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THAW TOLD POLICE THAT HIS VICTIM WHITE HAD WRECKED HIS HOME

Said He Was Glad He Had Made a Good Job of it, and Was Perfectly Cool WIFE DISAPPEARS AFTER THE TRAGEDY

After His Arrest Thaw Refused to Make a Detailed Statement—Mr. and Mrs. Thaw and a Party Dined at the Cafe Martin; White Came in and Sat Near Them, When Mrs. White Turned Pale and Shivered. In Reply to a Question By Her Husband, She Wrote On a Note: "That Dirty Blackguard Is Here."

(By the Associated Press.)
New York, June 26.—Harry Kendall Thaw, of Pittsburg, brother of the Countess of Yarmouth, who shot and killed Stanford White, the noted architect last night, is a prisoner in the Tombs today. Thaw admits the killing, pleading that his act was justifiable, that White had wrecked the life of his wife, the beautiful Florence Evelyn Nesbit, whose marriage to Thaw scarcely more than a year ago was one of the sensations of the time.

The murder of White was probably the most dramatic and sensational tragedy this city has witnessed since the killing of Jim Fiske by E. S. Stokes more than thirty years ago. Aside from the prominence of the principals the setting for the crime was unique. Surrounded by more than a thousand persons who crowded the great open air theatre on the roof of Madison Square Garden, strangely enough White met his death on what long has been recognized as one of the greatest monuments to his genius.

Proceedings in the case against the prisoner today were carried through with unusual rapidity. From his cell in the Tombs police station Thaw was taken to police headquarters, where his photograph was taken and his measurements made; he was arraigned in police court and remanded to the custody of the coroner, and shortly after formally charged with murder and held without bail. The coroner set the inquest for Thursday, and said that counsel on both sides desired that the case be submitted to this month's grand jury.

Thaw's defense probably will be insanity and already three noted alienists have been called in to report on his mental condition. Counsel for the prisoner announced this afternoon that they know the whereabouts of Mrs. Thaw, and that she would be produced at any time her presence is desired. The mother of the prisoner is a passenger on the steamer Minneapolis, which is due to arrive in England on July 2.

said he was 'damn glad of it,' and he was glad he 'made a good job of it.'
"When I arrested Thaw a woman who Manager Leonia Lawrence told me was Mrs. Thaw, rushed up to Thaw and kissed him and said: 'I did not think you'd do it in that way!' 'It's all right! It's all right!' Thaw told her. Then she whispered something in his ear. I don't know what she said to him.
"Down in the hall and in the street a lot of women gathered about us and shook hands with Thaw and sympathized with him. 'Why did you do it? Why did you do it?' They kept asking.

Captain Hodgins, Sergeant McCann, Lawyer Daniel O'Reilly and Burr McIntosh had a conference with Thaw shortly after 4 o'clock this morning, but if he told them anything they declined to divulge its import.
Not a Surprise.
Lawrence White, son of the murdered man, was informed of the tragedy about midnight. He went to the Madison Square Garden, and after arranging for the care of the body, summoned his father's partner, Mr. McKim, and both drove away. It is believed they went to a Long Island town, where Mrs. White is ill, to break the news to her. The tragedy, while a shock to the friends of both men, was not altogether a surprise to them. They knew, and have known for several years, that against the architect Thaw had the most bitter feeling. It dated back to the time when he first fell in love with the young woman who is now his wife. He made no secret of this feeling.

It had come to the ears of White and his friends had discussed it with him. Some had even warned him to be careful, but, deeming that there was no reason for that feeling, the architect went about his business as usual. Mr. and Mrs. Thaw lived in Pittsburg, and the incident was first (Continued on Third Page.)

CAPT. WYNNE IS GUILTY

Marine Corps Officer's Case Before President

Court Martial Found Him Guilty of Insubordination and Recommended Dismissal.—His Counsel Claims He Is Insane and Protests To Secretary Bonaparte.

(By the Associated Press.)
Washington, June 26.—The court martial which today tried Capt. R. F. Wynne, United States marine corps, on charges of insubordination, has found him guilty and recommended his dismissal from the service. The case is now in the hands of the president for final action.

Secretary Bonaparte laid the matter before the president today after E. S. Theall, counsel for Captain Wynne, had called at the navy department and submitted to the secretary a brief in the nature of a protest against the proceedings of the court martial and of the reviewing authority, Rear Admiral Evans.
Mr. Theall's brief states that three of the six members of the court martial, one of them being a surgeon, recommended that a medical board be appointed to determine the mental condition of the young officer, in view of the fact that the defense was based wholly upon the theory that he had been rendered mentally unsound by sunstroke and prolonged exposure incident to his service. Admiral Evans consequently appointed such a board which, as Mr. Theall alleged, having no knowledge of the preceding testimony in the case and without seeking to gather any evidence on its own score, pronounced young Wynne to be sane and responsible. The point is made in the brief that this proceeding was entirely irregular in that it was the sole function of the court martial to pass upon the question relegated to the board before taking the final action recommending dismissal, which it did. Admiral Evans endorsed the sentence favorably, and Secretary Bonaparte, after receiving Mr. Theall's brief today, took the case to the president, who alone can execute the sentence or mitigate it if he cares to do so.

The court martial made no recommendation for clemency. The navy department has recommended to the president approval of the sentence, but in view of Captain Wynne's service and the provocation under which he acted in the serious offense charged. (Continued on Page Two.)

WHICH BODY IS MR. MARSHALL'S?

Two Identified as that of Birmingham Contractor

CORONER IN QUANDARY

One the Body of a Man Who Jumped From a Bridge at Little Rock on June 6, and Found in the River—Other Found Decomposed Yesterday on Red Mountain, Near Birmingham.

(By the Associated Press.)
Birmingham, Ala., June 26.—Two bodies, each of which is declared to be that of W. J. Marshall, a well-known contractor who disappeared from his home here June 4, lie in a local undertaking establishment.
The family of Mr. Marshall have supposed that the man who committed suicide by jumping from a bridge at Little Rock, Ark., on June 6 was Mr. Marshall. S. H. Harris went to Arkansas, recovered the body, which was found in the river at Pine Bluff, Ark., and brought it here yesterday. Mr. Harris declared emphatically it is the body of Mr. Marshall.

Yesterday on Red Mountain, south of Birmingham, another badly decomposed body was found, and the description of clothing tallies so closely with that worn by Mr. Marshall at the time of his disappearance that the coroner is in a quandary. Marshall carried considerable insurance, and agents of insurance companies are especially active in their investigation.

SLAUGHTER HOUSES ARE CLOSED UP.

(By the Associated Press.)
Philadelphia, Pa., June 26.—The bureau of health today directed the owners of thirty-seven slaughter houses in various sections of the city to abandon their establishments. There are 174 such places in the city, and an inspection showed 37 of them, by reason of their unsanitary condition, to be nuisances prejudicial to the public health.

CONFEREES DISAGREE ON MEAT INSPECTION

(By the Associated Press.)
Washington, June 26.—The conference on the agricultural appropriation today developed that the differences between the house and the senate in regard to the meat inspection amendment probably will be sent back to the two houses for further action or for instructions to the conferees.
The senate representatives refused absolutely to consider the provision making an appropriation for the government to pay the cost of inspection, and insisted upon the retention of the provision in the Beveridge bill requiring that the date of inspection be placed upon cans of meat. Another meeting will be held at 4 p. m., when the conferees will decide finally whether there is a possibility of agreement concerning the meat inspection amendment.

PULAJANES LEADERS HAVE SURRENDERED.

(By the Associated Press.)
Manila, June 26.—The Pulajanes leaders Quientin and Alva have surrendered to Governor Osmona and the constabulary. These were the last of the men arrayed against the Americans on the island of Cebu. The rifles and ammunition of the members of their band were also surrendered.

Washington, June 26.—The two leaders, Quientin and Alva, have made trouble in Cebu for several years. At one time they took the oath of allegiance and were employed by the American army as guides, but proved so untrustworthy that no dependence could be placed in them. Commands were offered them by the insurgents, and the two leaders violated their oaths and joined the enemies of the government.

Two New Charters Granted.
The Mathews Manufacturing Company of Mecklenburg county is chartered, with \$125,000 capital authorized, and \$5,000 subscribed by E. J. Heath, J. M. Barnett and others with

authority for operating cotton gins, cotton mills, fertilizer factories.
Another charter is to the Cornwall-Carolina Construction Company of Carthage, Moore county; capital, \$100,000 authorized.

Racing at Sheephead Bay.
(By the Associated Press.)
Sheephead Bay, June 26.—First race, handicap, six furlongs, three years and up; Prince Hamburg, 9 to 10 and 2 to 5, first; Sir Lynnwood, 6 to 1, place, second; Cinna, third. Time 1:18 2-5.
Second race—mile, selling, three year olds and up; Rye, 2 to 5 and out, first; Water Tank, 3 to 1, place, second; Klingsor, third. Time 1:39 1-5.

A RESOLUTION TO DRAIN SWAMP LANDS.

(By the Associated Press.)
Washington, June 26.—Senator Lattimer today made an effort to secure the adoption of a resolution directing the secretary of agriculture to investigate the possibility of draining the swamp and overflowed lands of the United States with the view of reclaiming them in the future. Senator Hale moved to refer the resolution to the committee on agriculture, and he and Senators Fulton, Hepburn and Flint opposed the resolution as calculated to lead to the future development of a new branch of the public service with consequent great expense to the government. Mr. Lattimer supported the measure as in the interest of justice and public economy. Mr. Hale's motion prevailed.

GOVERNMENT HOSPITALS FOR THE INSANE.

(By the Associated Press.)
Washington, June 26.—Dr. A. H. Hutchinson, superintendent for twenty-one years of the Western Corporation Insane Asylum at Dismal, Pa., was the first to take the stand of the many superintendents summoned to appear before the special house committee investigating the government hospitals for the insane.
He declared that the government asylum was entirely too big, but that it should continue to be under one head without division of authority. The conditions and equipment there were very fine, he said. The methods employed were modern, the diet was liberal, the kitchens good and the number of attendants sufficient.

GREAT AUTO CONTEST

Paris Race Over Sarthe Circuit Started Today
Course Must Be Covered Twelve Times, Cars Running Six Hours Daily for Two Days—Total 1,236 Kilometres—Two Accidents in First Round—No One Hurt.

(By the Associated Press.)
Paris, June 26.—The automobile contest for the grand prize, over the Sarthe circuit, was started at 6 o'clock today. A very large crowd of people was present, and great enthusiasm was manifested. The course, which is 102 kilometres long, was patrolled by troops.
Six (France) led during the third circuit, steadily increased his lead, and won the day's racing in five hours, 45 minutes, 30 2-5 seconds. Clement (France) was second in six hours, 10 minutes, 40 seconds.
Baros (France) covered the first round in 52 minutes, 25 seconds, at the rate of 118 kilometres per hour. Duray (France) was second in 52 minutes, 22 seconds.
Two accidents occurred during the first round. Fabry (Italy) collided with a wall. His machine was completely demolished, but the occupants were uninjured. La Blon (France) was ditched and upset without the occupants of his car sustaining any injury.
The racers will start again at 6 a. m. tomorrow.

France has twenty-five entries, Germany three and Italy six in the Sarthe circuit contest. The course must be covered twelve times, the cars running six hours daily for two days, to complete the total distance, 1,236 kilometres.

SERVICE TO VIRGINIA FROM COLONIAL DAMES.

(By the Associated Press.)
Norfolk, Va., June 26.—A silver service, the gift of the Colonial Dames of Virginia, will be presented to the battleship Virginia at the Norfolk navy yard tomorrow. This is an entirely different silver service from that to be presented by the state under legislative appropriation.
A large number of dames from dined, and parts of the state are expected to attend the presentation.

RATE BILL BACK TO CONFERENCE

Senate Wouldn't Accept the Report

PIPE LINES THE RUB

An Amendment Substituting Word "Railroads" for "Common Carriers" Was What Stuck in the Claw of the Senate—That Would Let Out the Pipe Lines Altogether.

(By the Associated Press.)
Washington, June 26.—The senate today voted not to accept the conference report on the railroad rate bill and Senators Tillman, E. B. Cullum and Cullum were reappointed to conduct a further conference.
Washington, June 26.—When the conference report on the railroad rate bill was taken up in the senate today Senator E. B. Cullum, who was one of the senate conferees, spoke on the amendment to the commonly provision using the word "railroads" instead of the phrase "common carriers." He gave immediate attention to the contention that the change has the effect of eliminating the pipe lines from the requirement of the bill. He said that West Virginia is the largest oil producer in the union, and that the greater part of the oil is sold to the pipe line owners, so that the owners transport their own oil and are not strictly speaking common carriers.
The house receded to the request of the senate for another conference on the railroad rate bill immediately upon the receipt of the senate report today. The same conferees were reappointed, Messrs. Hepburn, Sherman and Richardson.

NAVAL BILL IS FINALLY PASSED.

(By the Associated Press.)
Washington, June 26.—The senate today receded from its amendment to the naval appropriation placing the naval station at Port Royal, S. C., under the bureau of navigation. As this was the only item of difference between the two houses, the action of the senate had the effect of finally passing the naval bill.

GUION FOR JUDGE IN THE THIRD DISTRICT

(Special to The Evening Times.)
Kinston, N. C., June 26.—At a largely attended convention of the third judicial district here today O. H. Guion of Craven was unanimously nominated for judge and Larry E. Moore of Pitt for solicitor.
The following were elected for the executive committee: Ernest M. Green, chairman, of Craven; W. M. Webb, secretary, of Currituck; R. W. Edwards of Green, T. D. Warren of Jones, W. T. Caloe of Pamlico, F. C. Harding of Pitt. Resolutions of greeting were adopted to retiring Judge Henry R. Bryan.

CANAL COMMITTEE HAS ADJOURNED.

(By the Associated Press.)
Washington, June 26.—By a vote of six to five the senate committee on interoceanic canals today decided not to go to the isthmus of Panama and take testimony in the canal investigation. By agreement no testimony will be taken in Washington until next session, and therefore the disposition of William Nelson Cromwell's refusal to testify concerning canal matters prior to government ownership of the property will be postponed until next December.

HOUSE ADOPTS THE SENATE CANAL BILL.

(By the Associated Press.)
Washington, June 26.—The house committee on interstate and foreign commerce authorized Chairman Hepburn to make a favorable report to the house on the lock level type. Although the house provided in the

sundry civil bill that none of the money appropriated for the canal in that measure should be spent for a sea level canal, which gave the sentiment of the house in favor of the lock canal, it was deemed best to adopt the senate bill, which will be the continuing statute on the subject.

General Deficiency Bill.

(By the Associated Press.)
Washington, June 26.—After the passage of the omnibus public building bill the house today began the consideration of the last of the great supply bills to carry the government on to June 30, 1907, the general deficiency bill.

Public Building Bill Passed.

(By the Associated Press.)
Washington, June 26.—The omnibus public building bill was passed by the house today, one hour having been consumed in its reading and consideration.

W. A. Godfrey Dead.

(Special to The Evening Times.)
Greensboro, N. C., June 26.—Mr. W. A. Godfrey died yesterday afternoon at his home on Laurel Avenue after an illness of three years. The remains were shipped to Burlington today for burial. The deceased is survived by a widow and seven children.

IMMIGRATION BILL GOES TO CONFERENCE.

(By the Associated Press.)
Washington, June 26.—The senate today granted the request of the house for a conference on the immigration bill, and Senators Dillingham, Lodge and McLaurin were appointed conferees.

JOINT COMMITTEE TO INVESTIGATE SECOND CLASS MAILS.

(By the Associated Press.)
Washington, June 26.—Vice President Fairbanks today designated Senators Penrose, Carter and Clay as members on the part of the senate joint committee provided for by recent legislation for the investigation of the second class mails.

2 CHILDREN DROWNED

Bodies Found After Search of Three Days

Mary and Leonard Faulkner of Chicago Disappeared Last Thursday, and Detectives Worked on a Theory That They Had Been Kidnapped—Police All Over City Stirred.

(By the Associated Press.)
Chicago, June 26.—Mary and Leonard Faulkner, children of John D. Faulkner, who disappeared last Thursday, were drowned in a lagoon on the shore of Lake Michigan. The bodies were found yesterday in a narrow pool back of the Thirty-eighth street pier.

The solution of the mystery which had stirred the police all over the city after three days of ceaseless searching of the lake shore with grappling hooks and by divers, and the activity of detectives in various parts of the city, who had been working on a theory that the children had been kidnapped.

PLANS FOR BRYAN'S NEW YORK MEETING

(By the Associated Press.)
New York, June 26.—In pursuance of resolutions adopted at a meeting of commercial travelers anti-trust league, held on June 11, 1906, William Hogg, head of the league, announced today the appointment of the following committee on plan and scope for the Bryan reception: Tom L. Johnson, Ohio; Francis Burton Harrison, Bird S. Coler, Augustus Thomas, Lewis Nixon, New York; Alexander Troup, Connecticut; A. H. Eastman and John H. O'Brien.
This committee will invite all the democratic members of congress, the chairman of the democratic state committee of various states; the mayors of the democratic societies of the county, and the editors of democratic newspapers to serve upon a reception committee, of which Governor Folk of Missouri, will be the chairman. Augustus Thomas will welcome Mr. Bryan upon behalf of the league.

CABLE TO JAPAN IS COMPLETED

Roosevelt and the Mikado Exchange Messages

THE PACIFIC BRIDGED

Original Offer to Construct Cable From San Francisco to Manila, 8,000 Miles, Was Made by John W. Mackay To Secretary Hay August 22, 1901.—Opposition Encountered.

(Special to The Evening Times.)
Washington, June 26.—The Tokio and Guam offices of the Commercial Pacific Cable Company are in communication by the new cable. Messages between the president of the United States and the emperor of Japan have been exchanged.
The bridging of the Pacific and the encircling of the coast of eastern Asia by an all American cable is thus complete. No American enterprise has appealed so powerfully as this to the statesmen and merchants of Japan, and every stage of its progress has been watched by them with an intensity of interest of which our people have but a faint conception.
The original offer to construct a cable from San Francisco to Manila without government aid or subsidy, was made by Mr. John W. Mackay to the Hon. John Hay, secretary of state, on August 22, 1901. It was a plain proposition made by a man of undoubted responsibility and of long experience with submarine cables to do that which no other private person had ever offered to do, and which the government itself was unwilling to do. It had nevertheless to encounter opposition in congress, and it was not until June 11, 1902, that this opposition was finally silenced. Understood, however, by possible legislative obstacles, the Commercial Pacific Cable Company ordered the construction of the cable, and on the very day on which the bill was killed which proposed to commit the government of the United States the work of laying a cable across the Pacific ocean, it was announced that 1,065 nautical miles of the cable which was to be laid between San Francisco and Honolulu had been manufactured, and that the work of making the cable was proceeding at the rate of twenty-six miles per day.

By the end of June, 1903, the last section of the cable to Manila was landed at Honolulu, and the entire line from San Francisco to the Philippine Islands, a distance of over eight thousand miles, was successfully completed. That is to say, within eighteen months after the signing of the contract an enterprise was executed which has no parallel in the history of ocean telegraphy. The route followed is unique for its lack of natural stations, and not only traverses the greatest uninhabited waste of water on the globe, but has to deal with ocean depths much greater than any previously encountered.

The message which was sent on July 4, 1903, by President Roosevelt round the world by the completed line of the Commercial Pacific Cable company and its connecting lines between Europe and Asia went by the Postal Telegraph Company's land lines from Oyster Bay to San Francisco, thence by the Commercial Cable line to Honolulu, Midway, Guam and Manila. From Manila to Hong Kong the message passed by the cable which Admiral Dewey cut in 1898; from Hong Kong it went to Saigon to Singapore, to Penang, to Madras, to Bombay, to Aden, to Suez, to Alexandria, to Malta, to Gibraltar, to Lisbon to the Azores and thence to Oyster Bay. Between Hong Kong and the Azores, the transit was by foreign cables, and the shortening of trans-Pacific communication, both in respect of interruptions and of actual distance, may be inferred from the devious course which had to be taken by the president's message in its homeward course from eastern Asia.

After communication with Manila was established, there remained the task of extending the all-American Pacific cable to China. This was completed by April 17 of the present year, and it has been promptly supplemented by the extension of the cable to Japan. Thus in less than five years since the first communication of John W. Mackay to the secretary of state the greatest single ocean cable enterprise in the world has been brought to a successful termination.