

Weather.

Washington, D. C., Feb. 15—Forecast for North Carolina for tonight and Tuesday: Rain tonight. Colder in interior; Tuesday much colder.

The Evening Times

SECOND EDITION

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RALEIGH, N. C., MONDAY, FEBRUARY 15, 1909.

PRICE 5 CENTS

SCHOOL BOOKS FOR INDIGENT BOYS AND GIRLS

Senator Wray Introduces Bill to Provide Books for Indigent Children

THE STATE BOND BILL

Senate Met at 11 O'clock and Was Led in Prayer by Senator Tillson—Bill Introduced Relating to the Compensation of Solicitors—Bill to Authorize the State to Issue Bonds to Pay Off State Bonds Maturing in 1910 Passes Third Reading—Bill to Provide Better Sanitation of Court Rooms Also Passes Third Reading—Wake Road Law Matter Up.

Several measures have been introduced at the present session of the general assembly looking to a reformation of the state's judicial system. The solicitors' salary bill met death at the hands of the house. Senator Barringer's extra district bill was killed. Senator Fry's supernumerary judge bill was put to sleep somewhere. Other measures have been considered but nothing has been done.

Senator Barringer now comes forward with another bill, which he and others think will solve the problem of providing fair and just compensation for solicitors. The provisions of the bill are as follows:

A bill to be entitled an act relating to compensation of solicitors in the State of North Carolina. The General Assembly of North Carolina do enact:

Section 1. That the solicitors of the State of North Carolina shall receive for their services the sum of one hundred and twenty (\$120.00) dollars a week, or any fraction thereof, for every criminal court which they attend in their several districts, and shall receive no other compensation whatsoever.

Sec. 2. That the fees now taxed in the bills of cost and paid to solicitors shall be taxed hereafter in the bills of cost against defendants who plead guilty, or are convicted of crime, and shall be paid into the state treasury.

Sec. 2. That all laws and clauses in conflict with this act are hereby repealed.

Section 3. That this act shall be in force from and after its ratification.

Senator Starbuck, of Forsyth, and Senator Hankins, of Davidson county, presided at a large part of the session, both giving satisfaction.

The senate was led in prayer at 11 o'clock by Senator Tillson. The journal committee reported no corrections to be made in the journal. The roll of committees was called and many bills were reported.

New Bills Today.

New bills were introduced as follows:

S. B. 783. Senator Lockhart. To divide Galledge township into two voting precincts. Calendar.

S. B. 784. Senator Shaw. To protect red breast fish in waters of Robeson county. Fish and Fisheries.

S. B. 785. Senator Barringer. An act to fix the punishment of safe crackers. Judiciary.

S. B. 786. Senator Wray. To provide for the furnishing of school books to indigent children by the state board of education. Education.

S. B. 787. Senator Barringer. A bill relating to the compensation of solicitors. Judiciary.

S. B. 788. Senator Barringer. To provide for the laying out and working of public roads in Guilford county. Public Roads.

S. B. 789. Senator Barringer (By request.) To regulate the location of hospitals and amend charter of Greensboro. Counties, Cities and Towns.

S. B. 791. Senator Scott. To allow Graham to issue bonds. Judiciary.

S. B. 792. Senator Johnson. To revise, consolidate and amend the charter of Elizabeth City. Counties, Cities and Towns.

S. B. 793. Senator Dockery. A joint resolution to pay expenses of sub-committee to Morganton. Calendar.

S. B. 794. Senator Spence. To allow Randleman to issue bonds for waterworks and street improvement. Judiciary.

S. B. 795. Senator Matthews. To amend 8073 of revised relative to (Continued on Page Seven.)

Lady Helen Gordon-Lonox.



Lady Helen Gordon-Lonox, who will accompany her father, the Duke of Richmond, on a visit to America this summer in search of health.

ELEVEN YEARS SINCE THE MAINE WAS DESTROYED

Impressive Services Held at Washington Today By Memorial Association

DEAD HEROES HONORED

Military Mass at St. Patrick's Catholic Church by Father McGuigan—Rev. W. T. Russell, Rector of the Church, Delivered An Eloquent Eulogy—First Military Mass Held in City For Many Years—President Roosevelt Sent Floral Tribute—Pilgrimage to Arlington Cemetery. Address by Admiral Sigbee.

(By Leased Wire to The Times)

Washington, Feb. 15.—Observance of the eleventh anniversary of the sinking of the battleship Maine in Havana harbor was made here today with fitting and impressive ceremonies. The exercises were held under the auspices of the Maine Memorial Association and the army and navy union.

The opening feature of the program was the celebration this morning of a military mass at St. Patrick's Catholic church by Father McGuigan. Rev. W. T. Russell, rector of the church, delivered an eloquent eulogy. The military was the first held in the city for many years. At 2:30 p. m. headed by patriotic organizations of the district, the pilgrimage to Arlington cemetery began from the Aqueduct bridge. Near the head of the procession were gunners from the Washington navy yard, who carried an immense floral wreath.

At the cemetery Brigadier General Andrew S. Burt, U. S. A., retired, presided. Father Eugene Hannan, representing Father Chadwick, the chaplain of the Maine, now retired and residing in Baltimore, delivered the eulogy at the Maine anchor, around which he buried many of the dead of the Maine. A wreath sent by President Roosevelt and other floral tributes from civic, military, and veteran organizations were heaped around the anchor. The troops of cavalry and a band from Fort Meyer were present, the former firing the salute and the latter playing the dirge. A bugler sounded "taps" after the ceremonies.

The principal address was delivered by Rear Admiral Charles D. Sigbee, U. S. N., retired, who was in command of the ill-fated Maine on that historic night in Havana harbor.

Admiral Sigbee said in part: "Comrades and Friends: When the battleship Maine was destroyed at Havana eleven years ago today, two of her officers and 250 of her crew came to sudden death. Of the crew, but 18 men of the Maine wholly escaped injury. Her officers numbered 26, and her crew 328. Twenty-five of her crew are dead and buried at Key West. Several are buried remotely at different places. Sixty-seven are buried only God knows where. Here in a cemetery dedicated to our country's historic dead, lie 165 who were buried formerly in Colon cemetery in the city of Havana.

"On that dark, overcast and ominously quiet night eleven taps took on a new meaning to the survivors of the Maine. They were sounded that night with exceptional solemnity. "To me, as to the other men, has come the knowledge of the sorrows and distresses spread broadcast by the catastrophe of the Maine. Comrades and friends:

"As commander of the Maine when she was lost, and so far as I may assume to be representative on this occasion, I join my hands to yours in patriotic fellowship, and in grateful appreciation of these commemorative services at Arlington.

At the First Presbyterian church to-night a memorial service will be held at which addresses will be delivered by Rear Admiral Sigbee, Representative R. P. Hobson, Brigadier General Andrew S. Burt, Representative Nathan Hale and others.

"The engine and two of the front cars were hurled over on their sides and all other cars but the last were derailed. Besides a severe shaking up none of the passengers suffered any injury.

The scene of the accident was in a deep cut and on the down grade from the mountain pass at Altoona. The rock, a large boulder, which lay squarely in the center of the track, is supposed to have been loosened from the cut by the severe frosts, followed by thaws, which have visited the mountain region.

At the point where the wreck occurred the flyer makes the fastest time on the whole run from Chicago to New York and although the morning was foggy, was probably exceeding sixty miles an hour.

It was daylight when the train hit the obstruction, but owing to dense mountain mist the engineer was unable to see the rock.

When the crash came the engine and first two cars, one of them containing the baggage and the electric motors, were overturned. The second contained passengers, but as the steel cars are practically collision-proof they were only shaken up, on being thrown from their berths. The other cars, which left rails, remained right side up and their passengers were only jarred.

Word of the wreck was sent to division headquarters at Altoona, and train No. 22, a special which follows the flyer closely, was sent out with extra cars to carry the passengers east.

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Washington Feb. 15.—Senator Simmons, of North Carolina, was practically assured by President Roosevelt today that Charles L. Latham, a son of ex-Congressman Latham, and a nephew of ex-Governor and Senator Jarvis, of North Carolina, will be appointed a United States consul at Cartagena, Colombia. Mr. Latham is a lawyer at Greenville, N. C., and has mastered the Spanish language in expectation of receiving the appointment at Cartagena.

Mrs. John R. Dobbins.



Mrs. John R. Dobbins, of Missouri, who held New York Detectives at bay with a revolver when they sought to arrest her husband.

THE WORK OF CONGRESS THE CONTRACT EXPIRES

Appropriation Bills Come Up This Week Between Carnegie and Steel Car Makers

But Little Time Left for the Consideration of Bills and Both Houses Will Have to Act Promptly if the Appropriation Bills Become Laws in the Short Time That is Left.

(By Leased Wire to The Times.)

Washington, D. C., Feb. 15.—During the present week congress will give all possible attention to appropriation bills, as it has become a pressing necessity, with the little time left for their consideration that both houses should act promptly if the measures are to become laws in the few days that are left of the present congress. The senate will take up the naval bill today and, when that is disposed of the postoffice bill will receive attention.

The senate is so far behind in the consideration of the measures that night session soon will become a necessity, and even with the many hours that such sessions will add, it will be difficult to get the bills through.

The house is in better shape as regards the supply measures, but has little time to spare. The work on the Indian bill will be resumed today after suspension for committee business and that measure will be kept before the house until it is disposed of. It will be followed either by the consular and diplomatic bill or the fortification appropriation bill.

If the river and harbor maintenance and emergency bill is reported during the week, it will follow.

Aside from the appropriation bills the senate will give early attention to the Canadian boundary waters treaty and the Newfoundland treaty.

The Panama and Colombia treaties still remain to be acted on, but the indications are that they will not be disposed of until after March 4. The nominations to which there are objections also will go over beyond the date, with the result that the incoming president will have an opportunity to fill the places with men of his own selection.

The house will give much of the time today to the consideration of the bill giving separate statehood to New Mexico and Arizona and the indications are that the measure will be passed by that body before the close of the day. There is not a great deal of objection in the house to this bill. The prospects for the bill in the senate are by no means good.

The Makers of Steel Cars Will Go Into the Open Market For Their Steel Plates—Independents Have a Chance.

(By Leased Wire to The Times)

Pittsburg, Pa., Feb. 15.—Saturday midnight the ten year contract entered into between Andrew Carnegie and the makers of steel cars regarding the contract expires, and a big row has broken out. The United States Steel Corporation, which took over the Carnegie Steel Company with its agreements, since Carnegie made the deal has failed to reach a new agreement with the steel car manufacturers, and this morning the makers of steel cars will go into the open market for their steel plates.

For the first time since the steel care came into prominence the independents have a chance to offer rates to car makers, for Carnegie had bound the car makers up with a tight agreement as to the plates. On the other hand, he agreed not to erect a steel car making plant of his own during the ten years.

The steel corporation has respected this agreement, but now that it has expired the air is full of rumors. No secret is made by steel car makers that they will not sign a new agreement at the rate just closed, though that one was on a sliding scale.

The corporation, according to information given out here, wants the car makers to sign an agreement even higher than the one just closed, and if they don't, it is to be inferred that the corporation will embark in the manufacture of steel cars itself.

By Bolton: To abolish a term of court in Northampton.

By McDonald, of Cherokee: To repeal a road law in Cherokee.

By Price: To put J. M. Simmons on pension roll.

By Haymore: To relieve F. J. Brown, specialist in cancer.

By Linney: To require state board to furnish books to indigent.

By Graham (four): To provide a monument to Confederate soldiers in Granville. To restore Granville to list of counties to settle state tax by January 1st, each year. To allow commissioners of Granville \$3 per day. To establish a commission as to sale of certain drugs.

By Taylor: To improve roads in Brunswick.

By Butler (two): To grant an election in Welch's Creek township, in Cumberland county. To encourage the destruction of hawks.

By Koonce: To increase the pension appropriation from \$400,000 to \$500,000.

Leave of absence was granted to (Continued on Page Seven.)

BILL PROVIDES FOR AN ENLARGED STATE BUILDING

Barnes of Hertford Introduces Bill Providing for Enlargement and Bond Issue

DRAINAGE BILL TODAY

Work of the Thirty-fifth Day's Session of the House—Many New Bills Introduced—One by Morton Relating to Manufacture and Sale of Non-intoxicating Drinks—Barnes Would Issue \$500,000 in Bonds to Enlarge the State Capitol. Bill by Fagg to Promote Sanitary Conditions in Tobacco Warehouses.

(By Leased Wire to The Times)

The thirty-fifth day's session of the house of representatives of the North Carolina general assembly was called to order at 10:30 this morning by Speaker A. W. Graham, and the morning devotions were conducted by Representative Lycurgus Hafler, of Gates county.

Journal Clerk Lassiter, for the journal committee, reported Saturday's proceeding as correctly recorded and the same stood approved.

Under call for petitions, memorials and communications the following were sent forward and read:

By Mr. Witty, from citizens as to draining Haw River and Troublesome Creek.

From Rowan citizens as to quail season.

From Beaufort as to fishing and hunting in certain parts of that county.

The call of the committees brought the usual bunch of reports on bills, some favorable and some unfavorable, and a large bunch of Saturday's work was reported as properly engrossed and the same went to the senate.

The speaker announced as the journal committee for the week: Messrs. Harrison, Koonce, and Snell.

Bills Introduced.

By Morton: As to fishing in Cape Fear River, and to remove Dutch nets.

By Morton: As to manufacture and sale of non-intoxicating drinks.

By Morton: As to catching clams in Masonboro sound.

By Currie: To establish stock law in counties of Cumberland and Lee.

By Barnes, of Hertford: To enlarge the state capitol, and to issue \$500,000 in bonds.

By Witty: To improve Haw River and Troublesome Creek, in Rockingham county.

By Fagg: To promote sanitary conditions in tobacco warehouses.

By Carlton (two): To amend the charter of Spencer. To issue \$50,000 in bonds for Spencer water-works.

By Majette: To protect fish in Scuppernon River and lake.

By Snell: To protect timber lands in Washington and Tyrrell.

By Gaston: To prohibit sale of wine near Pleasant Hill church, in Buncombe.

By Morgan: To consolidate the charter of Elizabeth City.

By McDonald, of Moore: To authorize special school tax in a district in Sand Hill township.

By Hageman: To maintain Appalachian Training School.

By Williams, of Dare: To regulate oyster dredging.

By Bolton: To abolish a term of court in Northampton.

By McDonald, of Cherokee: To repeal a road law in Cherokee.

By Price: To put J. M. Simmons on pension roll.

By Haymore: To relieve F. J. Brown, specialist in cancer.

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By Taylor: To improve roads in Brunswick.

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THE GREATEST ASSEMBLAGE OF SHIPS EVER SEEN

More Than Forty Naval Vessels Expected to Welcome the Fleet

OTHER VESSELS GATHER

One Week From Today the Atlantic Fleet Will Steam into Hampton Roads at Noon—President Roosevelt, Secretary Newberry, and Members of Congress Will be Present to Review and Welcome the Fleet. Mayflower and Dolphin Will Go Out Some Distance to Meet the Ships—Every Vessel of Any Kind Within Sailing Distance Expected

Washington, Feb. 15.—One week from today the Atlantic fleet, it is expected, will have completed its remarkable trip around the world and at noon will steam into Hampton Roads amid the waving of flags, the booming of cannon, and the cheers of those who will be on hand to welcome the ships. The greatest armada of ships ever gathered at one time will that day lay at anchor off the Roads. Every vessel within sailing distance of that point will steam to that place to give the men of the fleet a rousing welcome. It has been said fully 40 ships of the American navy will be anchored along the route of the fleet. President Roosevelt will probably go out on the Mayflower 12 or 13 miles and will be accompanied by Secretary Newberry. The Dolphin, with members of congress on board, will also go out some distance to meet the incoming vessels. The navy department is awaiting word from Rear Admiral Sperry as to the exact hour when he will arrive, but the climatic conditions in the last few hours have made it impossible to get a wireless message through.

The scout cruiser Salem left Charleston yesterday to meet the fleet. The Birmingham has left New Orleans and the Chester has sailed from the New York navy yard. It is expected the ships will reach the fleet the latter part of the week.

At the various navy yards along the Atlantic coast a salute will be fired when word is received of the fleet's arrival.

PENNSYLVANIA SPECIAL FLYER STRIKES A ROCK

Engine and Two Front Cars Hurled Over on Their Side

NO ONE WAS KILLED

Scene of Accident in Deep Cut, Where a Large Boulder Had Fallen on the Tracks—Mountain Fog Prevented the Engineer from Seeing the Obstruction—One of Cars That Turned Over Contained Passengers, But as it Was Built of Collision-Proof Material They Escaped Injury, With the Exception of Bad Shake-up.

(By Leased Wire to The Times)

Philadelphia, Pa., Feb. 15.—The Pennsylvania special, the 18-hour flyer between Chicago and New York, struck a rock in a cut near Newton-Hamilton, eighty-six miles west of Altoona, today.

The engine and two of the front cars were hurled over on their sides and all other cars but the last were derailed. Besides a severe shaking up none of the passengers suffered any injury.

The scene of the accident was in a deep cut and on the down grade from the mountain pass at Altoona. The rock, a large boulder, which lay squarely in the center of the track, is supposed to have been loosened from the cut by the severe frosts, followed by thaws, which have visited the mountain region.

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GREENVILLE MAN GETS APPOINTMENT

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