

Weather.

Washington, Aug. 28—Forecast for North Carolina for tonight and Sunday: Warm and partly cloudy tonight, Sunday.

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THE HARRIMAN HOUSE GUARDED BY ARMED MEN

While Preparations Were Made to Operate on the Master of Railroads

EIGHT DOCTORS THERE

Believed That the Magnate Will be Placed Under the Knife Without Delay, Though Some of the Doctors Favor Delaying Operation Until the Patient Could Recover Some Strength—Grave Possibilities of a Weakened Heart—In Present Weakened Condition Any Operation Would be Serious.

Arden, N. Y., Aug. 28—Armed men guarded the mansion of E. H. Harriman today while preparations were made to operate upon the master of railroads.

With the arrival early in the day of Dr. George W. Crile, of Cleveland, O., known throughout the country as an abdominal expert, everything was in readiness for the operation.

Eight physicians in all were at the home of the sick railway wizard and, although members of his family declared that there was no truth in the story it was believed that he would be placed under the knife without delay, though some of the doctors, it was said, were in favor of delaying the operation until the patient could recover some of the strength he left in the baths at Bad Gastein.

A recent trouble, it is now positively asserted, is the cause of the financier's illness. The proposed operation it is said is unlike the one which was performed January 1 and which gave him great relief.

In his present weakened condition, any operation, no matter how trivial as serious. There are grave possibilities of a weakened heart, it was said. In addition to Dr. Crile there are at Mr. Harriman's bedside Dr. Lyle, his personal physician, who accompanied him on his European trip, two assistants of the Cleveland abdominal surgeon, Dr. Walter Dittman, of New York, and three other specialists from other parts of the country.

Dr. Crile arrived on a special train and went immediately to the Harriman house. Owing to an accident to the apparatus operating the incline railway to the house on top of the hill, the doctor was compelled to make the journey in one of the Harriman automobiles. Several times on the trip up the long and treacherous road in the dark the car narrowly missed overturning.

A reporter last night for the first time since Harriman returned to his palatial mansion on the Ramapo, succeeded in running the gauntlet of armed guards at every approach to the estate and got within eighty feet of the house.

The house was a scene of great activity, and from an employee it was learned that an operation on Mr. Harriman was imperative. He stated that physicians had been in consultation with Dr. Lyle during the day and that in all probability the operation would be attempted at once. Lights burned brightly throughout the mansion and the sentries stationed about gave the scene the appearance of a camp of soldiers on the eve of battle.

In order to guard against information regarding the financier's illness becoming public, all laborers and servants about the place, with the exception of a few trusted ones, have been dismissed.

All telephone communication with the house has been stopped. Notice was given all newspaper representatives that if they made any attempt to reach the house they would be treated as common trespassers by the armed guards. As there are ten men patrolling the house at a distance of fifty feet it was impossible to get any nearer.

It was learned today from a man employed on the Harriman estate that one of the big front rooms of the mansion has been turned into a temporary operating room. The employee responsible for the information declared that he himself had had charge of the work of cleaning out the room. He said the doctors had complained because "it didn't look very tidy."

At an early hour today it was indicated that serious business was on hand. Two more newspaper men tried to ascend to the Harriman home but were driven away by guards.

The Rev. J. H. McGinnis, of the Episcopal of Chester, N. Y., which has received benefactions from Mr. Harriman, was the first person connected with his home, his railroads or his (Continued on Page Two)

AWAITING END OF BALLINGER- PINCHOT FIGHT

Will Result in Sensational Scandal Before Matter Is Finally Settled

EMINENT MEN INVOLVED

Names of a United States Senator and a Foremost Financier Mentioned Among Others That Will Probably be Dragged Into the Affair Before Long—Senator's Business Associates Are Pushing Construction of Railroad in Alaska and Have Already Built About Seventy-five Miles of Track From Cordova Inland.

(By Leased Wire to The Times)

Washington, Aug. 28—The belief is rapidly increasing in administration circles that the present Ballinger-Pinchot row will probably result in a sensational scandal before the matter is finally settled and that the reputations of several prominent men will suffer when all the facts become known, as now seems likely to be the case.

The names of two well-known men, in particular are mentioned among others that will probably be dragged into the affair before long. One of these is a United States senator from a western state who, with his associates is heavily interested in mining and railroad operations in the far west, while another is one of the foremost financiers of the world, whose home is in New York. The western senator's business associates are pushing the construction of a railroad in Alaska and have already built about 75 miles of track from Cordova inland, the construction work including the building of several steel bridges.

The construction of the railroad is only one of several important enterprises which the big syndicate which has millions of dollars at its command, has undertaken in Alaska. It has "gobbled up," as the expression goes, hundreds of mining claims in that part of the country, the probable richness of which have been pretty closely estimated by the syndicate's mining engineers before the claims were bought for a fraction of their actual value in mineral, but which, owing to lack of transportation and with the remoteness from the tidewater, where ore may be shipped to the big Guggenheimer smelters at Tacoma, Wash., the original discoverers of the claims could not develop.

Among these claims is the famous Homestake copper mine, admitted to be one of the richest in the world, situated about 100 miles from Valdez, and where more than \$50,000,000 worth of copper ore, it is claimed, is in sight, to say nothing of that below the surface of the ground. Included in the syndicate which owns this amazingly rich mine are J. Pierpont Morgan, the Vanderbilts, and other large moneyed interests of New York, but until the railroad is built into that part of Alaska no attempt is to be made to work the property, owing to the immense cost of transportation in Alaska under present conditions. With the entrance of the railroad into those sections it will be possible to develop them at stupendous profits.

The railroad syndicate makes no attempt, in Alaska, remote as it is from the more civilized part of the United States and where news travels slowly, to evade acknowledgment of its primary intention "to go after the coal" before attempting to extend the railroad into the mining sections. The coal deposits inland from Cordova, which is the railroad's base, and which is at deep tidewater, are of immense extent, while the coal is excellent in quality and suitable for "steaming" purposes. In the Chugach National forest reserve, which is within easy distance of the railroad in question the coal, cropings, are clearly defined, while in many cases the coal proper is visible in immense blocks.

With the Cunningham claim satisfactorily disposed of by the department of the interior the patents to the lands in question issued, the railroad interests which are heavily interested would be in a position to fix whatever rates they pleased for transportation from the Alaskan seaboard to the interior, and vice versa, and in view of the fact that they now own and operate the largest and most im- (Continued on Page Two)

Capital and Labor Guests of Honor.



Capital and Labor, the guests of Mrs. J. Norden Harriman, at her beautiful country estate near Mount Kisco, N. Y. Left to right: John Mitchell, Mrs. Harriman, and "Tim" Healy.

WEAKLEY WANTS TO BE GOVERNOR SIX COMPANIES MUTINIED TODAY

(By Leased Wire to The Times.) Birmingham, Ala., Aug. 28—Judge Samuel D. Weakley, former chief justice and the man who framed all the prohibition bills, today announced for the governorship of Alabama. In his letter he says he will work for the constitutional prohibition amendment. It is expected that A. H. Carmichael, speaker of the house, will today announce for lieutenant governor. This is said to be the Comer administration line up.

ABRUZZI STARTS FOR HOME TODAY TAFT TAKES DIP IN BRINY DEEP

(By Cable to The Times.) Bombay, Aug. 28—The Duke of the Abruzzi embarked on the steamer today for Marseilles. The Duke's hurried return home is reported to be at the urgent request of King Victor Emmanuel who desires the duke to meet Charles Nicholas on his arrival in Italy next month.

FATAL AUTO ACCIDENT NEAR NORFOLK TODAY

(By Leased Wire to The Times.) Norfolk, Va., Aug. 28—For the first time in the history of Norfolk a fatal automobile accident occurred this morning at 3:40 o'clock, when the car of Frank Whitmore left the road, fell down a fifteen foot embankment and killed Blanche Burns, of 177 Plume street, Norfolk, Va. The dead woman was one of a party of six returning to Norfolk after a dance at Pine Beach, near the site of the Jamestown Exposition. The Burns woman was caught under the car, her head jammed against a big iron pipe of the water main and her neck was broken. None of the others were hurt, their escape being considered miraculous.

Banished All Padding. Des Moines, Ia., Aug. 28—Coach John L. Griffith, of Drake University, today banished all padding from the football armor of his warriors. "Padding is only extra weight," said Coach Griffith, "and besides it is too expensive."

(By Leased Wire to The Times.) Athens, Aug. 28—Six companies of the local garrison, led by their officers, mutinied today. They left their barracks and marched out of the city encamping in the suburbs. The men are dissatisfied with the present ministry and with conditions in the army. As a result of this the cabinet of Premier Rhallis has resigned, and King George has asked M. Mavromichidis to form a new ministry.

(By Leased Wire to The Times.) Beverly, Mass., Aug. 28—Clad in a snow white bathing suit, President Taft took his first dip in Salem Harbor since his arrival at Beverly this summer bright and early this morning before any of the summer people were awake. Before 7 o'clock today the president and Dr. Barker, who is helping Mr. Taft to reduce his avoirdupois had indulged in their daily wrestling match. Both were over-heated and at Dr. Barker's suggestion they attired themselves in their bathing suit and went in for a swim. President Taft sported himself in the water for a long time and he thought no one was looking because it was so early, but he was mistaken for the keeper in the Hospital Point light house had sighted a big white object and he leveled his glasses and discovered that the president was just in for a dip. The president was enthusiastic about his first swim and said that he was going in often here.

(By Leased Wire to The Times.) Seaford, L. I., Aug. 28—Two hundred passengers on the "fast mail" on the Long Island Railroad were saved from death or injury today by Engineer Forbell. Train wreckers had piled ties and stones upon the tracks near Massapequa at a point where the train usually attained a speed of 50 miles an hour. The engineer saw the obstruction and jolted the passengers out of their seats by an emergency stop just as the pilot of the engine scraped up against the

ENGINEER SAVES PASSENGERS. Foiled Attempts of Train Wreckers by Cool Work.

Seaford, L. I., Aug. 28—Two hundred passengers on the "fast mail" on the Long Island Railroad were saved from death or injury today by Engineer Forbell. Train wreckers had piled ties and stones upon the tracks near Massapequa at a point where the train usually attained a speed of 50 miles an hour. The engineer saw the obstruction and jolted the passengers out of their seats by an emergency stop just as the pilot of the engine scraped up against the

DARING DRIVERS CONTINUE THEIR TERRIFIC DASH

Race by Far Most Sensational Ever Witnessed at Brighton Beach Track

ONE KILLED ALREADY

One Dead and Eight Injured in First Few Hours of Race—Mechanic Killed in Collision in Front of Grandstand—Gasoline Tank Explodes Badly Burning Driver and Mechanic—Policeman Struck and His Leg Broken—Officials Consider Advisability of Stopping the Race Altogether—Accident Upon Accident.

(By Leased Wire to The Times.) Brighton Beach Race Track, N. Y., Aug. 28—With a record of one dead and eight injured in the first few hours of racing, the dare devil automobile drivers still kept up their terrific dash around the track in the 24 hour race today.

Leonard Cole, mechanic of Car No. 6 is the dead man. In a collision in front of the grandstand, Cole was pinned beneath the wreckage and instantly killed. The spine of Laurent Grosse, the driver, was broken and he is believed to be dying. The force of the crash hurled Patschke, driver of Car No. 3 and his mechanic to the track and both were badly hurt. Patschke narrowly escaped being run down by one of the other automobiles.

Hugh Hughes Car No. 8 and his mechanic were badly burned when the gasoline tank exploded. Their clothing ablaze, they jumped from the machine and extinguished the flames by rolling in the grass. Both were treated at the Emergency Hospital.

Shortly afterward word was received that Car No. 5, driven by Heina, had been overturned on the west turn. The car, according to Heina, overturned when the right front wheel collapsed and both he and his mechanic were injured.

Policeman Corizan, on duty on the back stretch of the track, was injured when Car No. 8, swerving from the course, ran into one of the electric light poles, knocking it down and striking him. He was rushed to the Emergency Hospital, where it was found that his right leg had been broken.

The race was by far the most sensational ever witnessed here and for a time the advisability of stopping it altogether was considered by the officials.

After a conference, however, it was decided to continue it. The accidents following each other in quick succession, kept the spectators, including many women, in a frenzy of excitement throughout the early part of the day and the daring drivers were wildly cheered, regardless of life and limb as they ran wildly past the grandstand.

In pursuit of the flying leaders, Gross had put on full speed as he dashed past the club house, and it was with great difficulty that he and his mechanic were able to hold their seats. They were just making the turn when Car No. 3 took the track.

Tearing along almost on even terms with Gross was Basle, in Car No. 12. The shouts of the crowd warned them of the danger. Basle, rising over the top of his car, swerved sharply and took the middle of the course.

Grosse, without slackening speed, tried to take the inside of the track. For several yards, Grosse and Patschke tore along side by side. Then suddenly, according to witnesses, Patschke swerved and crashed into Grosse's machine. With a deafening crash the axle split. The machine, hurled high in the air, turned three complete somersaults and landed on the track with the unfortunate occupants pinned underneath.

Shortly before 9 o'clock, as Car No. 5, driven by Heina, was rounding the back stretch turn at a terrific clip, the front axle split between the left wheel and the body of the car. The machine was sent hurtling over a ditch into the outfield.

Driver Heina and Mechanic Burcot were hurled heavily to the ground. The car first struck on its side, then turned a complete somersault, finally righting itself. Heina was only slightly bruised, while Burcot escaped unhurt.

The score at the end of the twelfth hour, when half of the race had been concluded, follows:

IN 48 HOURS YOU WILL BE A DEAD MAN

This Message With Black Hand Sign Received by Superintendent Welch

HORRIBLE STORIES TOLD

Sensational Confirmation of Many Stories in Circulation of Brutal Treatment of Workmen and Confirmation of Charge That Men Compelled to Give Damaging Testimony Were Concealed in Filthy Drill Pits During Tour of Plant by Investigators—Beaten With Clubs and Blackjacks—Held in Restraint Within Stockade.

(By Leased Wire to The Times.) Pittsburgh, Pa., Aug. 28—"Within forty-eight hours you will be a dead man."

This message, with the sign of the black hand and a skull and cross bones was received in a letter by Samuel Welch, superintendent of the land company which is a subsidiary of the Pressed Steel Car Company and controls the company tenements at Schoenville and Preston.

This is the first instance that black hand letters have appeared in the big strike, and Welch, who is blamed for the evictions of the foreigners at Schoenville, has taken precautions to protect his life.

The letter has been turned over to the township police. It is believed to be the work of some evicted striker and not the message of any organized band. Sensational confirmation of the many stories in circulation of brutal treatment of workmen and confirmation of the charge that men compelled to give damaging testimony were concealed in filthy drill pits during the tour of the Pressed Steel Car plant at McKees Rocks while the investigators were going through the works was elicited at a special night session of the government investigation. One man, James Morris, of New York, fainted from illness when on the stand and later was found to be suffering from ptomaine poisoning. The testimony proved that men were held in restraint within the Schoenville stockade by clubs, blackjacks and riot guns. Weak and emaciated, one haggard and unshaven strike-breaker, after another went on the witness stand. Each had his own story to tell about life in the stockade and nearly all of them declared that they were ignorant of the strike when they were recruited in New York and Philadelphia.

Some told of being beaten with clubs and blackjacks, others of being cast into the filthy box car lock-up when they became recalcitrant and tried to leave and nearly all agreed on the matter of impure and improper food. There were many who showed acute signs of illness.

It was testified that sick and discontented workmen had been hidden in dirty drill press pits when the government officials inspected the plant and told that Foreman Samuel Cohen and chief of the Pressed Steel Car Company Police A. T. Farrell were the chief figures in intimidation and abuse of workmen.

Many of the men seemed eager to give their testimony when assured they would be protected from the brutality of the guards and bosses and all of their testimony tended to show that the half has not been told of conditions at "the last chance," as the plant is known in labor circles.

Daniel Shaw, of New York, injected some humor into the grim story by telling of poker games in one of which Shaw won \$50 from a deputy sheriff. At this point Attorney Pann, acting for Sheriff Gumbert, endeavored to learn if Shaw was a name, but Shaw said he was winner and would not "squeal."

The game was broken up when Chief Farrell and Foreman Sam Cohen endeavored to establish a "kitty" for their own benefit and the players demurred.

Shaw then told of a plan he had conceived for making enough money to get back to God's country, New York.

"Two of us," he said, "thought about \$27 worth of underwear, shirts and socks, which we intended selling at the plant among the men. We figured on enough profit to take us back to New York."

"Foreman Cohen told me the company would not stand for anything like that and took the stuff