

THE RALEIGH EVENING TIMES.

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A PROPOSITION TO SETTLE THE STRIKE

Operators at New York Offer to Submit to Arbitration by Federation

OFFICIALS CURTLY SPURN THE SUGGESTION

Clowry Says Company Has Nothing to Arbitrate—That Backbone of the Strike is Already Broken. Strikers Say the Telegraph Companies Are Trying to Keep Up Appearance, But Are Doing Little Business—That Not a Single Worker Has Applied for Reinstatement—Other Details Hot From The Evening Times' Leased Wire.

(By Leased Wire to The Times.)
New York, Aug. 17.—Although it is possible that the Western Union and Postal Telegraph Companies will eventually be compelled to accede to their demands, the commercial telegraph operators and strike have expressed their willingness to have their differences with their employers settled by the arbitrators of the American Federation of Labor.

This board consists of John Mitchell, of the mine workers; Daniel J. Keefe, of the longshoremen, and Samuel Gompers, Mr. Gompers, who is in charge now with President Small of the telegraphers union, made the announcement that the men will arbitrate.

W. U. President Curtly Declined.
President Clowry of the Western Union has been most emphatic in his declaration that the companies "had nothing to arbitrate; that the plan would not be considered."

If the officials of the company hold to this declaration, it is likely that the strike will be continued for an indefinite period. The men are firm in their stand that they will not return under the old conditions, but say they are ready to make the first move because of the inconvenience which the public is being subjected.

Although the Western Union and Postal Companies officials say that they are handling all business with little or no delay, it has been shown that the telegrams are not delivered in prompt time. In fact the local strike leaders have positive evidence that messages are being sent by mail and express instead of over the wires and that a quick delivery letter sent to New York from St. Louis reached here before a telegram sent at the same time. The offices of the Western Union and Postal companies are clogged up with business that should have been cleared away days ago. According to a statement made today by deputy President Dorsey of the commercial telegraphers local No. 16, the express companies and mails are handling 95 per cent of the telegraphic business. He added:

Trying to Keep Up Appearance.
"These messages show from twenty-four to thirty-six hours delay. In an effort to keep up appearances the rankest kind of deception is being practiced on the public. The telegraph companies in New Jersey and on Long Island are completely paralyzed. The same conditions exist in east and west."

"The telegraph company officials claim that the backbone of the strike is broken. This is ridiculous. Not a single striker has applied for reinstatement and none will apply until the men can walk back as one man."

STEWART AMASSES ANOTHER FORTUNE

Carson City, Nev., Aug. 17.—Former United States Senator William M. Stewart, who is past 80 years of age, is reported to have once more amassed a large fortune—his third since he has been in the west. Two years ago he quit politics and Washington and set to work to retrieve for a third time his fortune. Today his mining interests are reported to be worth a half million dollars.

THE GREATEST OF ALL DETECTIVES IS DEAD

(By Leased Wire to The Times.)
New York, Aug. 17.—Robert A. Pinkerton, head of the Pinkerton detective agency, died August 12 on board the steamer Bremen while on his way to Europe for his health. Florence Sullivan of New York, was with him.
One of the Greatest Detectives.
With the possible exception of his father, Allan Pinkerton, and his brother, William Allan Pinkerton, no greater detective ever lived than Rob-

What is Necessary to Win.

By Leased Wire to The Times.
Chicago, Aug. 17.—President Small of the Commercial Telegraphers' Union today explained to the strikers what it would be necessary to do in order to win this labor battle. He said:

"We can't win on talk. We must work. We must organize committees. Each and every one must be a committee of one to look out for their own interest, and not depend entirely on the committees of the union."

"There are two important things we must do. I believe the first in importance is to get every commercial telegrapher who is not working under contract away from the key."

"The next is to raise the largest fund possible in the shortest possible time. I set the amount at \$2,000,000, and we must raise it within the next two months."

"With the assistance of every member, we will have that sum at our back within the next sixty days. We will establish a bureau of information and we will keep the eighty-five million people in this country informed on what we are doing and what the telegraph companies have been doing for the last thirty years."

"If we can keep the public informed on the plans which we have undergone at the hands of the telegraph companies, we can't lose the strike, even if we have not a cent."

"We want a 15 per cent increase in our salaries; we want an eight-hour day. If we have to work sixteen hours we want pay for twenty hours. We must penalize the companies for every minute they work us over eight hours. We want free typewriters, and we want the same pay for women who do the same work as the men receive."

Leaders of other local labor unions have made arrangements to raise funds to help the striking telegraphers.

DOWN A SHAFT OVER 400 FEET

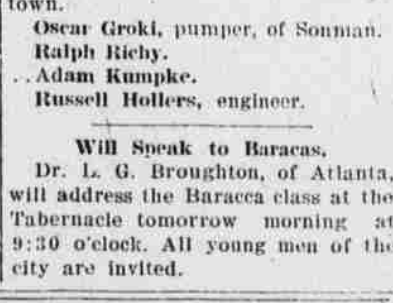
(By Leased Wire to The Times.)
Johnstown, Pa., Aug. 17.—Owing to what is believed to have been a defect in the machinery, a cage containing eight miners who were preparing to descend to their work in a mine of the Sonman Shaft Company at Sonman, east of here, today, started upward instead of going down, and, rising to the top of the tippie, eighty feet above ground, turned over, throwing out the men.

Five of them dropped down the shaft, a distance of over 400 feet, and were instantly killed, while the other three succeeded in catching hold of the timber of the tippie and escaped with slight injuries.

The dead:
John McAllister, aged 55, James town.
Oscar Groki, pumper, of Sonman.
Ralph Riehy.
Adam Kumpke.
Russell Hollers, engineer.

Will Speak at Baracca.
Dr. L. G. Broughton, of Atlanta, will address the Baracca class at the Tabernacle tomorrow morning at 9:30 o'clock. All young men of the city are invited.

THIRD REGIMENT BAND OF RALEIGH



GUSTAV HAGEDORN, Director of Third Regiment Band of Raleigh.

SEABOARD ROAD WON'T FIGHT VIRGINIA LAW

General Counsel Watts in a Letter so States

TWO-CENT FARE ON AND AFTER SEPT. 1

Does Not Apply to All Roads, One Being Allowed to Charge as Much as 3 1-2 Cents—The Eight Largest Corporations Will be Required to Keep Down Charges to 2 Cents Maximum—Getting Data to Make Up New Scale of Prices.

(By Leased Wire to The Times.)
Richmond, Va., Aug. 17.—The Seaboard Air Line Railway will make a fight against the two cent passenger rate decreed by the Statg Corporation Commission of Virginia. No official announcement has been made as yet but the road is preparing to put the new tariff into effect without any effort to thwart the purpose of the State.

E. Randolph Williams, division counsel for the road, has already called at the offices of the commission to get the data necessary for the change of rates. It is known also that he has exhibited a letter where-in Judge Leigh R. Watts, general counsel for the Seaboard Air Line, says in unequivocal terms that the road will allow the reduced rate to go into effect.

The commission has been officially notified that the Tidewater & Western (formerly the Farmville & Powhatan) will agree without protest to the reduced rate ordered by the commission. In this case, however, the reduced fare will be 3 1-2 cents. Heretofore the fare has been 4 cents. The change will become effective September 1.

The commission did not order a 2 cent rate for all railroads but only for eight or nine of the larger systems. The rates for the small lines were arranged according to their business and resources.

HE SAYS ALL N. C. CROPS ARE A FAILURE

(By Leased Wire to The Times.)
Washington, D. C., Aug. 17.—"Crops in North Carolina this year are a failure," said George Dillon, a tobacco planter at the Raleigh last night. "The exceedingly wet season has greatly hampered the tobacco, as it has taken all the substance out of it. Of course, we can not tell how much tobacco will bring; that depends entirely on the American tobacco crop. Cotton, too, has failed, and I doubt if the soil where cotton is grown has one half of its usual growth. This may not, of course, injure the prosperity which we have had for the past few years, because I understand that the same condition exist everywhere, and we will obtain better prices for cotton, which is now at twelve cents. We are not thinking much of politics just now, but more of the crops, and when they are harvested we will turn to a consideration of other things."

SHIP CAPTAIN SUICIDES IN A FAR OFF LAND

(By Leased Wire to The Times.)
Norfolk, Va., Aug. 17.—The suicide of a captain reported from Plimouth, on the coast of South America, is taken to refer to Captain Johnson of the bark Prussia, which sailed from Norfolk in March. The Prussia carried one passenger, John Drake, aged nineteen, of Richmond, Va., son of J. H. Drake of the Southern Railway. Captain Johnson was a resident of Honolulu, a Norwegian by birth, and a man of large means.

FINED R. R. FOR WORKING OVERTIME

(By Leased Wire to The Times.)
Chillicothe, Mo., Aug. 17.—The Burlington Railroad Company was yesterday found guilty on a charge of violating the eight hour telegraphic law and was fined \$200 by Justice Crall. An appeal was taken. This is the first conviction obtained under the law passed at the last session of the legislature and which the railroads declare conflicts with a federal statute.

THIS CORPORATION MUST HAVE A SOUL

Montgomery, Ala., Aug. 17.—It is announced by J. D. Kotner, commercial agent of the Seaboard Air Line that in view of the change in the rates for passenger and freight traffic in the various southern states, there would be no change in the charity rates over his lines and that he has received instructions from the head office to this effect.
The charity rates will be the same as heretofore.
One of the large railroads has advanced its charity rates, claiming that it could not maintain them under present state laws.
Big Fire Today in Brooklyn.
(By Leased Wire to The Times.)
New York, Aug. 17.—Fire which started shortly after 8 o'clock has caused a \$100,000 loss to the De-Haven cork factory, Nos. 52 and 54 Columbia Heights, Brooklyn.

DRUNKEN MINERS FIGHT FATAL DUEL

(By Leased Wire to The Times.)
Punxsutawney, Pa., Aug. 17.—As the results of a duel last night at Iselin, Lorenzo Dimato and Wood Cagaci, miners, are lying probably fatally wounded at the local hospital. The men had been drinking.

Linemen to Go Out

Chicago, Aug. 17.—Within 24 hours there may be a strike of the linemen and clerks of both companies. The latter have been thoroughly organized within the last two weeks and have a membership of

SOLDIER BOYS AND BAND BACK

Came in This Morning on Special Train
MADE A HIT AT EXPO.
North Carolina Regiments Have Grand Review and Are Complimented by General Grant—Third Regiment Band a Favorite—17,600 Paid Admissions Thursday.
The Third Regiment band, companies B and K and the members of the three North Carolina regiments, returned today from the exposition.

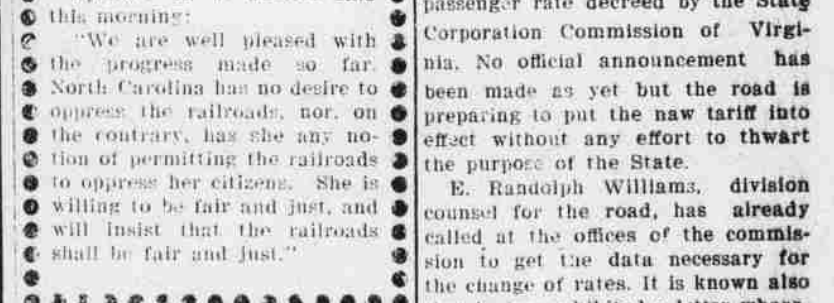
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CAPTAIN W. F. MOODY



CAPTAIN W. F. MOODY, Commanding Third Regiment Band of Raleigh.

GOVERNOR GLENN IN N. Y. CONFERS WITH COUNSEL

(By Leased Wire to The Times.)
New York, Aug. 17.—Governor Glenn of North Carolina slipped quietly into New York today, and, it is reported, is in consultation with Speaker Justice of the North Carolina House of representatives, Judge Shepherd and the other counsel in the rate and rebate cases of the Southern Railway.

GOVERNOR GLENN'S VISIT TO N. C.

New York was a surprise even in North Carolina, as he left the state without the country knowing anything of his movements. Representatives at the railroad rate hearing expressed themselves as confident that they would be able to prove to the satisfaction of all fair-minded men that the state is not attempting to oppress the railroads.

GOVERNOR GLENN'S VISIT TO N. C.

Speaker E. J. Justice said this morning:
"We are well pleased with the progress made so far. North Carolina has no desire to oppress the railroads, nor, on the contrary, has she any notion of permitting the railroads to oppress her citizens. She is willing to be fair and just, and will insist that the railroads shall be fair and just."

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