

# THE RALEIGH EVENING TIMES.

VOLUME 27.

RALEIGH, N. C., MONDAY, OCTOBER 1, 1906.

PRICE 5c.

## UP THE ROCKING TOWER TO SAVE

Man, Wife and Two Babies  
Are Rescued

## DEED OF BRAVE MEN

One Of the Many Acts of Heroism  
Called Forth During the Storm—A  
Cry For Aid From Hundreds on  
Dauphin Island—Reports of Dis-  
aster Continue.

(By the Associated Press.)  
Mobile, Ala., via Meridian, Miss., Oct. 1.—The revenue cutter Winona, which for a time was thought to have gone to the bottom in Wednesday's storm, arrived at Mobile last night. Her crew tell a thrilling story of dangers through which they passed, and narrate in modest way the heroic conduct of the two men, members of the crew, who rescued the keeper of the East Pascagoula light-house and his family. These men were Master-at-Arms Peterson and Quartermaster Peterson.  
When the Winona arrived off the Pascagoula light-house it was said that it was almost destroyed, nothing being left but the tower, which was swaying in every gust of the gale and threatening to collapse at any moment. It was soon seen that the keeper and his wife and two babies who had sought refuge in the tower, must be lost unless given speedy relief. The two Petersons embarked in a small boat with other members of the crew and after a desperate fight with the waves, reached the base of the tower. The keeper threw to them a line which he caught up. One after the other the two Petersons climbed up the rope which dangled from the tower. The wind catching them, hurled them against the building with such force as to bruise them badly, and they were several times almost compelled to loose their hold upon the rope, but they finally reached the top, and then they lowered to the men waiting below the two babies, then the keeper's wife and then the keeper himself. When all these had been saved, the two men slid down the rope and returned to the Winona.  
The Winona was at Saratoga, Miss., when the storm broke, and although she weathered the blow without serious damage, she had a fearful time in doing so. The wind at times was so severe that, although the boat had out four anchors, she was compelled to maintain full speed ahead to hold her position.  
While the storm was at its height, the wreck of a sloop drifted past, and, although the Winona was having all she could do to save herself, Captain Hanks lowered a small boat and after a struggle with the water, which at times seemed almost hopeless, managed to bring off seven persons, most of them women.  
Three Hundred Sufferers Here.  
The captain reported that as he steamed past Dauphin Island yesterday on his way to Mobile a message was sent to him through the megaphone stating that there are three hundred people on the island who are suffering for supplies. A relief expedition will be sent to them early today.  
Nearly every aid to navigation between Mobile and Gulfport has been destroyed and Round Island light is the only one on that portion of the coast which now burns at night. The quarantine station on Ship Island was damaged to the extent of \$30,000, but no lives were lost. Captain Hanks reports that there are wrecked vessels all along the coast from Cat Island on Ship Island, on Horn Island, on Petit Bois Island and Dauphin Island. Grant's Island was so severely swept by the storm that it can hardly be seen, but the channel itself has not been changed.  
Major Slaker, commanding the United States forces at Fort Gaines and Fort Morgan, which are situated at the entrance to Mobile Bay, has recommended to the government at Washington that the troops now stationed there be relieved as speedily as possible. The barracks have been almost destroyed. All sanitary arrangements have been rendered useless and Major Slaker is apprehensive that unless the men are quickly moved, there will be much sickness among them.  
Boats and Lives Lost.  
The following list today received from Herron Bay of lives lost and boats destroyed at that place is the first complete list which has been obtained. The following are boats lost, with the fatalities on each:  
Schooner Oyster Plant, total loss, one unknown man drowned.  
Schooner Ethel, total loss, William and Richard Tallard, brothers, drowned.  
Lyre Bird, total loss, Captain Jones and Mate Mitchell Pendleton lost.  
Governor Stone, wrecked, no lives lost.  
Edward L., wrecked, no lives lost.  
Country Girl, total loss, no lives lost.  
Elita, of Point Clear, Ala., Captain Phillips, two sons and one unknown drowned.  
Agnes, total loss, Captain William Jones and Mate Ben Yeargan drowned.  
Nellie, total loss, Captain James

Read, John Stahl and an unknown Norwegian drowned.  
Meadow Spring, total loss, Captain Sam Hahn and a small boy named Windberg drowned.

Sloop Two Friends, Captain Milton Jones of Alabama, port, and two boys named Jackson, brothers, drowned.  
In addition to these, the following boats were destroyed, no one being on board at the time:  
J. T. Little, A. L. Mangold, Omaha, Never Tell, Edna B. Little Kelly.  
Other lives lost at Herron Bay were: Mrs. Oliver Dorian and two children, Captain Tallard of the schooner Never Tell, who was drowned attempting to reach another boat after he saw that his own was doomed.  
All of the houses in Herron Bay were destroyed with the exception of four. All the houses at Alabama Port were destroyed except two.  
No Lives Lost in Mobile.

Paul J. Wilson, secretary of the Commercial Club of Mobile, today requested the Associated Press in Mobile to send out a denial of the stories which have been sent broadcast throughout the country regarding the loss of life and suffering in this city. Not a single life has been lost and the citizens of Mobile have the local situation in splendid shape. Offers of assistance have been received from the commercial clubs throughout the south, and while the residents of Mobile appreciate these at their full value, there is no suffering in this city which calls for outside aid. The greatest destitution and privation has overtaken people south of Mobile and along the Gulf coast, and for these aid and supplies will be gratefully received. The greatest difficulty is being experienced by the authorities in obtaining news of the situation at outside points.  
Impossible swamps surround the city on all sides where there is open water. The only passage ways through these swamps are the road-beds of the railroads and those reaching the stricken territory are not in shape to allow the running of trains. The only other way of getting around is by small boats, and there are no small boats, almost everything of that description having been destroyed by the storm.  
A heavy rain which set in last night continued through the greater part of the day and caused great loss and discomfort. By noon the total precipitation was close to four inches, and every building in the city had a damaged roof, and this means nearly all of them were leaking badly. Streams of water were pouring into the city hospital, the federal building was drenched, and Mayor Lyons wore his hat while in his office to keep off the water that dripped through the ceiling. Business men were almost in despair early in the day, many of them declaring the continuation of the rain would utterly destroy their stock of goods. Much suffering is expected down the bay, where 2,000 people are homeless and destitute.

## FOURTEEN KILLED AND AS MANY MISSING.

(By the Associated Press.)  
New Orleans, La., Oct. 1.—Fourteen (Continued on Page Seven.)

## TO KILL IN COURTROOM

Melver Leaps Madly at His  
Wife's Throat

The Negro Is Held Both for an  
Assault Upon Her and for an At-  
tempt to Wreck the Asheboro  
Train.

(Special to the Evening Times.)  
High Point, N. C., Oct. 1.—Will Melver, colored, who was arrested here early Sunday morning for an assault upon his wife, and who was also held as the party who placed the iron brake on the Asheboro track Sunday night, which caused a serious wreck, while in court today made an attempt to kill his wife.  
His wife had just finished her testimony, telling how he tried to brain her with a hatchet, when Melver made a break towards her. Four officers grappled the negro and overpowered him. Melver remarked on his way to jail that if he had been given a minute longer he would have killed her. Melver was bound over to court in the sum of \$300 for assault upon his wife and committed without bail on charge of train wrecking.

Yesterday Melver tried to break jail and as an extra precaution handcuffs were put on him last night.  
ROBBERS CHLOROFORM A  
WOMAN AND DEATH FOLLOWS  
(By the Associated Press.)  
Parker, S. D., Oct. 1.—Mrs. H. E. Collins, wife of a farmer is dead and Collins and two children are very ill, the result of chloroform administered by burglars last night. The robbers secured only \$200.  
STANDARD OIL MUST  
PLEAD TO INDICTMENTS.  
Chicago, Oct. 1.—The Standard Oil Company of Indiana has been ordered to plead by October 10 to the indictment charging giving of rebates. The matter will come up before Judge Landis.

## LITTLE ONES CRY FOR BREAD

Some of the Suffering From  
the Storm

## AND RAIN AGAIN POURS

Many People Are Living Out in the  
Woods Shelterless—At Points  
Along Mobile Bay the Suffering  
Caused by Lack of Food and Cloth-  
ing Is Great.

(By the Associated Press.)  
Mobile, Ala., Oct. 1.—A heavy rain storm which is greatly interfering with the railroad and telegraph companies set in last night and is still on. No wind has accompanied the rain as yet, but the downpour will be exceedingly heavy and has enormously increased the difficulties of construction gangs.  
It is feared, too, that it will cause much increase of suffering and some deaths along the coast of the south end of Mobile Bay. Many people are homeless in that section and are living in the woods with scanty supply of provisions. The exposure of another storm cannot but have a serious effect on women and children. On Dauphin Island there are 500 people homeless, with only three small buildings in which they can obtain shelter. Despite the fact that two relief expeditions were sent out yesterday, there are not more than enough provisions for more than one day, and additional supplies were sent down early today. While there is no suffering in Mobile proper, there is urgent need at many points on the southern part of the bay, and assistance for these people will be gratefully received.

Arrests: Details of Sufferings.  
Arrests were made at some of the lower coast resorts today of negroes who were caught looting some of the wrecked houses and it has been determined to send additional details of militia to Coden and other points near by to protect property.  
Word was received last night that from twenty to thirty Creoles on Mon Louis Island are destitute and in imminent danger of starvation. It is doubtful, however, if anything can be done for them before tomorrow. The citizens of Mobile have undertaken relief measures with energy and are sending food and clothing to the stricken people as rapidly as possible. There is so much suffering at various points to which access is so difficult that it is certain that great suffering must follow. Next to food, the great need is for clothing.  
Men and women in some places have been reduced to wearing coffee sacks for clothing, and there are few socks to be had at that.  
The first thing done by the relief expedition sent from here yesterday to Coden was to give the people clothing. The suffering has been intense at Bayou La Batre, and is still acute. Members of the relief committee who visited that place reported that they were followed through the street by little children who were crying and begging piteously for a piece of bread. A large number of them were taken to Dauphin Island last night and more will be taken today.

## THE PRESIDENT TO WASHINGTON

(By the Associated Press.)

Oyster Bay, N. Y., Oct. 1.—President Roosevelt, accompanied by Mrs. Roosevelt, Miss Ethel, Archie and Quentin, and his staff of executive clerks, left Oyster Bay for Washington at 9 o'clock today. The white house will be reached at 4:15 this afternoon. The trip to Washington was begun in a special train to Long Island City, from whence a tug will convey the party to Jersey City. The last stage of the journey, which will begin at 11:15 a. m., will be made in two private cars attached to the regular train for Washington over the Pennsylvania Railroad. Many of the president's village neighbors gathered at the station here to say good-bye. Out of deference to President Roosevelt's expressed wish, however, the customary leave-taking function, participated in by the school children, was omitted. The official village good-bye was said as usual by ex-Sheriff Jerome B. Johnson, heading a committee of prominent citizens.  
The president has spent three months at his Sagamore Hill home and has had the first real vacation since he assumed office as the chief executive of the nation. Today he is in splendid physical condition and in his appearance shows the effect of life in the open air.

## RUSHING THE PREPARATIONS

The First Expedition of  
Troops to Cuba

## SEND MORE MARINES

Taft Cables That He Does Not Want  
More Battleships—Seven Cases of  
Yellow Fever Have Been Reported  
in Havana Within the Last Week;  
Two Yesterday.

(By the Associated Press.)  
Washington, Oct. 1.—Secretary Taft is in constant communication with President Roosevelt concerning the Cuban situation but has not seen fit to communicate with the war department officials since Saturday. Preparations for the first expedition to Cuba are being hastened with all possible speed. Officers and clerks at the war department worked practically all last night, and advices from the troops ordered to mobilize at Newport News indicate that they will all be ready as soon as transports are available.  
The second battalion of engineers left here today to go aboard the Sumner at New York.  
Two complete field hospital outfits will go to Cuba, sailing on the first transport leaving Newport News.  
Another company of the hospital corps is on its way from San Francisco for Newport News.  
Each of the seven regiments ordered to Cuba will have a regimental hospital and full quota of medical officers.

The battleship Texas has been held at Cape Henry awaiting further instructions from Secretary Taft. The secretary wired the navy department that he did not need any more battleships but wanted more marines. He has been informed that the Texas has two hundred marines aboard and further supplies for land service.  
Quesada's Loyalty to Palma.  
Senator Quesada, the Cuban minister, when seen early today had not received any reply from Secretary Taft to his letter of resignation transmitted Saturday.  
The retiring minister entertains toward former President Palma feelings of the greatest attachment and sympathy.

er spending forty of the seventy-three years of his life in fighting for Cuban liberty. President Palma leaves the palace in Havana without a dollar," said Senator Quesada. "His private fortune, as well as the best energies of his life, have been patriotically poured out in the cause of his country."  
"I have cabled to President Palma an invitation to make my house his home if he decides to come to the United States. Although President (Continued on Page 5.)

er spending forty of the seventy-three years of his life in fighting for Cuban liberty. President Palma leaves the palace in Havana without a dollar," said Senator Quesada. "His private fortune, as well as the best energies of his life, have been patriotically poured out in the cause of his country."  
"I have cabled to President Palma an invitation to make my house his home if he decides to come to the United States. Although President (Continued on Page 5.)

## A ROASTING DAY IN LOS ANGELES.

(By the Associated Press.)  
Los Angeles, Cal., Oct. 1.—Yesterday was the hottest day of the year. At 12:30 p. m. 105 degrees were recorded in the shade on the top of Los Angeles trust building, 117 degrees in the sun at the same elevation and 112 degrees in the shade on the streets.

## THE PRESIDENT FOLLOWED AND SHOT HER DEAD

(By the Associated Press.)

Philadelphia, Pa., Oct. 1.—While waiting for her breakfast in a restaurant at 504 Vine street in this city today Mary Brecker, aged 39 years, was shot and killed by Edward Weaver, with whom she had been living. The woman entered the place and ordered breakfast, and was followed by Weaver, who, after a few minutes' talk, drew a revolver and shot her three times. Weaver ran from the restaurant, but was captured after a struggle. The couple had quarreled because she had decided to leave him.

## UNIFORM INSURANCE LEGISLATION REPORT.

(By the Associated Press.)  
Washington, October 1.—The report of the committee on uniform legislation affecting insurance matters appointed at the Chicago conference of governors, attorneys general and insurance commissioners in February last was submitted to an adjourned conference of such officials which met at the Arlington Hotel here today. There were about sixty officials and others interested in insurance matters present.

## SUICIDE OF A GAMBLER KING

Albert J. Adams Shoots Him-  
self Dead.

## HIS HEALTH WAS BAD

Made a Large Fortune as the Head  
of the Policy Gambling Combine—  
He Told a Man Sometime Ago  
That the Newspapers Were Hound-  
ing Him to Doom.

(By the Associated Press.)  
New York, Oct. 1.—Albert J. Adams, who made a large fortune as the head of the policy gambling combine, shot himself in the head last night at his home in this city. His dead body was found this morning.

Adams had been in poor health since his release from Sing Sing prison, where he served a term for having conducted a policy game in this city. Soon after his release he became president of the Connecticut Amusement Gold Mines Company. He was reported to be the financial backer of the firm of M. J. Sage & Co. of this city and New Jersey, the office of which were raided in August on a complaint that the company was conducting a bucket shop. Mr. Adams' son, Albert J. Adams, Jr., however, declared that the only Albert J. Adams connected with the Sage company was himself.

The fatal shot was fired while Mr. Adams sat in a chair in front of a mirror in his room in his apartment in the Ansonia. The bullet passed through his head and imbedded itself in the wall of a hallway adjacent. Death must have been instantaneous.  
"AT Adams took his life primarily because of the hounding he has received at the hands of the newspapers," said W. E. D. Stokes.  
"About six months ago, Mr. Stokes said, Adams appeared to be greatly depressed, and Mr. Stokes asked him if he was worried by business troubles."

"No, it's not that," replied Adams. "But the newspapers and magazines have been hounding me so long about the policy and bucket-shop business that I can stand it no longer, and if there is not a let-up I will kill myself. I can't stand it, old man, there has got to be a stop to it. I am an old man now, and I might as well finish it."  
At the office of the Colonial Securities Company, of which Adams was treasurer, it was said today that Adams had been ill of diabetes for a year, and that it was this illness which must have prompted him to commit suicide.

## A DECISION AS TO STATE RATES

(By the Associated Press.)  
Washington, Oct. 1.—The interstate commerce commission has reached a most important conclusion with respect to the railway rate law which it has embodied in a general order made public today. It holds that where a state rate forms a part of an interstate rate the state rate should be filed with the commission. This is an entirely new feature in connection with the operation of the interstate commerce commission.

The further announcement was made that the commission intends wherever possible to construe the law in advance without waiting for any particular complaint to be made upon which to base its decision. In this way it is expected that a large number of complaints will be anticipated and the work of the commission correspondingly lessened.

Uniform classification will form the subject of a conference by the interstate commerce commission here tomorrow. The members who will participate in the discussion are Commissioners Cokerill, Clements and Lane. The object of the meeting is to ascertain, if possible, if the railroads cannot be induced to agree to the proposition without the necessity of further legislation by congress.

## POLAND CHIEF ENGINEER PHILIPPINE RAILWAY.

Washington, Oct. 1.—W. B. Po-

land, member of the American Society Civil Engineers, who resigned from the Alaska Central Railroad September 1st, has been elected vice president and chief engineer of the Philippine Railway Company. He sails for Manila about November 1st to take charge of construction and other interests for the syndicate which is building railroads on the island of Panay, Negros and Cebu.

The survey of these roads was started about the middle of June, under the directions of Mr. E. J. Board of J. G. White & Company of New York, who have the contract for the engineering and construction of these lines and who are now engaged in the construction of the Raleigh & Pamlico Sound Railroad, the Pamlico, Oriental & Western and the Virginia-Carolina Coast Railroad. At the present time the surveys have been completed for sixty miles on the island of Panay, fifty miles on Negros and fifty miles on Cebu, this being about one-half of the total mileage. The entire system of Philippine railways will represent an outlay of approximately \$30,000,000.

## THE ARMY SOON TO ADOPT NEW BULLET.

(By the Associated Press.)

Washington, Oct. 1.—The army will shortly adopt the new bullet which was recently tested by several of the target experts at the national rifle meet at Sea Girt and found to be satisfactory by them. Instead of the rounded point of the present bullet it has a long straight tapering point and is also about one-third lighter, weighing about 150 grains. The new bullet has a greater velocity up to 2,000 yards, a greater energy up to 1,400 yards, a flatter trajectory up to 2,000 yards and a little better accuracy up to 2,000 yards. The new bullet will require a slightly different firing chamber in the rifle, but this can be readily effected in pieces now under manufacture, and the necessary changes can be made in the pieces now in use with but comparatively small expense.

## ADVOCATE OF PRISON REFORM PASSES AWAY.

(By the Associated Press.)

Cedar Rapids, Ia., Oct. 1.—William A. Hunter, warden of the state prison at Anamosa for the last twenty years, died last night, aged seventy years. Hunter had come into national prominence because of his advocacy of prison reforms.

## HEADQUARTERS OPENED County Democratic Commit- tee is Housed

Cordial Invitation Extended to Every-  
body to Call—Visitors to Town  
May Leave Bundles at Headquar-  
ters or Have Purchases Delivered  
There—Well Equipped Office.

The headquarters of the county democratic executive committee were opened this morning in the store formerly occupied by George Marsh & Co., wholesale groceries, extending from east Martin street to south Exchange place. The store has been nicely fitted up and makes admirable headquarters.

County Chairman J. N. Holding will spend much of his time there when he is not out on the canvass with the candidates, and Secretary G. Edgar Leach will be at headquarters practically all day. Mr. W. C. Adicks is stenographer and typewriter. A cordial invitation is extended to everybody to visit the headquarters, especially people from the country, who are asked to make this their headquarters in very fact when they are in town. They will be welcome to leave bundles and parcels there and may have purchases delivered there addressed to them, and they will be taken charge of with pleasure until called for.

## PROMINENT WOMAN ROBBED OF HER GEMS.

(By the Associated Press.)  
Chicago, Oct. 1.—Mrs. Ellen Nagle, a prominent society woman of Canton, Ill., was robbed of \$2,800 in cash and diamonds at the Saratoga Hotel today. The gems and cash were taken from a dresser in her room while she slept. The police are searching for a bell boy who disappeared immediately on the report of the robbery to the police.

## BIG CHANGES BEING PLANNED

Freight Facilities for Cotton  
Compress Square

## SPECIFICATIONS READY

Square to be Excavated Nineteen  
Feet—Five Tracks to Parallel  
Salisbury From Lane—Warehouse  
From Jones to Lane Between Side-  
tracks and Paved Driveway Paralleling Halifax Streets—Offices on  
Jones.

The Seaboard Air Line Railroad Company has just expended about \$40,000 on the enlargement and general improvement of the freight yards at Johnston street station and plans are now being developed for important changes in the freight depot facilities. In fact something like \$40,000 or \$50,000 will be expended in improvements of this character.

The plans are being prepared in the offices of Assistant Engineer R. M. Colburn in the division headquarters here and when carried out will completely revolutionize the cotton compress square, bounded by Halifax, Jones, Salisbury and Lane streets, a street which has been an eye-sore in that section of the city for a long while.

The plans as now developed call for the clearing away of the old cotton platform, compress and all other buildings on the square and the grading down of the square at least nineteen feet on the Jones, Halifax and Salisbury street sides. At least the excavation will be that deep on the upper end of the square next to Jones street. Retaining walls are to be constructed in this excavation along the sidewalks. Four additional side-tracks are to be run into this square from the Salisbury street side from Lane streets. Along the innermost of these side tracks, and extending across the square from Jones to Lane streets, will be an immense freight warehouse, and between this freight warehouse and Halifax street will be a wide paved driveway with entrance from Halifax and Lane streets.

The upper end of the freight warehouse will be two stories, the second story having the entrance directly on the Jones street sidewalk. In this section of the building will be the general freight offices for the city and this division.

The construction of the whole place will be of the most approved type and will add very greatly to the appearance of that section of the city. The fact that the square will be graded below the streets to the depth of nineteen feet will cause all the air run into the square to be wholly below the street and out of sight to any one passing along either Jones, Halifax or Salisbury streets.

A conference has just been held here between General Freight Agent C. R. Canine of the Seaboard and Assistant Engineer Colburn relative to the improvements. The plans prepared by Mr. Colburn were approved. The whole matter is to be laid before the board of aldermen probably at their November meeting for the purpose of obtaining permission to lay the tracks desired across Lane street into the square.

The improvements which have just been completed on the Johnston street yards increase the capacity to over 800 cars and assures the adequacy of this point for years to come. With the addition of the freight facilities planned on the cotton compress square Raleigh will take her place among the very best equipped points for handling freights anywhere on the Seaboard system.

## BALLOONS IN RACE FOR BENNETT CUP.

(By the Associated Press.)

London, Oct. 1.—Between 6 and 10 o'clock this morning six of the sixteen balloons engaged in the contest for the James Gordon Bennett cup, which started from Paris yesterday afternoon, arrived on this side of the channel and continued in a northeasterly direction. The first to arrive was Count De La Vaulx's balloon, Waltham.

## THE SHERIDAN HAS NOW BEEN FLOATED.

(By the Associated Press.)

San Francisco, Cal., Oct. 1.—The Merchants Exchange received a cablegram from Honolulu saying that the United States transport Sheridan has been floated and is proceeding to that port.