

THE RALEIGH EVENING TIMES.

CONCENTRATION OF HUGE FLEET

Two Squadrons to Meet in Pacific Waters

EVANS GOES SECOND HEARING TO BE OPEN

The Pacific Fleet Will Be Off the Californian Coast When the Atlantic Fleet Reaches Those Waters, According to Plans of the President and His Advisers.

(By Leased Wire to The Times.)

Washington, D. C., Aug. 8.—Surprising revelations were made today through the disclosure of the well guarded plans of President Roosevelt and Secretary Metcalf with the support of Admiral Dewey and the other member of the general board of the navy to begin at once the mobilization in Pacific coast waters of the most powerful cruiser fleet ever known anywhere in the world.

In accordance with the plans which have been under way for several weeks, it now develops that Secretary Metcalf's former constituents living on Golden Gate harbor will have the opportunity of viewing sixteen modern and capable fighting ships—eight of the world's biggest armored cruisers and an equal number of formidable protected cruisers—before Rear Admiral Evans sails out from Hampton Roads with his sixteen monster battleships to join them.

These plans—the transfer of the Atlantic fleet to the Pacific and the mobilization to the Pacific fleet off the western coast, augmented by half a dozen new armored cruisers—call for the concentration of what will doubtless prove to be the most formidable array of warships any one nation ever assembled in time of peace. In fact when Admiral Evans arrives off San Francisco, he will be welcomed by Rear Admiral Dayton, commanding another powerful fleet which will be almost as strong in aggregate tonnage and number of heavy guns as the great battleship fleet.

The plans promise to create almost as much of a stir throughout the world as the original announcement of the decision of the government to transfer the Atlantic fleet to the Pacific. So much attention has been devoted to the prospective dispatch of the Atlantic fleet around South America, that the disposition and increase of the Pacific fleet has been entirely overlooked.

The Pacific fleet at present is composed of three small squadrons—the Pacific coast squadron, Philippine squadron and Asiatic squadron. The ships left in the Far East will be consolidated into the Asiatic squadron under command of Rear Admiral J. N. Hemphill, with headquarters at Manila.

Formation of Squadrons. The formation of the two squadrons on the Pacific coast will be as follows: Rear Admiral James H. Dayton, commander-in-chief of the Pacific fleet, first squadron and first division.

First division (armored cruisers): First division—West Virginia, Colorado, Pennsylvania and Maryland, each with 18 guns and 13,600 tons displacement.

Second division, under command of Rear Admiral Uriel Schrier—Tennessee and Washington, each with 20 guns and 14,500 tons displacement, and the California and South Dakota, sister ships to those of the first division.

Second squadron (protected cruisers): Rear Admiral William T. Swinburne, commander of the squadron and third division.

Third division—St. Louis, Charleston and Milwaukee, 2,700 tons and 14 guns each; Chicago, 5,000 tons and 18 guns. Fourth division (commander not yet selected)—Cincinnati and Raleigh; 3,123 tons, and 11 guns each; New Orleans and Albany, 3,450 tons and 10 guns each.

THE CONFERENCE TOMORROW AT 11

Representatives of Railways to Meet and Discuss

HEARING TO BE OPEN

Business Interests of the State to Meet with Governor and Corporation Commission in Effort to Adjust Alleged Freight Discriminations—N. & W. Managers' Plea.

(By Leased Wire to The Times.)

Tomorrow at 11 o'clock, the conference between Governor Glenn, the corporation commission and representatives of the various railroads, looking to a satisfactory adjustment of the freight rates in North Carolina, will take place in the governor's office and will be public.

Governor Glenn stated today that from information he had received the railway companies will all be represented, even the companies against which there is no grievance manifesting a desire to be present. Delegations from Winston-Salem, Charlotte, Greensboro, Durham and other cities will be present, and the matter of freight rate discrimination will be threshed out thoroughly. It is the wish of the railway authorities, the governor stated, to adjust all differences between the roads and the merchants, manufacturers and other business concerns. If there is discrimination in favor of Virginia and other states—and there seems to be no doubt that there is—the conference tomorrow will do a great deal towards eliminating the wrong.

North Carolina merchants have taken up the fight and have prosecuted the case vigorously, the Retail Merchants' Association having raised several thousand dollars to employ counsel to represent it before the corporation commission. Last evening the commission received a letter from Mr. T. S. DaVant, traffic freight manager of the Norfolk & Western, asking that the hearing before the commission, scheduled for tomorrow, be postponed. He was notified, however, that it would not be postponed, and whether Mr. DaVant is present or not, the commission will hear complaints and take such action as it thinks necessary. Since Mr. DaVant merely asked for a continuance of the hearing, it is not probable that he will be absent.

As stated in The Times, the Retail Merchants' Association and the state have employed to represent them at this hearing Mr. E. J. Justice of Greensboro, Mr. J. S. Manning of Durham and Mr. Norman H. Johnson of Raleigh.

All merchants, cotton and other manufacturers and business interests are invited to attend the conference tomorrow. Reports have gone out from Raleigh that the conference would probably not be held tomorrow. The information contained in these reports is news to the governor, he stated today, saying that the authors of them are probably better informed than he. So far as he knows—and he has heard nothing to the contrary—the conference will take place.

A TOWN LAID IN RUIN BY SHELLS

(By Leased Wire to The Times.) London, Aug. 8.—Dispatches from Tangier state that Mazagran has been bombarded by the cruiser Duchalaya and the town is practically in ruins. Shells broke over the house-tops and battered down the walls. The casualties were heavy. While the bombardment was in progress the Moors attacked the Jewish quarters and were not driven off until 200 Jews had been massacred. The guns of the Duchalaya were trained so that the foreign consulates were not harmed. Other parts of the town, however, are in ruins.

(By Leased Wire to The Times.) Casa Blanca, Aug. 8.—The streets are filled with dead Moors as a result of another bombardment from the European fleet.

Photographic Study of Mr. H. H. Roger's Home

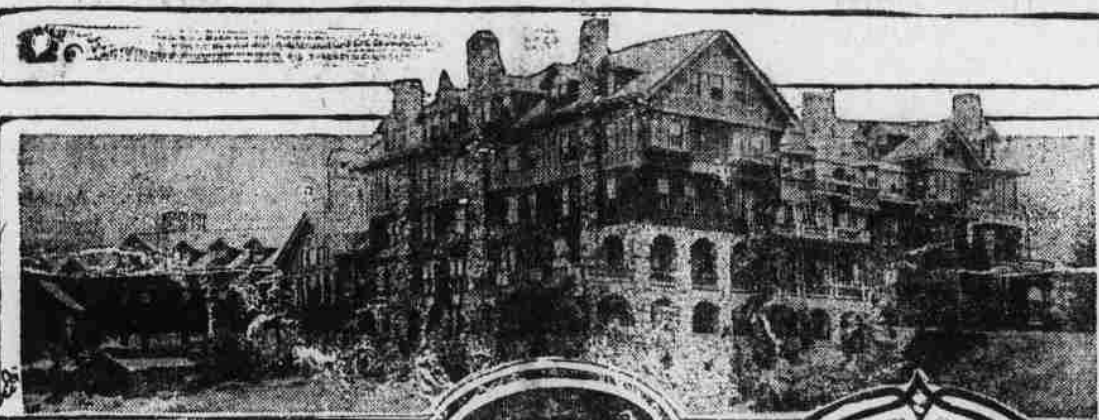


Illustration shows a photographic study of Home of Rogers, Standard Oil magnate, who was stricken at his desk. On the bottom of the cut is shown a snapshot of Mrs. Rogers. To the left of the cut is shown "Fairhaven," the summer home to which the stricken Standard Oil magnate was taken in his private yacht.

A HEARING ON NEXT SATURDAY

Coroner's Jury to Investigate Auburn Wreck

CRIMINALITY CHARGED

Full Examinations Will Be Made to Place the Responsibility for the Terrible Collision of Last Tuesday Night—The Three Dead Bodies Shipped Away.

County Coroner C. A. Separk today announced that the coroner's jury, empanelled yesterday to investigate the deaths which occurred in the awful wreck of last Tuesday night, will on next Saturday morning at 11 o'clock examine witnesses and report on the causes which led to the three deaths.

The jury went to the scene of the wreck near Auburn yesterday afternoon and examined several persons who were present soon after the collision took place. The charred remains of Engineer W. C. Parker and Fireman Robert Young were examined and the body of the colored fireman, Jack Bethel, was viewed at the Brown Coffin House.

Very little was left of the bodies of the engineer and fireman of the freight, the fierce fire almost consuming them. As soon as the mass of iron and steel could be cooled yesterday, the remains were dug out and brought to the city. Only the skulls and portions of the trunks were left, the arms and legs being entirely burned away.

The Brotherhood of Locomotive Engineers purchased a handsome casket and shipped Engineer Parker's remains to Goldsboro, where they will be buried beside his wife, who is interred there. The coffin containing what remained of Fireman Young's body was sent to his relatives at Spencer, where his wife and two children survive him.

The body of W. J. Bethel, the colored fireman, was shipped last night to Greensboro, under instructions of the Southern Railway. There has been no blame fixed yet for the accident. It is probable that Conductor C. M. Oakley, Engineer W. C. Rippey and Operator Everett Powell of Auburn will be rigidly examined, and if found guilty of negligence, will most likely be held on a charge of manslaughter.

An affidavit was filed by Mr. H. D. Rand of Garner, and sworn out before Coroner Separk, stating the death of the three men in the wreck "from the criminal act or default of some person or persons unknown."

Coroner Separk has issued subpoenas for appearance before the jury Saturday of C. M. Oakley of Greensboro, conductor of passenger train No. 126; W. C. Rippey of Burlington, engineer of No. 126; Flagman J. P. McAdams of Greensboro; Conductor T. S. Neal of Clover, Va., of the wrecked freight; Flagman C. E. Page of Morrisville; Robert Wells, newsboy, of Greensboro; Roadmaster C. W. Anderson of Durham, Operator Powell of Auburn, and others.

The debris was thrown aside by the wrecking crew so that trains could get through last night. The wreckage is being cleared up as fast as possible, but it will be several days before the track will be in proper shape again.

Mr. Walter Y. Bishop of New Bern, who came up to attend the funeral of his little niece, Miss Virginia Brewster Bishop, has returned home.

THE TAFT FORCES ARE DISPLEASED

Reports Now of Friction in the Cabinet

IT'S NANKY PANKY PU

His Ambition to Blossom Out Flamboyantly as a Candidate for the Presidency Said to Be Stirring Up a Variety of Irritation in the Washington Cabinet.

(By Leased Wire to The Times.) Washington, Aug. 8.—Persistent reports are in circulation here of friction in the cabinet, arising from clashing presidential ambitions. The reports concern Secretaries Taft and Cortelyou. They come from high sources and are to the effect that the Taft forces are displeased at the Cortelyou movement, particularly at the evidences that Mr. Cortelyou is quietly fostering it.

A remarkable phase of the reports is a rumor that the cabinet may be disrupted. It is said that the Taft people are prepared, unless things change, to go after the official scalp of Mr. Cortelyou. It is added that the president is with the Taft forces and thinks Cortelyou should not let the talk of his boom go unchecked.

Most politicians here doubt greatly whether there is any danger of Mr. Cortelyou leaving the treasury, or whether there is any failure on the part of the president and Mr. Cortelyou thoroughly to understand each other. They realize, however, that the Taft candidacy and the Cortelyou ambitions are rapidly reaching a point where it will be difficult to escape collision and embarrassment to the administration, and the reports of friction are therefore not at all surprising.

(By Leased Wire to The Times.) New York, Aug. 8.—The war against E. H. Harriman which was temporarily abandoned has again been taken up with renewed vigor in Wall street, and the demoralization in the stock market just now is one of its results. There is no doubt that a combination of powerful financiers has been formed to wage war against Mr. Harriman and his intimate associates, H. H. Rogers, H. C. Frick and William Rockefeller. John Rockefeller himself is claimed as an ally by the enemies of Harriman. The speculative public while not directly concerned in this fight, is being forced to take account of it, for the battle is upping the market.

The attack began yesterday was renewed today with vigor and Union Pacific was hammered down in the first few minutes of trading from 132 1/2 to 127 1/2. Southern Pacific was broken to 82 1/2, a loss of 2 1/2 points, and Amalgamated, which closed last night at 77, was broken to 74 1/2. Other stocks that could affect the market were also attacked, one of the chief ones being Smelters, which was broken to 99 1/2, a loss of 3 1/2 points in half an hour, and a new low record. Wall Street says that Smelters is going on a 10 per cent basis—investment basis.

Other stocks broken were Northern Pacific, Canadian Pacific, Reading and Anaconda. The idea of the raiders seemed to be to attack anything that would not yield. Their object seemed to be to unsettle the stock market to such an extent that

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WAR TO THE DEATH AGAINST HARRIMAN

THEIR FOES POWERFUL

THEY COMBINE AGAINST HIM AND HIS INTIMATE ASSOCIATES—WHILE THE SPECULATIVE PUBLIC IS NOT DIRECTLY CONCERNED IN THE FIGHT, IT IS UPSETTING PRICES IN THE MARKET.

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THE KEYNOTE IS A COMPROMISE

But Concession by Alabama Seems Small

STATE TO WAIT AWHILE

Not to Molest Southern's Conduct of Intrastate Business Until Outlaw Act is Passed on by Courts—The Southern to Put Lower Rate Into Effect Pending Final Decision.

(By Leased Wire to The Times.)

Montgomery, Ala., Aug. 8.—Compromise is the keynote of today's situation in the controversy between the state and the Southern Railway. At least that is what railroad officials are pleased to call it, although it is practically conceded that the state will not withdraw for an instant from its previously expressed intention to enforce every provision of the so-called "outlaw act."

Colonel E. L. Russell, vice president and general manager of the Mobile & Ohio Railroad, who is acting as the personal representative of President Finley of the Southern, and J. S. B. Thompson, assistant to President Finley again conferred with Governor Comer this morning in an effort to reach an agreement between the state and the railway pending the ultimate result as it will be outlined in the courts.

Nothing official concerning the terms of the proposed compromise can be learned. It is said on good authority, however, that if the efforts of Colonel Russell are successful, the state will not molest the railroad in the conduct of intrastate business until after the constitutionality of the "outlaw act" has been decided. In return for this concession it is thought that the railroad will put into force the new 2 1/2% rate on passenger trains and also, the new freight rates as soon as the schedules can be prepared, to be effective until a settlement of the dispute by the courts. It is also understood that there may be a hitch in the proceedings in regard to the right of the railroad to appeal from a decision of the state supreme court to the federal court.

(By Leased Wire to The Times.) Little Rock, Ark., Aug. 8.—Hon. Charles S. Barrett, president of the National Farmers Union, is seriously ill at the home of Ben. L. Griffin, at Coaway, Ark., where he went to attend the annual convention of the Arkansas farmers union. Mr. Barrett left his home in Georgia two days ago apparently in the best of health, but immediately on arrival at Coaway was taken ill. Secretary Ben. L. Griffin of the farmers union had Mr. Barrett removed to his home, and physicians say that it is probable that the latter will be laid up for five or six weeks as he has a severe attack of malaria.

PRESIDENT BARRETT IS SERIOUSLY ILL.

(By Leased Wire to The Times.) Jackson, Miss., Aug. 8.—The democratic state executive committee met today and declared Congressman John Sharp Williams as the party nominee for United States senator. The canvass of the returns showed a majority of 648 votes for Williams over Vardaman. There will be no contest over the result. The motion to declare Mr. Williams the nominee was seconded by the friends of the governor, and this is a final settlement of the celebrated contest.

WILLIAMS HAS WON THE FIGHT

(By Leased Wire to The Times.)

Another American Pretext. (By Leased Wire to The Times.) Cleveland, Ohio, Aug. 8.—Lord Louis Armitage Rivers, of Durham, England, and Mrs. Laura B. Glenn were married here last night. Lady Rivers is the daughter of Isaac Arbuckle, the coffee magnate.

THE PERILS OF THE GREAT CITY

Two Hundred and Sixteen Attacks Made

SUMMARY OF CRIMES

The Sad Fate of Isabelle Ensler, One of the Latest Victims—The Above Record of Attacks Upon Innocence Covers the Time Since the Fourth of May.

(By Leased Wire to The Times.)

New York, Aug. 8.—There have been 216 attacks on women and girls in Greater New York since May 4th, and only eight convictions. The record of these three months is without parallel in the history of the city. Each day adds its quota and witnesses growing anger on the part of the public. The figures given are for cases reported to the police. Undoubtedly there are scores of other affairs in which those attacked kept the facts secret in order to avoid publicity.

ISABELLE ENSLER A VICTIM OF MISCREANTS.

(By Leased Wire to The Times.) New York, Aug. 8.—Held prisoners by two men for more than a day, and terribly abused, Isabelle R. Ensler, 17 years old, of No. 420 East Seventy-eighth street, staggered into the German Hospital and fell fainting into the arms of a nurse.

She stated after she revived that she was walking along lower Mulberry street in search of work, when she was seized by two men and dragged up a flight of steps. The door was barred and the two men brutally attacked her.

She was taken into the house, she says, Tuesday morning about 11 o'clock and held prisoner until late yesterday. During that time, she says, the men subjected her to every conceivable indignity, and most of the time she was unconscious.

Late yesterday they took her to the street door and pushed her out. She wandered about, dazed, until she reached the hospital. The physicians say she is in a critical condition.

Trapped by a Woman. While the police of the East Sixty-seventh street station were skirting through the Italian quarter today looking for the two men who had held Isabelle Ensler, a third man accused of attacking a child was brought from the same station house, and, surrounded by a cordon of police, taken to Yorkville police court. The prisoner was John Rucek, an Austrian, who is accused of attacking seven-year-old Louise Sackman, of No. 428 East Seventieth street. He was trapped by the child's aunt, Miss Mary Kehoe. That the man was not put to death by a mob that was ready to tear him limb from limb was due also to Miss Kehoe, even though he had turned upon her when she came to her niece's rescue, beating her down with his fists and tearing her clothing in his efforts to escape.

Over in Brooklyn, William Brown, a muscular roustabout, was charged with attacking his own niece, Helen Carlin, seven years old. That this man had a close call from death at the hands of a mob was shown by his appearance at court today. His little victim and her mother, the prisoner's own sister, were there to accuse him.

TWO TO SCAFFOLD, CHANTING PRAYERS

(By Leased Wire to The Times.) Pittsburgh, Pa., Aug. 8.—Chanting prayers, Georgio Quageni and Giovanni Graziano went to the scaffold boldly and met death in the county jail this morning, paying by death for the murderous assassination of a fellow-countryman.

Both men spoke in Italian, and Quageni spread out his arms, with palms upturned, in supplication, a prayer-book grasped in one hand and a Bible in the other. Death from broken necks resulted quickly after the death traps were sprung.

John D. Long Improves. (By Leased Wire to The Times.) Brunswick, Me., Aug. 8.—Hon. John D. Long, former secretary of the navy and governor of Massachusetts, has shown a marked improvement today.