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JAPAN'S SMILE "REEL" SUGARY

Regrets Our Fleet Cannot Pay Her a Visit

NOTHING IN THE MOVE

Views of a Naval Expert in the Asahi of Tokio and Editorial Utterances of the Same Paper—Mare Island Navy Yard Working Under High Pressure.

(By Leased Wire to The Times.)

Tokio, July 9.—"The movements of the American navy are of no importance," said an influential naval expert in an interview printed in the Asahi Shimbun. "They are part of a prearranged plan which has been adopted because of the constant growth of the American navy during the last decade, for the sake of training and for the purpose of protection to America's wide interests in the Pacific ocean."

"Meanwhile it is proper to understand that the squadron is not composed exclusively of battleships, but includes a number of cruisers as well. From a strategic point of view, it does not concern Japan whether the squadron remains in the Atlantic or proceeds to the Pacific, although for Americans there is some room to believe that the Atlantic would be preferable."

The Asahi says editorially that the transfer of the Atlantic fleet to the Pacific is "the natural consequence of McKinley's imperialism." The new republican platform, it says, includes the extension of the Monroe doctrine to the Pacific, where American interests are destined permanently to remain. The report that the fleet will return to the Atlantic after a short stay in the Pacific it holds to be due not only to the inadequate accommodation afforded by Pacific ports, but also to America's conviction of Japanese sincerity in respecting America's new territorial rights.

The Asahi regrets that the fleet cannot visit Japan to enable the Japanese to assure the Americans of their sincerity and to return the hospitality shown to the Japanese at Jamestown. However, the Asahi is compelled to suggest the abrogation of article 2 of the commercial treaty between Japan and America to avoid in future troubles like those in San Francisco.

NO OFFICIAL NEWS IS RECEIVED AT MARE ISLAND.

(By Leased Wire to The Times.)

Vallejo, Cal., July 9.—Although the biggest fleet ever sent to the Pacific coast is soon to be sent to these waters, no word regarding the vessels has been received officially at the Mare Island navy yard, nor have orders been received to hasten the commissioning of the ships undergoing repairs here. It was stated by officials at the navy yard that the new cruiser California, recently built by the Union Iron Works, would be ready for commissioning by the 28th of this month, but that it would probably be impossible to put her into active service at that time, owing to the fact that her captain and many of her officers have not yet been ordered to her. It has also been impossible up to date to get a crew for her, and at present there is only a small percentage of the men needed assembled on the independence, with no prospect of others arriving in the near future.

The New Orleans can be ready for commissioning in fifteen days, and of this fact the navy department has been notified, but word has been received from Washington that the services of this cruiser are not required at present. From this fact it is believed that the department intends to keep only the largest and most modern of the ships in these waters, the shortage of men in the department rendering it impossible to keep the smaller ones on the active list as well.

Mare Island now has the largest force of men employed since the days of the Spanish-American war as a result of the enormous demand of work on hand, and this number is being increased as fast as the men can be secured.

It was stated at the yard on good authority that with the additional fleet in these waters both the Mare Island and the Puget Sound yards (Continued on Page Five.)

THE SUICIDE OF J. THOMAS WOOD

Young Man of Clayton Took His Life in Raleigh.

SHOT WITH A REVOLVER

The Deed Done Last Night at the Parsons Boarding House on Davie Street—Discovered This Morning. No Motive for the Shooting—Body at Brown's.

J. Thomas Wood, a white man 26 years of age, whose home was Clayton, last night committed suicide at the boarding house of Mrs. M. E. Parsons at 107 East Davie street.

Nothing was known of the tragedy until seven o'clock this morning, when some one was sent to Wood's room to awake him for breakfast. No response was given to a knock on the door, so Mr. Parsons went into the room. He found Wood stretched out on the bed, dead, with a hole in the side of his head and a revolver by his side.

The police station was promptly notified, and officers Barrow and Brannan went to investigate. The body was at once removed to the Brown undertaking establishment, where it now remains until communication can be secured in regard to its disposal.

No motive has been ascertained for the young man's desperate act. There was a letter to his mother, Mrs. Annie Wood, at Garner, found in the room, written in an indistinct hand reading as follows: "Dear Mother—I take pleasure in dropping you a few lines to tell you I did not get back as soon as I expected. Think of me, I'll be back some sweet day. Your loving son, J. Tom Wood."

The envelope was unsealed, and it appeared that he had intended to mail it today. There was a note to Will Johnson, a cousin employed at Caraleigh Mills, saying, "Let my folks know of this and they will get my body." He also stated that J. W. Barber knew him. Mr. Barber, however, was not in the city. There were letters in Wood's pocket from Clayton, Garner and Selma. There was also a promissory note for \$50 made in favor of W. G. Shaw, which was endorsed as paid on June 20th.

Although the suicide was not discovered until this morning at seven o'clock, Mrs. Parsons states that last night, between twelve and one o'clock, she heard a shot fired, and went to the door to see if it came from the street, as it sounded as though it were outside. She paid no further attention to it, however, and had no idea of the shooting being in her own house. Wood had asked to be awakened for an early breakfast.

It appears that death was instantaneous. There was a gaping hole through the skull under the right ear, where the bullet came out after having been, in all probability, fired through the mouth. The revolver used was of 32-calibre, with only one cartridge fired.

Wood applied at the Parsons boarding house last night at nine o'clock for a night's lodging. He was seen on the streets yesterday afternoon, complaining of the delayed trains, stating that he wanted to get to Clayton. He had spent several nights with Johnson, and was in Raleigh on no particular business.

Wood had expected to enter the army but friends persuaded him to give up the notion. He had been working on the farm of Mr. Henry Girard, eight miles from Clayton.

The body was prepared for burial at the Brown undertaking establishment and was sent through the country at 3:30 to Shiloh Church, about 16 miles from here, in Johnston county, where the burial will take place. Relatives from Clayton and Smithfield came up on the afternoon train.

GASTON PHILIP IS OUT ON BOND

(By Leased Wire to The Times.) Washington, D. C., July 9.—Gaston Philip, the wealthy young man-about-town, indicted for the murder of Frank McAboy, a hickman, was released on \$25,000 bail today, relatives going on his bond. He will go to Claverneck, N. Y., until his case is called for trial.

Chester B. Runyan, Absconding Bank Teller, and Wife.



The lady shown in this picture is Mrs. Helen Kearney Runyan, invalid wife of the absconding teller of the Windsor Trust Company. The picture sketch shows how Runyan transferred the money to a suit case in the paying teller's cage in full view of the street and bank officials in the adjoining cages. On the left shows Chester B. Runyan, paying teller, who fled with more than \$200,000 of Windsor Trust Company's cash.

EARL'S SON RUNS AWAY TO WORK

Shovels Coal on Ocean Liner to Get Here

HE'S NOW IN NEW YORK

A Lusty Youth Who Loves Labor and Leaves the Life of the Ladies That Toil Not Neither Do They Spin, to Blacken Patriotic Hands With Honest Toil.

(By Leased Wire to The Times.)

London, July 9.—Somewhere in New York is the son of an English earl, whose name is not made public, who has a thirst for work which his exalted sphere at home did not supply. The Shipping Gazette first gave the news, saying that the young man worked his way across the Atlantic in the stoke hole of a liner. Inquiries at Southampton confirmed the main fact.

A few days after the steamer sailed, the earl arrived at Southampton and made inquiries for his son. He learned that a well dressed, lusty youth, exactly fitting the description of his son, applied for work in any capacity.

Hands were short and he was engaged as a stoker. Nobody was aware of his identity. He made a good record on board, and before quitting the steamer he was offered a permanent job. He decided, however, to take his chances in New York, where he is now earning his living.

FELL INTO A PIE AND MARRIED HER BEAUTY.

(By Leased Wire to The Times.) Hagerstown, Md., July 9.—Miss Josephine Eavey, the daughter of Samuel Eavey, a farmer residing near Kneelsville was the victim of a peculiar accident which will probably mar her beauty for life. While she was assisting her mother to make custard pies at her home Miss Eavey fainted and fell face downward into a pie that Mrs. Eavey had just taken from the stove and placed on a table.

TWO KILLED IN A TRAIN CRASH

Two Atlantic Coast Line Engines Dash Together

A FLAGMAN IS CRUSHED

Negro Stealing a Ride Hurl'd from the Top of a Car to Instant Death Below—Three Men Badly Injured. Scene of the Wreck Blue Springs, Near Valdosta.

(By Leased Wire to The Times.)

Valdosta, Ga., July 9.—In a head-on collision between two extra freight trains on the Atlantic Coast Line late last night, two men were killed and three others injured. The wreck occurred at Blue Springs, 12 miles west of this city.

The dead:

Flagman T. J. Johnson, George Everett, colored. Injured: Engineer W. A. Averill, left leg broken.

Two negro brakemen, severely injured. Flagman Johnson, who was killed, was caught between one of the tenders and the locomotive and crushed to death. His body was badly burned.

George Everett, the negro, was stealing a ride, with a companion. Everett and the other negro were thrown from the top of the train. Everett was instantly killed and his friend was slightly injured.

The engineer and fireman on the train opposite Engineer Averill's train jumped and were uninjured.

At Washington Hotels.

(By Leased Wire to The Times.) Washington, July 9.—Arrivals at the hotels from North Carolina: R. P. Freeze and wife, Newton, at the St. James; James H. Pou, Raleigh, at the Raleigh.



PIERPONT, THOU CONSPIREST, EH?

Amaze Sets Wall Street's Eyes Goggl'g

THIS CASE IS NOW ON

Irvin Belford Acts as Special Master. He Denies a Motion to Stay the Proceedings Until Morgan Returns from Abroad—Three Million Dollars is the Amount Involved.

(By Leased Wire to The Times.)

New York, July 9.—Charges of conspiracy against J. Pierpont Morgan involving a loss of \$3,000,000 were heard today before Irvin Belford, a special master.

Wall Street heard with astonishment of the allegations concerning Morgan with the conspiracy charge. Morgan denied the charge and so work that little or nothing was done by the master until Mr. Belford returns today.

Efforts were put forth to stay proceedings until Morgan's return from abroad, but Mr. Belford declined to accede to any such proposition by order of the circuit court of Ohio.

The order for the reference was made by Justice Robert W. Taylor, of Cleveland, O. Mr. Belford is clerk of the district court.

The charge against Morgan is brought by the Ohio Savings Bank & Trust Company of Toledo, O. It is alleged that Morgan, with stockholders and bondholders of the Toledo Railway & Terminal Company, conspired to sell out the property under foreclosure proceedings to the detriment of the general creditors.

ENGINEER DOWN A RUSH TO WRECK

(By Leased Wire to The Times.)

Mobile, Ala., July 9.—Several persons were seriously injured as a result of a collision between a north-bound passenger train on the Mobile & Ohio Railroad and a switch engine standing on a siding six miles north of this city, at 8 o'clock this morning.

Injured: L. G. Murray, mail clerk; T. N. Loken, a passenger; Ben Evans, negro fireman of passenger engine.

It is said that the wreck was caused by Engineer Thomas J. Dease of the passenger being struck by a mail crane and knocked senseless in his cab, thus losing control of the passenger train, which continued at full speed until it struck the switch engine.

Dease was taken from the engine after the collision with a fractured skull as a result of the blow from the mail crane and died two hours later.

Mr. Bannister Bereaved.

The infant daughter of Mr. and Mrs. H. O. Bannister died in Richmond last Saturday and was buried in Riverview Cemetery. Mr. Bannister is manager of the Western Union telegraph office in this city and returned yesterday from Richmond. Mrs. Bannister is with relatives in Richmond and will return to Raleigh later.

FLOWER OF THE AMERICAN NAVY

Commanded by Young and Vigorous Captains

PLANS FOR THE FLEET

When the Squadron Leaves for the Pacific, it Will be the Most Modern and Formidable Fleet of Warships Sailing Together in Any Waters of the Globe.

(By Leased Wire to The Times.)

Washington, D. C., July 9.—Two important decisions have been reached by the navy department concerning the announced program for the dispatch of the Atlantic fleet to the Pacific—first, only the newest and most modern ships will be sent, and second, the average age of captains of the ships will be reduced from three to five years.

These two points are accepted in official circles as most important and significant. They mean that when the fleet starts out on its remarkable voyage it will be the most modern and most formidable fleet of warships for its size sailing together in any waters of the globe. There will be no grizzled captains standing on the bridges, only first class war dogs will plow through the waters, and the youngest men obtainable so far as the ages of captains are concerned will be placed in command.

Already steps are under way gradually to reduce the ages of the captains. This is a natural result of the work of the naval retirement board of rear admirals, of which Rear Admiral Evans is president. By this board twenty-four vacancies in the grades of captain down to lieutenant were created, and by selecting out the dead wood it made room for promotion. Captains of several battleships were retired or assigned to other duty, a few years younger in each instance, and by so doing the average age of the captains of the fleet may be reduced to a level with the average of the best captains of Great Britain, Germany, France and Japan.

The ships to make the journey will be selected as carefully as the captains, although the choice is confined to smaller number of course. This plan eliminates the class over which there has been so much controversy lately, that of the Indiana, Iowa and Ohio.

Accordingly, when Admiral Evans starts on his journey he will be in command of fifteen big battleships, all but six of which have been in commission less than a year. Most of these are of the 16,000 ton class, with speed exceeding nineteen knots in almost every case. Aside from the two new monster cruisers, Tennessee and Washington, it is now planned to send a flotilla of six torpedo boat destroyers with the fleet. This will make twenty-three fighting vessels, while ten of twelve colliers, auxiliaries, etc., will necessarily accompany them.

FORTIFICATION OF THE AMERICAN DEPENDENCIES.

Chicago, July 9.—A special to The Tribune, under date of Washington, says:

"There is to be no delay on the part of war department officials in utilizing the appropriations made at the last session of congress for fortifying the American dependencies in the Pacific. In order that the keys to these possessions may be put in condition for defense as rapidly as possible, the department is arranging for the transportation of ordnance purchased for American coast defense to Hawaii and the Philippines, and will replace it at once with funds which became available on July 1.

It is understood that orders have been issued to the transport Cook to make a special trip to Honolulu and Manila.

The transport will carry mines for Pearl Harbor in Hawaii and Olongapo in Subic Bay, the two points which would have to be defended in the event of a war.

GERONIMO TRIED TO GET FREE AND FIGHT.

Lawton, Okla., July 9.—Geronimo, the Apache warrior, while attending a celebration at Cuche, as guest of Comanche Chief Quannah Parker, Saturday, made an effort to escape across the Texas Pan-handle into Mexico. Geronimo was missing from the Indian camp over night, and a detail of soldiers from Fort Sill captured him several miles out next morning.

Geronimo has heard of the recent trouble with Apache Indians near El Paso, and he explains that he wanted to go and help his people fight. He has been having family trouble of late, and his eighth wife has left his roof.

MOCK MARRIAGE RUINED MY LIFE

So Declares Miss Florence Schenck With Tears

WILSON DECEIVED ME

He Had Another Wife Living—He Beat Me Because I Talked to Another Man and Knocked Me Senseless—See! Here is the Mark of One of His Blows.

(By Leased Wire to The Times.)

New York, July 9.—Miss Florence Schenck of Norfolk, Va., and H. C. Wilson, manager of Alfred G. Vanderbilt's show ring horses, have arrived here on the steamship Minnehaha from London. Twenty-one horses belonging to Mr. Vanderbilt, which took part in the international horse show were also on the steamer. Miss Schenck is the daughter of Mr. and Mrs. Powhatan Schenck. She is nineteen years old and is renowned as a whip of considerable skill. At the Norfolk horse show last fall she drove some of Mr. Vanderbilt's horses in the show ring.

Miss Schenck, who was in a highly nervous state, talked about her trouble to the reporters as the steamship came up the bay. She said:

"Wilson and I were married in Richmond, Va., on October 19, last. We went abroad as man and wife, but I have learned that he has a wife and children at Orange. Now I hate him. He has blighted my life," she declared hysterically. "I am now an outcast, without a friend in the world. Even my father and mother have disowned me."

While she was talking in this way the passengers gathered around and listened, and Wilson, who had heard all that she said, bitterly declared that he had not gone through any marriage ceremony with Miss Schenck.

"I can prove my marriage,"

"We were married," she solemnly persisted Miss Schenck, "and I have my marriage certificate to prove it."

"Don't put any of this stuff in the papers," pleaded Wilson to the reporters. "It is not true. I have a wife living in Orange, to whom I was married seven years ago. I've had trouble about it already and I'm afraid if Mr. Vanderbilt sees this I'll be asked to leave his service."

Miss Schenck continued:

"I am going to tell all about this, as much for Mrs. Wilson's sake as for my own. We were married in the Richmond hotel on October 19."

"Tears were running down her cheek as she talked and waiting a minute while she dried her eyes, she continued:

"Never mind my crying—I am game and willing to take anything that comes to me for my mistake, but I'm sorry for Mrs. Wilson. I did love that man when I married him, but I don't love him any more."

"Sometime after the marriage he took me out at Orange and presented me to his wife as a friend of his. We had a terrible time. Then it came to me to go to London and I didn't know what to do. My parents had sent me out, and I simply had to go. He sent a cablegram to my father from the other side, telling him that we were married and that everything would be all right. When it came the time for us to sail back he tried to induce me to stay in London, but I insisted on coming back."

"He knocked me senseless."

"He treated me brutally all the way across the ocean. On Sunday night he knocked me senseless. Look here where he struck me."

Miss Schenck bared her arm and showed large bruises which she declared were caused by Wilson.

"He beat me," she said, "because I was talking to another man. The surgeon had to attend me. He threatened a dozen times to kill me if I said anything about what he had done to me."

"I don't know what I am going to do. I haven't fifty cents to my name. On the way up the bay I was offered \$250 to sign a paper repudiating my marriage, but I refused."

Miss Schenck went to the Victoria Hotel as soon as she landed and later Dr. Smith, the hotel surgeon, said she was suffering from nervous prostration and declined to allow anyone to see her.

She is a friend of Mrs. George Bronson Howard, who came home a little while ago with a tale of trouble with her husband. Miss Schenck declared she would do all in her power to have Wilson punished for bigamy and is sure she has ample proof of her own marriage. She is a handsome girl, tall and blonde.

Overcome By Heat.

Mr. H. B. Chambliss, a carpenter, became overheated yesterday afternoon and fell from a twenty-foot scaffold on Oakwood avenue and broke his right arm. He was carried to Rex Hospital and the arm was set by Dr. C. O. Abernethy.