

THE WEATHER TO-DAY.  
For North Carolina:  
CLOUDY.

# The News and Observer.

THE WEATHER TO-DAY.  
For Raleigh:  
FAIR.

VOL. LI. NO. 14. RALEIGH, NORTH CAROLINA, FRIDAY MORNING, SEPTEMBER 27, 1901. PRICE FIVE CENTS

## Leads all North Carolina Dailies in News and Circulation

### TO DIE IN THE ELECTRIC CHAIR

The President's Assassin Will Pay the Penalty of His Crime During the Week Beginning October the 28th.

### AUBURN PRISON THE PLACE OF DOOM

Trembling, Aghast, Czolgosz Whispers Confession.

"THERE WAS NO ONE ELSE BUT ME"

The Court Packed, Clamoring Throongs Without, Back Through the Tunnel of Sobs to the Cell of the Condemned.

(By the Associated Press.)  
Buffalo, N. Y., Sept. 26.—Leon F. Czolgosz, the assassin of President McKinley was this afternoon sentenced to be electrocuted in Auburn State prison during the week beginning October 28, 1901.

Before sentence was passed, the assassin evinced a desire to speak, but he could not get his voice above a whisper and his words were repeated to the court by his counsel.

"There was no one else but me," the prisoner said in a whisper. "No one else told me to do it and no one paid me to do it. I was not told anything about the crime and I never thought anything about that until a couple of days before I committed the crime."

Czolgosz sat down. He was quite calm, but it was evident that his mind was flooded with thoughts of his own distress. His eyes were dilated, making them appear very bright. His cheeks were a trifle pale and his outstretched hand trembled. The guards put the handcuffs on his wrists. He looked at one of the officers. There was an expression of the profoundest fear and helplessness in his eyes. He glanced about at the people who crowded together in efforts to get a look at him. The prisoner's eyelids rose and fell in remembrance of the time when his gaze upon the floor in front of him.

At this point Judge Titus came over to the prisoner and bade him good-bye. Czolgosz replied very faintly, letting his eyes rest upon the man who has been his counsel.

"Good bye," he said weakly.

Czolgosz was then hurried down stairs and through the "tunnel of sobs" to the jail where he will remain until removed to Auburn to pay the penalty for his crime.

Although the time announced for the convening of court was two o'clock every day and every day of standing room, were occupied before 1:30 and scores were clamoring outside for admission. The doors were locked and no more were admitted to the room.

JUDGE AND PRISONER ARRIVE.  
The prisoner was brought into the room at five minutes to two. Five minutes later Justice White took his place upon the bench.

As soon as Justice White assumed the bench, Chief Hiss said: "Pursuant to a recess, this trial form of the Supreme Court is now open for the transaction of business."

District Attorney Penny said: "If your honor please, I move sentence in the case of the People vs. Leon Czolgosz. Stand up, Czolgosz."

THE PRISONER'S RECORD.  
Clerk Fisher swore the prisoner and his record was taken by the District Attorney as follows:  
Age 28 years, nativity Detroit, residence Broadway, Novak, Buffalo, Occupation laborer. Married or single... single. Degree of education... common school and private. Religion... Catholic. Parents, father living, mother dead. Temperate or intemperate... temperate. Former conviction of crime... none.

The clerk of the court then asked: "Have you any legal cause to show why the sentence of the court should not now be pronounced against you?"

"I cannot hear that," replied the prisoner.

Clerk Fisher repeated his question and Czolgosz replied: "I'd rather have this gentleman here speak," looking towards District Attorney Penny. "I can hear him better."

At this point Justice White told those in the court room that they must be quiet or they would be excluded from the room.

Mr. Penny then said to the prisoner: "Czolgosz, the court wants to know if you have any reason to give why sentence should not be pronounced against you. Have you anything to say to the Judge? Say yes, or no."

THE PRISONER'S RIGHT TO SPEAK.  
The prisoner did not reply and Justice White, addressing the prisoner said: "In that behalf, what you have a right to say relates explicitly to the subject in hand here at this time and which the law provides, why sentence should not be now pronounced against you and is defined by the statute."

"The first is that you may claim that you are insane."

to vote a poll tax of one dollar and fifty cents (\$1.50) for the preceding year, except as hereinafter provided otherwise, shall be entitled to vote for members of the General Assembly and all officers elected by the people; provided,

"He be a person who has served in time of war in the army or navy of the United States, or of the Confederate States, or of any State of the United States; or

"He be a person who, or whose life, shall have paid to the State taxes for the year preceding that in which he offers to vote, amounting to as much as \$1 on property owned by, and assessed against him or his wife; or

"He be a person not embraced in the foregoing alternatives, who when he offers to register, shall be able to give a reasonable explanation of the general nature of the duties of the various officers for whom he may, at any time, under laws then existing, be entitled to vote, and who if physically able, shall have indicated his substantial attachment to, or identification with this State, by having been regularly employed or engaged in a lawful trade, profession, business, calling, work or service, for at least one-fourth of the time during the year next preceding that in which he shall offer to vote."

"And provided further, that the provisions hereinbefore contained as to the payment of a poll tax as a prerequisite to voting shall not apply to any election held prior to the first day of January, 1903, and that no person who has served in time of war in the army or navy of the United States, or of the Confederate States, or of any State of the United States, shall at any time, be required to pay a poll tax as a prerequisite to voting."

"And provided further, that any person, otherwise qualified to vote according to the foregoing provisions who shall register after the first day of January, 1904, shall have made application to the registrar in his own handwriting, in the presence of one of the registrars, according to such form and to be verified on oath or affirmation in such manner as may be prescribed by law, and shall not be allowed to vote until he has been so registered and until he has been so registered on such printed form as the law shall prescribe, unless he shall be blind, or otherwise physically disabled, etc., etc."

Mr. Wyrso's plan renders negroes ineligible to office in the State.

The convention, in the committee of the whole, concluded its discussion of the report of the legislative committee in favor of quadrennial sessions of the Legislature.

The question of sessions and elections was divided, the first vote being on quadrennial elections. The vote on elections division was 21 ayes, 44 noes, the substitute providing for biennial elections being lost.

The next vote was on the proposition to hold quadrennial sessions of the Legislature. The report of the committee was adopted—ayes, 33, noes 38—the amendment to provide for biennial sessions being rejected.

Section 2. Requiring the election of all members of the Senate at the same time as members of the House, was adopted, dropping all holdover Senators.

Section 5, prohibiting any county, city or State officer from serving in the General Assembly, was adopted.

No amendment was made to any section reported by the committee and at 12:15 the committee of the whole rose and reported the progress.

Mr. Glass, of Lynchburg, offered a resolution directing the committee on elective franchise and qualifications for office, to report a provision empowering women to qualify and discharge the duties of notary public.

At 1:50 the convention adjourned.

### On the Diamond.

National League.

(By the Associated Press.)

At Cincinnati	RHE
Cincinnati	2 2 0 0 2 1 0 0 X-7 14 0
Boston	1 0 0 0 0 0 0 0 1-2 5 7
At Chicago	RHE
Chicago	0 0 0 1 0 0 0 0 0-1 7 3
New York	0 1 1 0 0 1 1 0 0-5 9 1
At St. Louis	RHE
St. Louis	0 0 0 3 0 0 1 0 0-4 3 1
Philadelphia	0 0 0 1 0 0 0 5 0-6 15 3
At Pittsburgh	RHE
Pittsburgh	0 0 0 0 0 0 0 0 0-4 8 3
Brooklyn	0 0 1 1 1 0 0 0 0 0-3 8 2

### American League.

(By the Associated Press.)

At Washington	RHE
Washington	0 0 1 0 0 2 0 0-3 8 0
Detroit	0 0 0 1 0 0 0 0 0-5 8 3
At Baltimore	RHE
Baltimore	0 0 0 4 0 2 1 1 2-10 17 3
Cleveland	0 0 0 0 1 4 1 3 0 0-9 17 1
At Philadelphia	RHE
Milwaukee	0 2 2 0 4 0 1 0-10 14 0
Philadelphia	1 2 0 0 0 0 0 0 0-3 10 4
At Boston	RHE
Boston	0 0 0 2 0 0 0 0 1-3 5 3
Chicago	0 0 0 1 0 0 0 0 0 1-2 3 2

### RAN INTO THE FREIGHT.

Five Persons Injured in an Accident on the Southern Near Columbia

(By the Associated Press.)  
Columbia, S. C., Sept. 26.—A passenger train on the Southern Railway ran into the rear of a freight train three miles from Columbia last night. Five persons were injured and three cars were burned. The freight train, it is said, was running on a passenger train's time.

### Electric Light Plant for Hamlet.

(Special to News and Observer.)  
Hamlet, N. C., Sept. 26.—Mr. G. O. Saunders, who makes his winter home in Southern Pines, has gone North to buy the machinery for the new electric plant he will put in operation in this place. He expects to have the plant in operation by December or earlier, and will probably put in a water works plant next year.

The hare may be cowardly, yet he usually dies game.

### BRIEF SESSION OF THE NAVAL COURT

The Testimony of Captain Wise Continued.

### LIEUT. WOOD TESTIFIES

He Delivered Dispatches to Schley From Sampson.

### SCHLEY EAGER TO KNOW SAMPSON'S AIM

Wise Says That He Did Not Communicate Directly to Schley the Results of His Reconnaissance of the Harbor at Santiago.

(By the Associated Press.)  
Washington, Sept. 26.—The Schley court of inquiry was in session for only an hour and three-quarters today, adjourning at 12:45 in order to permit its members and others engaged there to attend the funeral of Judge Wilson, late of counsel for Admiral Schley. Captain Wise concluded his testimony, Admiral Cotton made a brief statement on recall and Lieutenant Spencer S. Wood, who commanded the dispatch boat Du May 31st, after arriving from Kingston he had gone aboard the Brooklyn with dispatches for Admiral Schley. Asked by Captain Lemly to relate his conversation with Admiral Schley on the occasion of that visit he said:

"He informed me that it had been ascertained that some, at least, of the ships of Admiral Cervera's squadron were within the harbor of Santiago; that they had been seen and were in sight and as a matter of fact one of them was then in sight at the entrance to the harbor. In language as nearly as I can remember, he said:

"After dinner I am going to hoist my flag on board the Massachusetts and take her and the Iowa and go in and have a pot shot at those fellows."

TEXAS MACHINIST TESTIFIES.  
William C. Gray, who was chief machinist on the Texas, during the battle of Santiago on July 3rd testified that on that date he had been on duty at the throttle of the starboard engine of the battleship. He said that when he went to the engine room the vessel was going ahead. "The next signal," he said, "was to stop a minute afterward, to reverse. The engines were then reversed."

The witness said that the reversal was very brief, the revolutions not exceeding 100 and the time being short. He had, he said, heard afterward that the reversal was because they were passing the Brooklyn.

LIEUT. WOOD ON THE STAND.  
Lieutenant Spencer S. Wood, who commanded the dispatch boat Dupont during the Spanish War was the next witness.

Lieutenant Wood related the particulars of his mission as a dispatch carrier from Admiral Sampson, lying at Key West to Admiral Schley, who was off Cienfuegos. He had left Key West on May 20th carrying dispatches of which the Iowa carried duplicates, and had reached Cienfuegos several hours in advance of the Iowa.

"On my arrival," the witness said, "I went aboard and personally delivered the dispatches which I carried from Admiral Sampson to Commodore Schley in his cabin, at 9 o'clock. He asked me Admiral Sampson's idea about where the Spanish squadron was, during the battle. I told him I did not know. He asked me of Admiral Sampson's intentions. I told him I did not know them. He told me he thought the Spanish squadron was there. He had heard firing and was almost convinced that they were there. The conversation was on the line to endeavor to find out from me what Admiral Sampson's plans were. I could give him no information."

"How long were you on board the flagship?"

"Until just before luncheon."

"Have you anything further to state with respect to this interview which will bear upon the subject of this inquiry?"

THOUGHT SCHLEY NERVOUS.  
The commodore hesitated some about giving me coal. He did not think he could spare coal at first. I said it was absolutely necessary, that we were almost out of coal, having made the run from Key West. He said, 'Very well, go below and I will think it over.' I went below to the ward room, and was afterward called up and informed that they would give me coal. I had never before met the Admiral. He impressed me as being very nervous. He would get up and walk around, come back and sit down, and a number of questions he asked me about Admiral Sampson's intentions I was unable to answer."

"If I understand you clearly, you had no knowledge of the contents of the dispatches which you delivered?"

"Admiral Sampson did not tell me what was in them. He simply told me these were duplicates of the dispatches he was sending by the Iowa. These duplicates, he said, he gave to me because he thought the Dupont could make better speed."

"Did the Admiral read the dispatches in your presence?"

"Oh, yes."

"Did he advise you of their contents then?"

"He did not tell me positively what they were. I gathered while I was aboard the flagship what they contained, but whether it was while I was in the

The witness said, he was sure that on May 26th when he hailed the Texas, he had passed within hailing distance of the Brooklyn, being one and a half miles distant.

THOUGHT IT STRONGLY FORTIFIED.  
Mr. Rayner read from a report made on May 30th by Admiral Sampson in which he stated that Captain Wise had told him that he believed Santiago harbor to be strongly fortified. "Is that true?" Mr. Rayner asked.

"No," was the response.

Captain Wise said in reply to questions by Captain Parker that he would at any time when off Santiago have been able to signal any information he might have had in regard to the situation. He had seen the masts of a vessel, and thought it to be a small military vessel. He had gone near enough to observe the land batteries.

Captain Wise was questioned by the court.

"Did the batteries at or near Santiago fire upon the Yale while she was reconnoitering?"

"Who was the senior officer of Santiago prior to the arrival of the flying squadron?"

"I was senior officer until Captain Cotton came on the 23rd. He was there until the 24th and I was senior officer on the 25th and the squadron came there on the 26th."

"Did you not direct Captain Sigbee to give to Commodore Schley the information that you had received from the Navy Department with regard to the whereabouts of the Spanish squadron?"

"I did not."

ADMIRAL COTTON RECALLED.  
At this point Captain Wise was excused and Admiral Cotton was recalled to make verbal corrections in the testimony previously given by him.

Admiral Cotton was questioned concerning some points of the Santiago campaign. He said that on the morning of May 31st, after arriving from Kingston he had gone aboard the Brooklyn with dispatches for Admiral Schley. Asked by Captain Lemly to relate his conversation with Admiral Schley on the occasion of that visit he said:

"He informed me that it had been ascertained that some, at least, of the ships of Admiral Cervera's squadron were within the harbor of Santiago; that they had been seen and were in sight and as a matter of fact one of them was then in sight at the entrance to the harbor. In language as nearly as I can remember, he said:

"After dinner I am going to hoist my flag on board the Massachusetts and take her and the Iowa and go in and have a pot shot at those fellows."

TEXAS MACHINIST TESTIFIES.  
William C. Gray, who was chief machinist on the Texas, during the battle of Santiago on July 3rd testified that on that date he had been on duty at the throttle of the starboard engine of the battleship. He said that when he went to the engine room the vessel was going ahead. "The next signal," he said, "was to stop a minute afterward, to reverse. The engines were then reversed."

The witness said that the reversal was very brief, the revolutions not exceeding 100 and the time being short. He had, he said, heard afterward that the reversal was because they were passing the Brooklyn.

LIEUT. WOOD ON THE STAND.  
Lieutenant Spencer S. Wood, who commanded the dispatch boat Dupont during the Spanish War was the next witness.

Lieutenant Wood related the particulars of his mission as a dispatch carrier from Admiral Sampson, lying at Key West to Admiral Schley, who was off Cienfuegos. He had left Key West on May 20th carrying dispatches of which the Iowa carried duplicates, and had reached Cienfuegos several hours in advance of the Iowa.

"On my arrival," the witness said, "I went aboard and personally delivered the dispatches which I carried from Admiral Sampson to Commodore Schley in his cabin, at 9 o'clock. He asked me Admiral Sampson's idea about where the Spanish squadron was, during the battle. I told him I did not know. He asked me of Admiral Sampson's intentions. I told him I did not know them. He told me he thought the Spanish squadron was there. He had heard firing and was almost convinced that they were there. The conversation was on the line to endeavor to find out from me what Admiral Sampson's plans were. I could give him no information."

"How long were you on board the flagship?"

"Until just before luncheon."

"Have you anything further to state with respect to this interview which will bear upon the subject of this inquiry?"

THOUGHT SCHLEY NERVOUS.  
The commodore hesitated some about giving me coal. He did not think he could spare coal at first. I said it was absolutely necessary, that we were almost out of coal, having made the run from Key West. He said, 'Very well, go below and I will think it over.' I went below to the ward room, and was afterward called up and informed that they would give me coal. I had never before met the Admiral. He impressed me as being very nervous. He would get up and walk around, come back and sit down, and a number of questions he asked me about Admiral Sampson's intentions I was unable to answer."

"If I understand you clearly, you had no knowledge of the contents of the dispatches which you delivered?"

"Admiral Sampson did not tell me what was in them. He simply told me these were duplicates of the dispatches he was sending by the Iowa. These duplicates, he said, he gave to me because he thought the Dupont could make better speed."

"Did the Admiral read the dispatches in your presence?"

"Oh, yes."

"Did he advise you of their contents then?"

### COLUMBIA LED BY ONE MILE

But the Yachts Having Failed to Finish Within the Time Limit the Race Was Declared Off.

### THE SHAMROCK IN THE LEAD BUT ONCE

Breeze-Driven While Columbia Lay Becalmed.

### THE RESULT OF THE DAY'S CONTEST

In Light Airs Shamrock is no Match For Columbia What She Would do Under Other Conditions Remains to be Seen.

(By the Associated Press.)  
New York, Sept. 26.—The Columbia and the Shamrock today failed to reach the finish within the time limit and the race was declared off. The Columbia was then about two miles from the finish line and leading the Shamrock by a mile.

The Columbia was first to reach the scene of the start, being towed from her moorings out to Sandy Hook Lightship. The breeze at ten o'clock was blowing ten miles an hour from East northeast and it then looked as though it might increase. The Columbia took quite kindly to the swell that rolled in from the sea, making very little disturbance in the water. She made several tacks around the lightship before her rival appeared on the scene.

The Shamrock passed out by the point of the hook in tow. It was noticed that she plashed the water about considerably and pitched heavily in the long ground swell. Her canvas set admirably. Never was a finer suit of sails seen on a cup challenger.

The ocean tug Navigator which carried S. N. Kane, Chester Griswold and Newberry D. Lawton, the regatta committee, anchored to the southward of the lightship, making the extremity of the line and soon a string of signals was displayed signifying that the course would be east by north fifteen miles to windward and return.

THE PREPARATORY GUN.  
The preparatory gun was fired at 10:55 and from that moment the yachts were amenable to the racing rules of the New York Yacht Club. The wind at this time was 8 knots. The weather was cool and the atmosphere clear.

Ten minutes later the warning gun was fired and it was then that the two racers came into close proximity and began to jockey for the weather berth at the start. Baby jib topsails were hoisted in steps on both crafts. Captain Sycamore held the tiller of the Shamrock with William Jameson beside him. Barr was at the wheel of the Columbia. He placed the Cup Defender to windward of the Challenger and King had the weather berth at the start. The Columbia was to windward of the Shamrock. The official time being:

Columbia, 11:10-4-5.  
Shamrock, 11:11-0-1.  
The Challenger went on the port tack just after crossing and then the Defender followed her example. In order to get free from the back wind of the Challenger, which was retarding her considerably, the Shamrock was kept broad of the wind and she speedily worked clear of her rival, going through the water very fast. The Columbia held her lead and it was noticed that when the two were close hauled the American yacht pointed higher than the Shamrock. At 11:55 the wind freshened a little. At 11:55 the Columbia went on the port tack and crossed the bows of the Shamrock a good three hundred yards in the lead. This was quite encouraging to the admirers of the American yacht, who had begun to fear for their favorite when they saw how fast the Shamrock footed when kept off the wind with a clean lead.

WHEN THE SHAMROCK LED.  
At 12:23 the Columbia was almost becalmed, her mainsail slatting as she rolled in the lumpy sea. At 12:47 the Columbia again fell into the flattest of flat calms, while the Shamrock was enjoying the advantage of a gentle air which had a good deal of propulsive power. Thus for the first and only time in the race the Shamrock was the leading boat.

At one o'clock both yachts were again on the port tack with the Columbia a good eighth of a mile to leeward. About this time the breeze picked up a little merrier and under its influence the Columbia crawled upon her rival and after a few more tacks was once more ahead of the Scotch built boat. It was a great piece of sea jockeying on the part of Barr to make up this leeward way, and it

(Continued on Second Page.)