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STOP IMPROVEMENTS ORDER IS EXTENDED

Southern Railway Orders All Work in Tennessee be Discontinued

MAY BE BLUFF MADE BY THE HAND OF MR. MORGAN

At Chattanooga Today Contractor Oliver Was Ordered to Discontinue Work On All Extensions and Other Improvements On Southern Line and Its Branches—350 Men Quit Work Today—One Extension Under \$4,000,000, and Would Have Been Completed By End of Next Year. But Work is Ordered Stopped—Has Morgan Interest Taken the Initiative As a Political Move?

(By Leased Wire to The Times.)
Chattanooga, Tenn., Sept. 5.—The Southern Railway has ordered Contractor W. J. Oliver to stop work on all extensions and improvements in this section.

The Stevenson extension, a line about forty miles long, which is being constructed by W. J. Oliver & Company for the Southern Railway, is the largest contract affected.

Five sub-contractors have been at work, employing about 350 laborers, of which number about fifty were skilled laborers. The contractors are H. H. Thrasher & Company, Yandell Bros. & Company, J. H. Edgington & Company, H. Kriss & Sons, and Frank Maloney & Company. The Phoenix Bridge Company of Pittsburgh, Pa., who had the contract for the erection of the steel superstructure for the bridges on the extension, suspended work Monday, after erecting a bridge over Battle Creek and preparing for work on the bridge over Sequatchie River. The action of the bridge company was in response to orders received from the head office of the company who were in turn ordered to suspend work by the Southern Railway.

The Stevenson extension represents an outlay of about \$4,000,000, and if the work was pushed to completion could be entirely finished within eighteen months. The excavation in the tunnel through Look-out Mountain has been completed and the tunnel is now ready for walling.

In addition to the work on the Stevenson extension, the Southern Railway has been engaged in double-tracking for a distance of seventeen miles in the vicinity of Oltewah. This work is being done by W. J. Oliver & Company under the direction of resident engineer of the road at Knoxville. A force of several hundred men have been employed on this part of the work. The double-tracking was started about a year ago and is nearing completion.

May Be Bluff and May Be Not.

The action of the Southern Railway is considered by many to be a "bluff" to stem off the tide of adverse railroad legislation. For what time the work is to be suspended is purely a matter of conjecture. It is generally believed that it will be of short duration, dependent upon the outcome of whatever its purpose.

A gentleman who is a close student of railroad affairs considered the move of the Southern Railway to be of more far-reaching effect, stating his belief that the Morgan interests have taken the initiative as a political move and that work will not be resumed for about eighteen months. Another advanced the opinion that it was a move on the part of the Morgan interests to force down the stock of the Southern and tributary lines for financial reasons. This theory is borne out by the fact that the Central of Georgia and a Florida road, which are said to be controlled in a measure by the Southern Railway interests have been the only other roads so far which have suspended improvement work.

RAILROAD TO EMPLOY WOMEN TELEGRAPHERS.

Meadville, Pa., Sept. 5.—It was officially announced this morning by the Erie Railroad Company that schools of telegraphy for women are to be established on the line between Salamanca and Chicago. Women instructors are to be employed. The Erie company is the first to make this move.

MOB GETS FREE LOVE ARTIST

Neighbors Nearly Beat the Life Out of Him

NEW "AFFINITY" CURE

The New York Artist Earl Who Laid Aside His Legal Wife, With Her Consent, in Order to Marry His "Soul's Affinity," is Pulled From His Carriage, Horsewhipped and Scourged Before Police Could Rescue Him—Wanted to Hang Him.

(By Leased Wire to The Times.)
Monroe, N. Y., Sept. 5.—When Ferdinand P. Earle, the artist, reached Monroe last night, after having shipped his wife and child to Europe in order that he might marry his "soul's affinity," he fell into the arms of a mob.

The mob, composed exclusively of Earle's neighbors and former friends, dragged him from his carriage, which they overturned, trailed him in the mud, lashed him with the horsewhip, and might have responded to the repeated suggestions that a rope be secured, had not the mayor of the village and the chief of police recalled them to their senses and given Earle safe conduct to his home.

A violent downpour of rain fell throughout the half hour that the wife-sacrificing artist was in the mercy of the mob, and frequent flashes of lightning and crashes of thunder lent further picturesque to the sensational scene.

Earle's own indiscretion was largely responsible for the outburst of public feeling. Declining to heed the evidence of growing indignation at his flagrant disregard of the conventionalities, he came back to his home after having consummated this part of his plan, and even in the face of the muttering crowd that greeted him when he stepped from the train he cynically sought to justify his conduct.

Story of the Divorce Agreement.

New York, Sept. 5.—A scene more suggestive of an up-to-date play than of real life was enacted on board the steamer Ryndam last evening when Mrs. Ferdinand P. Earle, of Monroe, N. Y., sailed for her native home in France to obtain a divorce in order that her husband, an artist and socialist, may marry another woman whom, he declares, he has found to be his affinity. Mrs. Earle acquiesced in the plan by which she renounced her husband to another woman. If she did not voluntarily enter into the agreement to give him his freedom, and faced a group of reporters and curious persons on the steamer today with a smile which gave no hint of any regret on her part in the strange domestic drama in which she is taking the leading role.

Mr. and Mrs. Earle left their home in Monroe together today and drove past curious crowds of townspeople to the railroad station. There was a little hissing as Mr. Earle boarded the train, but it is doubtful whether Mr. Earle heard it above the other noises. Mrs. Earle, with her little son, Howard, aged 2½ years, who will share her exile, reached the steamer in advance of Mr. Earle and went at once to her stateroom. Mr. Earle arrived soon afterward and together they appeared on deck to meet the reporters. They posed together for a photograph, both smiling and apparently content with the odd twist that fate has given to their lives. Mrs. Earle declined to make any statement concerning it, but her husband, who seemed highly pleased at the attention he was receiving, said:

"Mrs. Earle is bearing up bravely under the ordeal. This notoriety is worth five years work to me. We part with a full understanding and Mrs. Earle is as much agreed to it as I am. I believe it is the right thing to do."

BAPTIST CHURCH AT APEX STRUCK BY LIGHTNING.

Mr. Nathan Holloman, of Apex, was in the city today and he reports that the Baptist church at that place was struck by lightning Tuesday afternoon and the steeple damaged considerably. The church caught on fire but was extinguished before any damage of consequence was done.

TRIBESMEN LED BY POLITICIAN

Official Report Opens Eyes of the Frenchmen

MOROCCAN SITUATION

It is More Serious Than the French Government Had Believed and the Necessity of Forcing Matters to a Crisis is Pointed Out—Why Spain Keeps in the Background, While France Does the Fighting and Foots the Bills.

(Special Cable to The Times.)

Paris, Sept. 5.—An official report of Monday's engagement between the French troops and the Moors outside of Casa Blanca has been made to the minister of war. This report and the consequent news reports of the battle have driven home the fact that the situation in Morocco is more serious even than was supposed by the most pessimistic. The clamor, therefore, for immediate measures to end a campaign that is not alone costing lives, but is involving the government in tremendous expense, has become more insistent.

Government officials also have been freshly impressed by the latest advice and it is now obvious to them that some arrangement must be made with the powers whereby the terms of the Algeiras convention must be enlarged sufficiently to permit the French and Spanish forces to drive the Moroccan tribesmen before them, close upon their ranks in the interior and either compel them to lay down their arms or fight it out.

In the latter event the Moors would have small show against the modern fighting methods and a great slaughter would result. This is to be avoided if possible, by the French, for a too rigorous campaign would, without doubt, stir the sympathy of the world and excite indignation. Complications would follow, which would mix up the nations which signed the Algeiras convention and the peace of Europe would be menaced, if not disturbed.

Tribesmen's Leader is a Politician.

The tribesmen who are attacking daily at Casa Blanca are led by a politician who is clever enough to appreciate the predicament the French find themselves in. This accounts for their persistency in attacking.

THE RATE HEARING IN WASHINGTON TODAY

(By Leased Wire to The Times.)

Washington, Sept. 5.—Comptroller Plant of the Southern Railway Company was recalled to the stand this morning when the hearing in the North Carolina rate case was resumed before Judge Montgomery in the office of the company.

Mr. Plant said that it cost \$5.36 number of questions which had previously been put to him by Speaker Justice, but which the comptroller was unable to furnish off-hand. They dealt entirely with operations of the Southern Railway in North Carolina. Mr. Plant said that it cost \$5.36 cents to earn a dollar on intra-state business in North Carolina and also stated that, according to the consolidated quarterly reports for the year 1906 the operating expenses for that year were shown to be \$2,335,610.09 but gave it as his opinion that these figures were not as just as the true amount would be.

He said that the increase in gross earnings for the year ended June 30, 1907, were \$3,016,555.72, and the increase in operating expenses was \$4,794,445.34. The increase in net earnings, Mr. Plant placed at \$1,909,587.46. He estimated the increase in cost of wages to total \$1,044,000, and in the cost of materials to be \$971,487.84. The increase in losses, damages and injuries Mr. Plant stated to be \$202,352.49.

For an answer concerning the assessed value of the Southern's property in North Carolina, Mr. Plant referred counsel for the state to the report of the North Carolina corporation commission, which places it at \$6,544,109.

Florence Bennett, Kankakee, Ill., "Sleeping Beauty."



Florence Bennett, the Kankakee, Ill., girl who is known as the "Sleeping Beauty," has slumbered since August 19th, with infrequent waking periods of short duration. Her case has interested the New York Society for Psychical Research, members of which are now at the girl's home to observe the strange condition. While half awake the girl tells of remarkable visions, which she declares are as real as life. She seems to be wandering in a spirit world, and a psychological expert is mystified.

HARRIMAN OUTLINES FINANCIAL CONDITIONS

(By Leased Wire to The Times.)

San Francisco, Cal., Sept. 5.—"As to financial conditions there is a certain distrust extant which is causing people of means to withhold their money—the surplus of the country if you please—from the developing classes. Credit is the most tender thing in the world. The politicians don't realize that fact. They work out in good shape in due time, however."

"San Francisco's future is assured. What she badly needs is an unselfish wide-awake leader to take the helm and steer away from present entanglements."

Edward H. Harriman made these observations yesterday just before his departure for Sacramento. Mr. Harriman had just arrived here from his outing in the Klamath Lake country of southern Oregon, where he bought 400 acres of land at the head of Pelican Bay. He paid \$25,000 for the property, which includes a fine house that he intends to make a summer residence.

When asked regarding the Fish-Haraban fight at the Illinois Central directors' meeting in New York last week, he guardedly said:

"The news sent out about that affair was evidently colored for a purpose," but refused to explain what he meant by the word "purpose."

Relative to the purchase of the Chicago & Alton Railroad by the Shonness-Hawley-Huntington combination, he said:

"Some one has charged that the road was wrecked. It was really worth something or these men would not have bought it."

Speaking of the trade and the Orient, Mr. Harriman said:

"There should be a better understanding between the United States and the countries of the Orient. American shipping is greatly handicapped in competition with the foreign steamer line, both in original cost and cost of operation. The government and the people are not in sympathy with the fight the American steamer lines are making to hold their own in foreign commerce and the press to some extent, unintentionally, perhaps, is responsible for much of this lack of sympathy."

"The government is running a transport system, not only at a loss to itself, but also inflicting a wrong on the commercial lines. These transporters take much freight that should go to the commercial lines."

(Continued on Page Two.)

BIGGEST GRAIN FIRM IN THE WORLD FAILS

MONUMENT TO PRES. M'KINLEY

Erected in City Where Assas- sin Shot Him Down

UNVEILED AT BUFFALO

Governor Hughes Receives Shaft on Behalf of State Which is Presented by Chairman Butler—Mrs. Inman G. Avery Pulls Cord Which Bares Statue to View of the Assembled Multitude and State and United States Troops Participate in the Occasion.

(By Leased Wire to The Times.)

Buffalo, N. Y., Sept. 5.—Today, which is McKinley Day, the handsome monument erected to the memory of the late president, who was assassinated in this city, was dedicated with solemn and impressive ceremonies.

The presence of Governor Charles E. Hughes, the two visiting Canadian regiments, two battalions of the 12th United States infantry and the 65th and 74th regiments, fourth brigade New York national guard, and a number of distinguished guests and speakers, gave dignity to the ceremonies that made the day a memorable one.

The monument was unveiled by Mrs. Friedman G. Avery and was then presented to New York state by Chairman E. H. Butler. Governor Hughes formally accepted the monument on behalf of the state. The Right Rev. Charles H. Colton, Roman Catholic bishop of Buffalo, then closed the ceremonies with benediction.

FOR ANOTHER INJUNCTION

Southern Railway Applies to Judge Pritchard

SET FOR SEPT. 18TH

(Special to The Evening Times.)

Asheville, N. C., Sept. 5.—Much to the surprise of many persons, no doubt, another railroad injunction case has been instituted before Judge Pritchard in the United States circuit court here.

The state authorities, it seems, are endeavoring to locate the weak joint in the armor of the Southern Railway, and several persons residing in Alamance county, have brought suits to recover damages against the North Carolina Railroad Company, to enforce certain penalties growing out of the new passenger rate law, while one case is brought against the Southern direct.

Mr. Rodman, head of the legal machine of the Southern, in this state, has brought the matter to the attention of Judge Pritchard and asked for an order restraining the Alamance county parties to the action from proceeding further.

These cases are rendered doubly interesting from the fact that the question will be raised whether the North Carolina Railroad—the line between Goldsboro and Charlotte—which is being operated by the Southern under a ninety-nine year lease, is an integral part of the Southern system.

Judge Pritchard has announced that the persons concerned will be given a hearing September 18th, when it will be determined whether the restraining order will be granted.

Had Made Two Millions But Bought Too Heavily of Hill Stocks

GREAT EXCITEMENT OVER IT IN WALL STREET

Largest Grain Brokerage House in the World With Thousands of Miles of Telegraph Wires of Its Own to All Parts of the World. Chief Offices in New York, Chicago and Minneapolis—Extent of Failure Mounts Up Into the Millions But Exact Amount Not Yet Announced—Who the Members of the Firm of Watson & Co. Are.

(By Leased Wire to The Times.)

New York, Sept. 5.—Suspension was announced this afternoon of the stock exchange firm of Watson & Company of 23 Broad street. The firm is the largest grain brokerage house in the world and has thousands of miles of telegraph wires to all parts of America.

Its chief offices are in Minneapolis, Chicago and New York.

Announcement of the failure created great excitement in Wall street, where the house has been considered absolutely above suspicion of insolvency. James J. Hill and other great railroad presidents have been known to operate through the house very extensively.

The extent of the failure was not announced but is known to be very great.

Members of this firm are said to have purchased Great Northern stock heavily at the top prices. They are also very heavily interested in steel trust stocks and in Northern Pacific. The firm has made several million dollars recently on the long side of the grain market, but the losses in the Hill stocks were too enormous to be overcome.

Excitement, But Little Effect in Wall Street.

The failure caused no material change in the stock market. When the announcement was made supporting orders were put into the market and there was an actual advance in several issues.

Members of the firm are Seward T. Watson, Henry P. Watson, brothers, and intimate friends of the Hill family in Minneapolis; Charles E. Anderson and H. H. Jones. Mr. Jones was for twenty years grain expert for James J. Hill and it was he who told the Great Northern Railroad Company each year how many freight cars to provide for hauling the crops in its territory. He has an international reputation as an expert on grain and his estimate of the crop have usually been found more nearly correct than those of the United States government.

KANSAS ORDERS 2-CENT FARE

(By Leased Wire to The Times.)

Topeka, Kans., Sept. 5.—The board of railroad commissioners yesterday afternoon ordered the railroads to put in a flat two-cent rate fare on or before October 1. The railroads have not made any definite announcement of their contemplated action, but it is understood they will not recognize the order till the question is settled in some of the other states in which it is pending.

WOMEN IN JIM CROW CAR SUES RAILROAD

(By Leased Wire to The Times.)

Suffolk, Va., Sept. 5.—A case said to be without precedent in any court has been instituted here, when Mrs. Rosa Stone, white, entered suit for \$1,000 damages against the Norfolk & Western Railroad for being compelled to ride in a "jim-crow" car among the negroes.

After being forced into the negro apartment Mrs. Stone sought to return, but was restrained. Mrs. Stone has a thin skin, and, being badly tanned, was taken for a negro.