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BERNARD BAKER'S WHIRL WITH COLONEL MANN

Gentle Hint that He Advertise in Topics Was Followed

NOT BALKED AT FADS AND FANCIES FOR \$1,500

In Conference About Objectionable Articles in Town Topics Concerning Mr. Baker's Family, Colonel Mann Said Only the Best People Were Mentioned in Town Topics, and That Other Lines Had Advantages and His Company Ought to Secure One—Articles Stopped When Advertisements Began.

(By the Associated Press.)
New York, Jan. 24.—Bernard N. Baker, of Baltimore, was the first witness to testify today in the trial of Norman Haggood, editor of Collier's Weekly, on a charge of having criminally libeled Justice Joseph M. Deal.

Mr. Baker said he was president of the Baltimore Trust Company and was president of the Atlantic Transport Company from 1880 to 1900. E. M. Shepard, of counsel for the defense, showed Mr. Baker articles in Town Topics referring to Mr. Baker's family. Mr. Baker said:

"I saw Colonel Mann. We talked over these objectionable articles appearing in Town Topics, and I said I wanted them stopped. He told me that it was only the best people who were mentioned in Town Topics. He said that other steamship lines had advertisements in Town Topics and that my company ought to secure one. He said that all steamship men were after something, and that I might want something which Town Topics could help me to get. He said there ought to be reciprocity. I told him that if he wanted our advertisement he ought to say so. He said Town Topics had friends as well as enemies."

Colonel Mann showed him the advertisement of the American Line of steamers and told him that of the Atlantic Transport Company should be of equal size, said Mr. Baker. He then authorized the insertion of the advertisement. The witness identified it in an issue of Town Topics of January 26.

"Did those articles referring to you and your family cease after the insertion of the advertisement?" asked Mr. Shepard.

"I think so," said Mr. Baker. The witness said the advertisement continued to be published in Town Topics for about a year.

Three years later, in 1901, items concerning his family again appeared in Town Topics, said Mr. Baker, and he consulted counsel about stopping them. After that, the witness said, Moses B. Wooster, the agent, visited him and asked him to subscribe to Fads and Fancies.

"I was surprised that Town Topics should ask me to subscribe," said Mr. Baker. "He told me the subscription price was \$1,500."

He did not subscribe.

E. M. Post on Stand.
Edward M. Post, a stock broker, was called. Mr. Post preferred charges of blackmail against Charles Able, a solicitor for the publication called America's Smart Set. Mr. Post testified that Able came to his office with a letter from Mr. Wayne of Town Topics on June 20, 1905.

"He said," continued Mr. Post, "that stories had been printed about my connection with the races. I told him I was sorry and that I hoped it would not occur again. 'We have an article in Town Topics about you,' he said, 'and the boys want to put it in.' At this he became suspicious and asked him how much the book cost. He said \$500. I said it was a pretty good price and asked him much the book really cost. He replied \$50. I asked who got the difference, and he replied that the boys got a part and that the rest went higher up."

"I told Able that I was sorry that I did not have the money there, and that I hoped there was no hurry about it. He said they were anxious at Town Topics to use the story about me, and that I could not afford to have it printed. I told him I expected to get the money the next week. Two or three days later he came to me. He was short and

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LEADING WARRENTON CITIZEN'S SUICIDE

(Special to The Evening Times.)
Warrenton, N. C., Jan. 24.—Mr. John G. Terwater, a prominent business man of Warrenton, shot himself in the head this morning in a moment of mental aberration, from the effects of which he died about 1 o'clock to-day.

Close application to his extensive business greatly depressed him, and this is supposed to have been the cause of the startling tragedy which has cast a gloom over the entire community.

LODGE JOINS IN PRESIDENT'S DEFENSE

(By the Associated Press.)
Washington, Jan. 24.—Mr. Lodge today addressed the Senate upon the Moroccan and Dominican questions. He expressed his disapprobation of the open discussion of foreign questions, but he admitted the necessity of attempting to keep such questions entirely within executive sessions unless all senators are agreed on the policy to be pursued.

Mr. Lodge contended that our participation in the Algerian conference was the most natural thing in the world, because this country had been a party to former conferences. Morocco could not have properly neglected to invite the participation of this country; it was our right and duty to accept for the protection of our commercial interests.

Mr. Lodge, discussing the Monroe doctrine, said we ought not to even allow foreign powers temporary occupation of territory on this continent. He was willing to admit that the collection of debts was not a part of the Monroe doctrine. He did not like the present situation, but would prefer it to having European powers take possession of the custom houses of Santo Domingo.

Mr. Lodge said that if we left Santo Domingo in its present bad condition we might have to take the island in order to prevent some other country from taking it. He did not want any more islands.

To withdraw our ships at this time from Dominican waters would be bad policy.

Mr. Toller followed Mr. Lodge, speaking against the Santo Domingo policy of the administration. He reviewed at some length the conditions which led up to the present situation.

DR. FAISON SUPT. EASTERN HOSPITAL

(Special to The Evening Times.)
Goldsboro, N. C., Jan. 24.—The board of directors of the Eastern Hospital for the colored insane met at that institution to-day at noon to fill the vacancy caused by the recent death of Dr. J. F. Miller, the superintendent, and elected the assistant, Dr. W. W. Faison, who has filled the position of assistant for the past twenty-three years. There was a full meeting of the board, with the exception of one member, who sent a letter advocating the election of Dr. Faison.

APPROPRIATION FOR FAYETTEVILLE

(By the Associated Press.)
Washington, Jan. 24.—The Senate committee on public buildings and favorably a bill making an appropriation of \$75,000 for Fayetteville, N. C.

Report Payne Bill.
(By the Associated Press.)
Washington, Jan. 24.—The home committee on wars and means today decided to report favorably on the Payne bill providing for changes in the Philippines tariff on cotton textiles, which will make opportunities in the islands more favorable for the sale of the products of American mills.

PAINLESS DEATH FOR SUFFERERS

Bill to Allow Doctors to Administer It

Persons of Sound Mind Suffering Unbearable Pain, Who Cannot Recover, May Ask for Anesthetic to Put Him Out of Misery—Consult Three Other Physicians.

(By the Associated Press.)
Columbus, Jan. 24.—A dispatch to the Tribune from Columbus, Ohio, says: Painless death for pain racked sufferers who have no chance for recovery and who desire to live no longer will be possible if the bill introduced yesterday in the General Assembly of Ohio is passed. If the proposed measure becomes a law persons suffering from incurable diseases or from injuries from which there is no hope of recovery may be legally chloroformed to death or killed in any other painless way which physicians may design.

The measure was introduced by Representative Hunt, of Cincinnati, at the request of Miss Anna Hall, who has for years been a student of the subject. Her interest was aroused first by the illness preceding the death of her mother from cancer of the liver.

Miss Hall sat in the gallery of the House and witnessed the voting down of a motion to reject her bill. The vote was 78 to 22. Miss Hall wept when she saw that her measure was to be rejected and sent to a committee. Miss Hall is a woman of wealth and is a member of a highly respectable Cincinnati family. Her father, who was an Arctic explorer, died a few years ago.

Under the provisions of the bill a person of sound mind who is sick unto death, and who is suffering unbearable agony, can ask a physician to administer an anesthetic until the patient loses consciousness and dies. The physician must consult with three other physicians before administering the drug, and also must admonish the patient that certain death is to follow. The physician after death craves must notify the coroner of all the facts of the death in signed statements.

BIG PLOT UNEARTHED

To Assassinate Govs. Pattison and Pennypacker

Named in Letters Found at Baird, Pa., Postmarked Paterson, N. J., Apparently Sent from Society Called Liberia Sociologia—No One at House Indicated.

(By the Associated Press.)
Paterson, N. J., Jan. 24.—The police of this city to-day conducted a search for accomplices in the plot to assassinate Governor Pennypacker of Pennsylvania, Governor Pattison of Ohio, and other leading men, which was unearthed near Monongahela, Pa., yesterday.

Information has been sent here that letters which were found at Baird, Pa., yesterday, named among other intended victims both of these governors and bore the Paterson, N. J., postmark. Some of these letters were apparently sent from an organization known as Liberia Sociologia located at 495 Madison avenue, this city.

The house at this number on Madison avenue is the only one in the block. The only occupants which the police found in it to-day were two Italian silk weavers and their families. Both these men told the police that they had no knowledge of a society called Liberia Sociologia or of the letters said to have been found at Baird, Pa.

WINTER RETURNS TO MANHATTAN

(By the Associated Press.)
New York, Jan. 24.—The warm wave which has given this section of the country a touch of April in January was swept out to sea last night by a cold, brisk westerly wind and to-day winter again prevailed. Enough mild. There was a drop of nineteen degrees in the temperature in the twenty-four hours ending at 10 a. m., the thermometer at that time registering thirty-eight degrees. Colder weather was prophesied for to-morrow by the local weather forecaster.

FRANCE STILL DETERMINED

Says High Official in Foreign Office

Won't Stir up the War's Next to Which Castro Has Shown the Way Until General Policy Leaves Her Free to Do So—Won't Act at Any One's Bidding.

(By the Associated Press.)
Paris, Jan. 24.—Ministerial circles here are much annoyed over the published reports relative to France's alleged hostility and nervousness regarding the Venezuelan question. A highly placed official of the Foreign Office today protested energetically against the statements made on the subject, saying:

"France has always been, and still is, determined to obtain the fullest satisfaction for past and present affronts from Venezuela. She, however, will select her own time for action and will not stir up the war next to which Castro has shown the way until her general policy leaves her free to do so. France will not act at any one's bidding. She will choose her hour and moment and then act as she sees her with absolute resolve to have her rights respected."

To a question whether a blockade had been ordered a direct negative was given.

Interest in the Venezuelan affair continues to decrease. The press generally is of the opinion that the question must stand over indefinitely. It is pointed out that the first sign of active measures on the part of France President Castro would do his utmost to conciliate the United States as he enters a lively fear of Americans, thus leaving France alone. A blockade of the coast, it is added, would in no way affect Venezuela, since she is able to support herself and can conduct her export trade by way of Colombia. At the same time a blockade would give Castro an excuse to stop the payment of Venezuela's obligations to the other powers which are secured by the customs, thus placing France in a delicate position towards the powers.

General Matos, the former adversary of President Castro, in an interview published here today, expressed the opinion that serious complications would not ensue from the present difficulties between France and Venezuela. He said he considered that President Castro has done great work for the pacification of Venezuela and hold the complete confidence of the people, which would be strengthened if the country was persuaded that there was no possibility of a conflict with France.

Matos believes that with the assistance of the United States war will be avoided. In case of hostilities, the general asserted, Venezuela could mobilize 100,000 men, but he was certain that an arrangement was near at hand.

Opinion in Washington.
Washington, Jan. 24.—So far as informal inquiry on the subject has gone, France has ground for the conviction that she will encounter no opposition on the part of any of the other nations having claims against Venezuela in the execution of the naval program which she intends to initiate against that country. Great Britain and Italy, it was believed all along would offer no objection, but the news that Germany is not disposed to side with President Castro against France is regarded in diplomatic circles here as encouraging for the French plans.

Although the ignoring of M. Talmy on New Year's Day and the refusal of President Castro to have any communication with the French legation at all, not even permitting the usual government reports of the outset one of the paramount grievances of France against Venezuela, the ejection of M. Talmy from La Guaira is now taken by France as her main basis for action against Venezuela, that incident being regarded by the French government as practically an act of war.

The report that the promise of President Castro to resume relations with France was conditional upon the withdrawal of M. Talmy is emphatically denied in French quarters. It is declared that in promising to resume relations with France President

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WILLIAMS ON STATEHOOD BILL

Says House is T Whip Members in Line

Opposed to Shackles

(By the Associated Press.)
Washington, Jan. 24.—With a rule prepared allowing general debate on the statehood bill until 1 o'clock to-morrow with an unusually full attendance of members and crowded galleries, the statehood fight opened in the House to-day with tension at high pitch.

Mr. Dabell presented the rule which had just been agreed upon by the rules committee. When it had been read, Mr. Dabell, after consultation with Mr. Williams, the minority leader, asked unanimous consent that debate for one and one-half hours be allowed on the rule. This was agreed to and Mr. Dabell explained first the terms of the statehood bill and then stated that if the rule should be adopted a vote on the bill would come to-morrow.

Mr. Williams stated that the rule in question denied to the House the right to vote on the question of admitting either of the four territories separately. It was holding a whip over the House, compelling it to agree to admit Arizona and New Mexico as one State which was undesirable in order to admit Oklahoma and the Indian Territory to which no one had objection.

The statehood rule was adopted by a vote of 187 to 157.

A BIG COTTON FIRE

One Man Unable to Escape Perished

International Compress on Elizabeth River and Cotton Stored With Rogers, McCabe & Co., Burned Early This Morning—Loss Put at \$100,000.

(By the Associated Press.)
Norfolk, Va., Jan. 24.—The International Compress Company's cotton compress on the Elizabeth river here, together with much stored cotton in the warehouses and sheds of Rogers, McCabe & Co., were burned early this morning, and an intervening wall of oyster shells was the only thing that saved from destruction the property of the Norfolk Warehouse Association's ice plant and many more bales of cotton stored in adjoining warehouses.

Jacob Jacobs, a white laborer at the burned compress, was asleep in the building at the time, and is believed to have perished. Henry Shumadine, engineer, who was also asleep in the compress, barely escaped with his life.

The fire, which started between 3 and 4 o'clock, is supposed to have originated from crossed electric lighting wires in the burned cotton compress. The fire followed the wires along a frame shed 175 feet in length, and stored cotton was soon in a blaze. The fire then spread immediately to the compress. The entire Norfolk city fire department was in service, with streams from many river tugs.

The burned plant was situated on wharves surrounded on three sides by water, and this prevented, to a large extent, a general spread of the fire.

The body of Jacob Jacobs, who perished in the fire at the International Compress Warehouse here this morning, was to-day found in the debris. The man was a band stripper. There were two upper windows from which he could have escaped had he not been overcome by heat and smoke.

It is now believed that the damage (Continued on Second Page.)

FOURTEEN WERE HURT

The Limited Overtook the Local

Conductor Saw First Train Coming Down Grade and Started From Station, But the Collision Came—Engineer Struck to Post and Was Unhurt.

(By the Associated Press.)
Los Angeles, Cal., Jan. 24.—Fourteen persons were slightly injured in the collision today at Glendora between the Santa Fe limited west-bound train and a local train. All the injured were passengers on the local. The limited train was running 45 miles an hour when the collision occurred, according to Engineer Clinch, who was at the throttle. The engineer struck to his post and was unhurt. His fireman also escaped unscathed.

All that prevented a more serious wreck was the fact that the local train was in motion when the crash came. The conductor of the local saw the limited coming down the grade as his own train stood at the depot. Recognizing the certainty of a collision he gave his engineer the signal to go ahead and the train pulled out, but had proceeded but a few yards when the limited, with all brakes set, but going at a terrific speed, struck the rear of the local. The rear coach of the latter train was crushed to kindling half way to its center. Conductor Chesbro was caught between the two coaches of the local and was seriously hurt.

A relief train was sent out from this city following the wreck, bearing surgeons and nurses, and the injured received prompt attention.

THANKS COME FROM BRAZIL

(By the Associated Press.)
Washington, Jan. 24.—Secretary of the Navy Bonaparte has received the following cablegram from Vice Admiral Julio de Noronha, Brazilian Minister of Marine, dated Rio de Janeiro, yesterday, in acknowledgment of the cablegram of sympathy sent by Mr. Bonaparte on behalf of the American navy:

"In the name of the Brazilian navy and in my own I thank your excellency for the feeling of sympathy expressed for the loss of the iron clad Aquidaban. Please accept and extend to the American navy the most grateful thanks of the Brazilian navy."

STERLEY ON THE STAND AGAIN

(By the Associated Press.)
Savannah, Ga., Jan. 24.—J. W. O. Sterley, chief clerk in the office of Captain Carter and his successors, was recalled in the Greene and Gaynor trial, and identified a letter from Barrow & Osborne, attorneys, to Captain Carter, written in 1896, and requesting specifications for a certain contract. Carter replied asking for whom the specifications were wanted. The attorneys responded that they wanted them for R. A. Johnson, Augusta, Ga., whereas the government contends that the specifications were really desired for Venable Brothers, Atlanta quarrymen. Carter, the government contends, thereupon sent them to R. A. Johnson direct, so that Venable Brothers did not get the specifications and were not able to get in a bid against Greene and Gaynor.

THE SAME OLD PILOTS' CONFLICT

(By the Associated Press.)
Washington, Jan. 24.—The grand harbor of masters and pilots of steam vessels of the United States, the supreme body of the Steamboat Men's Association of the United States, is holding its annual session here. Delegates representing the steamboat men of every important port in the country and from St. Michaels, Alaska, and Honolulu are present.

The harbor adopted resolutions protesting against the passage by Congress of the Littlefield anti-pilotage bill, the pilots declared, will be a blow to pilotage below Cape Henry Virginia, as it is held this will leave it optional with the vessel master whether he takes a pilot or not. The protest will be presented to Congress.

ISLE OF PINES CEDED TO CUBA

(By the Associated Press.)
Washington, Jan. 24.—The Senate committee on foreign relations today voted to report the treaty with Cuba, ceding the Isle of Pines to that republic. The treaty was not amended.

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WILL THEY GET THERE IN TIME?

Over a Hundred on Sea-Washed Deck

Greater Loss of Life Than in Any Other Disaster in the Victoria Neighborhood Since the Collision of the Orpheus and the Pacific.

(By the Associated Press.)
Victoria, B. C., Jan. 24.—The steamer Valencia, Captain Johnson, of the Pacific Coast Steamship Company, with ninety-four passengers on board and a crew of thirty, was wrecked to eastward of Cape Beale on the Vancouver Island coast in the early morning Tuesday with a heavy loss of life, greater than that of any other disaster that has occurred near here since the terrible loss of life following the collision of the ship Orpheus with the steamer Pacific, when en route from Victoria to Portland.

The survivors who have reached Cape Beale, the boatwain and five seamen, who went to secure assistance in one of the steamer's boats, report that at least fifty persons were drowned alongside the steamer when boats loaded with women and children smashed against the steamer's side soon after they were lowered from the vessel. When they left over one hundred persons were huddled on the saloon deck of the steamer, which was then partly submerged with the in-rolling sea washing over the main deck. A southeast gale was blowing, with the wind whistling through the cordage of the wrecked vessel at a velocity of over forty miles an hour and a high sea was beating against the hull, sending spume high over it and huge seas broke on the deck threatening to pound up the wreck. Unless the several steamers which have been hurried to the assistance of the wrecked vessel can arrive in time to save those who remain on the wreck it is doubtful if any of them will reach shore, for a landing in such a place is extremely difficult, if at all possible.

The Valencia sailed from San Francisco on her second trip to Victoria, replacing the recently disabled steamer City of Puebla, at 11 a. m. Saturday. This was the only clear day, and from Saturday evening Captain Johnson and his officers had to navigate by means of dead reckoning. Nearing the entrance to the straits the weather was very thick, and the officers thought they were in the vicinity of the Umatilla Reef lightship near Cape Flattery which has a good fog signal on board. Having had no observations and being unable to make out their position in the thick weather prevailing, soundings were taken, showing thirty fathoms. Immediately after the men with the lead lines reported thirty fathoms of water the steamer struck heavily against some reefs off shore with a shock which awoke all on board.

The steamer did not run on the reef, and was immediately backed away. As she went into deep water she began to fill, the impact with the rock having greatly damaged the steamer.

The engineers whistled to the bridge that water was pouring up over the engine rooms plates, and they were unable to stand by their engines, so fast did the water rise in the engine room. They and the firemen were driven on to the deck, but before they were driven out, in answer to excited jingles from the bridge, they gave what aid was possible, and Captain Johnson turned the vessel toward the beach.

As the Valencia was foundering as a result of the impact with the rocks the only possible chance to save any of those on board was to put the vessel ashore again with the hope, scant though it was, of landing those on board on the rocky coast. Before she struck again on the rocks, the engineers, firemen and all below had been driven above by the in-rush of water and the keels soon began to roll over the main deck. Water was over the deck when the boats were being lowered, the lights being extinguished by the flooding of the engine room before the work was commenced.

The loss of life was awful when (Continued on Second Page.)