

Weather.

Washington, July 19—Forecast for North Carolina for tonight and Tuesday: Fair and cooler tonight; Tuesday, fair.

The Evening Times

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SECOND INQUIRY INTO CAUSE OF SUTTON'S DEATH

Hearing Began This Morning With All the Principal Witnesses Present

OBJECT OF HEARING

Lieutenant James N. Sutton Was Shot to Death on the Grounds of the Marine Barracks October 13, 1907—First Hearing Held That He Committed Suicide—Family Was Never Satisfied With This Verdict, Holding That There Were Circumstances Which Indicated Murder and It is at Family's Request as Well as at Request of Officials That Hearing is Held.

(By Leased Wire to The Times) Annapolis, Md., July 19.—The second inquiry into the death of Lieutenant James N. Sutton of the marine corps, who was shot to death on the grounds of the marine barracks on October 13, 1907, was commenced today. The board of inquiry is composed of Commander John Wood, U. S. N.; Major W. C. Neville, U. S. M. C.; Lieutenant H. M. Jensen, U. S. N.; and Major Harry Leonard, U. S. M. C., judge advocate general.

All the principals and the majority of the witnesses who will try to throw additional light upon the mysterious death of Sutton arrived last night and today.

Major Leonard was ready for the opening session of court at 10 o'clock when there was a brief meeting in star chamber for the purpose of organization. He said that the hearing was three-cornered. It was to get new facts in the death of Sutton and not to fix the guilt upon any individual for the shooting. The object of the government, declared Major Leonard, is to throw additional light upon the affair, the principals among the marine officers want their names cleared of any suspicion, while the Sutton family appears in the role of complainants.

The keenest interest centered in the administration building, where the hearing is being held. Lieutenants Adams and Osterman, who were directly involved in the fight which led to Sutton's death, were early on the scene. Lieutenant S. E. Willing, who testified at the previous investigation that he had removed the revolver from Sutton's hands when his dead body was found, is quartered at the Carvel Hall Hotel, where the members of the Sutton family are staying.

Concurrent with the opening of the inquisition a story was told by Mrs. Rose Sutton Parker, a sister of the dead lieutenant, was warned by her brother's spirit that he had been murdered while she was en route east to attend his funeral twenty-one months ago.

The inquiry will likely extend over into August although Attorney Henry E. Davis, representing the Sutton family, said today that the fifteen witnesses now on hand could be examined in a week. Two other witnesses are hurrying from European waters. They are Lieutenant Utley and Surgeon Cook, both of the cruiser North Carolina.

Mrs. Sutton and her daughter will attend every session of the hearing and the mother may testify. There is a feeling of curiosity over the part Miss Mary Stewart, of Pittsburg, who was with Sutton shortly before he met his death, will play. While the young woman from her Canadian retreat has sent word that she knows nothing of use to the inquiry, it was reported that counsel for the Suttons would introduce a deposition from her later in the hearing.

Attorney Arthur Birney, representing Adams and Osterman, was prepared today to use the most exhaustive means at his command to clear the names of his clients from any suspicion that might have been attached to them.

Despite the efforts made to find him, Lieutenant Roelker, who was with the party of marine officers on the night Sutton met his death, is still missing. Roelker was dismissed from the service for drunkenness some time after the first investigation and has been missing since.

The board of inquiry began its work in a room too small to accommodate the score of witnesses and the newspaper reporters who were on hand.

Before the proceedings opened Mrs. Sutton, the mother of the dead marine officer, and her daughter, Mrs. Parker, declared they were confident

of convincing the board that Sutton was not a suicide. Major Harry Leonard, judge advocate, and Captain Hood and Lieutenant Jensen, his associates, opened the court by outlining the method of procedure under the government regulations, the relatives of the dead lieutenant, and their attorneys have no official capacity at the inquiry. To satisfy the demands for justice made by Mrs. Sutton the navy department agreed to the appearance of the relatives and their legal representatives. That a severe attack on the character of Lieutenant Sutton will be made by the naval officers alleged to have been implicated in the quarrel that led to the tragedy is generally expected.

"I have instructed my lawyers to combat any attack on my son's character," Mrs. Sutton declared. "It is possible that I may be barred from the inquiry-room because it is so small, but if I cannot attend the hearings, it is certain nothing will be left undone to protect poor Jimmy."

Will Owen, the chauffeur who drove the party of officers from Carvel Hall to the barracks before the tragedy, will testify, it is declared by the defense, that Sutton was taken from the automobile for the purpose of being hazed. Whether this design on the part of his fellow-officers grew out of any affair implicating any of the several young women who have been mentioned has not developed. Major Leonard said that he would give the attorneys for Mrs. Sutton the fullest latitude, allowing them, if possible, to establish a motive, if a crime was committed. The family, if they make good their allegations that Sutton was killed will in all probability be called upon to produce all their evidence in order that the government may proceed against the

RUSSIAN TROOPS ADVANCE HALTED

(By Leased Wire to The Times) St. Petersburg, July 19.—The advance of Russian troops upon Persia, which was said to have been decided upon in the interests of the deposed shah, who sought sanctuary in the Russian legation at Teheran when the nationalist troops carried the capital by assault and who petitioned Russia to restore him to power by force of arms, has been halted, according to advices received here today.

The order which marked the acclaiming of a new twelve-year-old shah and the businesslike manner in which the regent and the new national council have taken hold of affairs, have apparently convinced the Russian government that the present is not an auspicious time for interference. However, it is said, the order halting the advance of the troops was supplemented with another commanding that sufficient force be kept under arms to move into Persian territory at short notice.

MAGNESS AND WIFE HAVING GOOD TIME

(By Leased Wire to The Times) Washington, July 19.—Charles J. Magness, whose wife is a daughter of the late Senator Arthur Pue Gorman, of Maryland, and who was released from the United States prison ship Southern at Portsmouth, N. H., Saturday last, after having served eight months for desertion from the navy, is making up for lost time in the enjoyment of worldly pleasures. Magness and his wife arrived in Washington yesterday and went direct to the handsome residence, No. 1616 Riggs Place, Northwest, which Mrs. Magness had rented and furnished luxuriously for herself and husband.

When a reporter for the American News Service called there this morning for the purpose of interviewing, he found that the ex-deserter and his wife had left home early this morning in an expensive touring car which Mrs. Magness recently purchased. A servant said that Mr. and Mrs. Magness had gone for a days' enjoyment in the country and would not return until late tonight or tomorrow.

At the home of the Gorman family, No. 1028 Vermont avenue, Northwest, it was declared that Magness and his wife would be ignored by members of that family. It is expected that Magness will enter business here after the notoriety attending his marriage, imprisonment and return has subsided.

Traction Car Kills Two Men. (By Leased Wire to The Times) Piqua, O., July 17.—A Western Ohio traction car left the track at a curve at New Bremen today, ran into a building and killed the conductor and motorman, fatally injured several and every passenger on the car was hurt.

FIRST SERIOUS SHOOTING AT THE BUTLER WORKS

One Man Fatally Shot and Four Men and One Woman Injured

CAUSE OF THE BATTLE

Strikers, 500 Strong, Attempted to Tear Down the Company's High Board Fence at Bessemer and Lake Erie Switch—Sheriff Again Had to Call For Troops—Appearance of Troops Was Received With Yells of Defiance by 2,000 Strikers and Their Sympathizers, Gathered Near the Works and Battle Followed—Troopers Rode Their Horses Into the Mob.

(By Leased Wire to The Times) Butler, Pa., July 19.—About 100 out of the 2,400 men employed at the Standard Steel Car company went to work this morning, but soon deserted the plant, as it was impossible for such a small force to do effective work.

The men who reported were mostly Americans. The foreigners, acting under advice of their leaders, are remaining quietly at home, being assured that if they do so and abstain from violence they will surely win. They were also told that strikers had the works thoroughly patrolled and that there was no danger from strike-breakers. Pistols ornamented with a skull, crossbones and dagger and reading "smoky hand," "Strike on!" "Keep out," are posted in conspicuous places about the town. Captain Leonard Pitcher and the members of Troop D, state constabulary, assisted by the coal and iron police, are guarding the company's property, Sheriff Caldwell having withdrawn his deputies. Everything was quiet up to noon, but eighteen arrests were made, making a total of 21 now under arrest. Most of today's arrests were made at the homes of the men, who submitted quietly. They were placed in jail and charges will be preferred against them later.

General Manager Altman announced that no attempt will be made to operate the car wheel until more men are secured.

Butler, Pa., July 19.—The first bloodshed in the strike of the Standard Steel Car Company's men resulted from the fatal shooting of one and dangerous injuries to four other men and one woman. Thirteen arrests have been made and further disorder is expected today.

The injured: Andrew Boyas, a striker, shot through the abdomen; at the Butler hospital in a critical condition. William Hess, state trooper, struck with a plank; severely bruised and cut. Charles J. Smith, state trooper, thrown to curb and sustained deep cut on knee cap. Mrs. Esther Paganelli, wife of a storekeeper, severely injured about arms and body by broken glass. John Succo, a striker, scalp cut open. John Ducom, a spectator, struck on the head with a beer bottle.

Whether the statement given out Saturday by General Manager Altman that the works would close down indefinitely was a ruse or that he received different instructions later from the president is not known, but it was announced Saturday night that the works would resume if men could be secured.

The battle between the troopers and the strikers followed the attempt of 500 strikers to tear down the company's high board fence at the Bessemer and Lake Erie Railroad switch. After cancelling his order for troops, Sheriff Caldwell had again wired Superintendent Groom, at Harrisburg, for men and a detail was hurried from Piquetsburg by special train to the scene of the trouble.

The appearance of the state troops was received with yells of defiance by 2,000 strikers and their sympathizers gathered near the entrance to the works.

Captain Pitcher's command to the mob to disperse was met by a volley of shots, beer bottles, stones, pieces of boards, and any missile that was handy. When the first shot rang out the troopers were ordered to charge and rode their horses right into the mass of men, some women and children.

This terrified the mob and they scattered in all directions, throwing stones as they ran.

All is quiet at present and the troopers and deputy sheriffs are patrolling around the works and through the main streets.

LATHAM GOES INTO ENGLISH CHANNEL TODAY

Started to Fly Across But Machine Plunged Into the Water

STARTED OUT WELL

Machine, Watched by Thousands, Started Off Well and Went Out of Sight of Land But Motor Got Out of Order and He Landed in the Water—Was Picked Up by Warship and Carried Back to Calais—Showed Great Coolness and Was Sitting on Floating Aeroplane Calmly Smoking a Cigarette When Reached by the Warship—Greeted as a Hero on his Return.

(By Cable to The Times) Calais, July 19.—Hubert Latham, the aeronaut, today attempted to fly across the channel. When he had covered but a part of the distance his aeroplane became unmanageable and plunged into the sea. Latham was picked up by the French destroyer Harpon and taken to Calais. Great crowds welcomed him and when he landed he was mobbed by dozens of girls and young women, who kissed him and embraced him. He was wildly cheered and hailed as a hero.

Latham showed great coolness. When he was picked up by the warship he was sitting on his floating aeroplane, calmly smoking a cigarette.

"I will try again," were his first words when saved. He made the start from Sangatte, near Calais. The aeroplane rose gracefully and made a good beginning of the perilous journey. The flight today was the most thrilling ever attempted. Latham had planned it weeks ago fully realizing the dangers but willing to risk them in the interests of science, and for the \$5,000 offered by the London Daily Mail. Crowds gathered to see the daredevil aviator make his start. Wireless bulletins were flashed every minute from Sangatte and told of the beginning of the journey.

Latham started well, swinging his machine in wide circles on the straightaway course for England. Soon word came that the machine had vanished from sight, and those who had gathered at Dover began to scan the horizon anxiously for the first glimpse of the aeroplane.

Latham said that the accident was due to the motor slowing down. The machine is not damaged and will soon be ready for another attempt.

No exploit in aeronautics since the early days of the Wright experiments in France has aroused such universal interests as the across-channel flight. Daily hundreds of spectators gathered at Sangatte hoping to see the feathered flyer depart upon his voyage. To many of those who gathered to view the flight it means nothing more than a dare to death, but to others it meant the solution of a problem of international importance. The possibilities of a flight across the channel meant a new method of invasion for England or France.

To Latham, as he debonairly set about to get his machine in action the dangerous voyage apparently had no terrors. It was at 6:40 o'clock when with a great whirring of the propeller he rose in the air. It was nearly four hours later when Latham was again brought to solid ground on the Harpon and in the meanwhile the crowds which had gathered were added to by great numbers.

The French destroyer Harpon had been loaned by the French government for the experiments. Even at top speed the Harpon could not keep pace with the swiftly flying aeroplane, but was enabled to keep near enough to render efficient aid. When seen today that perfect weather and favorable mechanical conditions would allow the flight the Harpon cast off while Latham was soaring in circles and under full steam started in a straight line towards Dover.

The crowds on the heights above Sangatte gave a mighty cheer as they saw the aeroplane start in the wake of the destroyer, overtake it and pass it. M. Levaasseur, the mechanic who has been assisting Latham in preparing for the flight, delightedly exclaimed that this flight would prove the theory of long flights.

Levaasseur was not cast down by the disaster, either, but was sanguine that the next time Latham would be able to carry to a successful conclusion his plans. Upon the theory that safety lay in high flight the start was made from the point of a cliff 500 feet above the level of the channel.

Latham's method in selecting a great altitude for his starting point is ridiculed by aeroplans in general. They declare that, to be practical, the machine must be able to start its flight from any point. Latham's contention has been that in height there is greater safety.

WHAT THE CONTESTANTS HAVE DONE THE PAST WEEK

ON WATER TRAFFIC Report by Commissioner of Corporations, Smith

Been a Marked Decrease in River and Canal Traffic—Increase in Coastwise Traffic—Increase in Rail Traffic—Decrease of Water Traffic in Mississippi Valley Serious.

(By Leased Wire to The Times)

Washington, July 19.—Herbert Knox Smith, commissioner of corporations, today submitted to the president Part II of a report on transportation by water, being the part which deals with traffic. The report points out the predominance of bulk traffic in water transportation, and the reasons therefor. It outlines the practical results from the waterway system and makes an interesting comparison by dividing the entire transportation system of the country into three great classes: (1) rail, (2) deep water, coastwise and the Great Lakes, (3) rivers and canals. There has been an enormous increase in rail traffic. There has also been a great increase in coastwise and lake traffic. On the other hand there has been a marked decrease in the river and canal traffic.

The great mass of the coast and Great Lakes traffic is bulk. The enormous development of the Great Lakes business is largely due to the vast ore and grain trade moving eastward, and the coal trade moving westward. About 45,000,000 tons of ore were transported in 1907 eastward and about 17,000,000 tons of coal were moved eastward in 1906.

The river and canal system has been losing steadily. The New York canals and the Mississippi river system illustrate this. Up to 1855 the traffic on the New York canals was more than twice that of the railroads crossing New York state. It is now less than three per cent. of that total.

The situation on the Mississippi is illustrated in the traffic history of St. Louis. River shipments were in 1890 more than 600,000 tons; in 1906, 89,000 tons. Rail shipments, on the other hand, increased from 5,000,000 tons in 1890 to 17,000,000 tons in 1906.

The coal traffic down stream from the vicinity of Pittsburgh, over 56 per cent. of the entire vessel traffic on the Mississippi system, is one striking exception to the general decline of that system.

The situation of water transportation in the Mississippi valley is significant and serious. There is no lack of freight in that valley and there has been at times extreme traffic congestion there, and yet the river is getting only an insignificant and decreasing share of that traffic.

Traffic in itself is a necessity for the proper development of a waterway, says the report. State and Federal work must be supplemented by private initiative, especially in terminals and equipment.

BANKING CONDITIONS GOOD.

Reports Sent to the Comptroller of the Currency Show Healthy Condition.

(By Leased Wire to The Times)

Washington, July 19.—A healthy condition of the national banking business is shown in the resume of the reports sent to the comptroller of the currency issued as the result of the last call. It shows that June 23 there were the following increases in the principal items since April 28, the date of the last preceding reports:

Loans and discounts, \$72,772,647. Individual deposits, \$72,516,311. Surplus and other profits, \$11,928,726. Due from banks, \$14,172,211. Capital stock, \$3,024,133. Government deposits, \$4,082,902. Total resources, \$102,848,829. The total resources since July 15, a year ago, have increased \$757,668,263.

OFFICIALS SMILE ABOUT THE REPORT

(By Leased Wire to The Times)

Washington, July 19.—Washington is smiling at the ridiculous report placed in circulation at the treasury department a day or two ago to the effect that Mrs. Hetty Green, America's richest woman, had accepted an humble position in the department. Adverse comment was expressed at Mrs. Green taking such a position, thereby depriving some poor woman of an opportunity to make a living. Investigation proved that Mrs. Green had certainly been given a place as an assistant plate printer in the bureau of engraving and printing but it was also found that the woman in question was a negro who had long been employed there, but who had changed her name from Mrs. Hetty Ross to Mrs. Hetty Green.

Many Have Been at Work and Have Gone Forward With a Bound in the Race

NOT TOO LATE TO GET IN

See How Some of the Contestants Have Been Working and How They Have Raised Themselves in the Standing in the Race—Never Too Late to Begin Work in a Contest of This Kind Though Delay is Bad, Making the Work Harder on the Part of the Contestant—Read the Itinerary of This Great Trip and Then We Know You Will Want to Win One of These Fine Prizes—Maj. Gattis and Mr. Kerr in Charge

Well, here they are. See for yourself what the contestants have done in the past week. Many of them have gone forward and are at work in earnest. In this way they have raised their votes, while others have not as yet displayed the proper enthusiasm and are still at a standstill.

It is never too late to jump into a contest of this nature, and win a prize, although delay is very bad and requires too much work on the part of the contestant. That is, why it will be so much easier if you will begin at the beginning and work as if you are in earnest. Go out and let your friends know that you are in the contest, and are in to win a trip. If the are already subscribers to the Evening Times get them to renew their subscription and give you the votes, if they are not subscribers get them to give you their subscription for the best afternoon paper in the state.

Have you read the itinerary of this great trip? If you have, why, we know your opinion. We know that you will be satisfied and that you are anxious to win the trip. Who wouldn't be? This is one of the grandest trips that ever left this state. Think of touring the north on a special train of Pullman cars. You have nothing to do but sit back easy, have the very best of service and everything provided for your comfort. The whole trip has been planned and all arrangements completed so there will not be a hitch anywhere.

The Seaboard officials could not have selected two better men than Maj. Chas. H. Gattis and Mr. Jas. Kerr, Jr., to conduct this trip. Last year Mr. Gattis took a personally conducted trip north, visiting many of the northern cities in the United States and Canada. Later in the winter he took a personally conducted tour through Cuba and now he has one of the largest parties he has ever taken out, touring the west. Mr. Kerr has been connected with the passenger business for a number of years. He is thoroughly familiar with this class of work and will add much to the success of this great trip. These two gentlemen will take every responsibility off your hands and you have nothing to do but travel in comfort and take in the sights.

The contest, although young, has only a short time to run, closing on August 26th. It will be an easy matter for you to get out and get an early start, and finish as one of the winners.

The management of the contest is willing to do all in their power to assist the candidates. If there is one thing you do not understand you should either call or write us and let us take the matter up and explain it fully.

This contest is not divided up in districts. It is open to the whole state, therefore you are not confined in any certain territory. Write your friends over the state and tell them you have entered the race and want their support. Let them know that you want to win, and they will gladly help you.

There will be no votes printed in the paper. This will allow the out of town contestants as fair a show as those in Raleigh. Nothing will count but votes given for payments on subscriptions or for new subscribers.

See how the contestants are standing:

Table with columns: Contestant Name, Votes, Payments Made in Advance. Includes names like \$45, \$125, \$250, \$500, \$1,000, \$2,500, \$5,000, \$10,000, \$20,000, \$25,000, \$30,000, \$35,000.

SATURDAY EVENING CAPITAL, Weekly, 25c per year. 25c. one year.....500 votes 50c. 2 years.....1,500 votes Send all votes and address all communications regarding the contest to THE CONTEST MANAGER, The Evening Times, Raleigh, N. C.

Raleigh, N. C. Miss Frances Demont.....1,507 Mrs. H. P. S. Keller..... 908 W. A. Simpkins..... 1,980 C. R. Boone..... 1,312 (Continued on Page Eight.)