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AGAIN STRANGLERS OF THE GREAT CITY STRIKE

A Young Girl Felled, Dragged Into a Vacant Room, Assaulted

RESCUED BY BROTHER FROM A THUG'S NOOSE

The Brother is Compelled to Make His Way into the Room by the Fire Escape, the Girl's Faint Knockings Having Reached His Ears and Bringing Him to Her Aid Just in Time—Another Girl Attacked, But Saved by a Crowd, Who Proceeded to Lynch Her Assailant—They Are Foiled by the Police—Red Finger Marks Give a Clue to the Assassin of Little Katie Tietzschler.

(By Leased Wire to The Times.) New York, Aug. 3.—A determined attempt to lynch a man who set upon and strangled a little girl, seven more attempts at fiendish outrage reported by the police, blood marks discovered on the walls of the basement in which the horribly mutilated body of Katie Tietzschler was found—these are a few developments of another day in the great crime wave which is sweeping New York and appalling the civilized world.

Five hundred men and women cried for revenge on Martin Sallo, who in Brooklyn struck down and attempted to choke to death little Anna Rogers, of No. 758 Third street, that borough. The police prevented a lynching.

The first ripper victim of the day was Frieda Tieub, an 18-year-old girl, who was found strangling to death in a vacant apartment next to her home on the third floor of No. 138 Avenue D.

M. Ohas, a tailor, residing at No. 471 Central Park west, reported to the police that an 8-year-old girl living with him had been treated in a heinous manner by an elevator man. A description of the fiend was taken, and detectives went to search for him.

Eight arrests have already been made in connection with the horrible murder of the Tietzschler girl, but the officials at headquarters virtually admit that they are no nearer the solution of the mystery than on the day the little battered body was found.

Assaults or attempted assaults were reported from all of the boroughs, and, notwithstanding several arrests were made, the police have a tangible case against only a single man.

Young Girl Strangled. Miss Frieda Tieub, an 18-year-old girl, was found strangling and at the point of death with the rope of a "Jack the Ripper" about her neck today in the vacant apartment next to her home on the third floor of the house at No. 138 Avenue D. She had been attacked as she left her home, knocked senseless with one blow on the chin, dragged into the vacant rooms, and there, after the fiend had drawn tightly the rope he wrapped three times about her neck, she completed his attack and escaped, thinking she was dead.

The young woman was rescued just in time to save her life. Her brother saved her by leaping into a window from a fire escape.

When detectives called at the house today they were shown the terrible marks left by the murderer's slip-knot and the imprint of his powerful fingers which had sunk into the neck. Miss Tieub was carried into her home and put to bed. Then she was able to tell of the attack which had been made upon her.

The Girl's Story. When she first recovered consciousness in the vacant flat the man was gone, and she struck her heels on the floor as hard and long as she could, and then her strength left her. The janitor of the building said he believed he could give the police a clew, as two days ago he had found a strange man, answering the description of the man who attacked Miss Tieub, hiding in the cellar, and put him out. At the time the man said his business was to put up clothes lines, and he had asked who lived on the third floor.

Miss Tieub and her chum, Miss (Continued on Page Seven.)

WALNUT CREEK DAMMED UP BY SIX FREIGHT CARS

The Southern Railway Local Freight Wrecked Just Before Noon

PROMPT ACTION OF AIR BRAKES SAVED CREW

Wagons and Apparatus of the Raleigh Fire Department Uninjured in Cars Ahead of Those Wrecked—The Scene One of Great Destruction. Wreck Supposed to Have Been Caused by a Thin Flange Climbing Up on the Rail—Track Will Not Be Cleared Until After 6 O'Clock.

Local freight No. 150 of the Southern Railway, for Durham and Goldsboro, left the track at Walnut Creek bridge, a mile and a half southeast of Raleigh this morning at 11:55.

Six cars and the caboose were derailed. Five of the cars were totally wrecked and are now lying in the bed of the creek. The caboose stands uninjured a few feet from the bridge, while the car that was next to the caboose is hanging over the bank of the creek.

Two of the wrecked cars were loaded with excelsior, two with undressed lumber, one contained coal and another was filled with crushed stone. The trucks of all the derailed cars were torn up considerably. All the woodwork of the cars in the creek was smashed into splinters.

The cause of the wreck, so far as can be ascertained, was from a sharp flange crawling up on the rail. The crossties in the vicinity are perfectly sound and are well balanced with stone. A representative of The Evening Times was upon the scene early after the accident occurred, and upon careful examination, found that the cars left the rails about 140 feet this side of the bridge, just on the end of a long curve. A sharp indentation on the outer rail showed that a thin flange had crossed over it.

Nobody was injured. A brakeman was on a car just ahead of those derailed, but he escaped unhurt. Twenty cars and the locomotive passed over safely and proceeded on to Goldsboro. The apparatus of the Raleigh fire department was in some cars near the engine and were undamaged.

The location of today's wreck is only a short distance beyond the scene of a famous passenger train wreck of a few years ago. The track is torn up for about a hundred feet this side the steel railway bridge over Walnut creek. The bridge itself is not seriously damaged; the ties for a few feet along the western end were demolished, but the steel work remains intact. The rails at the end of the bridge are twisted into almost inconceivable shapes by the powerful force of the cars as they left the track.

The train left Raleigh at 11:45 in charge of Conductor L. C. Phipps and Engineer E. T. Gooch. Flagman H. Hardy, who was riding in the caboose, says that the train was running (Continued on Page Five.)

BRYAN IS TO RUN SAYS DAHLMAN

(By Leased Wire to The Times.) Omaha, Neb., Aug. 3.—Immediately after a long conference with his intimate personal and political friend, William J. Bryan, James C. Dahلمان, Omaha's cowboy mayor, and democratic national committeeman from Nebraska, announced that he would be a candidate for the democratic nomination of his party for the presidency.

Mayor Dahلمان said that Mr. Bryan had pledged him his support in the fight he will make to win the gubernatorial nomination, and that he in turn had taken a pledge to support Mr. Bryan in the battle the great leader told him he had decided to make for the presidential nomination.

ALL ALABAMA NOW WAITING

Monday the Drama Will Reach its Climax

WHAT WILL THE ROAD DO

Will its Alabama Leases Cease to Run, or Will the Company Refuse to Consider its Franchise Revoked? In the Latter Case Arrests Will Follow by the Score.

(By Leased Wire to The Times.) Montgomery, Ala., Aug. 3.—As a result of the action of the secretary of state in revoking the franchise of the Southern Railway Company, there are two direct possibilities: First, that the company will stop running local trains for exclusive Alabama business. The other is that in case the company refuses to consider its franchise revoked, and continues to operate all trains, employees of the road will be arrested by the score.

It is positively known that nothing will transpire before Monday, when either one of these two courses will be worked out. Preparatory to the inauguration of the most intense railway battle that has ever been waged in the United States, lawyers for the state railroad commission and for the administration are closely studying the phases of the recent railroad legislation in Alabama.

Preparing for the Fight. The apparent peace that prevails at the capital today does not indicate a cessation of hostilities, but is merely the calm before the storm. Under the direction of Governor Comer, the state's attorneys are preparing their attacks against the Southern Railway in such a manner that it will be impossible for that corporation to secure an advantage in the federal court.

Secretary of State Julian has notified the clerk of the circuit court of Talladega county of his action in cancelling the license of the Southern to do business in Alabama, and it is understood that the latter official has already served notice upon Knox, Dixon and Barr, the Southern's representatives at Talladega. This means that the railway is officially cognizant of the action of the state authorities and will prepare to meet the situation at once.

Just when and where and how the legal pyrotechnics will begin cannot be ascertained, but rumors are persistent as to which is given more credence says that the state will make the first move by arresting employees of the railroad at Talladega, where the present action was begun.

Grey Surprises The Hague. Considerable surprise was caused by the attitude of Sir Edward Grey in the British parliament, who seemed to think it necessary that a statement be made calling attention to the fact that the British delegates at The Hague have acted honorably. No one at The Hague ever charged that the British delegates ever acted otherwise than honorably, and the occasion of such a speech as Sir Edward Grey's is the basis for considerable speculation. There are many who see in the situation a further reason for the early dissolution of the conference which the ear of Russia has urged, giving as his reason a fear that trouble may be developed by a session too much prolonged.

Sir Edward Grey has not by any means played the prominent role in this conference as did Lord Pauncefote in the conference of 1875. Neither he nor his chief, Sir Henry Campbell-Bannerman has found any national suggestions to be placed before the conference. The fault is not with the British delegates. The absurd propositions, such as the abolition of contraband of war and disarmament show the isolation of the English in believing that such ideas come within the reach of practical consideration. Nothing that Sir Edward can say to the British parliament will have the effect of convincing the people that the British delegates have been prominent in the conference. They have not been the leaders, although lately they have been trying to make up for lost time. The United States and Germany have been the leading factors in the entire conference.

BOUND OVER TO COURT FOR BURNING HIS STORE.

Mr. W. A. Scott, deputy insurance commissioner, returned last night from Wilmington, where he had been on business. Mr. Scott yesterday had L. M. Murrell, of Wilmington, bound over to the higher court in the sum of \$500 for setting fire to his store.

PROFESSOR KARL HAU



Recent photo of Prof. Karl Hau, formerly a teacher of George Washington University, who was tried and convicted at Karlsruhe, Germany, of the murder of his mother-in-law, Frau Moeller.

STAGGERING BLOWS DEALT WORLD'S GREATEST TRUST

COTTON STORAGE HOUSE AND HOLDING COMPANY

KAISER AND CZAR MEET IN BALTIC

The Real Reason for the Conference Unknown

MANY RUMORS AFLOAT

One Discussed is That Germany Will Lend Russia Forty Millions Sterling on Condition of the Rupture of the Anglo-Russian Alliance, Which, According to Reports, is an Accomplished Fact.

(By Leased Wire to The Times.) Berlin, Aug. 3.—Emperor William of Germany and Czar Nicholas of Russia met today in the Baltic Sea off Swinemunde. Emperor William was on board the royal yacht Hohenzollern and the Russian emperor on his yacht, the Standart. The German Baltic fleet gave color to the occasion. The German authorities took every precaution to insure the safety of the Russian emperor. Marine policemen all duty along the shore. There is much speculation as to the cause of the meeting. The newspapers, however, maintain that the visit of the czar is purely a personal one and that matters of political import will not be discussed. The German people see in the meeting an expression of hearty relations between the two countries which are bound together by many mutual interests.

(Special Cable to The Times.) The Hague, Aug. 3.—Some interesting rumors regarding the meeting of the German and Russian emperors today are current. One freely discussed is that Germany will lend Russia forty millions sterling on condition of the rupture of the Anglo-Russian alliance, which, according to reports is an accomplished fact.

This accounts for the visit of the ambassador to St. Petersburg to London which gave rise to speculation in parliament. Another rumor is that the meeting is connected with business of the peace conference, which may prolong the session until late in September.

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ROOSEVELT AND NORTH CAROLINA

(By Leased Wire to The Times.) New York, Aug. 3.—After his conference with the president, Assistant Attorney General Cooley said that while he personally had had no direct connection with the North Carolina rate case, he wished to make clear the position of the president and the department of justice in that matter. "There has been a demand on the part of several papers," said Mr. Cooley, "that the president do something." The president left the entire matter with the department of justice and the only thing that either the president or the department of justice could do was to see that the process of the federal court was properly served and that the orders of the court were obeyed. There was no difficulty in serving the order and the order has been obeyed. There was no other way in which the president or the federal government could take action.

Mr. Cooley said he thought the rate case would reach the supreme court in the fall term.

Fine of Thirty Millions for Rebates From Chicago and Alton

INDICTMENT OF ROADS NEXT STEP TO BE MADE

It Was the Surprise of the Day When Judge Landis Ordered the Drawing of a Grand Jury to Indict Those Connected With the Standard Oil Trust—The Court Points Out the Standard Oil Company of New Jersey as the Defendant in the Case, Although the Standard Oil Company of Indiana Was Indicted—

(By Leased Wire to The Times.) Chicago, Aug. 3.—Judge Landis of the United States district court today assessed a fine of \$29,240,000 against the Standard Oil Company of Indiana, recently convicted of violation of the anti-trust act in accepting rebates from the Chicago & Alton Railroad Company aggregating \$223,000 during the years 1903, 1904 and 1905.

The court room was crowded with persons interested. District Attorney Edwin W. Sims; Assistants Childs and Wilkerson, appeared for the government. Chauncey W. Martyn appeared for the defendant. As the reading of the decision continued many important matters touching on the rate legislation were taken up and settled as far as the lower courts are concerned by Judge Landis. His decision is considered one of the most important in recent years.

At the close of the reading of the decision the big surprise came when the court ordered the drawing of the grand jury to indict those connected with the oil trust. These two railroads mentioned in the Standard Oil indictment, are the Chicago & Alton and the Chicago Terminal Transfer. The former road was indicted some time ago on a charge similar to this, being fined \$40,000.

After reviewing the indictment of the Standard Oil Company of Indiana for accepting illegal rebates from the Chicago & Alton Railroad the court delved into his long decision.

Blow After Blow Dealt. Blow after blow was thrown into the camp of the "biggest trust on earth." Every prop was knocked from beneath it. Counsel who appeared in court for the trust received a few jolts which they will remember for many a day.

The striking declarations of the court in his decision came from his lips like the reports of a repeating rifle. He was not to be misunderstood.

The court points out the Standard Oil trust of New Jersey, the "trust" as the defendant in the case although the Standard Oil Company of Indiana was indicted. He shows the benefits of information he obtained by subpoenaing John D. Rockefeller, president of the company, and his following, to his court room some time ago.

He discovered that it would be no burden to fine this trust one-third of its net earnings, for a year. He held that the constitution of the United States would not count that extortion.

It appears that the Chicago & Alton road filed with the Interstate commerce commission a tariff showing the rates on oil from Chappell, Ind., to St. Louis, to be 19 1/2 cents per hundred, and from Whiting, Ind., to St. Louis, to be 18 cents. The evidence showed that the oil trust was given a rate of 6 1/2 cents and 6 cents on the two rates by the return of rebates to the oil trust.

The Chicago & Alton. Here is how the court points its finger at the Chicago & Alton road: "The dealings of the terminal lines were exclusively with the Chicago & Alton Company, to which company, as the defendants testimony showed, it applied for the through rate from Whiting to destination."

The defendant had contended that it had a natural right to make price (Continued on Page Seven.)