

# ANGIER B. DUKE DROWNED EARLY TODAY EXTRA! THE DURHAM SUN EXTRA!

65TH YEAR. COMPLETE MARKET REPORT DAILY IN THE SUN. DURHAM, N. C., MONDAY, SEPT. 3, 1923. ENTERED AS SECOND CLASS MAIL MATTER AT DURHAM, N. C. PRICE FIVE CENTS.

## ISSAC STRAYHORN DIED IN FRANCE TODAY

# Two Additional Earthquakes; Heavy Loss

### Only Son of Mr. and Mrs. B. N. Duke Drowned When Boat Capsized-Party Was Preparing to Board A Yacht

GREENWICH, Conn., Sept. 3.—Angier B. Duke, of New York, was drowned off the Indian harbor Yacht Club here early today.

Duke, with two other men and three women drove up to the club early today and boarded a boat to be rowed out to a yacht.

The last man of the party stepped on the edge of the craft and upset it.

All but Duke were rescued. He is supposed to have struck his head in falling.

Failing to locate the body with grappling hooks, members of the Yacht Club sent for a diver who was still at work at noon. Two others of the party disappeared without disclosing their identities.

Duke was a member of many exclusive clubs and was the leader of the younger society set. In 1915 he married Miss Cordelia Biddle, daughter of Major Anthony J. Drexel Biddle, millionaire sportsman and society man of Philadelphia. The wedding was one of the society events of the season. Duke gave his bride a \$25,000 diamond necklace as a gift and Major Biddle presented his daughter with a \$100,000 check as a wedding present.

The couple had two sons. In 1918 Mrs. Duke separated from her husband and in 1921 secured a divorce from him bearing cruelty. Mrs. Duke retained possession of the children.

Duke was one of the richest young men in the country being one of the chief heirs of the \$50,000,000 estate of his father, Benjamin N. Duke, the tobacco magnate, and having \$10,000,000 in his own name. He was born in Durham, N. C., in December 1884, and graduated from Trinity College in 1905. He entered on a business career as treasurer of the Durham Southern railway company.

Angier B. Duke, son of Mr. and Mrs. B. N. Duke, was born in Durham and educated in the Durham schools. Angier entered Trinity College in September of 1901 and graduated from the Methodist institution with the degree of bachelor of arts in 1905. Shortly after completing his college years here he moved to New York, and has made his home in that city since, marrying Miss Cordelia Biddle in 1915.

Many years ago he lost his right hand in an accident while boating here, when a shotgun he had with him was accidentally fired. May 20th, Sunday, as he was returned to New York from the Kentucky derby at Louisville, which was held Saturday, May 19th, he fell from the platform of a train in the Cincinnati station. He suffered a fractured right arm in the fall and was treated in the Good Samaritan Hospital at Cincinnati. J. Anthony Biddle his brother in law by his sister's marriage and his own, was with him at the time.

Like his grandfather, Washington Duke his father, B. N. Duke, and his uncle, J. B. Duke, of Charlotte and New York, he held Trinity College in great affection and made substantial gifts to the Durham institution.

The old Angier Duke gymnasium, at Trinity College, the gift of his father, was named after Angier B. Duke, because of his interest in athletics while he was a member of the student body. In 1922, in view of the need at Trinity College for a larger and more modern gymnasium, he and his sister Mrs. Mary Duke Biddle, gave \$25,000 for the new Alumni gymnasium which has just recently been completed and which will be dedicated this fall.

In 1921, Angier Duke gave \$10,000 to be applied to the current expenses of Trinity College and in 1922, he gave a like amount.

Mrs. A. H. Stokes, sister of his mother, Mrs. B. N. Duke, was informed of the death of her nephew by The Durham Sun this morning and was greatly affected by the news. Relatives and friends in the city were profoundly shocked by the sudden death.

Mrs. B. N. Duke, his mother, has been very sick for the past two weeks at her home on 89th street, New York City, and it was not known here this morning whether she had been informed of his death or not. His father and sister are also in New York.

He leaves only the parents and the one sister of the immediate family, and had no children himself.

Surviving are also Mrs. A. H. Stokes and Mrs. H. C. Satterfield, of Durham, his aunts; James B. Duke, his uncle; Mrs. J. C. Angier, sister-in-law of his mother and first cousin of his father; Mrs. Maude Barnes, sister of Mrs. Angier and same relation to the family, who is living at the B. N. Duke home here; and Mrs. T. J. O'Brien, of Durham, and Mr. Thomas Stokes, first cousin.

Relatives in Durham are awaiting announcement of funeral arrangements and arrangements are being made for a party to leave at once for New York to return with the remains if interment is to be made in Durham.

### WIRELESS TOWER STANDS DESPITE BIG EARTHQUAKE

SAN FRANCISCO, Sept. 3.—One of the outstanding features of the Japanese catastrophe is the escape of the Iwaki wireless station at Tomoka on the east coast of Japan 144 miles northeast of Tokio, in spite of the height of the towers which rise 660 feet into sky.

Through the Iwaki station came the first news of the earthquake, fire, tidal wave and typhoon which levelled Tokio and Yokohama last Saturday. The news was picked up by the Powerful Bolinas plant of the Radio Corporation of America, just north of San Francisco.

### Prince Yamashimi Was First Son of Kuninori

MANILA, P. I., Sept. 3.—Prince Takehiko Yamashimi, who was killed in Tokio today when the building in which he was, collapsed, was born in 1298 and was a second Lieutenant in the Japanese navy. His residence in Fujimicho, on the outskirts of Tokio, was destroyed by fire. Prince Tamenori Kayo, who is reported to have met death in the same manner was born in 1860, and was the first son of the late Prince Kuninori.

### King George Sends Condolence Message

LONDON, Sept. 3.—King George today sent the following message of condolence to the Japanese emperor: I hasten to express the horror which I learned of the appalling disaster which has befallen your people. I sympathize profoundly with your majesty in this overwhelming catastrophe.



Tran wrecks and sunken ships in narrow canals have hindered movements of the French in the Ruhr. Here is one of the wrecks, showing the tracks blocked and the station demolished. French say Germans planned the wreck.

## DURHAM MAN INJURED IN MOTOR ACCIDENT IN FRANCE SUCCUMBS TO INJURIES-TOTAL DEAD AS RESULT OF CRASH REACHES SEVEN

Nice, Sept. 3.—Issac Strayhorn, of Durham, N. C. one of the Americans injured in the fatal crash of a sightseeing automobile bus, died today. This brought the total of Americans dead to Seven.

Strayhorn was terribly crushed in the accident and was rushed here to a hospital. Every medical aid was extended him but his injuries proved fatal despite the efforts of noted physicians.

The American suffered from loss of blood and shock in addition to the physical injuries and this is believed to have caused his death.

Strayhorn with a party of Americans and Europeans were motoring in the Alps when their machine crashed over a precipice. The driver apparently lost control as the machine approached a bridge and the car plunged through the protective railings, dropping two hundred feet into a ravine. No reason was assigned for the accident except the company operating the bus stated afterwards it was believed the machine's brakes were defective.

A dozen persons were killed in the crash and many injured. Six other Americans besides Strayhorn, lost their lives.

Isaac R. Strayhorn, of this city, who died this morning as a result of injuries sustained in an automobile accident at Guillaumes, near Nice, France, about three weeks ago, was connected by both marriage and blood ties with prominent families of Durham.

Mr. Strayhorn was 35 years of age, and was a son of the late Isaac R. Strayhorn, former solicitor of the fifth district. He was born and reared in this city. Mr. Strayhorn studied at the University of North Carolina and the University of Virginia, obtaining his law degree at the last named University.

He graduated from the University of Virginia after receiving very high scholarship honors.

For several years Mr. Strayhorn was prosecuting attorney of the Durham County Recorder's Court, and won considerable renown in this capacity. He also had a large private law practice, previous to leaving this city early in the summer for a tour abroad, accompanied by Mrs. Strayhorn.

At the last election for prosecuting attorney, held in 1922, Mr. Strayhorn was defeated by W. B. Umstead in the race for prosecuting attorney.

Three years ago he married the widow of the late Brodie L. Duke, who, before her marriage, was a Miss Rochelle. She has several relatives in this city.

Mr. Strayhorn's mother, Mrs. Isaac R. Strayhorn, is now living in the city, while his father died several years ago. He has four brothers, W. F. N. N., and A. R. Strayhorn, Durham and Charles Strayhorn, Hillsboro. Mr. Strayhorn also has four sisters: Mrs. B. B. Sapp, Durham; Mrs. E. C. Milloway, Durham; and Miss Bessie Strayhorn Durham.

His wife was formerly Mrs. Brodie L. Duke, and before her first marriage was a Miss Rochelle. She has three brothers, V. A. and I. F. Rochelle, of Durham, and C. B. Rochelle Dayton, O., two sisters, Mrs. Arthur Green, Durham, and Mrs. C. M. Blankenship, Marshall, N. C. Her father died several years ago, while her mother, Mrs. L. F. Rochelle, makes her home in this city.

The accident which led up to Mr. Strayhorn's death occurred at Guillaumes, near Nice, France, on Monday August 28. For the first two or three days following the accident both he and his wife were reported to be seriously injured. Numerous conflicting cablegrams were received in this city by brothers of Mr. Strayhorn, but reports received about two days later stated that they were out of danger. These reports were later believed to be confirmed, Ralph Strayhorn, brother of Isaac and manager of the local Western Union telegraph station, receiving two messages from his brother which tended to show that both Mr. and Mrs. Strayhorn were out of danger.

This morning news was received over the International News Service wire that Mr. Strayhorn was dead. It was not stated whether or not he had suffered a sudden relapse.

The accident which caused his injuries was said to be the result of the inability of a driver of the automobile in which Mr. and Mrs. Strayhorn were riding, accompanied by several other tourists, to take a sharp turn in the road. Near the road was a parapet, which the auto shot over. It turned two somersaults in the air and landed in the River Var.

Since the accident Mr. and Mrs. Strayhorn have been confined to hospitals in France. Mr. Strayhorn being confined at the Hospital Strocche and Mrs. Strayhorn at the Clinique Stenarguerle.

Numerous deaths of parties who were riding in the car occurred before that of Mr. Strayhorn.

### In the Ruhr

## AMERICAN SHIPS SPEEDING AHEAD TO GIVE RELIEF

Vessels of the Asiatic Fleet Are En Route to the Stricken Cities.

TO MAKE A REPORT Japanese Catastrophe Cast a Pall Over Official Circles in Washington.

WASHINGTON, Sept. 3.—American destroyers are speeding today to the scene of the great Japanese catastrophe. definite word that the vessels of the Asiatic fleet are en route to the stricken cities was received in Washington at 9 o'clock this morning after a night of fruitless efforts to get in communication with the Far East.

The following message was received at the navy department: "Commander Destroyer Squadron with destroyer division 33 plus Stewart Lees Borie sailed from Darwin Port Arthur for Nagasaki, arriving fifth, Borie for Nagasaki, arriving fourth; Huro and Black Hawk for Chefoo." The Borie will arrive at Nagasaki tomorrow, and the destroyer division at Yokohama on Wednesday during the night.

Destroyer division 33 consists of the following ships: Stewart, Smith Thompson, Barker, Tracy, J. V. Edwards, Whipple, Borie, Blackhawk, and in addition the armored cruiser Huro, which is the flagship of the Asiatic fleet which carries Admiral Anderson. Captain T. E. Pottlingill is the destroyer leader, aboard the Stewart. The message was filed at ten p. m. last night, consequently the relief ships will be at sea for several days.

The first duty of the American ships will be to ascertain and report upon the extent of damage to American lives and property in the stricken zones, and to render such relief work as they are capable of.

Just what measures are taken will be left to the discretion of Admiral Anderson, but naval officials said that every facility would be put at the command of the sufferers, both American and Japanese.

The awful catastrophe visited upon Japan cast a pall over official Washington today and kept many officials at their desks who ordinarily would have been away from the capital over the holiday. All government departments were closed, but at the White House State Department and Navy Department a small force was kept on to receive details of the calamity and to direct what relief measures are possible.

There is considerable anxiety over the state of American lives and property and this anxiety was deepened as passing hours failed to bring any definite news concerning the exact extent of the holocaust.

President Coolidge was at his desk in the White House at 9 o'clock although he had no engagements. He sent out word that he was to be supplied with all information as fast as it came in.

Officials of the American Red Cross, who Sunday dispatched urgent orders to their large chapters in the Philippines and at Guam to stand by the stricken Japanese regions with all possible aid, likewise were keeping in close touch with things today.

The lack of details and tremendous distances to be covered were perplexing aspects of the relief problem. Neither the Japanese Embassy nor the Red Cross headquarters here had received any cables up to 9:30 o'clock this morning.

### Children Back Under the White House Roof

WASHINGTON, Sept. 3.—Children were back under the Homey Roof of the White House today for the first time since Theodore Roosevelt's family departed. John and Calvin Coolidge sons of the President were busily getting established in their new home. They arrived in the capital late last night from spending the summer in New England.

### Services For Raymond Leighton Held Today

Funeral services were conducted yesterday for Raymond Leighton, Durham lad who fatally suffered as a result of a fall last week at Hagerstown, Md. The services were held at the home of a sister of the deceased, Mrs. E. J. Brown, of Guthrie avenue, East Durham, with Rev. H. F. Brinson, East Durham Baptist church, conducting the services. Rev. C. S. Norville assisted. Interment was at Maplewood.

MARKETS CLOSED. NEW YORK, Sept. 3.—All local markets were closed today—Labor Day.

## U. S. STEAMER IS BADLY DAMAGED

Anchored in Path of Tidal Wave at Yokohama, It Is Reported.

TOKIO, Japan, Sept. 3.—The American steamer Selma City was badly damaged by the earthquake and tidal wave disaster, Saturday night at anchor in Yokohama. Twenty two feet of water are reported today to be in the forward hold. Rescue ships have arrived off Hommoku, just outside of the Yokohama breakwater.

The Selma City has on board 189 Japanese men, women and children besides her crew. The steamer Selma City sailed from San Pedro for Yokohama August 11. She is a United States Shipping Board vessel of 3,450 tons.

The big liner Empress of Australia, of the Canadian Pacific fleet of trans-Pacific vessels is reported today safe at her pier in Yokohama in spite of having experienced the full fury of Japan's earthquake tidal wave and typhoon horror of Saturday.

However, the big liner is unable to make for the open sea on account of the damaged propeller, the result of fouling another steamer at the height of the typhoon in tidal wave.

### Iowa Firm Files Complaint Against West Durham Merchant

A complaint has just been filed in court today, against T. C. Malone, of West Durham, by the Brevard Manufacturing Company, of Iowa City, Iowa. The Brevard Company charges Malone with failure to pay for supplies and merchandise purchased from the company some time ago, and is seeking to recover \$253.54 which the company alleges Malone owes them.

## SOUTHERN RAILWAY STILL CONSIDERING

Southern railway officials are undoubtedly like the bank which refused to take back the \$100 it had overpaid a customer. They never make a mistake. That's what the customer stated they had as he started to hand back the \$100. The Southern railway officials have not yet reached the point where they can admit it, but they are the best little considerers the world has yet produced. If looking before the well known leap is a sure preventive for "coming a cropper," then the Southern officials never need an alibi. They are infallible.

Yesterday, Secretary Hobgood got a letter from Mr. H. F. Cary, general passenger agent of the Southern at Washington. It was relative to the Durham request for better service, an all-hours ticket window, a red

car and a couple of pullman cars. It was in reply to numerous and urgent letters, telegrams, inquiries and anxious tracers, sent out periodically by the local Chamber of Commerce for the past two months. A decision on Durham's request has been awaited for months and Durham is on edge. The letter was a lengthy one, as railroad letters go, but while it rambled a lot it didn't say much. It did though gently remind the local go-getters for being so impatient. Between the lines in fact, it coolly told Durham to keep its shirt on.

As to the question at issue, the railway officials are still engaged in study of the pious mass of data and the epoch making changes. Considering it is one of the best things the Southern "don't do nothing else but."