

Fair Thursday and Friday.

Is in hiding just around the corner. It's up to you to find the clues that will make your store headquarters. You can talk to 15,000 of them through The Star.

REBELS THREATEN DELAY SETTLEMENT TO FIRE OIL TANKS

Unless Federal Gunboat is Removed from Tampico.

WOULD DESTROY ENTIRE CITY

Floating Flames Would Devastate City and Destroy Shipping as Well as Prevent Protection by Gunboat.

Mexico City, Nov. 26.—"Remove the gunboat Bravo or we shall fire on the oil tanks in the city of Tampico and along the banks of the river above." This threat, according to private information here, was sent to the commander of the Federals at Tampico yesterday.

So long as the garrison at Tampico is aided by the guns of the Bravo, which is anchored in the river just off Fiscal Pier, there appears to be little chance of the rebels to capture and hold the city. But they might easily shoot up the tanks of oil, estimated at 100,000 barrels. Should the oil in the tanks up river be fired the floating flame would be carried into the heart of the city, most effectually remove the menace offered by the gunboat, destroy all shipping and probably a fair part of the town.

That the rebels will carry out their threat is regarded by some of the officials here as by no means improbable, although foreigners owning property in the neighborhood of Tampico are depending on the promises of the rebels not to molest the wells or tanks.

Advices from Tuxpam, or Tampico are meagre because the lines of communication are almost entirely cut. Specially the only method of communication is by wireless from the warships to Vera Cruz.

Campaign Against Tampico. There is a general belief here that the campaign inaugurated by the rebels against Tampico is really directed against the approach upon Tuxpam from which the advance against Tampico might be overlooked.

The rebel part of concentration in the rebel forces at Tuxpam, about half way between the two ports. At Tampico there are said to be about 800 Federals supported by the guns of the gunboat Bravo. The government has announced that Gen. Joaquin Maas, will proceed at an early date with reinforcements for Tampico.

There is no prospect of a resumption of traffic over the main line of the National Railway. The rebels who blew up a train recently south of Tuxpam, also destroyed the bridges. Between Carreros and Sutilillo the rebels have concentrated in force, placing in a difficult situation the Federal army. Gen. Maas, who was dispatched from Sutilillo to recapture Torreón, all communication with the capital has been cut.

A serious situation again has developed in the Federal States through the re-appearance of the bandit forces under Emiliano and Eufemio Zapata.

The orders of the Zapata men are said to be to burn wheat hacienda they pass and inaugurate a campaign of destruction more vigorous than ever.

In the Mexican capital the organization representing the European colonies, the members of which have banded together for possible defense, is working quietly and expeditiously to force the military to concentrate upon some locality where they may concentrate if necessary and which will be regarded as a neutral zone.

There were more dead than were apparent here, for rebels with spades came in from remote sections of the field, but the death list is not heavy. The general belief is that most of the men who fled the graves were men who were shot after capture.

Rebel soldiers explained that the Federal dead had been gathered up and buried and they pointed out before the field. It was not many Federal dead as a result of the battle, other than executions, the rebels carried them a great distance across the country to bury them.

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The rebels admit executing prisoners who had volunteered for service with the Federals. The rebel army (Continued on Page Eight.)

DEATHS OF RAILROAD PRESIDENTS ON RATE MATTER

Efforts of Messrs. Emerson and Finley Big Factor in Reaching Agreement—Great Interest in Appointment of Successors.

(Special Star Telegram.) Washington, November 26.—It is stated here tonight that the death of Presidents W. W. Finley and T. M. Emerson will seriously retard the settlement of the rate controversy in North Carolina. According to those who are supposed to know, it was through the efforts of Messrs. Emerson and Finley that the roads were able to agree to any settlement at all.

The appointment of successors to these two men, therefore, may have a good or bad effect upon the final adjustment which is to be made through the commission just appointed by Governor Craig.

The Southern has over 1,500 miles of railroad and the Coast Line a little over 900 miles in North Carolina, hence these two roads are the dominant factors in the rate fight.

The appointment of official heads for these two railroads, therefore, will be had negotiated for a loan on 600 shares of General Electric Co. stock. Aside from a certified check for \$97,000 and \$2,266 in cash found on Foye's person at the time of his arrest, accounts in several banks here were attached, covering the larger part of the money involved.

When arraigned today Foye was committed to the Tombs with bail for 30 days on a charge of obtaining money under false pretenses from the Corn Exchange National Bank of Philadelphia, hegarty Nov. 1st, and was ordered to appear at the court on November 15th, when Foye left the employ of the Farmers' Loan & Trust Co. Officers of the Trust company to the vaults where the stationery, blank books and stock certificates were stored.

Had Foye been content with smaller gains, the bank officers said, he might have carried on his alleged speculation for a much longer period by merely hypothecating, monthly, a small number of certificates of stock. Foye explained that Foye had access to the filled out. When so many blank certificate books were missed, the investigation that resulted in Foye's arrest followed.

It was stated that each certificate of stock was filled for the general Electric Co. and that he merely had to add the signatures of the register and transfer officials.

Foye appeared to take his arraignment as a matter of course. When Foye left his clerkship with the Farmers' Loan & Trust Co., he said he intended to return to activity on the Consolidated Stock Exchange. He carried the best of references, the Trust company officers said.

It was denied today that Foye had forged any certificates other than those of the General Electric Co.

INVESTIGATING CONDITIONS. In Oyster Beds of Chesapeake Bay by Government. Washington, November 26.—Sanitary conditions in the oyster beds of Chesapeake Bay are to be investigated by the United States Bureau of Chemistry. Dr. Carl L. Alsberg, chief chemist, said today that in order to determine whether it was fit, it was necessary to go to the source and that the work in Chesapeake Bay was but the beginning of a series of inquiries to be carried on all over the country during the next few years.

The Fish Hawk, the United States fish commissioner's vessel fitted for the occasion with a bacteriological laboratory, will take aboard the chemistry experts the latter part of next month. In the meantime, the commission will be using the boat all through the Winter to study the abundance and distribution of fish in the bay. Dr. Smith, chief of the bureau, said today that he wanted to know more about the Winter habits of shad, herring, white perch, menhaden and other fish which inhabit the bay.

UNIQUE WEDDING GIFT. North Carolina Emerald Given Miss Jessie Wilson. New York, November 26.—One of the unique wedding gifts received by Miss Jessie Wilson, now Mrs. Francis B. Sayre, it developed here tonight, was a beautiful American emerald of about three karats weight, presented by Loyat Frazer, of this city through his friend, Dr. W. T. Grenfell. The emerald is a product of the South, giving it an added value to the recipient. It was discovered on North Carolina property owned by Mr. Frazer and was cut by American lapidaries.

The emerald was enclosed in a heart-shaped silver box, inscribed with the monogram "W. T. G." and was deposited in a Siberian malachite jewel case.

RUNNING WATER IN ALL RURAL HOMES

Governor Craig's Ideal As Presented to Teachers.

AND SCREENED WINDOWS, TOO

North Carolina Teachers' Assembly Convened in Raleigh and is Addressed by Dr. Eggleston, Dr. Joyner and the Governor.

(Special Star Telegram.) Raleigh, N. C., Nov. 26.—Governor Locke Craig declared, in addressing the North Carolina Teachers' Assembly tonight, that the greatest blessing for the eighty per cent. farming class in this State that he could imagine is that of having running water in the country homes, and the next greatest blessing would be to have screens in the windows of these homes, to keep out the flies. Plenty of water with no flies would mean clean, sanitary homes.

He insisted that the teachers in the State, reaching the homes of all of the people, exert the influence that will bring these improvements to pass. He said teachers ought to be the best of examples among the people, and that they ought to dress in the best fashion—not to the extreme "split skirts" fashion, but the most approved style of the period.

The Assembly was convened for the thirtieth annual session tonight, in the auditorium by President A. C. Reynolds, with quite a large attendance, and with teachers arriving on every train.

J. W. Bailey, collector of internal revenue, was to have welcomed the teachers, but he is delayed in Washington for the killing of J. M. Armstrong, sentenced to 25 years in the penitentiary, the verdict having been second degree murder. The killing was by the two men being competitors in the leasing of land privileges. The full list of opinions delivered follows:

Armstrong vs. Kissell, Craven, affirmed; McClendon vs. Bank of Columbia, no error; Merrill vs. Palmer, Mecklenburg, reversed; American Trust Co. vs. Goode, Mecklenburg, reversed; Babcock vs. South Raleigh Railway, Forsyth, no error; State vs. Lawing, Lincoln, reversed; State vs. Fruegt, Randolph, no error; Fruett vs. Southern Railway, Johnston, affirmed; Shuford vs. Cooke, Burke, no error; Montgomery vs. Railroad, Caldwell, reversed; Hooper vs. Hooper, Polk, affirmed.

THE WHITE HOUSE TURKEY DINNER. President and Family to Face Two Big Gobblers.

Washington, November 26.—President Wilson held his first Thanksgiving dinner in the White House, surrounded by a few friends and all his immediate family except Mrs. Francis Bowers Sayre, who was married yesterday.

Most other officials of the administration will dine at their homes here. Vice President Marshall and Mrs. Marshall are expected back from Arizona. Speaker Clark will dine with his family at his home in Washington. Members of the cabinet also will do so. Secretary Garrison is going to visit his brother in New Jersey and Secretary Redfield to his home in Brooklyn.

South Trimble, clerk of the House of Representatives, sent to the President and each cabinet officer a turkey for his recovery. She will be admitted to the Home from Poplar Branch Lodge No. 116, September 20th, 1909. She has a mother living near Elizabeth City and an aunt living at Belcross.

IDENTIFY THE DEAD. Those Killed in Auto Explosion Are Now Known. New York, November 26.—Identification of the four persons killed in the Palham Parkway automobile crash this morning, was completed late today with the statement of a youth that one was his sister, Miss Helen Schaeffer, 20 years old, a manicurist. The others were Thomas F. Denney, Democratic member of the Assembly from the 19th district of Manhattan; Mrs. Fannie Loos, and Leonard Cohen, a dress goods manufacturer, prominent in Tammany circles. They were occupants of Cohen's car, the negro chauffeur of which was slightly injured.

Three or four persons in the other car, owned by Barthold B. Richter, injured, but none fatally. Rich is a garage owner and connected with an automobile company that bears his name. Ten years ago he was left \$1,000,000 by his father who was a real estate owner.

New York, Nov. 26.—The campaign for a four million fund for the Young Men's Christian Association, and the Young Women's Christian Association which has been in progress for the last fortnight, closed successfully tonight, when it was announced that a total of \$4,061,500 had been reached.

MR. MCCRACKEN WINS TO MAKE CURRENCY A PARTY MEASURE

Supreme Court Mixed on Columbus Case

Democrats to Force Bill to Early Vote

The Republican Leaders Declare That This Party is Not Fighting the Legislation—Sixteen Hours a Day.

(Special Star Telegram.) Raleigh, N. C., Nov. 26.—The judges of the Supreme Court are all mixed up in the case of Donald McCracken vs. the Bank of Columbia, from Columbus county, that came down this afternoon in a batch of 12 opinions delivered. McCracken obtained a judgment for \$150 usury charged him on a \$3,000 loan by the bank when he was, as a director, chairman of the committee on loans, and necessarily approved the loan and rate of interest charged him and customers generally. Justice Walker, writing the opinion for the majority of the court, sustains the trial before the bank judgment was secured. Chief Justice Clark files a concurring opinion.

On the other hand, Justices Brown and Allen file strong dissenting opinions. In his dissenting opinion, Judge Brown quotes from the concurring opinion of Chief Justice Clark that "The plaintiff has been certainly for years an open and defiant violator of the law," and adds, "and yet he asks now that the court set a premium on his misconduct and reward him for misdeeds and visit its wrath upon all the other directors of the bank except himself."

Chief Justice Clark and the others of the majority opinion take the view that the bank had no right to impose the usurious interest upon the borrower consented, and although, as in this case appeared to be the fact, the borrower was chairman of the board of directors and had claims against the bank as legal advisor.

The court sustains the conviction of Barton R. English in Randolph county for the killing of J. M. Armstrong, sentenced to 25 years in the penitentiary, the verdict having been second degree murder. The killing was by the two men being competitors in the leasing of land privileges. The full list of opinions delivered follows:

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OPERATIONS TO SUSPEND. On Entire Southern System for Five Minutes Today in Respect to Memory of Finley.

Atlanta, Ga., Nov. 26.—Operations of every kind on the entire Southern Railway system will be suspended for a period of five minutes at 11 o'clock Eastern time Friday, out of respect to the memory of the late president of the road, W. W. Finley, whose funeral will be held at that hour in Washington. Trains will be brought to a standstill, machinery in all shops shut down, and all telegraph, telephone and signal apparatus suspended in the interval. Orders to this effect were issued here today by Vice President and General Manager E. H. Coatsman of the Southern.

Principals of the road will also be closed from 11 o'clock to noon Friday and entrances of important Southern buildings and offices draped in black for a period of 30 days.

CHARGE DISCRIMINATION. Chicago Naval Training School Only Partly Filled Up. Chicago, Nov. 26.—Discrimination against the Lake Bluff naval training station was charged today by Congressman Fred A. Britten, of Chicago, here on a visit of inspection to the \$4,000,000 institution. Mr. Britten said the Lake Bluff station, while one of the best equipped in the country, had only 875 apprentice seamen under instruction which is about one-third its capacity.

"There is no reason why recruits from the Middle West should be sent across the country to an inferior station in San Francisco or Norfolk, Va.," said Mr. Britten.

"At the next session of Congress, I shall demand that all recruits from the middle and Southern States be sent to the Great Lakes station until it is up to its capacity."

STANFORD TO PENSACOLA. To Get Yard in Readiness for 750 Marines.

Washington, Nov. 26.—Rear Admiral Homer B. Stanford, chief of the Navy Bureau of yards and docks, has gone to Pensacola, Fla., to get the station there in readiness for the 750 marines who sail from Philadelphia on the transport Prairie tomorrow. The marines will prepare for the advanced base operations in which they will participate early next year in Cuba, Porto Rico and Guantanamo.

OUTLINES. Figures compiled by the Department of Labor show that the ordinary Thanksgiving dinner this year will cost more than it has for the past 25 years.

Democratic leaders have decided to make currency a party issue. The Republican leaders have declared that their party is not fighting the legislation as it generally supposed.

GOST OF YOUR DINNER

Average Expense for Turkey Day Dining.

EMERSON'S DEATH SHOCK TO COUNTRY

High Officials of A. C. L. are Here for Funeral.

Department of Labor Announces Cost of Thanksgiving Dinners for Past 25 Years—The Highest of All.

Washington, November 26.—The 1913 Thanksgiving dinner will be the most expensive meal the average American has eaten during the last 25 years. It will cost from 35 to 100 per cent. more than it did ten years ago, and from 15 to 50 per cent. more than any Thanksgiving Day dinner the last six years, according to recently gathered government statistics.

Thousands of turkeys spoiled by having been shipped during the unseasonably warm week ago, the drought of last Summer, which shortened crop yields, particularly white potatoes; and alleged cold storage combination which Attorney General McKeenovic is investigating to find if millions of dozens of eggs and millions of pounds of dairy products have been withheld by middle men to keep high prices and the steady soaring of prices generally are among the contributing causes to which economists point.

The great American hen is somewhat responsible for the extraordinarily high price of eggs, according to Department of Agriculture officials. Heat and drought, they say, caused hens to stop laying sooner than usual.

As to turkey, the rise in price seems to have extended all along the route to the consumer, beginning at the barn yard, where the farmer received an average of 15 cents a pound for his birds—a half cent more than he got last year. But turkey is now a Thanksgiving bird at all, according to the experts.

The Lord never intended turkey to be the Thanksgiving food of the country generally, says Dr. Mary E. Pennington, in the report of the research in the Federal Bureau of Chemistry. "Christmas is the time for turkey. Green goose is the Thanksgiving bird and is generally used in Europe where many general stores have celebrated about this time of year."

The family which turns from turkey to chicken, pork or beef will find varieties with a normal price. The Lord show an average increase of eight cents a pound; pork two to eight cents; rib roasts two to ten cents. Sweet potatoes are about the same price as last year, but white potatoes have advanced.

Apples, oranges and grapes are scarce because of a short crop. Cranberries, on the other hand, are a little higher than last year. Flour and sugar are uniformly cheaper and butter shows no advance.

IMPERIAL TOBACCO CASE. Charged With Complete Domination of Local Market.

Morganfield, Ky., Nov. 26.—Complete domination of the local tobacco market by the Imperial Tobacco Co., was charged today by William Elliot, State Senator, in a resolution of the Imperial of the anti-trust case against the Imperial company.

Mr. Elliot declared there is such a strong prejudice against the Imperial, that the Stemmung District Tobacco Association, fomented by the Imperial Tobacco Co., that the association is compelled to keep secret the names of its purchasers of tobacco. He said he would try to have the Imperial indicted or suffer the possibility of a boycott.

He said that about three-fourths of the priced tobacco of the Stemmung district is sold at a price which netted the farmers as much as the price paid by the Imperial company for the small portion which it had purchased. The branch office of the Imperial had paid about seven cents a pound.

Evidence presented this afternoon by the Commonwealth was considered by a panel of judges, who found in favor of the Imperial Tobacco Co. and the American Tobacco Co. One witness, Henry P. Barrett, a millionaire tobacco dealer, testified that he formerly was a buyer for the American Tobacco Co., and exhibited cans of smoking tobacco which he claimed are manufactured by the Imperial, but are marketed by both the Imperial and American companies. They are sold at 25 cents in America, he said, while a duty amounting to 10 cents is added for the English market. He swore that upon one former occasion after buying a quantity of tobacco for the American he went to Europe and found the same in black for a period of 30 days.

COLLISION OF STEAMERS. AT JACKSONVILLE, FLA. Both Returned to Wharves for Repairs—Nothing Serious. Jacksonville, Fla., Nov. 26.—The Clyde Line freighter Carib outward bound for Baltimore, which was struck by the Merrimack on the port side about 30 feet from the aft rail, crushing in about six plates. The Carib apparently was little damaged and, although the Merrimack will have to be repaired before she can proceed. The accident is credited to the strong oblique wind which carried the Carib against her power. The Carib also remained in port tonight but will probably proceed tomorrow morning.

READ TO GO. Marines Sail for Philadelphia to Ship for Pensacola.—Two hundred marines, 115 from the Charleston, and 85 from the Portsmouth, N. H., navy yards, left here today for Philadelphia, where they will board the transport Prairie for Pensacola to await further orders. The men were full field service uniforms. The Charleston detachment was commanded by Capt. Walter L. Hill, Captain Hughes was in command of the company from Portsmouth.

EMERSON'S DEATH SHOCK TO COUNTRY

High Officials of A. C. L. are Here for Funeral.

TO BE HELD THIS AFTERNOON

Relatives and Friends Arrive From Many Places—Coast Line Offices and Engines Draped in Mourning.

The news of the death of Mr. Thos. M. Emerson, president of the Atlantic Coast Line Railroad, came as a great shock to his many hundred friends here and throughout the entire country, and several hundred telegrams and cablegrams bearing messages of condolence were received yesterday by the bereaved family while a great many friends from the city called at the home to offer their sympathy.

The funeral will be held this afternoon at 3 o'clock from St. John's Episcopal church, and will perhaps be the largest ever held here. The services will be conducted by the rector, Rev. W. E. Comer, assisted by Rev. Dr. William H. Milton, rector of St. James' Episcopal church. The interment will be in the family plot in Oakdale cemetery.

Many Prominent Officials Here. A large number of prominent railway officials from all over the country will be here for the funeral, many of them having arrived yesterday. Among those who are here are Mr. Henry Walters, of New York, chairman of the board of directors of the Atlantic Coast Line Railroad Company; Mr. W. W. Finley, former president of the Baltimore and Annapolis; Mr. Michael Jenkins, prominent banker of Baltimore and members of the directorate of the Atlantic Coast Line; Mr. Alexander Hamilton, first vice president and general counsel of the Atlantic Coast Line; Mr. John B. Wood, former president of Petersburg, Va.; Mr. H. L. Borden, secretary of the Atlantic Coast Line, of New York; Mr. W. H. Sullivan, former president of the Atlantic Coast Line; Mr. C. M. Davis, of Savannah, Ga., general freight agent of the Atlantic Coast Line; Mr. J. A. Slocumb, of Goldsboro, commercial agent of the Atlantic Coast Line and one of the veterans of the service who was with the road when Mr. Emerson came to it in the early days of the system.

Others who are here for the obsequies are Mr. Key Compton, president of the Chesapeake Steamship Company, of Baltimore; Mr. Thomas Wilcox, of Baltimore, president of the Northwestern Railroad of South Carolina, and Col. and Mrs. A. H. Slocumb, of Fayetteville.

Many relatives of the family arrived yesterday among these being Dr. Greer Baughman, of Richmond, Va., a cousin of Mr. Emerson; Mr. R. B. Boatwright, of Portsmouth, Va., a sister of Mrs. Emerson; Mrs. N. D. Emerson, of New York, a daughter-in-law of Mr. Emerson; Mr. and Mrs. Pembroke, of Richmond, Va.; Mr. R. B. Davis, of Savannah, Ga.

As an expression of the great loss that the Atlantic Coast Line has sustained in the loss of its chief executive, the general offices and the union station here were draped in mourning yesterday afternoon as well as all the passenger engines leaving the city. The branch offices of the Atlantic Coast Line, at Norfolk, Va., Chesapeake, Va., Norfolk, Va., Petersburg, Va., Rocky Mount, Florence, S. C., Charleston, S. C., Savannah, Ga., Waycross, Ga., Montgomery, Ala., Jacksonville, Fla., and Tampa, Fla., will also be draped for a period of 30 days. The tug boats at Norfolk, Va., belonging to the railroad, will have their flags at half mast also for 30 days. The passenger engines will bear the dark insignia of mourning during the next month.

Prominent in Masonic Circles. Mr. Emerson was prominent in Masonic circles and the funeral will be attended by a large delegation from the different Masonic lodges of the city.

On account of the death and funeral the annual Thanksgiving tournament of the Cape Fear Country Club, which Mr. Emerson helped to organize and of which he was a charter member and officer, has been postponed until a later date.

No Action As to Successor. Practically all of the higher officials of the railroad together with Mr. Emerson had been on a tour of inspection of the road following the annual meeting of the board of directors in Richmond, Va., eight days ago, and on account of the suddenness of his passing they were too greatly overcome with grief and too wearied yesterday to take any steps toward even temporary arrangements for filling his position as the president of the system. Mr. Alexander Hamilton, of Petersburg, Va., is the first vice president; and is, therefore, the ranking executive officer of the system.

On account of his long business as well as his splendid long service ability the railroad suffers a heavy loss in his death, and many expressions of appreciation were made by the officers of the road yesterday. He was widely known, and at the home yesterday there was a constant stream of messages of condolence and sympathy from friends all over the country.

Speculation as to Successor. There is much speculation locally and throughout the territory traversed by the Coast Line, as to who will succeed Mr. Emerson as president of the system. Several officials of the road were mentioned on the streets yesterday, in connection with the office. There is nothing authentic, as the matter has not been considered by the directors, according to a statement last night by one of the officials.

The man most prominently mentioned as the possible successor of Mr. Emerson is Mr. J. A. Slocumb, president of the company from Portsmouth.