

## HARRIMAN'S RETURN

### Great Interest Taken in His Arrival From Europe Today.

## ANXIETY AS TO HIS HEALTH

Railroad Magistrate is Called "The Biggest, the Brainiest, the Most Patriotic American We Have" Wall Street Disappointed.

(By Wire to the Morning Star.)

New York, Aug. 23.—As the Kaiser Wilhelm II hourly draws near to her pier in New York, great interest of E. H. Harriman's return grows acute. The general anxiety as to his health has found expression in a series of published appreciations of his personality and achievements—such as probably never before has been accorded a private citizen. There is a manifest disappointment in Wall Street that Mr. Harriman's sojourn abroad has not set him up sufficiently immediately to resume active direction of the great interests with which his name is associated.

Tomorrow—the day he lands—both the Southern and Union Pacific directors are to meet, but it has been suggested from any authoritative source that Mr. Harriman will make any attempt to attend these meetings which are expected to declare dividends and deal with other matters of importance.

On the contrary, after a brief reception at the Erie railroad station after leaving the steamship, he goes direct to his new country place at Arden for further rest.

Alexander Millar, secretary of the Harriman lines, one of Mr. Harriman's most trusted lieutenants, spoke of his chief today with a seriousness and warmth that brought the tears to his eyes. "Mr. Harriman," said he, "has been pictured as an octopus and conspirator. You don't know what a big hearted, big souled man he really is. I call him today the biggest, the brainiest, the most patriotic American we have. Educated in Wall Street, he yet has none of that provinciality sometimes attributed to the born-and-bred New Yorker. He was always in sympathy with the West and intuitively divined its needs. Other men have had but Harriman glared the trails. If he should be asked to name the chief characteristics that have contributed to his success I should say: His wizardry with figures, his faculty for going instantly to the kernel facts, his judgment of men and his insight into and faith in the future."

## DURHAM WOMAN SHOT MAN.

Mrs. Parden Fired in Self-Defense—Seriously Injured and May Die. (By Wire to the Morning Star.)

Durham, N. C., Aug. 23.—Mrs. Bettie Pardon last night shot and dangerously wounded her brother-in-law, Henry Underwood, because the latter attacked her.

## OUTLINES.

Off the coast of North Carolina yesterday, deep sea fishermen caught a half million pounds of mullets, the largest catch ever recorded on the Atlantic coast.—At Geneva, Switzerland, yesterday, five persons were killed and twelve injured by an explosion at the gas works.—At Paris yesterday a large dirigible balloon built for the Russian government ascended 4,500 feet, but was wrecked after it descended.—At Kankakee, Iowa, yesterday a locomotive with a caboose attached collided with an automobile, killing two ladies and injuring five other persons.—Near Lowell, Ohio, yesterday William Smith, a South Carolinian, crawled into a den of lynx and in a fierce combat slew the leader.—The Walters-Pierce Oil Company, of Texas, is in the hands of a receiver to be sold out to pay a fine of \$2,000,000 for violating the Texas anti-trust law.—Curtiss, the American aviator, lowered the speed record on the French course yesterday, and a Frenchman made a thrilling flight.—The Pittsburg steel strikers are beginning to realize that their jobs are no more and that the plant is being successfully operated regardless of their rioting. More police and troops were on the scene yesterday and quietness prevailed.—New York markets: Money on call steady at 1-1/4 to 1-1/2 per cent, ruling rate 2-1/2, closing bid 2-1/4, offered at 2-1/2; spot cotton quiet 12.75; flour easy with a moderate falling trade; wheat easy, No. 2 1.10-1.14 f. o. b. afloat; corn weak, No. 2 81-1.2 elevator and 81 delivered, both nominal, No. 2 68-5.3 f. o. b. afloat; oats quiet, mixed nominal; turpentine firm; rosin steady.

## DIRIGIBLE BALLOON WRECKED

Soared 4,500 Feet and After Successful Trial Came Down and Met With Mishap—All Aeronauts Escaped.

(By Cable to the Morning Star.)

Paris, Aug. 23.—Bought for the Russian government by the Bayard-Clement Company, the Bayard-Clement dirigible balloon, which by the contract was to have maintained an altitude of 3,600 to 4,500 feet for one hour, was wrecked during its preliminary trial today.

After having made its ascent successfully and remained in the air and come down without damage, the airship while on the ground was torn by a gust of wind from the grasp of the forty men who were holding it.

It was thrown against some trees and telegraph poles nearby, ripping the gas bag to pieces. The ship then fell into the river Seine.

The four occupants had stuck to the car during these happenings. Upon landing in the river they left the shattered ship and swam for the shore. They were picked up by small boats.

## SWANBORO HOUSE PARTY.

Had Enjoyable Outing of a Week—Swanboro Has Many Visitors. (Special Star Correspondence.)

Swanboro, N. C., Aug. 23.—The men who sail the seas have had adventures and stirring ones too, since steam revolutionized ocean traffic, but the stories of these modern adventures do not have for us the charm of the actual experience of the gay party on board Mr. Nelson's beautiful house boat. For the past week the beach at Swanboro has been a scene of gaiety. It was the most enjoyable week in the history of 1909. Swanboro can boast of having the best bathing facilities on the North Carolina coast. The first rays of the morning sun with its shimmering golden glory would fall upon a merry crowd of bathers, who took the tide at its flood, and during the evening there was special music and other entertaining features. Sleep on board the house boat was like a dream, the cool breezes swept up from the water bringing with it the delicate aroma of the sea. One couple got marooned upon the beautiful island owned by Dr. Shaw and there among the stately palms and fragrant odor of the wild cucumber decided it was good to be there. We didn't visit all the places planned, we felt like saving something for next year's exploration, it would be a real tragedy to forestall all future surprise by ferreting out every joy the first season. The following were members of the party: Misses Fannie Gofock, Rose Lee Shaw, Mattie Bell Sabiston, Viola Shaw, Joe Hewett, Mollie Sabiston, Mrs. N. G. Shaw, Mrs. M. H. Tucker, Miss Edna Shaw, of Maysville, Messrs. J. L. Pennell and E. A. Moore, of Wilmington; Jack Shaw, Fred Mattox, Colin Shaw, George Shaw, and Dr. N. G. Shaw, of Maysville.

## PENSACOLA FEARS STORM.

Hurricane Warnings Flying for Second Time in History of City. (By Wire to the Morning Star.)

Pensacola, Fla., Aug. 23.—For the second time in the history of the city hurricane warnings are displayed tonight by the weather bureau and have caused much uneasiness among the bay shore residents, who fear a repetition of the hurricane of three years ago. Vessels at anchor and at wharves have been put on extra anchors and cables while the entire fishing fleet with many of the harbor tugs and steamers and two or three coastwise steamers which put in out of the rough weather have gone across the bay and anchored in a cove.

## Another Victim of Riot.

The death list resulting from last night's wild rioting was swelled tonight when Mike Desoski, one of the striking men living in McKee's Rocks, died at Mercy hospital from gun wounds in the lungs and abdomen. This brings the death list up to seven. All of the seriously wounded are showing slight improvement.

## STRIKERS LOSE HOPE

### Schoenville Steel Workers Realize Their Jobs Are Gone.

## QUIET COMES AFTER RIOTING

Troops and Police Flock to the Scene to Preserve Order—Strikers and Sympathizers Searched—End Not in Sight.

(By Wire to the Morning Star.)

Pittsburg, Aug. 23.—Three columns of smoke floated lazily from the chimneys of the Pressed Steel Car Company's plant in Schoenville tonight. These mute signals told better than official pronouncements that the striking employes of the car plant had yet to wait long to win their fight against the car company officials for the plant was still in operation despite the wild efforts of infuriated mobs to scare off the imported workmen during the past 24 hours.

Tonight the striking men realized for the first time that their jobs were no more, that the company could do without them and that they no longer were wanted within the big gates of the car plant. The women and children of the strikers grasped the situation as soon as the men and the idea of starvation and eviction with winter coming on caused walls of anguish in many a striker's cottage.

Forty State police are on their way here tonight to augment the company of mounted constables now on duty at the car plant. Since last night's carnage the fearless cavalrymen have evinced a desire to strike fear into the hearts of the men who took their comrades' lives. The strikers realize that the mounted troopers are more than a match for them. Yet all during the day these troopers have been subjected to abuse from house windows and doors whenever they chanced to pass a strike sympathizer's home. In retaliation not a striker or sympathizer left his doorstep today but he was up-banded and searched. Besides the searching the troopers insisted on examining the bodies of the strikers and if they bore bruises or traces of being clubbed they were promptly arrested, as the troopers considered such evidence proof that the men had participated in last night's rioting.

The strikers' wives were viewed with disfavor by the troopers today. Several of them, carrying large baskets, were made to turn over the contents to see that they were carrying nothing contraband into the houses. Twenty-five men were arrested and put into the box car jails by nightfall. The men who resisted were manacled to the troopers' horses and dragged through the streets to the plant entrance.

At noon the great bells of the Catholic cathedral in McKee's Rock began tolling. This was kept up for over two hours. Then the bells were ordered silenced by State troopers as it was pointed out that such demonstration at the present time only went towards agitating the strikers.

Later today the strikers' wives besieged Lieut. Smith, of the State constabulary, for news of their missing husbands. The lieutenant had ten hats gathered from "bloody corners" after the conflict last night. Several of the women claimed that the hats belonged to their husbands or sons and wept copiously over the headgear.

The strikers seem awed and gloomy tonight at the extent of last night's fatalities. The gloom over the little car company village is also attributed to the fact that tomorrow a funeral has been planned for the strikers who were victims of last night's rioting. So far as plans for the funeral have been laid, the strikers' bodies will be laid in state at the Catholic cathedral in McKee's Rock during tomorrow morning and headed by the strikers and their sympathizers will be interred tomorrow afternoon in the little cemetery just outside of Schoenville.

## SOUTH CAROLINIAN FIGHTS LYNX

Crawled Into Fierce Animal's Den and Killed It. (By Wire to the Morning Star.)

Lowell, Ohio, Aug. 23.—William Smith, a South Carolinian hunter, showed his bravery when armed with a big knife he crawled yesterday into a den of lynx near here and killed the leader of the band. The battle lasted three hours. The lynx was six feet in length.

For several months the lynx have been a terror to the community. They have killed stock and attacked people. Their den was in a wild, rocky ravine and no one dared attempt to rout them. Smith organized a posse to help him fight the animals, but he had barely gotten inside the den when the posse, frightened at the growls of the animals, fled in terror. The battle was fought in darkness and the den was so small that Smith was unable to stand erect.

Fever strikes and greater efforts to bring about amicable adjustment of labor disputes with employers was the policy urged at the sessions of the executive board of the Postal Telegraph and Buffer International Union which met at Cincinnati yesterday. T. M. Daly, the new president, is presiding.

## CURTISS AERO WINS

### American Aviator Lowered Speed Record on French Course.

## A THRILLING FLIGHT MADE

A Frenchman Divided Honors With American in the Two Best Flights of the Day—Curtiss in Final Contest.

(By Cable to the Morning Star.)

Rheims, France, Aug. 23.—Glenn H. Curtiss, the American aviator, and M. Paulham, representing France, divided the honors of the second day of aviation week, the former, a thrilling flight just before dusk in which he lowered the speed record for the course, which measures 6 1-5 miles, to 8 minutes 35 2-5 seconds; the latter making two impressive high altitude flights of 49 1-2 and 56 kilometers, respectively, in the endurance test for the Prix de LaChampagne.

Curtiss' performance began just as the time limit of the start for the Prix de LaChampagne was expiring when the American enthusiasts had abandoned hope of seeing their representative take the field.

Amid the unbounded jubilation of the French spectators, Bleriot only a few minutes before had clipped 16 seconds off Lefebvre's record made yesterday with his powerful 80-horse power monoplane. Suddenly at one end of the field a cry went up, "The American is starting!"

With a preliminary run along the ground of 100 yards the machine of Curtiss rose lightly and shot by the tribunes at a height of 60 feet. It was going at a terrific pace with the wing level was plane. Curtiss made the last turn under the mistaken impression that the finish line was close. He descended so close to the earth that many thought he touched, but, perceiving his error, he mounted quickly and easily, crossing the line majestically. An instant later the signal was hoisted that he had made a record.

Curtiss said he had not pushed his machine to the limit of its speed and laughingly declined to say more, adding that the most interesting incident of his flight was the view he got of his fallen rivals strewn around the course.

It is the intention of the American aviator now to await patiently the international event for the Gordon Bennett cup Saturday, for which he is the favorite, after which he will try for the Prix de LaLeVixie, the final of which will be contested on Sunday.

Paulham alone made a record in the endurance today, but Lefebvre, Sommer, Sanchis-Pesa, Bleriot, DeLeGrane, Lambert, Cockburn, Bunu-Varella, Gobron, Latham, Tissandier and Farman qualified with flights varying from 200 metres to 250 kilometres. During Paulham's long flight chance races took place between him and Bleriot and Lefebvre, the two latter outspeeding the flying Paulham. Bleriot appeared while Paulham was completing his fourth round and with his 80-horse monoplane swiftly overhauled and passed under the biplane, leaving it far behind.

## CONDITION OF CROPS GOOD

Improvement Has Been Steady—Five New Charters Granted—Failure in Raleigh—Automobile Accident—Hearings.

(Special Star Correspondence.)

Raleigh, N. C., Aug. 23.—Commissioner of Agriculture Graham, just back from attending farmers' institutes in various parts of the State, says the cotton crop conditions are improving steadily. In fact, the improvement thus far during August has been wonderful under the warm weather conditions with good rains at intervals of something like ten days.

The picking and marketing, he thinks, will hardly be well under way before September 20th, although North Carolina's first bale was marketed during last week. This condition heightens the danger of the crop being cut off below the average in the event of early frost. There are practically no troubles, he says, anywhere in the State from plant disease. Commissioner Graham thinks there is little probability of any serious shortage in labor for the picking season. The commissioner says upland corn is good in all parts of the State, but the lowland crop is a failure. He says there will be a decided increase in the hay crop in the State, due largely to a volunteer crop that will be gathered off the bottom land corn that has failed owing to early floods in the grain yield.

## BLANKED THE GIANTS

### Score Four to Nothing in Favor of Sailors Yesterday Afternoon.

## KILTIES WIN FROM WILSON

Wilmington Now But Three Points From Lead—Railroaders Drop Another to Raleigh—League Standing.

(Special Star Telegram.)

Goldsboro, N. C., Aug. 23.—Wilmington, with "Rube" Howard on the rubber, put it all over Goldsboro here this afternoon by the score of 4 to 0. The visitors made two runs in the first and two more in the fifth, the direct result of errors by Giants Kelly and Francis, both. Three times the locals had a man on second, but the necessary hit didn't show up, hence not a Giant even reached third. In the first Nichols walked, advanced by Guerrant, went to third on Kelly's muff of Smith's grounder and scored easily on Kelly's wild throw to the plate, while Smith reached third on the throw. Brodie then singled to center and Smith scored. In the fifth Francis dropped Howard's fly, Nichols sacrificed; Guerrant hit for two to right, scoring Howard. Smith was out and Brodie singled to left, scoring Guerrant.

Nichols, the very first man to face Stoehr, drew four balls and was sacrificed by Guerrant, scoring on wild throw of Smith's hit to second, Smith safe on second; Brodie was then next up and swatted one to centre that homed Smith with one sacrifice down; Sharp was then out pitcher to first; and Brennan third to first. In Goldsboro's first Kelly flew to second and Epler fanned; Sharp made an infield hit to second and stole second, but Davy Crockett was out Howard to first.

In the second Kite was out third to first and after Jayer fanned the same Reuben Howard clouted one to right for two sacks, but a fly to first was the best Nichols could do toward sending the Rube to the rubber. For Goldsboro Gettig made an infield hit to second but was forced by Gettig.

The Corporation Commission heard today argument on the part of the Southern Railway in the matter of the order of the commission that the Southern, Seaboard Air Line and Atlantic Coast Line join in providing union depot facilities for Sanford. The railroad resisted jointly the petition of the citizens for a union station; the commission ordered that union facilities be provided. The Southern objected to this. Then the Seaboard Air Line filed plans for improving the present S. A. L. station for union service and the Southern excepted to this. The whole matter was thrashed over today the Southern contending that there is no necessity for requiring the railroad companies to expend a large sum of money under present conditions for such an improvement.

Miss Musa Ellison, victim of the terrible automobile accident Saturday afternoon, is still lingering between life and death with only slight chance for life and no possibility for complete recovery. The three ribs broken were crushed down against the heart and into the lungs, one being put out of commission completely. She is being attended by four of the ablest physicians and surgeons here and everything possible is being done for her. Miss Ellison is a much admired young woman who had attained distinction in local circles as an accomplished musician.

On Tuesday of this week the Corporation Commission will hear citizens of Weldon on a petition filed urging that the railroad companies entering that town be required to provide a union passenger depot. It is expected that the Seaboard Air Line and the Atlantic Coast Line will also have representatives here to present their side of the situation.

The body of Gordon B. Smith, of Atlanta, Ga., the nephew of ex-Governor Hoke Smith, was recovered from the Chagres river in Panama yesterday. Young Smith, who was an engineer, was drowned while making a survey.

## WILMINGTON NOW BUT THREE POINTS FROM LEAD—RAILROADERS DROP ANOTHER TO RALEIGH—LEAGUE STANDING.

Results Yesterday.  
Wilmington 4, Goldsboro 0.  
Raleigh 3, Rocky Mount 2.  
Fayetteville 7, Wilson 3.  
Where They Play Today.  
Rocky Mount at Raleigh.  
Fayetteville at Wilson.  
Wilmington at Goldsboro.

## STANDING OF THE CLUBS.

| Club         | W. | L. | Pct. |
|--------------|----|----|------|
| Wilson       | 45 | 36 | .556 |
| Wilmington   | 47 | 38 | .553 |
| Fayetteville | 42 | 39 | .519 |
| Goldsboro    | 42 | 40 | .512 |
| Raleigh      | 43 | 42 | .508 |
| Rocky Mount  | 29 | 53 | .354 |

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## CAPT. "DICK" SMITH.

Again Takes the Wheel to Pilot Sailor Crew on Last Lap Pennant Race.

Howard to Brennan, while Smith flew out to left and although Doak stole second, Francis killed the score by an out second to first.

In the third, after Guerrant was out pitcher to first, Smith singled to left, but Brodie flew to short and Sharp to left. After Stoehr was out short to first, Kelly piloted one to right and stole second, but Epler flew to centre and Sharp fanned.

After Brennan and Kite were out  
(Continued on Page 5.)

