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RESTRAINING ORDER SECURED BY L. & N.

Alabama Officials Enjoined From Interfering With Its Operation

FEDERAL COURT JUDGE JONES ISSUES ORDER

If Arrests Are Made Now Under State Law It's Claimed the Parties Making the Arrests Can Be Fined and Imprisoned—A Serious State of Affairs is the Probable Outcome, as State Means to Continue Indictments and Arrests Despite the Order by the Federal Court—Clash Between State and Federal Courts is on in Earnest.

(By Leased Wire to The Times.)

Montgomery, Ala., Aug. 15.—An order was issued late last night restraining the state officials from interfering in any way with the operation of the Louisville & Nashville Railroad with regard to its refusal to put into effect the common freight and reduced passenger fare acts. All solicitors and sheriffs are restrained from prosecuting or making arrests for violation of said acts.

The order was issued by Judge Thomas G. Jones of the federal court, and answer is to be made by the state within ten days. This will likely bring the contest between the state and federal courts to a head.

If arrests are made under state laws, parties making the arrests can be fined or imprisoned at the discretion of the judge, in which case the issue would be clearly drawn as to the jurisdiction of courts.

In the application for a restraining order the Louisville & Nashville sets up that to allow prosecution and arrest would greatly endanger the lives of passengers by the arrest of men handling trains, retard interstate

traffic and interfere with the mails. Careful observers of the situation anticipate a serious state of affairs, as they believe it is the purpose of the state to insist on indictment and arrests for violation of the laws, even if they are restrained.

Looks Like L. & N. Seeks Trouble.

(By Leased Wire to The Times.)

Birmingham, Ala., Aug. 15.—The action of the Louisville & Nashville Railroad in securing an injunction in the federal court against arrests or other interference by the state of Alabama for failure on the part of the road to put into effect the lower freight and passenger rates agreed to by the Southern and other railroads in compromise with the state, is regarded in many circles as precipitate, and puts the "Ellen N." in a strained, in the position of seeking fight. As far as the Louisville & Nashville is concerned, these laws were already enjoined by federal courts through action taken last March before Judge Jones at Montgomery, and this injunction is still in force, except where the Southern and other roads themselves asked for modification of the order.

If arrests of Louisville & Nashville agents are made to enforce the enjoined laws, the state would have precipitated action and the Louisville & Nashville could appeal to Judge Jones to see that his orders were obeyed, and plead that the state was in contempt of federal court. As it is, the road takes the position that the state does not intend to respect the injunction of Judge Jones, and literally waves the red flag. Governor Comer has done some strenuous talking, to be sure, but the state has absolutely obeyed Judge Jones' injunction. The Louisville & Nashville may have something up its sleeve justifying its latest move, but on the surface there appears to have been too direct effort to get into conflict with the state. Meanwhile there is this element in the case not to be forgotten: The lower freight and passenger tariffs will go into effect on the Southern and other roads on September 1st. If the Louisville & Nashville does not put them into effect at the same time they will suffer greatly in loss of competitive business.

Gov. R. B. Glenn, North Carolina and Gov. C. A. Swanson, Virginia.



Governor Glenn of North Carolina to right—Governor Swanson of Virginia to left—Reviewing Documents together and speak from same platform today at Jamestown Exposition.

BELMONT ORDER IS DENOUNCED

The Cause of Most Inaccurate of Track Service

BOTHERING REPORTERS

Pinkerton Detectives Interfere With Dispatches of News and Service Poorest on Record—Track Operators and Western Union People in "Cahoot"—Bound by Links of Gold.

(By Leased Wire to The Times.)

Saratoga, N. Y., Aug. 15.—Through an official order issued by the manager of the Saratoga track, August Belmont went to the aid of the Western Union Telegraph Company in its conflict with the operators. The order directs that all news concerning races should be sent out over Western Union wires and in no other way.

As a direct result of this order the most inaccurate and uncertain service in years immediately followed. The messenger lines which the poor service of the Western Union had favored the newspapers and news agencies to establish, were stopped by Pinkertons and the great confusion followed the attempts of incompetent and overworked men to give the service formerly attended to by crack operators.

Tremendous delay was caused as a result of the order and great inconvenience to all sporting men and in all places where sporting news from Saratoga should be received promptly.

Belmont decreed that all messages should be sent direct to the Western Union headquarters at 135 Broadway and from there delivered by messenger. The Pinkertons were ordered to see that the commands were executed, refused to allow any carrying newspaper copy or other messages to leave the track.

So slow was the service over the wire that the pool room men who had telephones to New York were able to go outside after every race and beat the official results by several minutes.

The action of the race track officials was largely condemned by all news agencies and other newspaper representatives. (Continued on Page Two.)

ROOSEVELT REFUSES TO TAKE HAND IN STRIKE

Business Interests Request His Good Offices and Appeal for Personal Intercession But the President Refers Them to the Interstate Commerce Commission.

(By Leased Wire to The Times.)

Oyster Bay, N. Y., Aug. 15.—President Roosevelt has refused to interfere personally in the telegraphers' strike. A dispatch from the Chicago board of trade asked the president to take a personal hand in this great emergency has been referred to Commissioner of Labor Neill. Appeals to the president to take some action looking to a settlement of the strike were received at the executive office here from boards of trade and commercial bodies of a large number of cities.

The applications were similar in character to those formulated by the Chicago board of trade. Each emphasized the importance of the direct action by the president.

The communications have all been referred to Commissioner Neill. It is understood that no instructions or recommendations have been forwarded to Mr. Neill. From the first, Mr. Neill has been active in an endeavor to effect a settlement of the trouble.

It is stated here that he has as yet made no report to the president, nor has he received any messages from Mr. Roosevelt touching upon the matter in hand.

Mr. Neill's movements, however, have been closely followed and while the direct statement is not made, the impression is given that Mr. Neill's efforts the administration considers that the limit of its functions and authority in the matter is being exercised.

Among the commercial bodies adding their voices to the appeal from Chicago to have the president take a hand in the settlement of the strike are those of Detroit, Kansas City, Indianapolis, and Toledo.

Railway Operators Defy W. U. Orders

(By Leased Wire to The Times.)

New York, Aug. 15.—The railroad officials fear that if the operators go to the railroad clerks will strike too. The latter have an organization of 2,000,000 members and have been agitating for shorter hours and more pay for some time.

It was announced today that the Pennsylvania lines west and the Pittsburgh and Lake Erie, and the Baltimore & Ohio had notified their telegraphers in Pittsburgh that they need not handle commercial messages. This is a direct defiance of the Western Union, and the next move is up to the telegraph company.

Similar action was taken in this city in unofficial announcements by the publicity agents of the New York Central and the Erie railroads that their operators would not be asked to handle commercial messages.

"They have enough railroad business to keep them busy," was the terse and significant comment of J. C. Hammond, agent of the Central. "Erie operators are expected to handle railroad business," said J. H. Maddy of the company's publicity department. "The disposition of other business is left to the discretion of the operators," he said.

"If they don't want to handle commercial messages they will not be compelled to. The Erie is not in this row at all and its position will remain strictly neutral."

Some Exceptional Cases.

General Shepard of the New York, New Haven & Hartford, said that the railroad telegraphers were handling commercial messages at stations where the telegraph company has no office, but he declined to intimate what action would be taken in the event that an operator refused to continue to perform his duties. "We are not crossing that bridge until we come to it," was Mr. Shep-

ard's only comment.

Superintendent Belvidere Hinkle, of the Western Union, said: "We are not demanding that the railroads shall handle an excessive amount of commercial business. It is provided that a stipulated number of messages may be handled at each station where the telegraph company does not have an office of its own."

"If for any reason the volume of business increases above the specified amount, then a new arrangement must be made, either by a new contract or by the company establishing an office of its own at the particular point in question, but until this point is reached the railroads are compelled to handle our messages by the terms of their contracts. This applies to nearly every railroad in the United States with the exception of the Pennsylvania."

"In insisting that the railroads live up to their obligations to us, we are asking them nothing more than they were doing before the strike. If they fail to do so, we shall seek redress from them. More than that we cannot do, as we have nothing wherewith to do with the employees. There is no so-called strike clause in the contract."

N. Y. Attorney General Appealed To. The telegraphers and the Postal and Western Union companies today were even further apart than they were at the outset and each side was claiming a victory. Commercial bodies in several cities have asked the president for federal interference and in New York state Attorney General Jackson will be appealed to by the operators to see if the companies are conducting the business of the public in accordance with their charters.

The Western Union and Postal companies are firm against the idea of mediation by the government, declaring that there is nothing to arbitrate.

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CHRISTIAN DENOUNCES HIS NEW SON-IN-LAW

Issues a Card Alleging Epilepsy and Insanity in Groom's Ancestry

PRESTON'S FAMILY A DISTINGUISHED ONE

Father of Julia Jackson Preston Makes a Statement Which His Friends Will Read With Regret and Criticism—Brother of the Bridegroom Contradicts Statement of Christian and Says Mrs. Stonewall Jackson Approved of the Match—Grandfathers of the Couple Were Close Friends—Suggestion of Insanity and Epilepsy Bitterly Denied.

(By Leased Wire to The Times.)

Atlanta, Ga., Aug. 15.—Over his signature in a personal card, W. E. Christian, father of Mrs. Julia Jackson Preston, only grand-daughter of General Stonewall Jackson, denounced Edmond Randolph Preston, the young Virginian to whom she was married a few days ago, at Salisbury, N. C., after an elopement.

Mr. Christian says:

"I desire to say in behalf of my son, who is now a cadet at West Point, and in behalf of myself, that the cause of this runaway match was an objection by my son and myself, based on the fact that Mr. Preston's mother died of epileptic fits at a sanitarium, and that his grandfather had epileptic fits.

"We have pleaded with her for over twelve months, through physicians and otherwise, to prevent her from throwing herself away, but she has been tropped, and the friends of mine throughout the south who know the circumstances, are deeply grieved that this splendid, innocent girl should have

been practically ruined, as far as her descendants are concerned.

(Signed) "W. E. CHRISTIAN."

Preston is a grandson of General Preston, who served on the staff of Stonewall Jackson. General Preston married Miss Margaret Junkin, afterward famous as Mrs. Margaret Preston, the poetess. She was a sister of Stonewall Jackson's first wife. Preston is also descended from the Randolphs, of Virginia. He is a prominent lawyer of Charlotte, N. C., and a leading member of the North Carolina legislature.

Mr. R. S. Preston, an Atlanta newspaper man, a brother of E. Randolph Preston, today made the following statement to the Hearst News Service in behalf of his brother:

"The statement of W. E. Christian, that my mother died insane is without foundation on fact. It is not true that either of my grandfathers was subject to epilepsy. Both were prominent in Virginia. My father's father, Colonel J. T. L. Preston, was a lifelong friend of Stonewall Jackson. Dr. B. M. Smith, mother's father, was for forty years professor in Union Theological Seminary. Dr. John A. Preston, my father, was a widely known Presbyterian minister, being pastor of the First Presbyterian Church of Charlotte at the time of his death.

"Mrs. Stonewall Jackson has approved of the match of my brother and Miss Christian and the marriage would have taken place at her home in Charlotte, N. C., this autumn but for the objection of Miss Christian's parents."

Christian's card attacking young Preston has caused much surprise in Atlanta, where Preston is well known. The Prestons are descended from the Randolphs and Prestons of Virginia, and Colonel Preston was on the staff of "Stonewall" Jackson, who was grandfather of the girl with whom E. Randolph Preston eloped. Colonel Preston married a Miss Margaret Junkin, who was a sister of Stonewall Jackson's first wife. They were daughters of Rev. Dr. Junkin, who was dismissed as president of Washington (now Washington & Lee) University, because he refused to allow the union flag hauled down at the beginning of the civil war. He was originally from Pennsylvania and was a union man.

Until Christian published his card no one ever supposed there was any degeneracy in the stock from which young Preston comes.

NO REVISION OF THE TARIFF NEXT YEAR

(By Leased Wire to The Times.)

Washington, D. C., Aug. 15.—"There will be no revision of the tariff by the sixtieth congress," said Speaker Joseph G. Cannon, of the house of representatives, Joseph C. Sibley, of Pennsylvania, from Danville, Ill., en route to Lake Champlain, N. Y., where he will spend several days with former Representative Joseph C. Sibley of Pennsylvania.

"The republican party will meet in national convention next June," Mr. Cannon added, "and formulate new policies or adhere to its present platform, and we who are republicans will abide by the convention's decision. Two years ago we made the fight on the issue of 'let well enough alone,' and, as for me, I shall certainly advocate a continuance of the 'let well enough alone' policy."

MANY TAR HEELS AT EXPOSITION

Norfolk and Portsmouth Over- flowing With Visitors

NORTH CAROLINA DAY

More Than 15,000 Tar Heels on the War-path Today—Governor Glenn and Party Review Parade at Lee Ground—The Music Furnished by Third Regiment Band.

Today is North Carolina Day at the Jamestown Exposition. Tar Heels have been pouring into Norfolk for the last twenty-four hours from all sections of the state. The railroad officials state that the travel yesterday and last night was the heaviest in years.

Train No. 22 over the Seaboard had night had to run in two sections from Hamlet, and No. 31, the Florida train to Washington, had to run in two sections from Hamlet, the second section taking its passengers on through to Norfolk. These three trains alone carried over one thousand people.

The travel over the Southern and Atlantic Coast Line to Norfolk has been unusually heavy, almost every train returning in two sections. The hotels and boarding houses in Portsmouth are overflowing with Tar Heels. In fact, one would think the exposition was being held in North Carolina. It is estimated that there are now about 10,000 North Carolinians in attendance, and the North Carolina building is the center of interest to the visitors from all over the country. Today will be the biggest day of the entire exposition.

Program This Morning.

Today at 11 o'clock the Governor and his party will be in attendance at the opening prayer was made by Rev. H. P. Christy, pastor of the First Presbyterian Church of North Carolina, presented Hon. St. George Tucker, president of the Jamestown Exposition Company, who delivered the address of welcome on behalf of the exposition.

President Tucker was followed by an address from Governor Glenn and Lieut. Gov. Francis D. Winston. Music was furnished by the Third Regiment Band.

Evening Program.

The following is the program for this evening: Reviewing stand, 8 p. m.—Review by the governor of North Carolina, the governor of Massachusetts, Maj. Gen. F. D. Grant, Admiral Harrington and other army and navy representatives. The review will consist of the soldiers and sailors at the exposition and the North Carolina troops.

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