

JOSEPHINE HOOD, LONG MOURNED AS DEAD, ALIVE AND WELL, AND IS NOW TRAVELING OVER EUROPE

Former Asheville Girl Whose Disappearance Mystified the World Writes Letter to Her Mother Telling of Many Experiences Since Her Marriage to John Cavendish Nearly Six Years Ago.

RELATIVES IN CITY ATONISHED BY THE RECEIPT OF THE LETTER Closing Chapter of Story Which Reads Like a Novel and Tells of the Career of One of the Shrewdest Swindlers of Modern Times.

Traveling under an assumed name, in European parts unknown, Mrs. Cavendish, formerly Miss Josephine Hood, of this city, long lost and in later years mourned as dead, is in the best of health and happy in the company of her husband, who at one time passed under the name of Lord Douglas and is reported to have married several women under others.

That at last there has come indisputable and positive proof that Miss Josephine Hood, who nearly six years ago married Cavendish and then disappeared as if the earth had swallowed her up, is borne out by the recent receipt of a letter from Miss Hood in her own handwriting to a relative in this city. Before the letter had been opened the handwriting was recognized by the recipient and the letter stated that the writer was in good health and with her husband was en route to San Francisco, whence they were to sail for Europe. The strange feature about the letter from Miss Hood was that it was written as though she had not previous correspondence between herself and relatives here. The writer regretted that she had not written as often as she might have done, but she intimated that the reasons connected sufficiently good, more frequent correspondence had not been indulged in. The tone of the letter would indicate that Miss Hood had no knowledge of the fact that at various intervals for five years the newspapers of the country had carried sensational stories about her marriage, supposed death and frequent reappearance. Nor is it likely that she is fully acquainted with the character of the bigamist, who won her love, married her and graciously allowed her to live with him, a privilege not accorded to former wives of Cavendish.

Wrote to Her Mother. The letter from Miss Hood was written to her mother, Mrs. John Hood, in care of the latter's sister here. Mrs. Hood at that time was in Louisiana and the letter was forwarded there. A conference of relatives in this city resulted in the decision to keep the matter quiet for a time, presumably until Cavendish and his wife were safely on the other side of the water. It was felt that Cavendish feigning arrest after seeing the papers would do the girl harm before leaving her.

The news that Miss Hood, as she is best remembered here, is alive and still living with the man who had

seven wives before, and had deserted each one after taking all the money he could lay his hands on, will come as a great surprise to the people of this city where she was remembered as a bright, clever girl with hosts of friends. That her globe-trotting husband has really learned to love her is highly probable, and it is presumed that the wife has a similar regard for him.

Her Letter. "I hope you will not think unkindly of me," ran the letter which came like a thunderbolt out of a clear sky after years of distressing silence, "because I have not written to you as I should have done, but my seeming neglect was for good reasons. We are on our way to Europe, sailing from San Francisco next week. It is necessary that we go there to settle up some of Jack's (her husband's) affairs, and after that we will come back to this country. You can expect to hear from me again in about six months." The letter closed with many protestations of love for the mother who had mourned her child as dead and was signed, "Your loving daughter, Josephine." From that time to this no word has been received from the girl, yet her mother and relatives are not unreasonably sure that the "new" wife is dead.

To relatives and friends the receipt of only one letter in almost six years would indicate that Miss Hood's letters to her people had been regularly intercepted by Cavendish, who knew that the hounds of the law had been scouring the world for him. Another theory which may be advanced is that Miss Hood had never been allowed to see the newspapers which her strange disappearance had attracted the attention of the civilized world. One of the numerous wives of Cavendish, who married him when he affected the title of "Lord Douglas," writing here stated the "lord" never allowed her to read the newspapers, nor would he permit her to write any letters without his supervision. Those who knew Miss Hood here, however, will hardly picture her submitting without complaint to a course of treatment she had never before experienced. It may be, however, that the Bohemian life led by the pair caused her to experience an abounding love for her dare-devil husband.

Closing Chapter. Thus there is written what may be regarded as nearly the closing chapter of the strange story of Miss Jo-

sephine Hood which aroused the action of the United States government and the Mexican authorities. At one time, while the trail after Cavendish was warm, he was seen entering the post office of a little town in Mexico. The building was surrounded, but when the final swoop was made the bird had flown. Last November, reports from Coeur D'Alene, Idaho, led to the belief that Mr. and Mrs. Cavendish were there, but subsequent inquiry revealed the fact that they had shaken off the dust of that town several years before.

The hunt for Cavendish became hot when the injured wives, who had loved not wisely but too well, joined in the chase and filled the papers with the experiences of their brief marital careers. He was generally described as a man of most persuasive influence, and it is this latter trait which is now believed to have prompted Miss Hood to follow Cavendish to all quarters of the earth. In fact, the letter previously referred to spoke of having made five long sea voyages, one taking up a period of six weeks.

Born in Louisiana. Miss Hood was the daughter of Mr. and Mrs. John B. Hood of New Iberia, Louisiana, her mother being prominently connected here, where Miss Hood spent most of time with relatives. Miss Hood rejoined her parents in Louisiana five years ago and later came the news that after a brief courtship she had been married to a wealthy Englishman named C. A. Cavendish, who was interested in oil operations near New Iberia. It was stated that the couple had gone on a bridal tour to Mexico where the man claimed to own valuable mines.

Weeks passed without any word from their daughter, the parents became anxious and as the days went on anxiety turned to alarm which was communicated here. Then when one appeared in the papers of a notorious bigamist who was operating under the name of Lord Percival Sholto Douglas, it became certain that he and Cavendish were one.

The Long Vain Search. The United States department of state was appealed to to seek the missing girl, and it and the Mexican government made diligent efforts to find her, but though the couple were traced they were not found. Then came the dreadful fear that the man had killed the girl to escape detection. This fear was justified when from every part of the country came reports of women the man had enticed into marriage, at least eight of them, and in most cases the missing towards sought to poison or play his victim.

About a year after Miss Hood disappeared, there came information that she was at Tucuman, New Mexico, and The Citizen had the matter investigated. It revealed from a reliable source a story that a young woman had entered a tract of government land near there and was operating a ranch, but that when she learned that she was being sought she disappeared. Some believed and others refused to believe that this woman was the Asheville Miss Hood.



INTERURBAN CONSTRUCTION WORK POSITIVELY BEGINS MIDDLE OF MAY

Asheville Passenger Terminal Will be on Property of Coxe Estate on Patton Avenue Near the Postoffice.—Eastern Terminal of Road Will be Charlotte.—Financial Arrangements for Road Are Completed.

By the 15th of May dirt will be flying in the construction of the North Carolina interurban electric railway from Asheville to Charlotte. Such was the statement yesterday afternoon to a Citizen reporter by Mr. George L. McKay, the financial agent of the company, who is here in the interest of the franchise for the company into Asheville, which was asked for some months ago. The statement that actual construction would be in progress within the next two months was based by Mr. McKay on the fact that arrangements for the financing of the road have been practically completed. That is, the money has been promised, and the deal for it has been closed, but the capital is to be furnished by French capitalists, and there are yet certain details to be consummated before everything will be in readiness. The terminal station of the road in Asheville will be on Patton avenue on the property belonging to the Coxe estate near the postoffice. This property has been under option for some time, and the definite conclusion has been reached that it is the most desirable point which can be secured. This will allow the passengers coming into Asheville to readily reach any portion of the city without any inconvenience. The freight station will be at some other point, the exact location having not yet been decided. Crossing the Swannanoa river and the Southern railroad at a point near Biltmore the road will cross St. Dunstan's road, over an overhead bridge across Southside avenue, and on to Patton avenue over a private right of way. The application for a franchise to enter Asheville was made some months ago, and the matter was referred to a special committee to-

gether with the corporation council, and has been investigated by this committee, since Mr. McKay has not been able to be back in Asheville for any length of time since then, and so has not been able to take up with the committee several slight differences which he understood to exist. He will this week meet with the committee and endeavor to straighten out matters. When asked yesterday for the names of the French people who are to finance the proposition it was stated that just at present it was preferable not to make public the names. These will be made public within the next few weeks. That the capitalists back of the road are amply able to finance the proposition it was stated that there was no question. Several days ago there was a rumor current here to the effect that Mr. L. L. Jenkins, president of the American national bank and recently offered his resignation was denied. It was stated that there was more work attached to the position than was contemplated, and that Mr. Jenkins did not feel that he would be able to undertake the entire amount of work required. At a meeting of the directors held in Shelby several days ago arrangements were made so that he will not have to devote so much time to the duties, and will continue to act as president. The final maps, profiles and all data for the construction of the fifty miles of the western end of the road from Asheville to Rutherfordton has been tabulated and forwarded to Paris, and upon the receipt of this information the final details of the supplying of capital will be made. The necessary data has taken longer than was estimated at first. The work has been very carefully done, and has been

worked out to the minutest detail. The field maps of the road together with profile maps of the entire length of the western end were completed some days ago, and were at once forwarded to the financial people. Together with these was a carefully worked out map for each mile showing in detail the work to be done and the cost thereof. The profile map is a wonderful piece of work showing in one long roll the entire distance of the fifty miles with the cuts, fill, curves, bridges and trestles. On each mile there is a summary showing the dirt, loose rock, solid rock, bridge work and all of the road. Mr. McKay stated yesterday that things could not be working any nicer for the construction of the road. The financial people, he said, had been ready since the first of the year to go ahead as soon as the complete data was in hand, and also a new charter had been secured, the one given to the Isothermal Traction company having been inadequate for the purpose desired. The last legislature passed a charter for the new company which takes over the rights of way and franchises of the old, and grants very liberal provisions for connections and traffic arrangements. In fact, the new charter as granted gives the road everything that was asked for by the promoters. The cost of the western end of the road will be in round numbers \$1,000,000. This includes the actual cost of construction and the proportionate part of the equipment. The eastern end of the road is longer and will cost more. The data for the eastern end of the road is now also complete, and this will go forward to the financiers very shortly, as soon as the necessary

SMALL POX PASSENGERS WERE REFUSED LANDING IN ISLAND OF TRINIDAD

Charges Made by Others Against American Consul and Surgeon Gen. ALL IN DANGER

NEW YORK, March 23.—Thirteen passengers from the British steamer Tennyson, arriving from Brazilian ports via Trinidad and the Barbadoes, announced today that they had prepared protests to be forwarded to Secretary of State Knox and the Earl of Crewe, British secretary of state for the colonies in London, against alleged inhuman action of the surgeon general of Trinidad and indifference of Franklin D. Hale, United States consul there. The surgeon general is charged with refusing to permit the Tennyson to place two small pox patients from the ship's steerage in quarantine at Port-au-Spain. His answer, the passengers assert, was that there was bubonic plague in the city, and that the authorities did not want the added danger of smallpox. Consul Hale was appealed to by American passengers, and is alleged to have sent word that he could do nothing. The Tennyson carried its infected passengers to Barbadoes, it is charged, at the risk of infection to other passengers.

KING AND SOCIALIST IN CONFERENCE OVER GRAVE MINISTERIAL SITUATION

Universal Suffrage Suggested for Italy to King by Socialist Leader PREMIER NAMED

ROME, March 23.—A visit of Deputy Bissolati, leader of the socialist parliamentary group, at the Quirinal today, where King Victor Emmanuel consulted him regarding the ministerial crisis, is considered a political event of great importance. Bissolati was dressed in his usual shabby suit of gray, wore a soft black hat and looked the true type of the proletariat. His conversation with the king lasted an hour, and he expressed the opinion that ex-Premier Giolitti was best adapted to solve the serious problems arising through the resignation of Premier Lussatt. Bissolati presented arguments to his majesty on the advisability of conceding universal suffrage and he outlined the best means to bring about this reform. Later the king received Signor Giolitti in audience, and it is believed that his majesty entrusted to the ex-premier the task of forming a cabinet. According to the custom here, however, no official announcement will be made until the organization of the cabinet has been completed. It is said to be the intention of Signor Giolitti to bring together all the liberal forces, including radicals and socialists.

CINCINNATI'S POLITICAL DICTATOR COMMANDING SITUATION IN COURTS

Judge is Temporarily Enjoined From Trying Cox on Perjury Charge CLAIM HE IS BIASED

CINCINNATI, O., March 23.—Attorneys for George B. Cox today hold the commanding position in a fight that has been waged in three courts during the last four days. The Circuit court temporarily enjoined Judge Frank M. Gorman, of the Criminal branch of the Common Pleas court, from proceeding in trying Cox on the charge of perjury. The injunction is designed to prevent Gorman from taking up the case until the Circuit court decides a mandamus. Proceedings to compel Praedling Judge Chas. J. Hunt to rule definitely as to whether an affidavit by Cox, alleging that Judge Gorman is "biased and prejudiced" is sufficient to remove the case from Gorman's court. The temporary injunction granted today may have the effect of producing a much more serious clash between the courts than has heretofore occurred, in as much as Judge Gorman took exception to the injunction in open court today, and decided that he would wait until tomorrow morning before announcing whether he would obey the "extraordinary injunction." It is thought hardly probable that the Circuit court will rule on the mandamus proceeding against Judge Hunt before Saturday.

ANDREW CARNEGIE MAY GO BEFORE GRAND JURY

As Witness in Investigation of Defunct Carnegie Trust Company

NEW YORK, March 23.—It is understood today that Andrew Carnegie has sent word to District Attorney Whitman that he will gladly testify before the grand jury in the investigation of the affairs of the defunct Carnegie Trust company, whose leading spirit, Wm. J. Cummins, has already been indicted on charges of larceny. Mr. Carnegie had no connection with the institution, but he rendered it substantial financial aid, and the district attorney said some time ago that he would call him as a grand jury witness if he found it necessary. There was no grand jury session today. As a result of the investigation into the affairs of the Carnegie Trust company a move will be made at a meeting of the clearing house association next week to bring the local trust companies under direct supervision of the association.

ARBITRATION TREATY IS CONSIDERED BY COUNCIL

Best Means of Promoting One Between England and United States

LONDON, March 23.—The best means of promoting an arbitration treaty between England and the United States was considered at a meeting of the Free Church council today. It was decided to postpone the project demonstration in Albert hall recently arranged for April 1, so as to allow time to arrange a simultaneous expression of feeling in the United States. This decision was largely due to a letter received from Sir Edward Grey, who advised keeping in close touch with American bodies. A resolution was adopted asking the lord mayor to form a national commission for the holding of meetings in favor of the movement in all towns in the United Kingdom. EMPEROR GIVES AUDIENCE. ST. PETERSBURG, March 23.—Emperor Nicholas gave an audience today at the Tsarskoye Selo to M. Stojnin, and this evening's Bourgeois Gazette publishes a telephone message from Tarskoe-Selo saying that it is learned from an undeniable source that the premier has withdrawn his resignation. REPORTS ARE DENIED. LAREDO, Tex., March 23.—Dispatches direct from Monterey, Mexico, tonight denied reports that the city had fallen into the hands of the insurgents. Bands of insurgents are reported near Monterey, but no attack has occurred nor is one feared. Monterey is the headquarters of the military zone and is well garrisoned.

OLD BATTLESHIP TEXAS IS SENT TO THE BOTTOM

Two Broadships From Modern Warship Sufficient to Sink Old Hull

WASHINGTON, March 23.—Two broadsides from the battleship New Hampshire were all that was necessary to put the old battleship San Marcos, formerly the Texas of Spanish war fame, out of commission. Had the San Marcos been an enemy, a battle probably would have been ended almost before it was begun, so accurate was the aim of the gunners of the New Hampshire in directing their fire against the ship in Chesapeake Bay this week. This is the consensus of opinion of the naval and ordnance officers who returned to Washington today. These first two broadsides fired by the New Hampshire, while steaming at more than six miles distant, practically peppered the San Marcos. The observing board found that the shells of the New Hampshire had worked such havoc that one of the members of the board admitted today they had hesitated about going aboard. The intention of the navy department was to refloat the San Marcos, patch her up and use the vessel in the fleet practice to be held off the Virginia capes early next month. The board in a preliminary and unofficial report, however, has declared that the effects of the New Hampshire's fire were so astounding as to leave the San Marcos merely a mass of metal. It probably will be left where it is, to be hauled away by some junk dealer.

WILL BUILD ROAD WITH RIGHT HELP DECLARES OLIVER

Two Routes Are Contemplated One of Which Leaves Out Asheville PROPER INDUCEMENTS WOULD BRING IT HERE Enthusiastic Meeting for Greenville-Knoxville Railroad at Greenville

GREENVILLE, S. C., March 23.—At the close of an enthusiastic meeting of the local board of trade tonight in the interest of the construction of the Greenville and Knoxville railway, at which many visitors from other cities were present, a committee was ordered appointed of twenty-five or more citizens of Greenville, who will at once go to work to investigate the proposition and eventually raise the \$200,000 asked of this city for the road. More than 500 were present, including prominent business men from Atlanta, Knoxville, Asheville, Hendersonville, Brevard and other cities interested.

Oliver Says Will Build. One of the leading features of the night was the presentation of a loving cup to W. H. Patterson, president of the road, by citizens of Greenville. Mr. Wm. J. Oliver, of Knoxville, was among the speakers, and closed a strong talk with the statement that "Knoxville will do her part, and the road will be built if I live." The line will be gone over in the next two months by an engineer. This road is already in operation thirty miles west of Greenville and about the same distance east of Knoxville and it is proposed to connect the two branches by a line through the Blue Ridge mountains, touching Brevard and Canton, N. C. From present indications Greenville is aroused with a determination to have the road built.

Two Routes in View. Two routes are contemplated and one Brevard, direct to Canton and Knoxville, the other via Hendersonville, Asheville and Canton, but with proper effort there is no doubt but that Asheville can secure the road. Visitors present were Sanford H. Cohen, Knoxville, assistant to president Appalachian exposition; James K. Kelly, vice president of the Bituminous company of Knoxville; E. C. Chambers, Asheville; H. W. Plummer, Asheville; N. Buckner, Asheville; Hillard Hester, mayor of Hendersonville, N. C.; W. A. Smith, Hendersonville; Wm. P. Chamberlain, president Manufacturers and Producers' association, Knoxville; J. M. Starrett, secretary Manufacturers and Producers' association, Knoxville; Wiley L. Morgan, Knoxville Sentinel; David C. Chapman, president board of trade of Knoxville; Dr. Thomas B. Jones, Knoxville; James A. Hendry, secretary board of trade, Knoxville; Samuel Harrison, Knoxville; J. L. Bell, Brevard; Welch Galloway, Brevard; Benjamin Estes, Brevard.

STRIKE CAUSED FAILURE NEW YORK, March 23.—The strike of taxicab chauffeurs last fall is held responsible for the failure of the Cab and Taxi company for a receiver was appointed today.

AMERICAN TELEPHONE AND TELEGRAPH COMPANY HAD VERY PROSPEROUS YEAR

President's Report Says Public Regulation Has Come to Stay 56,882,789 PHONES

NEW YORK, March 23.—A gross revenue of \$165,600,000 for the year 1910 is shown in the annual report of the American Telephone & Telegraph company. President Vail in his report to the stockholders says that "public control or regulation by public service commissions has come and come to stay." President Vail further stated state control or regulation should be of such a character as to encourage the highest possible standards in plant, the utmost extension of facilities, the highest efficiency in service, rigid economy in operation and to that end should allow rates that will warrant the highest wages for the best service, some reward for high efficiency in administration and such certainty of return on investment as will induce investors not only to retain their securities but to supply at all times all the capital needed to meet the demands of the public. Such control and regulation can and should stop all abuses of capitalization, of extortion on the construction of unreasonable divisions of ownership. The number of telephone lines of the company, the report says, was 56,882,789, while the total wire mileage of the company was 1,000,000 miles.

