

Weather.

Washington, Sept. 24—Forecast for North Carolina for tonight and Saturday: Generally fair in west; showers in west

The Evening Times

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PRESIDENT IN THE MORMON COUNTRY TODAY

Met on the Border by Senator Reed Smoot and Reception Committee

SALT LAKE'S PLANS

First Big Welcome to the President in Utah Will Be Given at Provo, Senator Smoot's Home—President Made Speech at Helper—Colorado Left Behind Shortly After Eight O'Clock—Salt Lake Making Big Preparations, But There is War in the Camp Between Mormons and the Christians—The President is Billed for Two Speeches in the Tabernacle Sunday, and the Christians Don't Like It.

Helper, Utah, Sept. 24.—Senator Reed Smoot, Congressman Howell, and the reception committee from Salt Lake, welcomed President Taft to Utah at 8:45 o'clock this morning, when the presidential train arrived at this place. Helper is 70 miles from Provo, Senator Smoot's home town, where the first big welcome will be tendered the president prior to his entry into Salt Lake at 4:30 p. m. today. Helper did its share, however, a crowd of 500 or 600 being on hand to cheer the president when he appeared on the platform. He made a brief speech and at 8:55 the train continued on toward Provo.

Colorado was left behind shortly after 9 o'clock this morning. Three days had practically been given to the centennial state, and the reception that the president received all through the state will live long in his memory.

It was hearty, apparently sincere, and certainly picturesque. And apparently the most picturesque features were retained. The president was still talking about the cowgirl race when he retired to his stateroom on board the Mayflower, thoroughly tired out, shortly after 10 o'clock last night.

Up to the end of his stay in Montrose, the big crowd followed him about. He got a big send-off at the meeting in Elk City when the Colorado festivities came to an end, as did also Secretary of the Interior Ballinger, who made a brief address on the subject of irrigation. The party then returned to the train and at 10 p. m. pulled out for Grand Junction. The latter place was reached at 1:35 a. m. and a 15-minute stop was made there to change engines. Despite the lateness of the hour there was a crowd about the station, and after a few rounds of cheering, the crowd dispersed.

Unless the warring factions get together before the president reaches Salt Lake, there is likely to be a row between the mormons and the christians over the plans for the entertainment of the president.

News has reached here that the christian ministers are protesting against the fact that the president has billed an address at the tabernacle on Sunday morning. It is understood that efforts are being made to have this arrangement changed.

For this reason, and the further one that he is fond of Senator Smoot whose hardheaded business not to say mormon, sense served the president well during the tariff fight, Taft is giving two days and a half to the mormon city. An elaborate program has been arranged for his entertainment, and it is the fact that he is down for two appearances in the tabernacle that is causing the trouble.

He will be met at the station upon his arrival and escorted to the Knutsford hotel for a brief rest, after which there will be a motor ride to Fort Douglass where there will be a review of the troops, a banquet and a speech. On Saturday morning the president will have another motor ride, following which he will attend an organ recital at the tabernacle and then go to Salt Air bathing resort. A game of golf and reception are planned for the afternoon at the country club, and there will be a public reception at the commercial club in the evening. On Sunday he is expected to review the living flag of school children and then deliver an address in the tabernacle, unless the plans are changed. He will leave Salt Lake at noon on Sunday for Ogden, where three hours will be spent before proceeding to Butte, Mont., and the northwest.

HAS BEARING ON THE BALLINGER MATTER

(By Leased Wire to The Times.)

Washington, Sept. 24.—George Otis Smith director of the United States Geological Survey is to read an important paper at the session of the American Mining Congress to be held at Goldfield, Nev., September 30. What Smith will say will have a direct bearing on the controversy which has been going on for some time between Secretary of the Interior Ballinger and Gifford Pinchot, chief of the forestry reserve.

In this connection he will say in part: "The work of the geological surveys in 1906 on the public coal lands has constituted its largest contribution to land classification. The present policy is the square deal to both coal land purchasers and fuel users, and indeed to operators and consumers not only of this year and decade but also of the next century.

"As another line of land classification work in aid of legislation I may cite the water-power investigations. The geological survey is now actively engaged in examining the water power sites to which the government still retains the title. The purpose is to aid in the enactment of legislation that may promote and not hinder development of these water-powers as rapidly as the industrial transportation and other needs of the nation demand. Utilization of the developed water-powers of the public domain involves either government development or long-time leases of these power-sites to strong financial interests. In the latter event the law must provide for effective government control that will insure that the profit to the capital accomplishing the development cannot impose unjust burdens upon the users of the power thus generated, whether the utilization be for transportation, city lighting, of motive power. The recommendations made by the geological survey have already resulted in 46 temporary withdrawals by the secretary of the interior of power sites on 42 rivers in seven of the public land states."

FOURTH DAY OF MUNSEY CONTEST

(By Leased Wire to The Times.)

Albany, N. Y., Sept. 24.—The fourth day's run of the Munsey automobile reliability contest began today. Promptly at half-past six the first car was sent off in the presence of a crowd of several thousand people. The route took the cars toward Boston a distance of more than 192 miles over roads which will test the reliability of each machine.

Muddy roads and fast schedule played havoc with the perfect score cars today, and five more of them were subjected to penalties for one cause or another, leaving but six cars with clean scores.

Those who have thus far survived the tour without having marks against their names are No. 9, Maxwell; No. 17, Croxton-Keeton; No. 13, Marmon; No. 26, Elmore; No. 18, Pullman; No. 28, Renault. The unfortunate ones who were wiped off the perfect score slate today were No. 26, Reo; No. 12, Pullman; No. 24, Crawford; No. 32 Washington; and No. 11, Maryland.

A number of cars failed to check in at the night control on time and were penalized for the time they lost. The late ones were No. 26, Reo; No. 42 Pullman; No. 31, Washington; and No. 32, Washington.

When referee Trego and his two assistants finished checking up the score cards, it was found that penalties had been assessed as follows: No. 29, Hupmobile 0.4 points; No. 31, Washington, 0.2 points for starting motor; No. 32 Washington 0.4 points; No. 12 Pullman 0.7 points; No. 16, Croxton, Keeton 0.9 points; No. 27, Matheson suffered a loss of 0.11 points; No. 28 Reo marred its clean score record to the extent of 4 points; No. 15 Columbia which ran into a telegraph pole at Allentown, a. Wednesday, lost 32.7 points.

CHINESE AERONAUT.

Has Made Two Successful Flights—Will Take Machine to China.

(By Leased Wire to The Times.)

San Francisco, Cal., Sept. 24.—Fung Joe Guey, a Chinese, working in a hidden retreat on the Piedmont hills three miles from Oakland, has constructed an aeroplane in which he has made two successful flights over a distance of several miles. Guey will go to China within the next few weeks and take his invention.

While working on the aeroplane Guey erected a wireless telegraph apparatus on the hill.

Body of General Corbin Buried.

(By Leased Wire to The Times.)

Washington, Sept. 24.—The body of Lieutenant General Henry C. Corbin which has reposed in a vault in the Arlington National cemetery since Sept. 16 last, was buried this morning. Brief services were conducted at the grave by Chaplain W. W. Bradner, fifteenth cavalry. The ceremony was private.

SUBMARINES MAY BE USED IN THE ARMY

War Department is Giving Serious Attention to the Submarine for Coast Defence

PLACES WHERE NEEDED

Not Intended that the Army Shall be Equipped with a Flotilla of Submarine Boats and Thus Have a Little Navy of Its Own, but that Such Craft Shall be Employed as a Means of Coast Defence Where Conditions Make It Impossible to Lay Mines—Army Will Study the Little Boats and See if They Are Adapted to This Purpose—No Conflict of Authority Between Army and Navy.

(By Leased Wire to The Times.)

Washington, Sept. 24.—Submarine torpedo boats as an auxiliary to the army coast defenses is a subject to which the war department is giving serious attention. It is not intended that the army shall be equipped with a flotilla of submarines and so have a little navy of its own, but that such craft shall be employed at certain points upon the coast of the United States and in the Philippines as a means of defense against the attacks of a hostile invader where it has been found either impossible or impracticable to plant submarine mines, which is a means of defense coming under the jurisdiction of the army. In pursuance of this plan, now only in its inception, Brigadier-General Arthur Murray, U. S. A., chief of artillery, who has given a great deal of time to the study of coast defense, has caused Col. J. C. Bailey, U. S. A., of the artillery corps, to be detailed to visit Provincetown, Mass., for the purpose of making a thorough investigation and report upon the workings of the submarine torpedo boats having their trials off that point. Colonel Bailey will leave here next Monday and will probably spend a week observing the operation of the submarines. There will be six of the navy's newest submarines undergoing trial during the week—the Norwhale, Stingray and Tarpon which are completed and are to have their official contract trials preparatory to being turned over to the government, and the Grayling, Bonita and Snapper, which will be in the course of preliminary trials. Colonel Bailey will have nothing to do with these tests, of course, so far as the acceptance or rejection of the craft is concerned, but he will watch the operations with a view of determining the availability of the vessels or others of similar construction, as supplemental to the war department's general plan of coast defense.

There are various points along both the Atlantic and Pacific coasts strategically important, where it is extremely difficult, if not impossible, to plant submarine mines, chiefly on account of the depth of water. This is particularly the case in Puget Sound, and to a lesser extent near San Francisco and what is known as the "Race," the eastern entrance to Long Island Sound. It is also considered impracticable to plant mines at the Mississippi delta. During the last two weeks, however, General Murray has met with an unexpected degree of success in experimenting with the planting of mines in the "Race," but he is still in doubt as to their successful use in times of war, and hence is anxious to learn if submarine boats can be used instead.

The board has recognized the claims of the navy to command all sea-going defenses, and also the general inadvisability of assigning naval units to particular stations, yet the board believed that the military defenses of certain important ports should be supplemented. The board is of the opinion that the navy should contribute to the defenses of these places by assigning submarine boats or other suitable vessels.

No conflict between the two departments is anticipated if the effort of the war department to have its coast defense plans supplemented by the submarine craft of the navy succeed, as the vessels would still continue to be under the jurisdiction of the navy. If Colonel Bailey's report is favorable it is probable that General Murray will urge the assignment of a number of the type of craft indicated to supplement the coast defenses of the army.

THE HUDSON CELEBRATION READY TO OPEN

Visitors Pouring into New York for the Opening Spectacle and Naval Display

MANY WARSHIPS THERE

There Will Be Great Naval Pageant Commemorating the 100th Anniversary of the Beginning of Steam Navigation and the 300th Anniversary of Hudson's Trip up the River that Bears His Name—Celebration Will Close October 3—Two of the Features of the Centennial Are Replicas of the Half Moon and the Clermont—A Million School Children Will Take Part in the Exercises.

(By Leased Wire to The Times.)

New York Sept. 24.—The giant British battleship Inflexible, with Admiral Sir Edward Seymour on board, arrived here today for participation in the Hudson-Fulton celebration. Heading her convoys, the English cruisers Drake, Edinburgh and Argyle, the majestic dreadnought swept by quarantine at 11:10 o'clock while the United States supply ship Culego, anchored off Tompkinsville, thundred a salute which jarred the nearby State Island towns.

Like pilgrims the three British cruisers followed in the wake of the splendid queen of England's maritime fighting forces. The roar of the welcoming guns which had greeted the German contingent to the international navy in the Hudson River had scarcely died away before the English fleet churned up the bay, wreathed in the fog which accompanied a drizzle of rain.

The three English cruisers had arrived earlier, but had delayed their entrance into the Hudson river until their mistress, the mighty Inflexible, put in her appearance. Shortly before the German cruisers, Victoria Luise, Bertha and Bremen, had passed quarantine, anchoring in their places at 10 o'clock. They, too, had been greeted with all the enthusiasm that gunpowder could manifest.

It was hard to discern the moving British war machines as they plowed through the fog. Their lead colored hulls blended so perfectly with the mist that the two colors made a harmony.

The great Hudson-Fulton celebration will begin tomorrow and this city is welcoming thousands from north, south and west, who are pouring in for the opening spectacle, the greatest naval demonstration ever seen in western waters.

With the arrival of the German fleet today there will be an unbroken line of warships in the Hudson river from 23rd street to Spuyten Duyvil creek. The squadron, which will represent Great Britain, would take its place in the river today but for the delay in the arrival of Admiral Seymour's flagship, the Inflexible, which was detained after the departure of the other three vessels, and planned to smash the trans-Atlantic record for battleship steaming. The Drake, Argyle and Duke of Edinburgh—the show cruisers of the English navy—with the flagship make up the squadron that will represent England's naval power in the Hudson for two weeks. The German fleet, consisting of the cruisers Victoria Luise, Hertha, Dresden and Bremen, passed in quarantine at 8:30 a. m., and proceeded up the North river to an anchorage.

The great naval pageant commemorates the 100th anniversary of the beginning of steam maritime navigation, and the 300th anniversary of Hudson's trip up the river that bears his name.

The celebration will close on October 3.

Two of the features of the centennial are replicas of the Half Moon and the Clermont. The naval parade the great educational features and the vast lighting scheme go to make up the most comprehensive plan of entertainment and education ever attempted.

A million school children in Greater New York will take part in exercises to be held both in and out of the public schools.

Fired will flicker from the heights stretching along the stately Hudson between this city and Troy. The lighting scheme is a marvel. Lights combining the power of 36,000,000 candles will be stretched through the

(Continued on Page Three.)

GLASS COMPANIES TO CONSOLIDATE

(By Leased Wire to The Times.)

Pittsburg, Pa., Sept. 24.—Consolidation of all hand blown window glass companies, controlling sixty percent of the total American production is assured as the result of a conference in this city attended by sash and door manufacturers, representatives of the eastern and western jobbers associations and forty-two glass manufacturers. The total value of plants involved is over \$5,000,000. The holding company will be known as the Imperial Window Glass Company, capitalized at \$250,000 and the purpose of the consolidation is a straight-out fight against the American Window Glass Company's machine-made glass product. Sash door manufacturers and jobbers joined to secure a cessation of the price-cutting war of the last eighteen months. No further increase in rates is anticipated through the combination but it is hoped to hold the recent advance of ten percent.

BOUGHT FARMAN'S MACHINE.

(By Leased Wire to The Times.)

New York, Sept. 24.—J. W. Curzon, of Jackson, Miss., who is now at the Hotel Albany, announced last night that he had purchased the identical aeroplane used by Henri Farman when he won the endurance prize in the recent Rheims meeting, covering 111.78 miles and remaining in the air three hours, four minutes and fifty-six and two-fifths seconds. The machine holds the world's record for endurance, both for time and distance. The aeroplane will arrive here on the steamer Chicago, due next Tuesday. One of Mr. Farman's engineers is coming to operate it.

Mr. Curzon said that he was bringing the machine over chiefly for scientific purposes, but admitted that it might be used for exhibitions.

PEARY WILL LEAVE NAVY

(By Leased Wire to The Times.)

Washington, Sept. 24.—Commander Robert E. Peary will resign from the United States navy and spend the remainder of his days lecturing and writing, according to his friends in naval and scientific circles in Washington.

He will arrive in Washington within the next two months and place all his north pole data in the hands of the superintendent of the coast and geodetic survey. This done, he will return to the navy as a civil engineer, and tender his resignation.

PURE MENTAL LOVE.

Mrs. Chase Issues a Statement About Her Love Affair.

Boston, Mass., Sept. 24.—Through her husband, Dr. H. Lincoln Chase, of Brookline, Mrs. Chase today issued a statement describing the love that exists between her and Hartley Dennett, the architect, as purely of mental character. Her statement is: "My feeling for Mr. Dennett is love which comes from the soul. It is wicked and cruel to make insinuations that a moral wrong is being done. I have the deepest love for my husband and children and the affection that exists between Mr. Dennett and myself is purely of a mental character."

Dennett was today offered a home with Dr. Chase and has consented to live temporarily at the Chase dwelling.

"In view of the fact that he has been frozen out of his own home by his wife, so to speak, I have offered him a home under our roof and he will stop with us for a time at least. There has been nothing out of the way in the relation between Mr. Dennett and my wife," said Dr. Chase.

BUYS BLERIOT MACHINE.

First One the Bleriot Machines to be Delivered to An Outsider.

New York, Sept. 24.—H. Hayden Sands, a wealthy young New Yorker, has purchased a Bleriot flying machine in Paris, which he expects will arrive here within the next two weeks. The machine will be the first flying machine turned out from the Bleriot factory to be delivered to an outsider. It is an exact duplicate of the one Bleriot used in flying across the English channel, except that it will be impelled without a motor.

Mr. Sands prefers the motor manufactured by Glenn H. Curtiss, the champion American aviator and will have one installed in his Bleriot machine, which then, he believes, will be the most efficient monoplane ever turned out.

COOK WAS GIVEN BIG RECEPTION

Added New Fuel to Dispute Which is Being Waged Between Facctions

PLANS FOR LECTURES

Dr. Cook Will Receive Full Honors as the Discoverer of the North Pole as Soon as the Hudson-Fulton Celebration is Ended—This Became Known Today Following the Banquet at the Waldorf-Astoria Last Night—Plan Was Evolved to Prevent Conflict in Two Celebrations—Dr. Cook in His Address at the Banquet Added New Fuel to the Bitter Dispute Which is Being Waged—His Lecture Plans.

(By Leased Wire to The Times.)

New York, Sept. 24.—Dr. Frederick A. Cook will receive full honors as the discoverer of the north pole as soon as the Hudson-Fulton celebration is ended. This became known today following the banquet given at the Waldorf-Astoria last night.

This plan was evolved to prevent a conflict in the two celebrations. Dr. Cook in his address at the banquet, which was tendered him by the Arctic club of America, added new fuel to the bitter dispute which is now being waged between the Peary faction and the Cook supporters as to which man really reached the north pole first, by this query: "Now, gentlemen, I appeal to you as explorers and men, am I bound to appeal to anybody, to any man, to any body of men for a license to look for the north pole?"

In the presence of a distinguished array of scientists, men of affairs and statesmen, Dr. Cook arose, following his introduction by Rear Admiral W. S. Schley, president of the Arctic club, who presided at the banquet. For a brief space nothing could be heard above the din of handclapping, cheering and the strains of "For he's a jolly good fellow," played by a brass band at full steam.

It was thought that Dr. Cook would supplement some of his statements by further information about his polar quest, but instead he talked about an entirely different fact. "Our expedition was charged with sufficient equipment," said Dr. Cook. "A big equipment is no advantage. An army of white men who are at best novices is a distinct hindrance. My preliminary report was as complete as any ever issued by an explorer returning from a successful quest. Heretofore such evidence has been taken with faith and the complete record was not expected to appear for years afterward. We agree to deliver all within a few months."

"I cannot cease without expressing to you and to the living Arctic explorers my debt of gratitude. There is glory enough for all. There is enough to go to the graves of the dead and the heads of the living."

Dr. Cook has consented to take part in the Hudson-Fulton celebration. He will attend the banquet at St. George, S. I., on Thursday evening, September 30. The banquet will assemble a number of prominent men, among them the secretary of state, P. C. Knox, Governor Hughes, Mayor McClellan and the commanders of the visiting squadrons of battleships.

Dr. Cook expressed great satisfaction today when told that Sir Robert Ball, the famous astronomer and director of the Cambridge Observatory, had expressed his confidence in the Cook claims. Dr. Ball declared that, in his opinion, no man, no matter how well versed he might be, could concoct false observation and polar evidence.

The explorer will deliver a series of lectures in New York, Chicago, St. Louis, Cleveland and likely Pittsburg and other cities in the west and south. The first gun from the lecture platform will be fired next Monday evening at Carnegie Hall under the auspices of the Arctic club.

Under the direction of William Gray, Dr. Cook will tour the middle west, speaking upon "Arctic Travel" and the "North Pole."

Champion Lost Boy.

Chicago, Sept. 24.—For the eighty-third time within the nine years span of his life, Raymond Williams, 432 Desplaines street, has been reported lost again. Raymond's name is written in the police records as 'Chicago's champion lost boy.'