with a strong speech in which he spoke of the situation in Wilmington with reference to the enforcement of the prohibition law and declared the city government was turned over to

the class who favored violation of the law and that men were selling liquor in Wilmington who were so conscienceless that they would put their hands on the Holy Bible and solemnly swear that they would tell the truth and nothing but the truth and then tell anything but the truth and that we had on the bench a man who was as conscienceless as the perjurer before him.

Prof. J. E. Dowd, of the Wallace High School, made an eloquent temperance speech in which he scathingly denounced both whiskey drinking and cigarette smoking, and declared that one of the greatest factors in correcting the evil was the mother. He was followed by an interesting speech by Rev. F. A. Liles, of Jacksonville, N. C. (Continued on Page Six.)

CENSUS FIGURES ARE ANNOUNCED

City of Wilmington Given Increase of Only 22.7 Per Cent.

TOTAL POPULATION 25,748

This With No Increase of Area and Without Suburbs—While Inhabitants May Not Have Been Doubled, Gains.

CENSUS AT A GLANCE.

Table showing population statistics for Wilmington and surrounding areas in 1900, 1910, 1890, and 1880.

(By Associated Press.)

Washington, Oct. 13.—Population statistics were made public by the Census Bureau today of the following cities:

Wilmington, N. C., 25,748, an increase of 4,772, or 22.7 per cent. over 20,976 in 1900.

Hamilton, Ohio, 35,279, an increase of 11,365, or 47.5 per cent. over 23,914 in 1900.

Lorain, O., 28,883, an increase of 12,855, or 88.2 per cent. over 16,028 in 1900.

Madison, Wis., 25,531, an increase of 6,367, or 33.2 per cent. over 19,164 in 1900.

Montgomery, Ala., 38,136, an increase of 7,790, or 25.7 per cent. over 30,346 in 1900.

Austin, Texas, 29,860, an increase of 7,602, or 34.2 per cent. over 22,258 in 1900.

Bloomington, Ill., 25,680, an increase of 2,482, or 10.7 per cent. over 23,236 in 1900.

There need be no effort towards an attempted concealment of the fact that the census figures as to the population of this city came as a bitter disappointment to the people of Wilmington, who had expected much and have received only a fair average treatment at the hands of Census Director Durand.

The disappointment is even more keen, the announcement following as it does, so closely upon the heels of the 88 per cent. increase given Charlotte, the inhabitants of which municipality are not without an appreciation of the value of territorial expansion when it comes to counting noses, the figures of the Queen City including some four miles square, while conservative old Wilmington has been content with her original corporate limits of one by two and a half miles and has sought to embrace none of its thriving suburbs such as Carolina Place, Carolina Heights, East Wilmington, nor the factory village of Delgado and centres of population around the four or five fertilizer factories up the river, where many laborers reside and have their being. And this, too, without disparagement of Charlotte's claims, for there is, has and always will be the kind of feeling between these two cities, the old and the new.

It is unnecessary here to repeat what has been recognized all along—that the census was very poorly taken—that has been discounted a thousand times from the last year's altitudes of the census figures as to the population of the city. Twenty-five thousand seven hundred and forty-eight it is and must be until Uncle Sam gets ready for another count and by that time perhaps some more vigorous steps may be taken for a "fuller," if not a "fairer" count.

But figures of population are not all in casting up the growth and potentialities of a city. During the ten years covering the decennial census, Wilmington has had a wonderful growth and it is still growing. In tabulated form elsewhere in today's paper, the Star gives some concrete examples of Wilmington's growth along many lines. With no added area our real estate valuation on the tax books—and that is the most conservative basis ever invented—shows an increase of 46 per cent.; personal property holdings have increased 150 per cent.; postoffice receipts, the surest barometer of business conditions, show 247 per cent.; our export business has increased 98 per cent.; our importations something over 2,000 per cent.; number of public school children 50 per cent.; telephones in daily use 240 per cent.; electric light consumption in greater proportion, while the showing made by Wilmington banks in 10 years is nothing short of marvellous. For instance, there has been an increase from no small beginning of 275 per cent. in banking capital and surplus; 140 per cent. in deposits; 200 per cent. (Continued on Page Six.)