

LAKE COMO MURDER MYSTERY IS SOLVED

Charlton, Arriving in New York, Confesses He Slew His Wife With Wooden Mallet and Threw Her in Lake.

GIVES WRITTEN STATEMENT TO POLICE OF HOBOKEN

Says She Was a Good Woman, but Had a Bad Temper, and During a Quarrel She Abused Him Beyond Limit.

NEW YORK, June 23.—Porter Mary Scott Castle Charlton, Charlton, the husband of Mrs. W. Coleman, who was found stuffed in a trunk which was taken from Lake Como, Italy, recently, was arrested stepping from the steamship Princess Irene in Hoboken today.

Charlton at first denied his identity, but after being given the "third degree" he admitted he was the husband of Mrs. Charlton. Charlton made a signed statement to the Hoboken police.

The police later announced that the statement signed by Charlton was a confession that he had slain his wife.

Charlton said in his confession that he and his wife had been having supper together at the villa on Lake Como, and they engaged in a violent quarrel.

Charlton said his wife, who was one of the best women in the world but had an unmanageable temper, called him vile names, and finally when he could not stand her abuse longer, he attacked her with a wooden mallet. The young man said he struck her over the head three times, knocking her unconscious, and killed her, as far as he knew.

Charlton told the police he then stuck the body of his wife in a trunk and carried it down to the lake, where he threw the trunk into the water.

Officers Were on the Watch. When Charlton stepped from the steamer he gave the name "Charles W. Coleman." At the police station later he broke down and admitted that he was Charlton. He arrived on the steamer coming in from Genoa and Naples. The police were watching for the Deutschland. The Deutschland arrived this afternoon and it was reported that Charlton sailed on that steamer. Officers, however, were sent to watch the docking of the Princess Irene. The officers had a description of Charlton and when they saw a man resembling him leave the ship, they pounced on him and placed him under arrest. He protested vigorously. Handcuffs were applied. Captain Scott, the brother of Mrs. Charlton, who came to Hoboken to aid the police in identifying the suspect from the Deutschland, was summoned to the pier when Charlton was arrested. Captain Scott took one glance at the prisoner and said the man was Charlton. The prisoner was hurried to headquarters, where Chief Hayes put him through the "third degree."

Tried to Kill Police Chief. While Charlton was being sweated under the "third degree" he became infuriated and drawing a revolver tried to shoot Chief of Police Hayes. He was quickly disarmed and a few minutes later confessed his crime.

Unusual Legal Situation. The arrest of Charlton and the prosecution that may follow present unusual questions of international law. The murder of Mrs. Charlton occurred in Italy, and it is assumed the Italian authorities will undertake the prosecution.

Judge Charlton Hears the News. Washington, June 23.—Judge Paul Charlton, law officer of the bureau of insular affairs of the war department, as soon as he heard that his son, Porter Charlton, had been arrested, left his office in the war department and departed from the city, presumably for Hoboken.

They Have a Say Relative to Charge That Bleaching Flour Adulterates the Product.

Kansas City, June 23.—Millers and bakers testified at the bleached flour trial in the Federal court today, in opposition to the government's charge that the process of bleaching flour adulterates the product.

CHARGED WITH VIOLATION OF THE BANKING LAWS. Evansville, Ind., June 23.—Captain S. P. Gillett, former president of the Citizens National Bank, suspended recently because of the discovery of a large volume of insecure loans, was arrested today on an indictment charging violation of the national banking laws. Gillett gave a \$10,000 bond. He is 76 years old, and a graduate of the United States Naval academy.

WIRI GRAPHS

Late Afternoon News Stories in Condensed Form of World's Big and Little Events.

All Ring Encounters to Be Stopped. Los Angeles, June 23.—While there is little likelihood of interference with the Moran-Attel ten-round contest Friday night, steps are being taken to prevent all ring encounters in future, by high license.

Two Hanged on the Same Gallows. Norristown, Pa., June 23.—Nick Merino and Frank Chicarone were hanged on the same gallows this morning for murdering George Johnson, an aged cobbler, with robbery as their motive, last August.

Hostile Note from Hoquiam, Wash. Hoquiam, Wash., June 23.—The G. A. R. state encampment yesterday adopted a resolution protesting against placing Robert E. Lee's statue in the Hall of Fame at Washington.

Central Bank Impractical, Says Dawes. Decatur, Ill., June 23.—Charles G. Dawes of Chicago, former controller of the currency, in an address before the Illinois State Bankers association today, maintained that a central bank could not be successfully adapted to the present independent banking system.

One Killed, One Injured. Nice, France, June 23.—An automobile occupied by Mr. and Mrs. Henry, Americans, and Madam Mutton, ran into a ditch near Castellane, Madame Mutton was killed outright, and Henry badly injured.

Fatal Explosion Aboard Yacht. Chicago, June 23.—One man was probably fatally burned and 15 passengers narrowly escaped with their lives in an explosion aboard the steam yacht Columbia at the Columbia Yacht club docks today.

Morgan at Home. New York, June 23.—J. Pierpont Morgan came home today from Europe looking the picture of health. The banker was abroad several months.

Dr. Albert H. Brockway is Dead. New York, June 23.—Dr. Albert H. Brockway, one of America's best known dentists, the author of several works relating to his profession, died today, aged 82.

Noted Anthropologist is Dead. Chicago, June 23.—Charles Stanisland Wake, the author of numerous works on anthropology, is dead, aged 75 years.

The Emperor at Kiel for the Regatta. Germany, June 23.—Emperor William has arrived from Atona, to witness the annual yachting regatta.

Dead at the Age of 113. Delmar, Del., June 23.—Mrs. Hester Cordrey, aged 113, the oldest woman on the Delaware peninsula, is dead.

The Midshipmen at Plymouth. Plymouth, England, June 23.—The American battleships Indiana, Massachusetts and Iowa, with 500 midshipmen from the Annapolis naval academy, arrived here this morning.

Will Cease in 1912. Washington, June 23.—By terms of a bill passed by the senate, the last vestige of tribal organization of Indians of the five civilized tribes will cease in 1912.

CONGRESS' ADJOURNMENT TO BE DELAYED, PERHAPS

Rumors Afloat About White House, but an Air of Mystery Seems to Envelop the Subject.

Washington, June 23.—Rumors of a probable delay in the adjournment of congress are afloat about the White House. Several reasons were advanced for delay but an air of mystery seemed to envelope the whole subject.

LATE THE VERY SECOND DAY. Assistant Editor of the Outlook Did Not Get to Work Until 10:30, but Soon Cleaned Things Up.

New York, June 23.—Theodore Roosevelt was late going to work today, it being 10:30 o'clock when he reached the office of the Outlook. In a short while he disposed of a number of matters that had been demanding his attention. Few visitors disturbed him, the only one noted in the hour succeeding Col. Roosevelt's arrival being John Callan O'Loughlin, Col. Roosevelt spent last night at the home of his brother-in-law, Douglas Robinson.

Fire in Overall and Robe Factory. Detroit, June 23.—Fire swept through the Arns overall and robe factory today, causing a loss of \$150,000, partially insured.

A Rembrandt Sells for \$300,000; Corot's "Bird-Nesters," \$68,250



THE POLISH RIDER BY REMBRANDT

PROMOTER SID HESTER'S PLANS BEING OPPOSED

Rickard Thinks Langford-Ketchell Match Likely to Cut Down Big Mill Receipts.

Reno, Nev., June 23.—Aside from interest in Jim Jeffries' movements, Reno's attention was directed today to the controversy waged over the proposed Langford-Ketchell contest. Tex Rickard and the committee in charge of constructing the big arena for the Jeffries-Johnson fight are openly opposing Promoter Hester's project. They assert that the mid-weight match, if staged on or before July 4, is likely to draw patronage from the big fight and cut down seat sales.

Jeffries is installed in the training camp prepared for him at Moan Springs, three miles south of Reno. Promoter Tex Rickard says he is satisfied that state officers will make no attempt to interfere with the fight. Promoter Sid Hester announces that having failed to get the use of the Jeffries and Johnson arena he will take out a license and build an arena of his own to stage the Langford and Ketchell contest on the morning of July 4.

No reply to the telegram sent Governor Dickerson has been received by Rickard. The promoter expresses himself that no matter what pressure is brought to bear on Nevada's chief executive the governor will not interfere with the fight. Rickard would rest easier if he had the governor's assurance, and he is impatiently awaiting a telegram bearing the governor's signature and promising immunity. Rickard said that if the fight were stopped in Nevada he would not try to stage it elsewhere. But he felt sure that there would be no trouble in Reno. Everybody wanted to know what Jeffries thought of Reno as compared with Ben Lomond. If his replies to questions were pieced together the composite statement would be about as follows: "I am in just as good condition as I ever was in my life or better and I can promise the people of Nevada that the white man's end of the 'battle of the century' will be well taken care of on July 4."

Mistak Joining in Trouble. San Francisco, June 23.—Johnson was arrested yesterday and taken to the police station on a charge of violating the automobile laws having been arrested on one of the crowded business streets while driving his big car. He was released on \$50 bail. Johnson was arrested at his training camp where he had locked himself in. Three policemen broke in and with drawn revolvers took the negro out of the room. Under advice of Policeman Martin a charge of resisting an officer was changed to one of exceeding the speed limit.

THE WEATHER. For Asheville and vicinity: Partly cloudy weather tonight and Friday. For North Carolina: Partly cloudy, continued warm tonight and Friday. Light variable winds, mostly south and southwest.

The Delaware Docked, for First Time. Norfolk, June 23.—The new twenty thousand ton battleship Delaware was successfully docked for the first time at Norfolk navy yard today. The docking was accomplished without notable incident.



THE BIRD-NESTERS BY COROT

These illustrations show a Rembrandt, which was purchased recently in London for \$300,000 by Henry C. Frick, and a Corot, for which \$68,250 was paid by Messrs. Knoedler of New York at Messrs. Christie's auction rooms. The price paid for Corot's "The Bird-Nesters" is the highest ever paid for a single picture at the famous auctioneers'. The nearest approach to it is the \$66,150 given for Turner's "Mortlake Terrace" during the Holland sale. Previously to Corot had brought more than \$21,000 in the English market. Thirty years ago the work was bought for \$2,415. It measures 26 inches by 35 1/2 inches. Rembrandt's "The Polish Rider," which was on view for a short time at the Artex Gallery, was bought by Mr. Frick, who is said to have given \$300,000 for it. The picture was practically unknown until it was shown at the Rembrandt exhibition in Amsterdam ten years ago. Until recently it was in the possession of Count Tarnowski, near Cracow. It is 46 inches by 53 1/2 inches.

CODY, AVIATOR, FALLS AND IS BADLY INJURED

His Aeroplane, Caught in Gust of Wind, Became Unmanageable at a Height of 100 Feet.

London, June 23.—Captain F. S. Cody, the American aviator, while making a flight at Aldershot today, fell from a height of 100 feet and is gravely injured. His aeroplane caught in a gust of wind and becoming unmanageable, plunged to the ground. Captain Cody was pinned beneath the wreckage of the machine and rendered insensible. Capt Cody is employed by the British war department to teach the officers aerobatics.

CATCHER DIES OF INJURIES

Gregory Larvey Was Hit by a Pitched Ball in the Pit of the Stomach Two Weeks Ago, and Died Today.

New York, June 23.—Gregory Darvey is dead from injuries received two weeks ago, when he was struck in the abdomen by a pitched ball during a baseball game. Darvey was catching, and the ball struck him in the pit of the stomach.

MENA AT SAN VICENTE

He and His 1500 Men at Same Place Where Insurgents Received Crushing Defeat in March.

Washington, June 23.—General Menz and his command of 1500 men occupied San Vicente yesterday, according to advices reaching here. This brings the insurgent army to precisely the same point where it received a crushing defeat from the Madrid troops early in March.

HOT WAVE WILL LAST FOR 48 HOURS LONGER

Mercury Touched 102 Degrees Yesterday in Washington—No Excessive Heat Reported Today.

Washington, June 23.—The hot wave will continue over the eastern half of the country 48 hours longer. The weather sharp decided this morning that atmospheric conditions every where east of the Mississippi river warranted such a prediction. Generally fair weather was the prediction for tonight and tomorrow. No excessively high temperatures have been reported from any point during the last 24 hours. The mercury in Washington touched 102 degrees yesterday.

DEMURRERS OF BEEF TRUST IS SUSTAINED BY LANDS

A New Grand Jury is Ordered, to Renew Investigation of the Packing Companies in Chicago.

Chicago, June 23.—Judge Landis in United States court has sustained the demurrers of the so-called beef trust to the indictment charging combination in restraint of trade. A new grand jury is ordered to renew the investigation of the packing companies.

SAD FOR AUTOMOBILISTS

The Price of Tires, It is Announced, Will Be Advanced 25 Per Cent. After July 1.

New York, June 23.—Automobile tires will advance about 25 per cent. in price after July 1, because of the constant drain upon the small reserve in the European markets.

VERY HOT TODAY IN WASHINGTON

One Member Overcome With Heat at His Hotel—Buildings Bill in Conference.

LEGISLATION BEING RUSHED: IMPORTANT BILLS ENACTED

Pork Barrel Bill, Savings Bank Bill, Campaign Publicity Bill Passed.—Election Contests.

Omnibus Bill Held Up. Washington, June 23.—The omnibus public building bill is held up for lack of an appropriation. The last of the general appropriation bills having passed, it would require a joint resolution to appropriate \$24,000,000 to construct the buildings authorized. There is opposition to the proposed resolution.

Washington, June 23.—By unanimous consent the house non-concurred with the senate amendments to the public buildings bill, and the measure was sent to conference today.

Hot in Washington. Congress sweated again today with the thermometer registering 82 degrees when the house convened. Representative Henry A. Barnhart of Indiana was overcome with heat at his hotel apartments. Barnhart will recover.

The linen suit brigade was in force in the house and senate chambers, and the galleries were a flutter with fans.

Contested Election Cases. Contested election cases occupied the house's attention today. These republican contestants were declared not elected, and the sitting members, democrats, permitted to retally their seats.

South Carolina: R. H. Richardson, contestant, seventh district, Asbury F. Lever, retains seat; Isaac C. Myers, contestant, second district, James O. Patterson, retains seat; Aaron P. Pierson, first district, George S. Lagure, retains seat.

The Saunders-Parsons cases in the fifth Virginia district, in which the elections committee reported in favor of Parsons, republican, will be held over until next session. Saunders, democrat, meantime retaining his seat.

The senate yesterday passed four important general measures. Beginning the session with the consideration of the public building bill, carrying a total appropriation of about \$24,000,000 for the erection of new additions to public buildings throughout the country, this measure was disposed of and the postal savings bank bill was taken up.

Three hours were given to the consideration of the postal bank measure. This bill had previously passed the senate and the house, and it came up on a motion made by Senator Carter to concur in the house amendments. Speeches in opposition to the motion were made by Senators Hristov, Hughes and Simmons, while Senator Carter advocated its adoption. The motion prevailed 44 to 25. The only republican votes cast against the bill on final action were those of Messrs. Bristow, Cummins and La Follette. Senator Chamberlain was the only democrat to vote for the bill.

Forest Reserve Measure. No sooner had the senate disposed of the postal savings bank bill than there ensued a spirited contest among senators for precedence in the order of other measures. Among the prominent bills before the senate there were three candidates for first place on the calendar. These were the Appalachian forest reserve bill, the irrigation reclamation bill and the campaign publicity bill. Senator Findegrove, in charge of the Appalachian bill, was first to obtain recognition and on a roll call his bill was made the unfinished business, satisfied with the attachment of this advantage he graciously gave way for the presentation of the other two measures and both of them were passed.

Reclamation Bill. The reclamation bill, authorizing the issuance of \$20,000,000 in certificates of indebtedness to aid in the completion of government irrigation projects already under way, was called up by Senator Lodge, of the committee on finance from which it was reported. The only opposition to the measure was voiced by Senator Clay, who said that the government was entering upon a policy which would cost hundreds of millions of dollars. Senator Lodge and Senator Bailey were appointed conferees on the bill.

Campaign Expense Publicity. The campaign publicity bill was reported by Senator Burrows, chairman of the committee on privileges and elections. This bill requires the publication 30 days after election or all contributions made to national or congressional committees in the interest of the election of members of the house. As it passed the house it also required publication of contributions in advance of the election.

Senator Bailey's objection to the measure was to the elimination of the house provision requiring the

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IT LOOMS LARGE AND DANGEROUS

J. J. Hill Addresses Millers on the Problem of Terminal Facilities—Decentralization a Suggested Remedy.

FREIGHT PILING UP AGAIN AS IT DID IN YEAR 1907

Problem of Terminals, the Great Transportation Authority Thinks, is Greatest Problem Before the County.

Minneapolis, Minn., June 23.—A paper by James J. Hill was read at the convention of the Millers' National Federation today. In part it was as follows:

"One fact, it seems to me, should give you more concern than almost any other, because you have already felt its effects and because it looms large and dangerous. This is the pressure upon existing terminal facilities. It is a future menace and a present handicap. You have felt, and will continue to feel, the partial embargo that traffic conditions have placed upon all the business of the country upon yours perhaps as acutely as any other. The milling interest of the entire country, except where it serves a purely local demand is feeling the pinch of the transportation situation and will in the future feel it more severely. The growth of the country in population, in production, in transportation business, has marked. There has not been a corresponding growth in the facilities for transportation.

Flood of Freight Business. "For months past it has been impossible to get freight shipments delivered promptly if these have to be transferred at any of the central markets or principal terminal points. The flood of business that rose to such dangerous height in 1907 is piling up again, with the additions, made by national growth since then. The future will add in increasing ratio to these difficulties as well as to the losses they involve. The only probable relief from the pressure upon our transportation agencies, and especially upon terminals, where the greatest difficulty exists, is the decline of our export trade. The demand of the home consumer is lessening the volume of our report of foodstuffs, and will effect similarly some other items on the list. But this change will bring relief to the carrier only in so far as export terminals are concerned.

"An enormous volume of new traffic is being developed by the industrial advance of the country between the Mississippi river and the Pacific coast. All of this must seek its market; and much of it will be added to the total that already over-burdens our terminals.

Crisis Has Already Arrived. "In the great markets of the eastern half of the country, in New York, Cleveland, Buffalo, Chicago, the crisis has already arrived. Traffic growth and terminal congestion are applying the brakes to business progress. This means trouble for the whole country. It is no more disastrous to have in a bank close their doors than to have the railroads choked. The interest which you represent must suffer with the others, and therefore it should be taking thought with others for the future. For the same cause will work out the same effects in the west.

As to the Remedy. "What is the remedy? Of course, there is one and it is a complete one, effective for an evil that has been growing for so long a time, and which publication thus far has tended to intensify rather than to diminish. The best that can be done is to offer suggestions for tentative and partial relief, and then to engage the best thought and effort for the whole country, especially of business men, and associations such as yours, in an effort to lessen the reason that now strangles trade. Where terminals can be enlarged without incurring prohibitive indebtedness, that, of course, as the natural remedy. Existing facilities also may be made more effective.

"Decentralization of traffic terminals offers a partial cure, partial only, however, because it is applicable only to a portion of the business to be done. The country can be diverted to other points than those where it now collects, but the great central markets can not be destroyed nor the bulk of their business affected.

"There is, however, a considerable element in our traffic aggregate, which is capable of decentralization. Take your own industry for example, because both your raw material and your product are bulky and heavy articles, you are, perhaps, more interested than others, since you are most likely to suffer from terminal congestion. It is worth while to consider whether a considerable share of your distributing business could not be readjusted, if orders went direct to the mills from the smaller cities and towns, and shipments were made direct to them, instead of being consigned to central agencies, and thence transferred to buyers. It would make less business for terminals. By such a process of decentralization, adopted by business generally, much relief might be obtained.

"The problem of terminals is the

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