

Goldsboro Weekly Argus.

\$1.00 a Year.

"This Argus o'er the people's rights
Doth an eternal vigil keep;

No soothing strains of Maia's son
Shall lull its hundred eyes to sleep."

\$1.00 a Year.

VOL. XXII

GOLDSBORO, N. C., THURSDAY, FEBRUARY 25, 1909.

NC. 78

Welcome Home Again.

Wonderful Scene Attends Ending of Unrivaled Cruise.

Mighty War-Engines Salute the President as They Come in From the Ocean—Head of the Nation Greets Return of the Fleet Just Where He Bid Them God Speed at Departing.

Fort Monroe, Va., Feb. 22.—Sixteen battleships from round the world, with an honor guard of four mighty men, fighting men, ships of the line, to the number of a score, sixteen battleships that circled the globe, with their spotted tongs all made with never a grain of powder spent except in a friend's salute. Into Hampton Roads they sailed today this fleet with history in its wake just at noon when the guns of Fort Monroe were firing the national salute in honor of George Washington's birthday, an auspicious moment for a home-coming.

As a spectacle the arrival of the homeward-bound fleet was marred by a steady rain which began about nine o'clock and continued throughout the day, making the weather so thick on the water that the range of vision of thousands ashore was limited to a few hundred yards.

The rain could not dampen the spirits of those who gathered about the roadstead to welcome home ships and men. The shore line was black with a path of umbrellas from the wharf at Old Point to the Fortress Monroe light on the one side and over on the opposite shore every point that offered vantage held its groups of dozens or hundreds.

Jealously the men and women behind the umbrellas guarded their positions and stood for hours in the rain to give a cheer when the fleet of white-clothed men-of-war steamed in. The large steamers, river boats and fragile open launches, the more venturesome steamed out into the fog early in the morning and the outgoing fleet of sight-seeing boats continued to stir the waters of the roads until the fleet had finally come to anchor.

The first those ashore knew of the arrival of the ships between the Capes was the distant booming of the guns, a dull beating away out in the fog. The reports of the saluting guns faded and then the crowd stood on tiptoe to catch the first glance of the fleet, wives, fathers, mothers, sisters and brothers from the breadth of the land.

Every line of smoke smudged in the fog gave a thrill of interest and there were many such false starts during the two hours' wait. Just as the Connecticut, the leader of the fleet, appeared almost a mirage picture against the cloud and fog, the hands of the clock pointed to twelve and the national salute sounded from the fort and ships was echoed from coast to coast, wherever the flag floats over a government reservation.

In single column they came in a stately procession into the Roads and the crowd watched every maneuver until all came to a safe anchorage and the homeward-bound pennants were furled at last.

After steaming in review of the President, whose eagle crested flag of blue was at the main of the cruiser yacht Mayflower, the sixteen white battleships finally cast anchor in the same fairway of Hampton Roads whence they started fourteen months ago on the notable journey of 45,000 miles. The joy of the home-coming was written upon the face of every bluejacket and every officer on board the sixteen ships. The long cruise, the visits of many of the most famous ports of the world, the homage that has been paid to the fleet by every nation favored on the calling list have been sources of intense interest to everyone aboard the famous vessels, but unquestionably there was no scene in all the world to compare in beauty with the familiar landmarks picked up by the battle fleet as it steamed a triumphant self-reliant and efficient force through the Virginia Capes today and entered the hospitable waters of Chesapeake Bay and Hampton Roads.

New Standard Set.

There was an atmosphere of final accomplishment about today's events that lent to them a new significance.

The American navy has set a new cruising standard for the other navies of the world to strive for. As she led the beautiful column of battleships ready for any emergency and bidding defiance to the storms or the tortuous channels of the strange waters of the hemispheres out of Hampton Roads fourteen months ago and as she piloted the fleet through all the seas and into all the ports of the long cruise, the flagship Connecticut steamed again today at the head of the returning squadrons. In the wake of the white ships of the home-coming fleet, followed a welcoming host in gray—four battleships and five powerful cruisers being in this escorting column sent a thousand miles to sea to convey a preliminary word of welcome to the famous ships. The gray vessels, if it had not been for the American flags flying from their masts, might easily have been mistaken for foreign ships. It will require a long while for the American people to become accustomed to the new color scheme adopted for the navy, the glistening white of "white squadron," having distinguished the American navy above all others, transforming into things of beauty engines of destruction, which in somber lines of neutral gray appear hostile and grim.

Curtain of Fog.

The day of the home-coming dawned with prospects of weather as fair as the cloudless day in December, 1907, on which the fleet set sail overhanging shadow of gray clouds showing clearing streaks of red and blue to the eastward at sunrise. Just before 7 a. m., however, a fog bank suddenly shut down and set the whistles and bells of the many craft in the roadstead screeching and tolling their notes of warning. The fog lifted again within an hour, but left a promise of a gray day which was anything but attractive to the thousands upon thousands of people gathered here from all parts of the country, and who were either afloat or lining the shores of the water front today to help in the joyous acclaim to the home-coming ships and men.

Foreign naval attaches, immense parties of government officials, high officers of the army and navy were aboard the fleet of welcome which steamed out today to greet the incoming vessels and to witness the review by the President at the Tail of the Horseshoe. The Mayflower, which came down from Washington last night with a distinguished party on board, cast her anchors in the same waters today where she took up position at the sailing of the fleet. After the ceremonial greeting of the battleships and their escort, the Mayflower steamed herself at the end of the long column into Hampton Roads and when the home-coming vessels had anchored she took up a position in the center of the fleet. Admiral Sperry and the flag officers, together with the captains commanding, were received on board, and to them President Roosevelt extended the cordial thanks which he afterward expressed anew to the officers and crews of the four divisional flagships, the Connecticut, the Louisiana, Georgia and Wisconsin, which he visited late in the afternoon.

Another Thrilling Chapter.

The boom of the sunrise gun echoing over the moat of picturesque old Fortress Monroe marked the beginning of a day that added another chapter of thrilling beauty and interest to the historic waters of Hampton Roads, first made famous by the battle of the Monitor and Merrimack. It required a vivid imagination to look back today over a span of forty-two years to picture the fury of that deadly conflict between the two iron clads of their day and to compare their tiny strength with a modern battleship of the class of the Connecticut.

In the battleship and cruiser squad-

rons that fled by the Mayflower today and saluted the President's flag at the main of the graceful little cruiser yacht, there were represented 320,490 tons of water displacement. Every battleship in commission in the navy had a place in the long line. There were twenty of the heavily belted vessels, fifteen being among the original sixteen that sailed away fourteen months ago. The only vessel missing from the line today was the Alabama. She came home with the Maine last October, and both of these ships had the distinction of going all the way around the world, even if they were excluded from the fleet itself. The Maine served today as flagship of the squadron of vessels sent to meet the incoming fleet, and as the wireless dispatches already have told she was greeted at sea with all the enthusiasm of an old friend. The Alabama is in reserve at the New York navy yard.

Two Strange Wars.

The two strangers in the fleet today were the Nebraska, which replaced the Maine, and the Wisconsin, which replaced the Alabama. Both of these vessels were built in the Pacific, both joined the fleet at San Francisco, and today made their first appearance in an Atlantic port. The battleship fleet and its escorting squadron of four battleships and five cruisers, arrived at the southern ocean drill grounds fifty miles off the Virginia Capes yesterday, and while there made ready for today's review and inspection. The news that the fleet was almost within sight off the shore caused intense excitement in all cities bordering Hampton Roads and today with the first streaks of the coming day residents of Norfolk, Newport News, Hampton and other nearby places began to make their way to some previously selected point of vantage along the borders of the ocean or bay.

Virginia Beach offering one of the first opportunities for a glimpse of the incoming squadron, was sought by thousands. At Cape Henry and all along Lynhaven and Willoughby shores great throngs were gathered. On this opposite shore of the roadstead the crowd was densest here, at Old Point. The ramparts of Fortress Monroe were black with spectators and wherever a place could be found along the water front the eager on-lookers gathered.

Ships Immaculate.

The battleships picked up their regular cruising speed of ten knots an hour early this morning after a night of comparative rest. Brasswork was polished to a degree of unequalled brilliancy and wherever paintwork had been marred on the journey home fresh coats of white and buff applied to sides and superstructure during yesterday's wait off the Capes made the ships as immaculate in appearance as they were on that beautiful day in December, 1907, when they sailed away on a cruise that was to set a new mark for the navies of the world to strive to attain.

When the battleships pointed their prows at daylight for the gateway of the roads, the Mayflower, with the President and his party on board, was steaming down Chesapeake bay to the anchorage ground at the Tail of the Horseshoe—a channel way leading around Thimble Shoals—where fourteen months ago the President had stood on the bridge of the same trim little vessel to review the outgoing fleet and bid it godspeed on its epoch-making journey. On that occasion the President said the sailing of the fleet meant simply the sending of a homogenous body of warships on an extended practice cruise. It was a matter of ordinary duty, he declared, and while he was present to witness the sailing in his capacity as commander-in-chief of the army and navy, he did not consider the event one of sufficient importance to require a speech or other special ceremony.

Today, with their splendid record of achievements and victories of peace behind them, the sixteen battleships came home to a welcome and to a ceremonious greeting which could hardly have been more jubilant and sincere if the fleet were returning victorious from some famous battle-ground.

JERSEY BULL.

I have a thoroughbred Jersey Bull, three years old—milk record of mother 5 gallons a day—that I am serving on my farm only, at \$100 insured. P. S. Will sell same for \$75.00. JOS. E. ROBINSON, Goldsboro, N. C.

There is no grace in a benefit that sticks to the fingers.

"BLACK HAND" CASE

Wilkins Given a Hearing Before U. S. Commissioner Today.

Committed to Raleigh Jail Until United States Court in Default of \$2,500 Justified Bond.

Postoffice inspector, Mr. L. H. Mitchell, arrived in the city on the early train this morning, and at 11 o'clock today Charlie Wilkins, the "Black Hand" artist, was given a hearing before U. S. Commissioner Ives, on the charge of using the United States mail for "blackmailing."

The prosecution was conducted by Mr. W. T. Dortch, and Wilkins was represented by Mr. F. A. Daniels. Mr. Jas. W. Cole, the recipient of the letters, and the mail carriers who delivered them were examined as to these facts, and the letters were introduced, which are as follows:

Letter No. 1:

Feb. 5, 1909.

Jim Cole:

You are chosen by the great order of the "Black Hand" to pay tribute. I have been commanded by the chief of our order to collect one hundred dollars from you, \$100.00 2 years ago when your store was burned up. I guess you don't think any one saw you, but I have got 3 people who will swear, when I tell them to, that they saw you go in & come out of your store about 20 minutes before the fire broke out. Now if you dont come to me, I will put this evidence in the hands of the proper ones, & when the time comes I will not be liking for witnesses for I can get all I want, & can all so fix it so you will never know who I am. Everybody all ready thinks you done it anyway. And I can bring at least 4 good witnesses to swear they saw you, so you can see what your case will be. I belong to the grand order of the "Black Hand" & being told to collect \$100.00 from you or any one else, if I do not either get the money or kill the man I will be killed myself. So you see my position, if you refuse to pay I will either have to put a rifle ball in you some night or throw a dynamite boom under your house, which will probably kill some of the rest of your family then I would make the demand of your wife & by that time she will know I mean what I say. tomorrow, which is Saturday, just at 12 o'clock you will go alone down below the coal shoot, to where the big ditch runs under the railroad go down on this side of the trussell & you will find one of the post have 3 cross marks on it dig down 6 or 8 inches & bury \$100.00 at the bottom of this post it has 3 crosses cut with a knife like this X X X

If you want to live and do well you put this money there at 12 o'clock Saturday & dont be one second late. You will never be bothered by us any more but if you fall I will certainly ruin you first & then kill you. If you try to communicate with the police it will do you no good & you certainly seal your doom this no chills play just as sure as your God is you will die if you dont do just as I say. We never call on a man but once but when once we call on him we never let up until he either pays or dies.

Remember 12 o'clock & come alone if you show this to any one you seal your doom.

THE BLACKHANDER.

No. 18.
The above letter failing to cause Mr. Cole to "respond" as directed therein, he received the second letter, which read as follows.

Letter No. 2:

Goldsboro, N. C., Feb. 18, 1909.
You seem to disregard the note I sent you last week I have been too busy to tend to you. I had some 8 other men here to collect from beside you and they have all paid up. So now I can turn my attention to you. Now I have not got much time to fool with you. I know you got my note telling you the great order of the Black Hand has called on you to contribute \$100.00 for their cause. I tell you again for the last time. between now and next Saturday 12 o'clock you must go down below the coal shoot to where the rail road crosses the big ditch you will see on this side one of the posts under the trussell has 3 cross marks on it made

Great Opportunity.

Every Farm Boy in Wayne County is Interested in This.

Two Hundred and Twenty-Five Dollars in Cash Prizes and Valuable Material Prizes Worth Striving For—The Conditions.

The State Board of Agriculture at the December, 1908, meeting offered \$100 in prizes. First prize, \$50; second prize, \$30; third prize, \$20; to be given to the three boys in the State making the greatest number of bushels of corn on one acre of land, each, in 1909, under the rules and regulations herewith set forth.

Conditions Governing Contests.

1. The contestant must be between 12 and 17 years of age, and live on the farm.
2. He must cultivate one acre in corn, doing all the work himself, except he may have help in gathering the crop.
3. The acre may be in any part of the field; but preferably by the roadside.
4. The acre must be land that would not make more than 35 bushels of corn without the use of commercial fertilizers or other manure. Though in this contest commercial fertilizers, including cotton seed and cotton-seed meal, may be used up to \$10 worth; and lot, stable manure, wood's mold, etc., without limit.
5. A record must be kept of all fertilizers used, kind and amount, work done on the acre, and everything of the kind. Also of the weather, rains, droughts, etc., and the condition of the soil when the crop is worked, the time of planting, cultivation, etc.
6. The land must be measured, the crop gathered and weighed or measured in the presence of such witnesses as the Department of Agriculture or its agent may select.
7. The crop must be gathered and

with a knife you must make one \$100.00 down by the foot of it. bury it so it will not be found, by the wrong Party you can do as you please about this but you better do it; for if dont I swear to you I will kill you and I dont mind it. if you refuse to do this I will kill you and then make your wife pay for it. You see after I have killed you I will write her a note like this asking for \$1,000.00 and I will get it too. But I am only asking for \$100.00 now so you can save a lot of trouble now for I had a head on you the other night but one of your girls got in the way. So I have decided to give you one more chance. You have heard about us enough to know that we never give a man up until he pays or dies this is your last chance. put the money there before next Saturday 12 o'clock or I swear you shall not live to see the month of March. Dont you know I can throw one of our dynamite booms through your window any night and blow you all to Hell. be sure to cut your mark on the post and you will not be bothered any more. Do you know why McKinly was killed? one of our men killed him because he would not pay and you are not McKinly.

X X X

No. 18.

This is the letter that made Mr. Cole "sit up and take notice" and "get busy." He employed Mr. Dortch and had him wire for a detective. In the meantime, at Mr. Dortch's dictation, the following decoy letter was placed under the marked cross-tie, and a secret watch instituted:

Goldsboro, N. C., Feb. 19, 1909.
My dear sir: I have tried earnestly to get all of the money you have asked me to pay you, but I did fail to get it today, but I will have it all tomorrow, and will put it where you asked me to, if nothing happens.

I am yours very truly,
JAMES W. COLE.

P. S. I mean Sunday at 12 o'clock. I will do what you have asked me to do.
Saturday afternoon Charlie Wilkins visited Cole's store and talked to him about what a nice store and home and interesting children he (Cole) had. Evidently this was to impress upon Mr. Cole that he would have to give up all these by death from the "Black Hand" if he failed to "come across" with that demanded \$100. With this "parting shot" Wilkins

the report sent to T. B. Parker, Department of Agriculture, Raleigh, before November 15, 1909.

8. The Superintendent of Public Instruction in each county will cooperate officially in these Boys' Corn Club contests, and will be the representative of the Department of Agriculture, and as such, will appoint committees, give further information, etc.

Wayne County Boys.

Under the above regulations Goldsboro offers to the Wayne county farmer boys who will compete for these State prizes equal amounts with those of the State, so that if a Wayne county boy wins the first prize offered by the State he will get \$100; and if Wayne county boys win second and third prizes they will get \$60 and \$40 respectively.

In addition to this, *The Argus* will give to the Wayne county winner of the first prize an additional \$25, provided the winner is a paid-up yearly subscriber to the *Weekly Argus* from April 1, 1909. So that if the first prize winner of the State be a Wayne county farm boy he will get \$125.

Additional Prizes.

Furthermore, a large number of additional prizes have been offered by Goldsboro merchants, which will be scheduled and published in *The Argus* within the next few weeks; so that it will pay the farmer boys of the county to watch these columns diligently, and get their acre of ground in readiness for cultivation.

These Goldsboro prizes will be awarded for best competitive results in Wayne county, whether the State prizes come to Wayne county or not.

awaited till Sunday afternoon, when he leisurely strolled down to the culvert and under the watching eye of the detective, who was secreted with Officer Henry Grady in the reeds, grabbed under the marked cross-tie, and drew out the decoy letter above given. After reading this letter Wilkins returned and grabbed again, thinking that he had overlooked the money, which this letter said would surely be there Sunday by 12 o'clock, and it was then he was called to reckoning by the officers.

Wilkins claimed that he was looking for the money merely to carry it back to Mr. Cole and tell him it was all "a joke."

The defendant introduced no evidence, and Mr. Daniels made a strong plea that Wilkins be permitted to remain in the jail of this county, but Commissioner Ives committed him to the Raleigh jail under a \$2,500 justified bond, which he failed to give, and he was carried to Raleigh this afternoon, where he will await trial in the United States District Court.

Of course there is no "Black Hand" society in Goldsboro, and this effort by Wilkins to distort money from Mr. Cole is merely an individual undertaking.

EUREKA HAPPENINGS.

Mr. Charles Benton, of Rocky Mount, is spending several days with brother, Mr. G. R. Benton. While here Mr. Benton will complete the plans for the school ground.

Mr. Miller Bagley and Miss Annie Bailey were united in marriage last Wednesday evening at 7:30 o'clock. Rev. Mr. Noe, rector of the Methodist Church of Clinton performing the ceremony. The groom is one of Stantonburg's most prosperous young men. The bride is one of Eureka's most lovely and popular young ladies. Our best wishes go with this popular young couple.

Mr. Lawrence Sauls and Miss Annie McDonald were married last Sunday afternoon at 3 o'clock at the residence of Mr. J. W. Johnson, who performed the ceremony. Quite a number of friends were present to see them married. Mr. Sauls is one of Eureka's most prominent citizens. The bride is loved for her gentle manner and lovely disposition. The best wishes of every one go out to this happy couple.

MAGISTER.

February 22, 1909.