

THE RALEIGH EVENING TIMES.

VOLUME 27.

RALEIGH, N. C., FRIDAY, JANUARY 24, 1906

PRICE 5c.

TOWN TOPICS CONVICTED OF DIRTY BLACKMAIL

Jury Endorses Truth of Editor Haggood's Deliberate Accusation
IT TOOK TEN MINUTES TO MAKE UP VERDICT

The Fifty Birds Themselves and Their Cringing Victims Convicted All That the Sheet is Very Truth is "The Most Degraded Paper in the United States"—Jury's Assailable Morning Bulletin.

New York, Jan. 24.—The jury today in the Town Topics case returned a verdict that Editor Norman Haggood is not guilty of criminal libel.

Haggood was charged with criminal libel of Justice Deuel. The complaint in the case was based on an editorial in Collier's last August bearing on Justice Deuel's connection with Town Topics.

"I will not attempt to disguise from you the utter loathing and contempt I feel for some of the witnesses whom I myself have introduced," declared District Attorney Jerome to the jury today in his argument for the prosecution in the action for criminal libel brought against Norman Haggood, editor of Collier's Weekly, on complaint of Justice Joseph M. Deuel, of the court of special sessions.

"For more than two weeks now we have been wandering through Vanity Fair," said Mr. Jerome, witnessing exhibitions of human weakness and folly and in some instances, of human degradation.

The case was expected to go to the jury today after Mr. Jerome's argument had been heard by the jury. "It is my belief that I ought not to be here prosecuting one of the best friends I've got for a crime which in my private judgment I believe he ought to have done and which I might have done in his place with more zeal and more vim than he displayed. The law not to restrict the liberty of the press has provided that if the published article be true and published with justifiable ends, it is a defense. On the ground of excuse the prosecution concedes that this publication was honestly made in a belief that it was true. If you find that the article was true you have got to acquit."

"Now let us see the character of this paper (referring to Town Topics). Mr. Shepard has told you that Colonel Mann has stated that it was the natural evolution of personal journalism. If this is true it ought to be applicable to more than one daily paper in New York whose trend is that way. There is scarcely a morning paper that does not print vile scandals and obscene matter. I don't see what interest I don't see what interest articles relating to the adultery of this or that person have for you and me."

"Does it serve any useful purpose? Is it other than filth? It is put there for no other purpose than that of paying dividends to the stockholders. The average newspaper is run from the counting room standpoint. Many of the advertisements are but a corruption fund to induce quiet acceptance of this or that. There is not a pleasant statement to make, but if you ask the average newspaper man why a certain paper let up on a certain proposition, his reply will be, 'Why didn't you see that ad of so and so?'"

"These papers haven't yet reached the condition that this vile sheet has reached. I am not here to justify Town Topics."

W. R. MURRAY IS PARDONED

Given Conditional Freedom by Governor
PAYS \$750 AND COST NEAR JEWELRY STORE

Young Man Arrested in Chicago—Tells Hard-Luck Story—Decided to Turn Robber—Confessed Manuscripts of Magazine Stories in His Room.

Governor Glenn believes him guilty and refuses absolute pardon but changes sentence to a fine and bond for his good behavior.

Governor Glenn this afternoon granted a conditional pardon to W. R. Murray, serving a sentence of two years in the Durham jail for killing his relative in a fight there.

The Governor makes Murray's pardon conditional upon the payment of a fine of \$750 and court costs amounting to several hundred dollars. Murray is also to give a \$1,000 bond for his appearance at March term of court in 1908 and show that he is and has conducted himself as a man of good character.

The Governor's action was based upon the affidavits of Detectives T. A. Mann, John M. Manning, J. M. Kelly, N. M. Johnson and N. E. Hoste, physicalians of Durham, that in their opinion the continued confinement of Murray or changing his sentence to a term on the roads would result in his death.

Governor Glenn still considers Murray guilty, but he is unwilling to cause the man's death. The petition was for an absolute pardon. This the Governor was unwilling to give. He investigated the financial condition of the man and found that he was poor. The authorities in Durham were notified of the action the Governor had taken and this afternoon Governor Glenn received a telegram saying that Murray's friends had raised the sum required for the conditional pardon was forwarded this evening to Durham.

The names of those on the raft who were drowned are: Wilson, the third engineer; Wilson, a passenger; Wallace, steering waiter, and a man-of-war's man on leave from the U. S. S. Concord, name unknown. The man in the bush on the island is Frank, a waiter. Hancock thinks Frank will be found by the Indians, who are looking for him. The three men brought to Toquart are exhausted. They are being cared for at the Toquart fishing station.

POOL-ROOM MURDER.
Manager of Negro Resort in Durham Kills His Cousin.
(Special to The Evening Times.)
Durham, N. C., Jan. 24.—Last night at ten minutes to 11 o'clock there was a murder in cold blood in a negro pool room on Mangum street. John Rogers shot and killed his cousin, Gus Chavis, without provocation and then escaped.

SAYS HE IS GEN. TO BE BURIED AT ARLINGTON

With Full Military Honors of His Rank
FUNERAL ON MONDAY

Services Over General Wheeler's Body Will Be Held in New York Sunday, and the Body Will Be Taken to Washington—Escort of Troops from All Branches.

(By The Associated Press.)
Washington, Jan. 24.—General Wheeler, whose death occurred in New York yesterday, will be buried in the National Cemetery at Arlington with the full military honors due an officer of his rank. The funeral services will be held at St. Joseph church in this city.

The funeral program provides that the funeral services will be held at St. Joseph church in this city, Monday afternoon, the services to be conducted by the pastor of that church, Rev. Cotton Smith. Chaplain Charles C. Pierce, stationed with the troops at Fort Myer, will assist in the services at the grave.

The escort to be provided will consist of troops from all branches of the service. Officials at the War Department are now actively engaged in making the arrangements for the funeral.

New York, Jan. 24.—Funeral services for Brigadier General Joseph Wheeler, who died yesterday at his (Concluded on Third Page.)

TO BE BURIED AT ARLINGTON

With Full Military Honors of His Rank
FUNERAL ON MONDAY

Services Over General Wheeler's Body Will Be Held in New York Sunday, and the Body Will Be Taken to Washington—Escort of Troops from All Branches.

(By The Associated Press.)
Washington, Jan. 24.—General Wheeler, whose death occurred in New York yesterday, will be buried in the National Cemetery at Arlington with the full military honors due an officer of his rank. The funeral services will be held at St. Joseph church in this city.

The funeral program provides that the funeral services will be held at St. Joseph church in this city, Monday afternoon, the services to be conducted by the pastor of that church, Rev. Cotton Smith. Chaplain Charles C. Pierce, stationed with the troops at Fort Myer, will assist in the services at the grave.

The escort to be provided will consist of troops from all branches of the service. Officials at the War Department are now actively engaged in making the arrangements for the funeral.

New York, Jan. 24.—Funeral services for Brigadier General Joseph Wheeler, who died yesterday at his (Concluded on Third Page.)

SLEET PLAYS HAVOC WITH WIRES IN CITY

NEW CUSTOM HOUSE
Wilmington Asking Uncle Sam for \$250,000

Postmaster Wallace Urging Wilmington Authorities to Allow \$75,000 for an Addition to the Postoffice—Preparations for the Big Banquet.

(Special to The Evening Times.)
Wilmington, Jan. 24.—The sleet which fell here this morning damaged the telephone and fire alarm systems, necessitated a suspension of street car and power service, impeded and in some instances completely blocked railroad traffic and resulted in a probable damage of \$1,000 to wire services within the city.

The rainfall from 4 o'clock yesterday afternoon to 8 this morning was 3.22 inches and shortly after 8 o'clock in the morning the rain turned into sleet. The trees and wires were soon heavily coated with ice, and although the wind was not high, many poles and branches gave way under the weight. At dawn poles, limbs and wires were down in many parts of the city. The damage was heaviest west of the city and there Hillsboro road and Morgan streets were effectually barricaded by poles.

The force of the Raleigh Electric Company began work before day and the company was able to begin the operation of its cars promptly this morning. However, City Electrician and Chief of the Fire Department John W. Mangum reported to the mayor that it was impossible to proceed with the work unless the electric currents were cut off. Therefore Mayor Johnson at 10 o'clock today issued orders for the power house to shut down and it was not until 1 o'clock this afternoon that the electric company was permitted to resume operations.

Trains Stalled Here.
The Seaboard Air Line fast train, from New York, southbound, due here at 4 a. m., reached Raleigh about an hour late. Wires appeared to be down and the dispatcher could get no reports from the south. The train left here and proceeded four miles to Method when it encountered two poles which had fallen across the track. While the train was standing waiting for the obstruction to be removed another pole fell and struck one of the Pullman cars, making a small hole in the top. The train was then backed to Raleigh and at 1:30 o'clock this afternoon it still standing under the union depot shed.

When the train returned to Raleigh from Method the passengers were anxious for their breakfast. There was one buffet car in the train but the food supply was soon exhausted and passengers, many of them northern people bound for Pinehurst, poured into the little lunch room at the depot. They are enduring a weary six or eight hour wait in Raleigh.

The Seaboard Air Line track south of here is completely blocked by fallen poles and all telegraphic communication is cut off. At 1:30 this afternoon the northbound trains, due here at 11 a. m. and 11:45, have not arrived and they are supposed to be between here and Hamlet. Five trains, passengers and freights, are not blocked in this stretch of ninety miles.

The Southern Railway fared better on its line, though the trains were delayed. The train from Goldsboro left here at 9 o'clock, but was two hours or more making the run to Durham. The eastbound train, due here at 10:30, arrived at 12:25. The poles down between here and Carr fell across the Seaboard track and did not reach to the Southern's parallel line.

Telephone Service Damaged.
Of the three telephone companies here the Interstate seems to have fared worst. The company lost twelve poles in the city and seven of these are down on Morgan street. That street presented the most inextricable tangle in Raleigh. Swinging arc lights, poles and wires were all piled in the street. Out Hillsboro street the situation was also bad. From the textile building of the A. and M. College as far as one could see the poles seem to be on the ground.

NEW YORK TRAIN BARRED AT METHOD

Train Arrived at 4 A. M. Still Held at Union Depot—S. A. L. Track Blocked—Damage to Wires Here Probably \$5,000—Many Poles Down on West Morgan Street.

A heavy sleet here this morning damaged the telephone and fire alarm systems, necessitated a suspension of street car and power service, impeded and in some instances completely blocked railroad traffic and resulted in a probable damage of \$1,000 to wire services within the city.

The rainfall from 4 o'clock yesterday afternoon to 8 this morning was 3.22 inches and shortly after 8 o'clock in the morning the rain turned into sleet. The trees and wires were soon heavily coated with ice, and although the wind was not high, many poles and branches gave way under the weight. At dawn poles, limbs and wires were down in many parts of the city. The damage was heaviest west of the city and there Hillsboro road and Morgan streets were effectually barricaded by poles.

The force of the Raleigh Electric Company began work before day and the company was able to begin the operation of its cars promptly this morning. However, City Electrician and Chief of the Fire Department John W. Mangum reported to the mayor that it was impossible to proceed with the work unless the electric currents were cut off. Therefore Mayor Johnson at 10 o'clock today issued orders for the power house to shut down and it was not until 1 o'clock this afternoon that the electric company was permitted to resume operations.

Trains Stalled Here.
The Seaboard Air Line fast train, from New York, southbound, due here at 4 a. m., reached Raleigh about an hour late. Wires appeared to be down and the dispatcher could get no reports from the south. The train left here and proceeded four miles to Method when it encountered two poles which had fallen across the track. While the train was standing waiting for the obstruction to be removed another pole fell and struck one of the Pullman cars, making a small hole in the top. The train was then backed to Raleigh and at 1:30 o'clock this afternoon it still standing under the union depot shed.

When the train returned to Raleigh from Method the passengers were anxious for their breakfast. There was one buffet car in the train but the food supply was soon exhausted and passengers, many of them northern people bound for Pinehurst, poured into the little lunch room at the depot. They are enduring a weary six or eight hour wait in Raleigh.

The Seaboard Air Line track south of here is completely blocked by fallen poles and all telegraphic communication is cut off. At 1:30 this afternoon the northbound trains, due here at 11 a. m. and 11:45, have not arrived and they are supposed to be between here and Hamlet. Five trains, passengers and freights, are not blocked in this stretch of ninety miles.

The Southern Railway fared better on its line, though the trains were delayed. The train from Goldsboro left here at 9 o'clock, but was two hours or more making the run to Durham. The eastbound train, due here at 10:30, arrived at 12:25. The poles down between here and Carr fell across the Seaboard track and did not reach to the Southern's parallel line.

Telephone Service Damaged.
Of the three telephone companies here the Interstate seems to have fared worst. The company lost twelve poles in the city and seven of these are down on Morgan street. That street presented the most inextricable tangle in Raleigh. Swinging arc lights, poles and wires were all piled in the street. Out Hillsboro street the situation was also bad. From the textile building of the A. and M. College as far as one could see the poles seem to be on the ground.

NEW YORK TRAIN BARRED AT METHOD

Train Arrived at 4 A. M. Still Held at Union Depot—S. A. L. Track Blocked—Damage to Wires Here Probably \$5,000—Many Poles Down on West Morgan Street.

A heavy sleet here this morning damaged the telephone and fire alarm systems, necessitated a suspension of street car and power service, impeded and in some instances completely blocked railroad traffic and resulted in a probable damage of \$1,000 to wire services within the city.

The rainfall from 4 o'clock yesterday afternoon to 8 this morning was 3.22 inches and shortly after 8 o'clock in the morning the rain turned into sleet. The trees and wires were soon heavily coated with ice, and although the wind was not high, many poles and branches gave way under the weight. At dawn poles, limbs and wires were down in many parts of the city. The damage was heaviest west of the city and there Hillsboro road and Morgan streets were effectually barricaded by poles.

The force of the Raleigh Electric Company began work before day and the company was able to begin the operation of its cars promptly this morning. However, City Electrician and Chief of the Fire Department John W. Mangum reported to the mayor that it was impossible to proceed with the work unless the electric currents were cut off. Therefore Mayor Johnson at 10 o'clock today issued orders for the power house to shut down and it was not until 1 o'clock this afternoon that the electric company was permitted to resume operations.

Trains Stalled Here.
The Seaboard Air Line fast train, from New York, southbound, due here at 4 a. m., reached Raleigh about an hour late. Wires appeared to be down and the dispatcher could get no reports from the south. The train left here and proceeded four miles to Method when it encountered two poles which had fallen across the track. While the train was standing waiting for the obstruction to be removed another pole fell and struck one of the Pullman cars, making a small hole in the top. The train was then backed to Raleigh and at 1:30 o'clock this afternoon it still standing under the union depot shed.

When the train returned to Raleigh from Method the passengers were anxious for their breakfast. There was one buffet car in the train but the food supply was soon exhausted and passengers, many of them northern people bound for Pinehurst, poured into the little lunch room at the depot. They are enduring a weary six or eight hour wait in Raleigh.

The Seaboard Air Line track south of here is completely blocked by fallen poles and all telegraphic communication is cut off. At 1:30 this afternoon the northbound trains, due here at 11 a. m. and 11:45, have not arrived and they are supposed to be between here and Hamlet. Five trains, passengers and freights, are not blocked in this stretch of ninety miles.

The Southern Railway fared better on its line, though the trains were delayed. The train from Goldsboro left here at 9 o'clock, but was two hours or more making the run to Durham. The eastbound train, due here at 10:30, arrived at 12:25. The poles down between here and Carr fell across the Seaboard track and did not reach to the Southern's parallel line.

Telephone Service Damaged.
Of the three telephone companies here the Interstate seems to have fared worst. The company lost twelve poles in the city and seven of these are down on Morgan street. That street presented the most inextricable tangle in Raleigh. Swinging arc lights, poles and wires were all piled in the street. Out Hillsboro street the situation was also bad. From the textile building of the A. and M. College as far as one could see the poles seem to be on the ground.

(Continued on Page Seven.)