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## TRACY WON IN MILE A MINUTE

### Auto. Races Whirl for Preliminary Honors

## SPEED ALMOST THAT

### Elimination Event for Those to Meet Foreigners in Dash for Vanderbilt Cup an Exciting Event With Many Mishaps—Thousands Crowd the Course and Cheer as Monsters Fly.

(By the Associated Press.)  
New York, Sept. 22.—A vast throng which rushed upon the course today prevented the completion of the elimination race to select five American racing automobiles to take part in the race for the Vanderbilt cup, after three of the cars had completed the race. Joseph Tracy, who won the race, Hubert Le Blon, second and H. N. Harding, third, were the only racers who were allowed to cover the entire course. They thus qualified their machines for the cup race and the judges selected machines driven by Herbert B. Lyttle, and Walter Christie, as the other two, to represent American manufacturers in the big race.

New York, Sept. 22.—The elimination race to determine who shall have the honor of meeting the foreign experts in the automobile contest for the Vanderbilt cup on October 6 was started promptly at 6 o'clock. The day was clear and cool and the course in fine shape, the showers of last night having served only to lay the dust to some extent.

Car No. 1, driven by Keeler, was the first away. Keeler and Lyttle, the latter in car No. 2, were a bit slow in getting under way when they crossed the mark, but Mongini, in car No. 3 got a flying start.

### How They Got Away.

The automobiles got away in the following order:  
Car No. 1.—Driver, Keeler. Time 6.00.  
Entrant—George G. Smith.  
Car No. 2.—Driver, Lyttle. Time 6.01.  
Entrant—A. A. Pope.

Car No. 3.—Driver, Mongini. Time 6.02.  
Entrant—C. A. Singer.  
Car No. 4.—Driver, Callers. Time 6.02.25.  
Entrant—E. B. Thomas.

Car No. 5.—Driver, LeBlon. Time 6.04.26.  
Entrant—C. A. Coey.  
Car No. 6.—Driver, Roberts. Time 6.05.05.  
Entrant—H. S. Houp.

Car No. 7.—Driver, Frayer. Time 6.07.  
Entrant—O. S. Lear.  
Car No. 8.—Driver, Christie. Time 6.08.  
Entrant—Walter Christie.

Car No. 9.—Driver, Lowell. Time 6.10.  
Entrant—W. J. Miller.  
Car No. 10.—Driver, Tracy. Time 6.11.  
Entrant—S. T. Davis, Jr.

Car No. 11.—Driver, Harding. Time 6.12.  
Entrant—John Haynes.  
Car No. 12.—Driver, Bolden. Time 6.14.  
Entrant—J. F. Stone.

Notes.—Numbers 5, 10, 13 and 15 blank.

Each driver sent his car away at its best possible speed and in a few seconds every car was lost to sight from the grandstand. Twelve cars started in the race out of fifteen entries. There was no number 13 drawn because of the superstition attached to that number. The crowds along the course at the start were not as large as expected but the early corners were there in goodly numbers and as the day advanced their number was largely augmented.

The course is 2.71 miles and must be gone over ten times.

### Ambulances Gotten Ready.

The arrangements made by the managers of the Nassau hospital appeared more like preparations for a battle between two armies than provisions in connection with a contest of speed and skill. Eight ambulances were sent early this morning to various danger points along the course.

Sheriff Frederick Gildersleeve had made equally elaborate preparations to prevent injury to spectators and to keep the public from encroaching on the course. More than 300 deputy sheriffs and flag men had been stationed along the roads over which the racers were to speed.

In drawing for the numbers for the starters the so-called "unlucky" 13 was omitted.

Lyttle finished the first round in advance, having covered the distance 29.71 miles in 32 minutes and 33 seconds. Christie was second in 33 minutes, 52.5 seconds; Le Blon third in 33:34.5-5. Belden was fourth in 34:04; Harding fifth in 36:14; Tracy sixth in 36:53 and Lowell seventh in 50:17. Frayer crashed a clutch near Roslyn about 15 miles from the grandstand and had to stop for repairs.

As Harding and Belden passed the stand on the first round there was only about 20 feet between them and each going furiously. Both drivers were heartily cheered. Harding had started two minutes ahead of Belden so that the latter gained just that much on his rival on the first round.

Mongini's Car Wrecked.  
Mongini's car in this round dashed

into a telegraph pole and was wrecked. Both the driver and his mechanic were thrown but neither was seriously injured.

Lyttle held the lead through the second round, but in the third Le Blon rushed to the place of honor, having covered the course three times in 98 minutes, 8 seconds.

On the second round several cars passed Christie and in the third round Christie's car broke down. Tracy was in third place at the end of the third round, and was only a minute behind the leaders. His time for the third round was thirty minutes, 34 seconds, the best time thus far made during the race.

Tracy who had been going at great speed for three rounds was in the lead at the finish of the fourth round. He finished this round at 8:20:17.5, making his elapsed time 129 minutes and 17.5 seconds. Le Blon, who finished the fourth round at 8:14:55 was second with elapsed time of 129 minutes and 55 seconds. Lyttle was third. His elapsed time at the end of the fourth round was 131 minutes and 15.5 seconds. Car No. 7, driven by Roberts, got as far as Mineola on the first round and then had to go into a garage for repairs. Car No. 16, driven by Belden, broke down at Bullshead during the third round.

Le Blon was ahead of Tracy at the finish of the seventh round. Le Blon's time for the seven rounds was 229 minutes and 56 seconds, or three hours, 49 minutes and 56 seconds.

Le Blon was also ahead at the end of the eighth round completing that round in four hours, 21 minutes and 29.3-5 seconds. Tracy finished the eighth round in four hours, 22 minutes and 11.3-5 seconds.

Tracy got by Le Blon again in the ninth and completed that round in four hours, 53 minutes and 38.3-5 seconds while Le Blon completed it in five hours, 8 minutes and 22 seconds.

Lyttle completed the seventh round in four hours, 21 minutes and 3 seconds and the eighth in five hours, 56 minutes.

Christie finished his sixth round in four hours, 15 minutes and 38.3-5 seconds. Lawell finished the sixth round in four hours, 18 minutes and 19.3-5 seconds.

In the meantime Roberts had got his car out of the garage and entered the race again. He finished the first round in three hours, 56 minutes and 49 seconds and his third round in five hours, 6 minutes and 5.3-5 seconds.

Tracy completed the last round in five hours, 27 minutes and 45 seconds. Tracy was the first to finish the race. Le Blon finished second.

The machines selected by the judges to take part in the Vanderbilt cup race were those driven today by Tracy, Le Blon, Harding, Lyttle and Christie.

## CAVITE IS HIT BY A TYPHOON

(By the Associated Press.)  
Manila, Sept. 22.—A typhoon has occurred in the Philippines south of Manila. The wires are down and there is no report of the damage done in the provinces. Manila was practically untouched. At Cavite the arsenal and shipping were damaged. The gunboat Arayat is ashore and several lighters were sunk. There was no loss of life.

The damage is not believed to be serious. The storm will delay the departure of retiring Governor General Ide from the island.

## SENTENCED FOR A GHOULISH TRAFFIC.

(By the Associated Press.)  
Warsaw, N. Y., Sept. 22.—Byron D. Gibson and William B. Jackson, former supervisors of Erie county, who were convicted last night of having accepted a bribe of \$5,000 in connection with the contract for removing the bodies of old North Street cemetery, the site of the new sixtieth regiment armory, were sentenced by Justice Lambert to five years in Auburn prison. Astor until a week from Monday was granted.

## SENATE FIGHT IN WILMINGTON.

(Special to The Evening Times.)  
Wilmington, N. C., Sept. 22.—There is only a possibility that the 11th state senatorial convention which meets here today will refuse to ratify the choice of the recent county primary and fail to nominate George H. Bellamy of Brunswick for senator. A certain element controlled by the Wilmington chamber of commerce would rejoice in Mr. Bellamy's defeat, but it is not likely that a fight will be made.

The primary election of S. P. Cowan for sheriff was overwhelming, his opponent carrying only one of the city wards.

## A SUNSET BELT BY HARRIMAN

### From Canada's Border to Heart of Mexico

## MAGNITUDE OF PLANS

### These Having in View the Traffic Control of the Pacific Coast Are Just Beginning Fully to Be Understood—Much of Line Already in Operation.

(By the Associated Press.)  
San Francisco, Cal., Sept. 22.—The Chronicle says:

Although it has been apparent for some time that Harriman was seeking to control the Pacific coast, and the officials of the Southern Pacific have announced the plans for the new coast line from Portland to San Francisco by way of Eureka, the magnitude of the plans of Harriman have just been made public. When all has been completed he will have a railroad extending from the border line of Canada to the heart of Mexico. It is announced that Harriman has succeeded in securing terminal rights in the cities of Seattle and Tacoma.

The road from Portland to Seattle is now being built and will be completed in a year. This part of the line will compete with the Hill lines running from Portland to Seattle.

From Portland south along the coast the plans for a road have been in preparation by the officials of the Southern Pacific for some time. The line from San Francisco to Los Angeles is now in operation and will form another link in the long chain. From Los Angeles south the Sunset route will be used to Yuma, where the trains will turn along the shore of the Gulf of California to Guaymas to Guadalupe which road is now building, and orders have been received to rush the construction as much as possible. From Guadalupe the next step will be to the City of Mexico and Harriman will have a line down the entire length of the Pacific coast.

## A LARGE LOAN FUND.

State Superintendent Joyner suggests a Memorial to Dr. McIver. (Special to The Evening Times)  
Greensboro, N. C., Sept. 22.—State Superintendent J. Y. Joyner just as he was taking the train for Raleigh yesterday afternoon spoke with cordial approval of the plan to erect a bronze statue to the late Dr. McIver on the campus of the Normal and Industrial College, saying he would cheerfully assist, but he made this very reasonable and suggestive declaration: "I know that one thing that would please him most would be the establishment of a large loan fund at the college that he loved so well, to aid the young women of limited means in North Carolina to secure the education and the power and the blessing that he gave his life to make possible for them."

At Guilford Battle Ground yesterday afternoon took place the interesting and important event of reintering the remains of Governor Jesse Franklin, who was a governor, congressman, United States senator during the period of his life between 1760 and 1824. He was an "adjutant" under his Uncle, Colonel Benjamin Cleveland, in the battles of King's Mountain and Guilford Court House. Major Joseph Morehead, president of the Battle Ground Company secured consent of his relatives to move the remains from the neglected grave near Mt. Airy, to the Battle Ground where a fitting monument has already been erected.

## PARALYSIS STRUCK; FELL ON THE STREET

(Special to The Evening Times.)  
Greensboro, N. C., Sept. 22.—Thomas McMullen, traveling salesman for a Detroit brass folding bed manufactory, while on his way to take a train yesterday afternoon dropped apparently dead on the street. It was found that his whole left side was paralyzed and he was unable to speak or to move. He was taken into a drug store where temporary relief was attempted, and later to the hospital where he now lies in a critical condition.

James Johnson, colored, was brought here on a train late yesterday terribly mangled, but alive. A train had run over him at Jamestown cutting off both legs, one below and one above the knees, and one arm. There is little prospect of his recovery.

## BIG LABOR WAR IS IMPENDING

### Unions Against Standard Oil Company

## INCREASE IN WAGES

### A Strike Was Begun at Whiting Last Night, Predicted That This Movement Will Soon Involve All the Employees of the Company in the Country.

(By the Associated Press.)  
Chicago, Sept. 22.—The Chronicle today says:

Warfare between the Standard Oil Company and the labor unions of the country was begun last night when the Whiting, Ind., employees of the company quit work to enforce their demands for an increase in wages. The strike, which already threatens to tie up the business of the big corporation in the middle west, is likely to assume gigantic proportions before it is ended.

It was predicted last night that it might involve all of the employees of the company in the country and become a general one.

Three hundred firemen employed by the Standard Oil Company left their places yesterday. More than 5,000 employees who are working with the firemen are scheduled to leave their places Monday morning.

The strike of the firemen was called because the reports of the Standard Oil Company refused to advance wages from 22½ cents an hour to 25 cents an hour, and agree to grant all of the workmen the eight hour day.

The also refused to recognize the Union.

## THE LASH FELL IN DELAWARE

### And Thousands Clamor to See Blows Dealt

## CONLEY GETS THIRTY

### At the Sixteenth Stroke an Agonized Cry Was Forced From the Negro's Lips and Again Was Uttered as the Blows Fell on His Naked Flesh.

(By the Associated Press.)  
Wilmington, Del., Sept. 22.—Before the eager gaze of nearly 500 persons, Charles Conley, the negro, who was a few days ago sentenced to fifty years imprisonment and to receive thirty lashes, for committing an atrocious assault and battery upon Mrs. Beatrice Frakish and her daughter, Miss Gussie Leitch, two weeks ago, was publicly whipped today in the yard of the New Castle county work house. While there have been many whippings at the jail in the past, none attracted such interest as that of Conley. More than 2,000 persons clamored for admission to the workhouse yard which was too small to accommodate all of them.

Conley walked to the whipping post and stood without a tremor as his wrists were fastened into the iron bracelets. Warden Meserve took his position, and with the crowd standing at breathless attention administered the punishment.

The heavy whip with its nine leather tongues, each about a sixth of an inch in diameter fell across the culprit's bare back with a force that raised a large welt. This was repeated thirty times, an assistant warden monotonously keeping audible count. Conley never uttered a sound until the sixteenth stroke, when an agonized "Oh" was forced until the last blow fell upon the quivering flesh.

## WRECKED CREW SAVED AFTER DAYS OF AGONY

(By the Associated Press.)  
Seattle, Wash., Sept. 22.—Thirty-one of the crew of the wrecked whaler Alexander, arrived here last night on the steamer Harold Dollar. The crew tell a story of great hardships and suffering, having been 13 days in an open boat, and living on whale blubber during the entire time.

The Alexander was wrecked during a fog at Cape Terry, near Banks Land on August 12. The ship sank almost immediately and the crew had to take to the boats with very scanty preparations. When they were picked up by the whaler Herman, the men were almost dead and only the greatest care saved them. The Herman took them to Point Barrow where the Dollar picked them up and brought them to the city. Only men of the strongest physical powers could have survived the terrible sufferings that the men endured.

## HOLDING THE MANCHURIA, HEAVY SALVAGE DEMAND.

(By the Associated Press.)  
Honolulu, Sept. 22.—The steamship Manchuria which was floated

## MANDAMUS CASE MONDAY MORNING

### Judge Webb Called on to Interpret Watts' Act

## REV. BETTS' PETITION

### Hearing on the City Case Will Be First Thing Monday Morning Before Regular Court Begins—Nail Case Postponed Again—Spence and Cross Killings.

Next week is court week and the week thereafter, too, for this will be a two-weeks term for the trial of criminal cases.

The first thing that will come up Monday morning, and one of the most interesting matters of the fortnight in court and law circles will be the hearing by Judge James L. Webb of Shelby, who will preside over this term, of the Raleigh mandamus case.

This hearing will be concluded before the regular opening of court Monday morning. It is on the petition of Rev. S. J. Betts and others for a mandamus compelling the board of aldermen to call an election in Raleigh under the Watts act on the question of dispensary or prohibition.

It will be remembered that Mr. Betts secured a sufficient number of qualified and registered voters on the petition from election presented to the board some time ago, but the board refused to call the election on the advice of City Attorney Snow, who from the wording of the Watts act interpreted it to make illegal any election with prohibition in the question in a town that has a dispensary.

Consequently the question Judge Webb will be called upon to give an opinion on is one of interpretation of the Watts act, whether or not it means that if a town has dispensary it cannot get prohibition except by way of voting open bars-rooms first and then voting prohibition in place of the saloons.

Col. J. C. L. Harris and Judge W. A. Montgomery will argue for the petitioners and City Attorney W. B. Snow for the board of aldermen.

There are about 70 cases on the docket that are ready for trial. The total docket is 89, but many are not in shape to be tried at this term. The noted Nail case, in which four attendants at the Central Hospital here are charged with the killing of an inmate who escaped from the asylum a little over a year ago, has again been continued by agreement of counsel on both sides for the reason that the docket is so large that it would be better to dispose of 15 or 20 smaller cases in the three or four days it would require to try this important one. This case has been continued three times before. The defendants are out on bond.

Two other murder cases are the one against Everett Spence for killing a negro named Walter Chavis in Lane's bottom, the trial of which is set for Monday, and the case against the negro George Cross for killing his father, Hardy Cross, a few days ago in the course of a scuffle. This case comes from the verdict of the coroner and goes first to the grand jury.

## SAVED FROM A GRAVE IN OCEAN

(By the Associated Press.)  
New York, Sept. 22.—The loss at sea of the schooner Charles F. Tuttle of New Haven, Conn., and the terrible suffering of her crew before they were rescued, was reported here today on the arrival at Havana of the Ward Line steamer Segurancera which brought in Captain George W. Heath and the crew of seven of the wrecked vessel.

The Tuttle left Charleston, S. C., for New York on September 15 with a cargo of lumber. On the morning of the 17th a hurricane was raging and the schooner began to leak badly. Both the steam and hand pumps were kept working, but the water continued to rise and at midnight of the 17th the schooner suddenly turned over on her beam ends before the men had time to take to their boat.

The crew succeeded in getting hold on the chain plates and there remained without food or water for 58 hours until rescued by the steamer Segurancera at about 1 o'clock Thursday morning. The captain of the Segurancera provided the hungry and exhausted men with food and clothing and the passengers aboard made up a purse of \$200 for them.

## FOUR HUNDRED SLAIN IN DESPERATE SORTIE

(By the Associated Press.)  
The Hague, Sept. 22.—An official dispatch received here from Bali (an island of the Malay archipelago immediately east of Java) where for some time past the Dutch have been conducting military operations against recalcitrant chiefs, reports the capture at Pasar, capital of the vassal state of Badong, of two princes, their women and children. The followers of the princes, numbering in all four hundred men, were killed in all four hundred men, were killed and ten wounded.

last Sunday is now in charge of United States Marshal Hendry under an attachment placed by the Pacific Commercial Cable Company for three hundred thousand dollars for the services of the cable company's steamer Restorer in saving the Manchuria. It is alleged that the Restorer constantly towed the Manchuria at great risk to the Restorer from August 29, the day the Manchuria went aground, until September 15, the day she was floated. Pay is also demanded for the service of the Restorer in towing the Manchuria to Honolulu after she was floated. The Hbel alleges that the Manchuria is worth \$5,000,000 and that she had a cargo valued at half a million.

## CUT GILLETTE, SAYS GOMPELS, AND HE'S CUT.

(By the Associated Press.)  
San Francisco, Cal., Sept. 22.—Acting upon the recommendation of President Gompers of the American Federation of Labor, the San Francisco labor council last night adopted a resolution denouncing J. N. Gillette, the republican candidate for governor, as an enemy to the interests of labor. His record in congress was read and he was denounced in bitter terms.

## GO SLOW, SAYS DR. SMITH.

He Objects to the Rapid Innovation in Spelling Reform. (Special to The Evening Times.)  
Chapel Hill, Sept. 22.—Dr. C. Alphonso Smith, author and head of the department of English of the University of North Carolina, in his comments today on Bacon's essay on Innovations, called attention to the application of a passage to the spelling reform. Bacon says: "It were good, therefore, that men in their innovations would follow the example of time itself, which indeed innovates greatly, but quietly and by degrees scarce to be perceived."

"This passage," said Dr. Smith, "is in my judgment a fitting answer to the innovations proposed by the Simplified Spelling Board. Our spelling has been reforming itself for at least a hundred years. We no longer write music or phenomenon as did our grandfathers. These changes come about by degrees, but surely. The sudden reformation caused by the board would cause irremediable confusion and separate our children by at least a century from the writings of the present time. Many able men are on the board, but the question is one not so much of scholarship as of practicability. I am opposed to their recommendations, believing that Bacon's remark covers the case adequately."

## Funston is Off for Cuba Today

### Rushing Preparations for Possible Occupation

## PALMA IS TO RESIGN

(By the Associated Press.)  
Washington, Sept. 22.—Brigadier General Funston who has been ordered by Secretary Taft to meet him at Havana and give him the benefit of his knowledge of Cuban affairs, left here today over the Atlantic Coast Line, accompanied by his aide, Lieutenant B. J. Mitchell, of the Twelfth Infantry. General Funston will go direct to Tampa, where he expects to arrive late tomorrow night. He will at once board the regular steamer for Havana and hopes to be in Havana not later than Tuesday morning.

In discussing his trip General Funston said that he looked forward to it with a good deal of interest, because he hoped to meet "in the bush" some of his old comrades in arms under General Maximo Gomez, as well as some others who have remained with the government.

General Funston spent the entire morning at the war department holding final conferences with the chief of staff and other officers, but he declined to make any statement regarding the steps being taken by the government toward intervention.

### Warlike Preparations.

War department officials today professed to know nothing of the situation in Cuba beyond what they have seen in the press dispatches, but it is known that preparations for the possible occupation are rapidly going on.

With a view to meeting any possible emergency that may arise, in connection with Cuba, the quartermaster general's department is busy making its preparations. Proposals are already out calling for bids for supplying large numbers of horses and mules, and these bids will be opened in this city next Tuesday, requiring almost immediate delivery of the animals. Officers of the quartermaster's department of course do not admit that these animals are intended for Cuban service, but there is no question that this is one of the measures that are being taken with such an emergency in view.

## Says Palma Will Resign.

(By the Associated Press.)  
Havana, Sept. 22.—A congressman whose relations with the administration are exceedingly close asserted this morning that President Palma and the members of his cabinet probably would resign today and that intervention was expected on September 25.

## CLOSE CONNECTION AT APEX NOW.

A change of schedule will go into effect tomorrow, September 23, on the Durham and Southern Railroad, which will work a great convenience for Seaboard Air Line passengers from the north desiring to go to Dunn and from the south to both Durham and Dunn.

The change gives close connection at Apex with Seaboard train No. 41 from the north to Dunn, doing away with the necessity of passengers waiting over in Raleigh. Close connection will also be made with Nos. 66 and 38 on the Seaboard from the south at Apex for Dunn and Durham, obviating the need of stopping over at Raleigh and Henderson. Official announcement of schedule appears in another column.

## STATE SUPT. JOYNER RETURNED TODAY.

State Superintendent of Public Instruction J. Y. Joyner returned this morning from Greensboro where he has been since the death of President Chas. D. McIver of the State Normal and Industrial College. Mr. Joyner is chairman of the board of trustees of the college and is being mentioned prominently as successor to Dr. McIver. For a week prior to the death of Dr. McIver Mr. Joyner was in the extreme western part of the state participating in campaigns in various localities for local taxation and consolidation for the improvement of schools.