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CHANCE FOR RALEIGH TO GET HEADQUARTERS

Seaboard Offices to be Moved from Portsmouth and Norfolk

CLAIMS OF ATLANTA BEING CONSIDERED

Practically Certain That Transfer Will be Made Shortly and New Home of the Company Will Not Be Located in Virginia.—President Brown of the Chamber of Commerce Will Confer With Alfred Walter, Who Succeeds Mr. Barr On April 30.

From all accounts it is apparently settled that the headquarters of the Seaboard Air Line will be moved from Portsmouth and it is equally certain that Norfolk will not be named as the new home of the company. That much is admitted by the Norfolk newspapers.

In reply to a message from the Evening Times today the Norfolk correspondent of the paper telegraphed that Atlanta is now being mentioned, but officers of the company declined to discuss the matter. Just what chance Raleigh will have will depend upon the decision of Alfred Walter of Baltimore, who was yesterday elected president of the Seaboard to succeed J. M. Barr who retires on April 30. It was said in the dispatch that nothing would be done until Mr. Walter has looked over the field. It is supposed that the directors will determine the location for the general offices, but they will be guided by the opinion and suggestion of the new president.

President Joseph G. Brown of the chamber of commerce, said today that his organization had been in correspondence with Mr. Barr and that the last letter from him was to the effect that the offices in Portsmouth, which were recently destroyed by fire, would be rebuilt and again used by the company. Since that time, however, there have been other developments and the matter is not one to be settled finally by Mr. Barr. Nothing will be done until Mr. Walter has spoken.

The chamber of commerce will use every effort in its power to bring the headquarters to Raleigh," said Mr. Brown. "There are ample facilities here, banking and otherwise, although New York is the head banking center for all southern railroads. I quite agree with what The Evening Times said that Raleigh is the logical place. It is on the main line, it is near the center of the system, and the affairs of the company can be conducted from here in two directions and not from one, as has been the case heretofore. Before Mr. Walter takes charge our committee will confer with him, and if we can induce him to visit Raleigh and look over the field I am sure that he will be most favorably impressed. All of us realize that it would be a great thing if the general offices should be moved to this city. There is much to be offered on both sides and the company would doubtless gain much by the transfer."

Mr. Walter, the new president, is a native of Baltimore. He will probably reside there much of the time, but the other officials would follow the headquarters.

The situation will be closely watched from this end and the chamber of commerce, the industrial club and other organizations, will make every effort to present the claims of Raleigh in a manner which will command attention and consideration. As it stands, however, the question will not be finally settled until May, when Mr. Barr retires.

Seaboard Officials Silent.

Norfolk, Va., April 5.—In connection with the proposed removal of the general offices of the Seaboard Air Line Railway from Portsmouth, Va., it is stated that they may go to Atlanta, Ga. Seaboard officials, however, decline to make any statement further than to affirm that the matter as to the future location of the general offices is unsettled. Neither will they give the names of any available points in the event the offices are carried from Portsmouth.

Won't Go To New York.

New York, April 5.—At the offices of the Seaboard Air Line today it was said that the question of removing the company's general offices from Portsmouth, Va., was not considered

at yesterday's meeting of the directors. It is reported that a proposition has been made to remove the general offices from Portsmouth to another city, and Atlanta, Ga., has been mentioned as the point to which the transfer may be made.

RALEIGH'S BID RECEIVED.

Question of Headquarters Left With Seaboard's New President.—(Special to The Evening Times.) Portsmouth, Va., April 5.—Regarding the reported removal of the general offices of the Seaboard Air Line Railway from Portsmouth to Atlanta, or elsewhere, a most persistent rumor to that effect has been afloat here as well as in Norfolk. The fact that it has been met with denial until this afternoon perhaps accounts for its extensive circulation which has aroused the Portsmouth business men's association to immediate action and a meeting has been called for tonight to take action toward retaining the offices in this city. The news that Raleigh was making a bid for the offices, which was received here shortly after the general office building of the company was destroyed by fire, placed another city in the light of being a possible location for the offices, but it is learned from an authentic source this afternoon that the removal of the various clerical departments of the system from Portsmouth has never been considered by the officials of the road, but of course this statement does not even begin to predict what the new president of the road, Mr. Alfred Walter, will do when he takes charge of the affairs of the president's office.

SHOULD INVESTIGATE THE RAILWAY MAIL

(By the Associated Press.)
Washington, April 5.—In the house today Mr. Moon (Tenn.), the ranking minority member of the postage and postroads committee, in continuing the explanation of the several provisions of the post-office appropriation bill, said that the railroads contended that they were not receiving sufficient pay to carry the mails, notwithstanding the charges made that the railroads were receiving sums of money far in excess of the value of the service rendered. He insisted that if the appropriation for railway mail service was to be cut down it ought to be after complete investigation.

After citing instances of special privileges to certain sparsely located localities Mr. Moon asked:
"What does the democratic party demand on this question? It repudiates, it denounces, it condemns every character of subsidy. The republican platform does likewise. Can you say to the people of the United States, standing upon your platform opposed to ship subsidy, that you are ready, because of a little paltry benefit to your immediate section, to violate the pledges of your party and the great tenets that it has held for a century? I believe the southern democrats ought to appeal to their people and not to this railroad company which is granted special privileges between Washington, Atlanta and New Orleans."

52 KILLED IN HOTEL COLLAPSE

(By the Associated Press.)
Nagold, South Germany April 5.—The Hotel Zam Hirschen (the stag hotel) collapsed today while the guests were at lunch. The bodies of several dead persons have been brought out and many other victims are supposed to be in the ruins.
Fifty-two persons lost their lives and seventy were dangerously injured by the collapse of the hotel.

ANOTHER REVOLUTION IN SAN DOMINGO

Washington, April 5.—More trouble is reported from San Domingo in a cablegram received at the navy department today from Commander Southernland of the Yankee, at Santo Domingo. He says:
"A revolution has broken out at Samana. The Duquesne is there. American interests are not involved."
Mr. Joubert, the Dominican minister, called at the state department today to see Secretary Root, but had no information of his own respecting this new uprising.

SENT FOR DANIEL AND OVERMAN CANNOT RELY ON THE CARRIERS MAKE ANOTHER ATTEMPT TODAY

Conferred With President on Rate Legislation

NOTHING GIVEN OUT NO TRAFFIC MANAGERS

Senator Overman Said He Thought It Unlikely the Limited Rate Review Proposition Offered After Conference of Republican Senators Would Be Adopted.

(By the Associated Press.)
Washington, April 5.—Two democratic senators, Daniel of Virginia and Overman of North Carolina, had a conference with the president today on the subject of railroad rate legislation. They were requested by the president to call at the white house. Neither Senator Daniel nor Senator Overman would discuss the conference they had with the president.

Discussing the question of railroad rate legislation Senator Overman said he thought it unlikely that the limited rate review proposition offered a few days ago by Senator Long of Kansas, after conference of republican senators with the president, would be adopted. He thought eventually the Hepburn bill, substantially as it passed the house, would be passed.

NEW YORK WOMAN SUICIDES IN CHICAGO

(By the Associated Press.)
Chicago, April 5.—A woman who registered at the Palmer House today as Mrs. Bardeleben of New York, committed suicide shortly after noon by shooting herself in the head. Death was instantaneous. She arrived at the hotel early in the day in company with a man who registered as Eno Bardeleben of New York, and wrote the name "Mrs. Bardeleben" directly beneath his and shortly afterwards Bardeleben left the hotel, leaving the woman in the room. They were assigned to a room.

When Bardeleben returned to the hotel he was informed of the suicide of the woman, and then declared that she was not his wife, but was the divorced wife of an electrical engineer in Providence, R. I.
Later when closely questioned by the police, the man declared that his name was not Bardeleben, as it appeared on the register, but Bardeleben. He retracted his statement that the woman came from Providence, and gave her name as Mrs. Edith Cooper, 239 Germantown Avenue, Philadelphia.

SECOND CENTENARY FRANKLIN'S BIRTH.

(By the Associated Press.)
Washington, April 5.—In conformity with previous action on the part of the house Speaker Cannon immediately after the convening of the lower branch of congress today appointed the following committee to participate in the exercises attendant upon the second centenary of Benjamin Franklin's birth to be held at Philadelphia April 17: Messrs. Olmstead (Penn.), Stevens (Maine), Cousins (Iowa), Watson (Ind.), Fasset (N. Y.), Hoy (Mass.), Smith (Md.), Pott (N. C.), Ryan (N. Y.) and Watkins (La.).

SUB. COMMITTEE ON CANAL NAMED.

(By the Associated Press.)
Washington, April 5.—Senators Kittridge, Knox and Morgan were today named as a sub-committee of the committee on interoceanic canals to prepare and report a bill for the government of the canal zone. There will be no further meetings of the full committee until April 16, when Secretary Taft will appear to discuss the type of canal. No effort will be made to determine this question until after the secretary has been heard.

GREAT LUMBER FIRE IN DENVER.

Denver, Colo., April 5.—Fire today completely destroyed the plant of the Hallack Lumber & Supply Company at Thirty-ninth Avenue and Gilpin street, entailing an estimated loss of \$200,000, fully covered by insurance. The plant covered an area of twenty acres, and was swept clean of millions of feet of lumber and several buildings. The origin of the fire is unknown.

INTERSTATE COMMERCE COMMISSIONER CLEMENTS ADDRESS TO RECONCILE MINERS AND OPERATORS' DIFFERENCES

Interstate Commerce Commissioner Clements Address To Reconcile Miners and Operators' Differences

THE DEMANDS TRIMMED

No Surface Indications of Agreement. Operator's Proposition Not Yet Definitely Declined by Union Leaders—Favor One Year Agreement. Mitchell Still Silent.

(By the Associated Press.)
New York, April 5.—The sub-committee representing the anthracite mine owners and the miners will make another attempt today to reconcile the differences existing between the employers and their workmen.
Before going into session there were no surface indications that today's meeting would bring about an agreement that would send the men back to work.

The representatives of the miners are reported to have trimmed down their original demands in the hope that the operators may see their way clear to conceding something to the men.
The miners will not say what their move will be, nor will they predict what outcome there will be to the meeting. The union leaders have not yet definitely declined the proposition of the operators for a renewal and continuance, for three years of the award of the anthracite strike commission. It is understood they are willing to accept the award if the operators will embody in it some of the propositions made by the union, but they will under no circumstances agree to have the award stand for three years. They favor a one year agreement.

The full committee of thirty-six of the miners held another session at their headquarters in the forenoon, where the work of the sub-committee was gone over and approved. President Mitchell still maintains his silence, even refusing to say whether he thinks the situation is hopeful or discouraging. One of his early visitors today was Daniel J. Keefe of Chicago, international president of the Longshoremen's Union.
Mr. Keefe would not say what the nature of his business with President Mitchell was, but there is a belief he came here to talk with the miners leader on certain phases of the strike situation. During the anthracite strike of 1902 and 1903 Mr. Keefe frequently held conferences with Mr. Mitchell and his lieutenants and was of much assistance to them.

The conference adjourned at 2:15. It was understood that no agreement had been reached. President Mitchell said that he would give out a statement later.
George F. Barr, chairman of the operators' committee, was asked for a statement concerning the proceedings of the conference but said that he had no statement to make and that he did not think he would have one later in the day. Immediately after the conference the operators' committee went to the office of President Thomas of the Lehigh Valley Railroad, where they held a meeting. No statement as to the purpose of this meeting was given out before hand. After the conference adjourned it was announced that another meeting will be held next Monday at 1:30 p. m.

CREW OF CARRIE EASLER SAFE.

(By the Associated Press.)
Lizard, April 5.—The German steamer Assiria, bound from St. Thomas for Hamburg, in passing here today signalled that she had on board all hands from the missing Novia Scotia schooner Carrie Easler.
The Carrie Easler, coal laden, sailed from Canso, N. S., for Halifax about March 8. Until today nothing had since been heard from either the vessel or crew, and both were generally believed to have been lost.

BOY KILLED IN THE LORAY MILLS ELEVATOR.

(Special to The Evening Times.)
Gastonia, N. C., April 5.—Guy Carver, the fourteen year old son of Mr. and Mrs. J. M. Carver, was taken to Asheville yesterday for burial, the expense of the burial being borne by the United States Burial League of Pittsburg, Pa., of which the boy was a member.
The boy, who was an operative in the Loray Mills in company with a lot of other operatives, was being taken up on the elevator to work after the noon dinner hour when the accident happened. The elevator was in charge of the regular operator and was crowded. When it was nearing the second floor the boy leaned over to speak to some one below when his head was caught between the car and the ceiling, crushing the skull and causing instant death. The Carver family had been at the Loray Mills only a short time and were preparing to move away.

CONDITION OF MAJOR BRADLEY.

Major Robert H. Bradley, who underwent a serious operation in Rex Hospital Tuesday afternoon, passed a fairly good night, although he was rather restless and suffered some pain. He has not lost strength and he was reported doing very well today. He appeared bright and cheerful and there are no bad symptoms.

TO RECONCILE MINERS AND OPERATORS' DIFFERENCES

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LEFT 9,000 IN A VALISE ON A TRAIN

(By the Associated Press.)
Ashtabula, O., April 5.—Lake Shore Conductor William R. Miles, of Oil City, Pa., who runs on a passenger train out of Ashtabula to Oil City, today found a valise in one of the coaches of his train containing \$9,000 in currency. The bills were wrapped up in packets of \$100 each. There was no name on the valise and no clue to its ownership.
Later Conductor Miles received a message to the effect that a valise containing that sum of money had been lost by William C. Imman of Leon, Ohio, who had come to Ashtabula and drawn the money from the bank and then boarded the train for home, intending to pay a large force of men employed by him. He had left the train at Leon and forgotten the valise. The money was restored to the owner at once by Mr. Miles.

HERE TO PULL FOR GREENSBORO.

A committee consisting of A. M. Scales, Z. V. Taylor, P. D. Gold, R. D. Douglas and G. F. Newson, the latter secretary of the chamber of commerce, is here to appear before the state democratic executive committee tonight and urge the selection of Greensboro as the place for the state convention.

MANY RETURN TO WORK TO INVESTIGATE NOCQUET'S DEATH

Seven Mines Open and Operatives Busy Today

HEART FAILURE THEORY

As He Passed Over Garden City, Long Island, He Shouted That He Could Not Make a Landing Because His Grapppling Iron Was Torn Loose.

(By the Associated Press.)
Pittsburg, Pa., April 5.—Work was resumed at seven more mines today and the conditions throughout the Pittsburgh district were much improved. Officials of the Pittsburg Coal Company reported seventy per cent of their mines now in operation and more miners at work. Orders are again beginning to come in and Chairman Robbins claims the company is doing as much business as it can handle.
Yesterday they mined forty thousand tons of coal. The shipments were 850 cars compared with 200 cars on Tuesday.
By the first of next week he believes twenty thousand men will be at work in the company pits.
The independent operators are taking advantage of the idleness at their mines to make repairs and clean up. They say there is plenty of coal stockpiled in cars in the railroad and retail yards to meet all demands for two or three weeks, but with the stoppage of work in the anthracite and western bituminous fields this district will soon have as much as the mines can do.

ERUPTION OF VESUVIUS GROWS ALARMING

(By the Associated Press.)
Naples, April 5.—The eruption of Mount Vesuvius is assuming alarming proportions. Five streams of burning lava are descending the mountain, threatening everything below. Boiling explosions are heard for twenty miles around. The inhabitants of the small villages near the crater are escaping, while processions of villagers carrying images of saints and madonnas and praying for a cessation of the eruption are passing through the neighboring towns.
The smoke and ashes are carried so far that all Naples is sprinkled with cinders. The Neapolitans are not greatly alarmed, in fact they are rather glad, saying that the new eruption of Vesuvius is in preparation for the arrival of King Edward, who left Versailles April 3 on the royal yacht Victoria and Albert, accompanied by Queen Alexandra, and who is expected here today.

BLOW UP A HOUSE WITH DYNAMITE

(By the Associated Press.)
Lexington, Mass., April 5.—An attempt to blow up a wooden dwelling in north Lexington early today was partly successful. One corner of the house was badly damaged, and a room on the first floor was wrecked. No one was injured, although a number of Italians were asleep in the house at the time the explosion occurred. The house was occupied by Frederick Delino, his wife and three children and four Italian lodgers. The police found that a stick of dynamite had been placed under the corner of the house and set off by a fuse about fifteen feet long. No trace of the person responsible for the outrage has yet been discovered.

PASSENGER TRAIN IN NEBRASKA DERAILED

(By the Associated Press.)
Omaha, Neb., April 5.—Burlington passenger train No. 41, on the Black Hills branch, was derailed four miles west of St. Michael, Neb., today. The baggage and express cars and two day coaches left the track. The baggageman and two or three passengers were slightly hurt. The accident is said to have been caused by the softening of the road bed from recent rains. There was little property damage.

DEATH OF MR. WILLIAMS.

Mr. Raymond Williams died this morning at 7 o'clock at his home on south Blount street. He was thirty-eight years old and is survived by his mother and three small children. The interment will take place in the family burying ground near Garner Friday afternoon at 3 o'clock.

TO INVESTIGATE NOCQUET'S DEATH

Autopsy Under Coroner's Direction Ordered

HEART FAILURE THEORY

As He Passed Over Garden City, Long Island, He Shouted That He Could Not Make a Landing Because His Grapppling Iron Was Torn Loose.

(By the Associated Press.)
New York, April 5.—A coroner's investigation into the tragic death of Paul Nocquet, the young balloonist who perished in a Long Island salt marsh Tuesday night after he had safely landed from a perilous ascension, will be made tomorrow.
To determine the exact cause of his death an autopsy will be held. It is believed that Nocquet died from heart failure, following complete physical exhaustion and the mental anguish he must have felt when he believed he was being carried to sea by the big gas-filled balloon.
The theory that he was crazed by fear was strengthened by additional facts concerning his flight, which were learned after the finding of his body last night. That his balloon became partly unmanageable perhaps several hours before he landed on the ocean beach appears from information which he shouted from his car while passing over Garden City, L. I., and which was heard by boys of that place. The balloon passed over the city at a height of about 300 feet, moving rapidly.
"I have been trying for a long time to make a landing," the aeronaut shouted, "but my grappling anchor was torn loose away back where it caught a tree. I have been trying to get down ever since, but could not."
That he was afterwards carried out to sea appeared from the marks made on Jones beach by the car, which was plainly dragged, bumping here and there in the sand from the water's edge to a point some distance in shore. An examination of Nocquet's foot prints, when on leaving the balloon in the darkness he made his fatal mistake in this direction shows that he apparently ran part of the time.
Other aeronauts who assisted Nocquet in making his start from New York City on Tuesday afternoon, and who examined the balloon as it lay on the beach, could not discover a reason why the balloonist should not have been able to land long before he did by allowing the gas to escape from the bag. Apparently also the parachute which he carried, but did not use, was in good working order during the flight. However, they said it was possible that the speed with which he was travelling might have deterred him from using these means of escape. Another explanation offered was the fact that Nocquet was often heard to say he believed that even if a balloon was carried out to sea there was always a low lying current of air flowing in shore which would carry the aeronaut back to safety when he began to drop toward the sea. Several members of the Aero Club of America today went to the scene of Nocquet's death, intending to make a minute examination of his course after leaving the stranded balloon in hope of obtaining some further information which will throw more light upon the circumstances of his death. They said that it would have been easy for him to spend the night in his car on the beach and that aeronauts who landed at night have frequently done this.

VON BUELOW FAINTS IN THE REICHSTAG

(By the Associated Press.)
Berlin, April 5, 2:30 p. m.—Chancellor Von Buelow, while attending the debate in the reichstag today, fainted and was carried to a committee room by some of the members of the house.
The chancellor made a speech on the subject of Morocco and was listening to the answer of Herr Bebel, the socialist leader, when he was taken ill, bending several times on his left side. Herr Carl Bachem, a member of the center party, supported the chancellor, and the vice president of the house, Dr. Count Von Stolberg-Wernigerode, called out: "Is Dr. Mugdan there?"
The vice president then adjourned the sitting for a quarter of an hour, during which deep silence prevailed throughout the house. Dr. Mugdan and Dr. Becker had in the meantime gone to the assistance of the chancellor, who appeared to be conversing with them and with the members who carried him from the chamber into the committee room.