

Weather.

Washington, Sept. 25—Forecast for North Carolina for tonight and Sunday: Fair and continued cool tonight.

The Evening Times

LAST EDITION

ESTABLISHED 1876.

RALEIGH, N. C., SATURDAY, SEPTEMBER 25, 1909.

PRICE 5 CENTS

STRANGE AND UNEXPLAINED WIRE PRANKS

Telegraph Wires Behave in Strange Manner Totally Interrupting Business

CAUSE IS UNKNOWN

All Telegraph Wires Running Out of New York Play Strange Pranks in Spite of the Fact That It Was Apparently Ideal Weather for Good Wire Conditions—Electrical Sharps Puzzled and Finally Charge It Up to the Aurora Borealis—Great Delay in Moving Commercial and Newspaper Business—Leased Wires Work by Fits and Starts—Prof. Willis L. Moore Discusses Probable Cause of Disturbance.

(By Leased Wire to The Times.)

New York, Sept. 25—All the telegraph wires running out of New York played strange pranks early today in spite of the fact that it was apparently ideal weather for good wire conditions. All the electrical sharps of the Postal and Western Union were puzzled but finally put it up to earth currents caused by an aurora borealis. The earth currents made telegraphing extremely difficult and caused considerable delay in moving both commercial and newspaper business. The leased wires of the newspapers out of New York worked by fits and starts and this caused much trouble in the receipt and transmission of news dispatches.

The telephone company seemed to have had no trouble. Telephoning to long distance points went on with as much facility as ever. The wireless companies, too, were not bothered by the earth currents or the northern lights.

Telegraph companies said that wires as far west as St. Louis suffered. Cable companies also suffered, the strength of the wires being diminished by the strange phenomenon.

Prof. Moore on Trouble. Washington, Sept. 25—Prof. Willis L. Moore, chief of the United States Weather Bureau, in discussing the troubles of the Western Union and Postal telegraph companies experienced this morning with their wires through a section of the country extending from St. Louis to Boston, and as far south as Atlanta, Ga., denied that the trouble could in any way be connected with the recent equinoctial storm that swept the Gulf and the Mississippi valley.

This morning's electrical disturbances, which resulted in putting telegraph wires partly out of commission for several hours could not, he thought, be in any way attributed to the aurora borealis as a number of laymen in the points affected imagined might be the cause. He thought that some important electrical disturbance occurred of which scientific observers have not yet had time to take note, the exact nature of which may or may not be ascertained later.

Lieutenant Commander L. S. Thompson, naval inspector of electrical appliances at the navy department, said he could not at this time think of any probable explanation of the reported phenomena.

"It is possible that it may have been due to some electrical disturbance, somewhat similar to a barometric pressure, and resulting from a combination of conditions. In view of the fact that the area reported as having been affected was confined to certain localities, as for instance, Massachusetts, Missouri, New York and southern states, it would seem that the trouble is not due to some general cause, as it did not affect the entire earth's surface, or at least, a greater area than that reported. It will be interesting to note, if possible, later what may have caused the trouble."

Phenomenal Rain of Meteors. Honolulu, Sept. 25—A phenomenal rain of meteors last night caused much excitement and some alarm among the natives. The fall began at 10:55 p. m. Although most of the heavenly visitants fell into the sea, it is believed some of them struck land. Observers counted forty meteors that fell into the sea.

Severe Magnetic Storm. Washington, Sept. 25—A magnetic storm, the most severe reported since 1907 was registered at the coast and geodetic survey today. The phenomenon was discovered through instruments of the survey at the Cheltenham (Maryland) observatory. "The prevalence of f. is magnetic (Continued on Page Five.)"

ACCIDENT IN THE FULTON NAVAL PARADE

The Half Moon Crashes Into the Clermont at Start of Parade

PAGEANT UNDER WAY

Half Moon and the Clermont, Under Their Own Power, Become Unmanageable and the Half Moon Crashes Into the Clermont, Injuring Both Vessels—Work of Repairing Vessels Begun—Great Pageant Opens Auspiciously—1,500 Vessels in the Naval Parade While Grim Ironclads View the Parade and Boom Salutes—500,000 People View Parade From Clermont Heights—A Fitting Tribute to the Men Whose Memory the Pageant Celebrates.

(By Leased Wire to The Times.)

New York, Sept. 25—The reconstructed Half Moon, a few minutes after she left the Kill Von Kull, S. I., at the head of the Hudson-Fulton naval parade today crashed into the port side of the Clermont, stove a big hole in the latter and smashed her own bow. No one on either boat was hurt.

The accident happened just off St. George, S. I., just beyond the entrance of the Kill Von Kull. The Half Moon was carried into the Clermont by the strong tide at that point while the Clermont had become stuck on one side of the channel.

Both of the reconstructed vessels left the dock of the Kill Von Kull promptly at 10:30 a. m., the Half Moon being towed out by the tug Bessie Datzell and the Clermont in tow of the tug Dalzeline. Everything went well until both vessels tried to go ahead under their own methods of propulsion. When the Clermont started ahead under her own steam, the rudimentary paddle wheels whirred through the water but she did not make very good stowage way in the heavy tide. Suddenly she struck. By that time the Half Moon had hoisted her old fashioned sails and was beating out of the channel.

The stowage way of the Half Moon under sail was worse than that of the Clermont had been. She was swept on toward the Clermont by the tide and in a moment more, dashed into the latter. The high prow of the Half Moon struck well above the water line. Most of the port rail of the Clermont was ripped off.

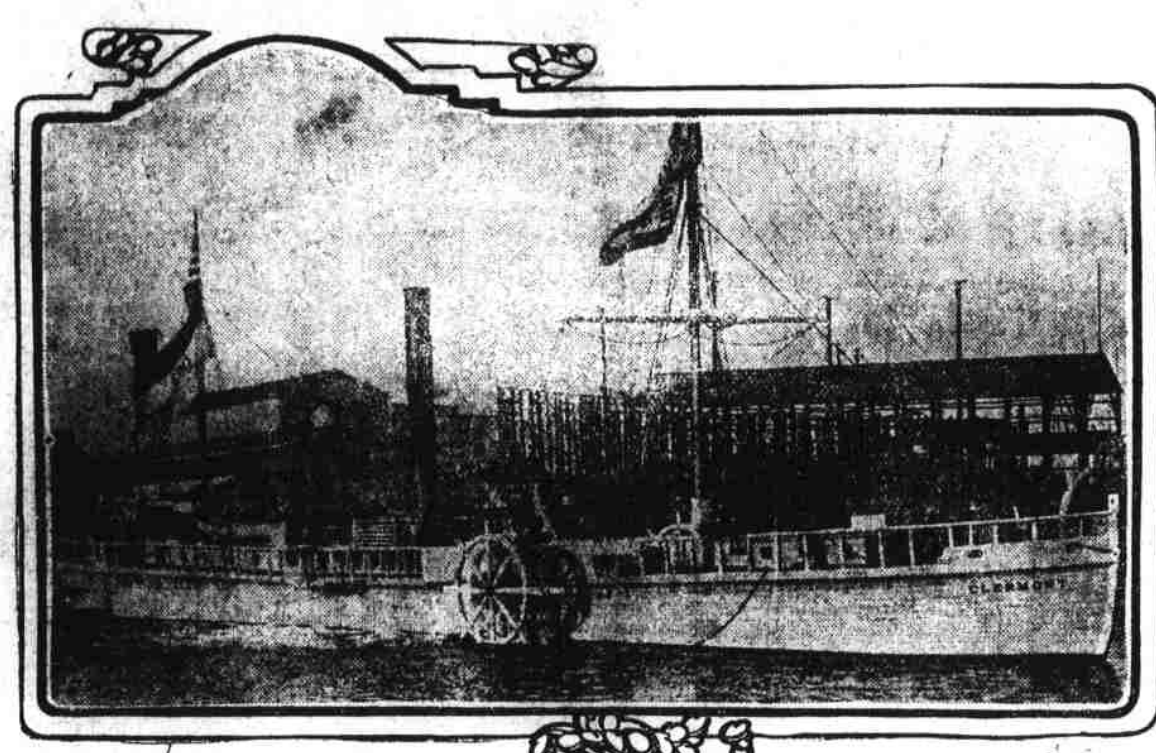
Mechanics were on board and it was decided to repair both vessels as well as possible while they anchored near St. George. Work was begun at once.

With 2,000,000 of his stepchildren from all over the country within his doors, and with the warships of the world for a guard of honor, Father Knickerbocker, garbed in resplendent attire, is paying a posthumous tribute on a titanic scale to Henry Hudson and Robert Fulton on this, the first day of a spectacular festival that is to last two weeks and be a pageant, the glittering glory of which shall long live in the memory of those fortunate enough to witness it.

Past the once-wooded end of the city, the first part of the Aborigine "Manhattan" beheld by the great Dutch explorer, and up to and past the grassy slopes of Clermont, from which Fulton's quaint craft—the first one propelled by steam to traverse American waters—took her name, glided today a fleet of 1,500 boats, the very flower of the merchant and pleasure fleet of the United States. On their westerly flank nodded an eight mile long line of grim ironclads, tying the flags that rule the seven seas and bearing greetings and

(Continued on Page Two.)

Replica of Fulton's First Steam Boat Rammed Today



Robert Fulton's Boat, the "Clermont." This is a Replica of Fulton's first steamboat, was rammed today by Hudson's boat, "The Half Moon."

FOUR KILLED IN AIRSHIP

(By Cable to The Times)

Moulins, France, Sept. 25—While it was flying more than 300 feet in the air here today, the airship Republique exploded and four persons who were in it were killed.

The Republique had been the pride of all France since the destruction of the dirigible balloon, La Patrie. It was sent up on a trial flight today, and was maneuvering on the outskirts of Moulins.

Crowds were watching the evolutions of the Republique. It made several particularly daring turns and then began to ascend. While it was going up the explosion occurred. The four men killed were Captain Marchal, Lieutenant Chaure, and Sub-Lieutenants Vincent and Reux. The Republique was in charge of Captain Marchal. The four officers in the car had just waved their hands in response to enthusiastic cheers from the people below them when without warning the airship exploded with a loud report. At the time she was at an altitude of more than 300 feet. The car fell to the ground and the four men on board were crushed to death and the car completely wrecked.

The Republique was built for the French government in July 1908 by Juliette. It had the innovation of the fans of the propeller being rounded and a sufficient space left between the wings and rudder to diminish the pressure of displaced air. It was cigar-shaped, sixty-one metres long and at the widest part ten metres eighty centimetres in diameter. It had a capacity for 3,700 cubic metres of gas and was equipped with an eighty horse-power motor. When fully inflated with pure hydrogen gas the airship had a lifting capacity of 1,345 kilograms and could carry eight passengers. It was built under contract to make forty miles or better an hour when not flying against the wind.

DR. DIXON AND MR. BAILEY.

To Address Tabernacle Sunday School Tomorrow.

Tomorrow is Temperance Sunday in the lesson study course of the Sunday schools, and instead of the regular lesson at the Tabernacle Dr. B. F. Dixon and Mr. J. W. Bailey will deliver addresses of 15 minutes each. Special music by the orchestra and songs appropriate to the occasion will give added interest to the occasion. The school opens at 9:15 a. m. Dr. Dixon will speak at 10 o'clock.

MUNSEY AUTOS REACH BOSTON

(By Leased Wire to The Times)

Boston, Mass., Sept. 25—After the most arduous run since starting from Washington, tourists of the Frank A. Munsey automobile reliability contest are resting in Boston today.

The crossing of the Berkshire Hills occurred during a driving rain and the roads were a mass of sticky mud. The run was so difficult that Chairman Trogo, of the technical committee, refused to examine the cars yesterday evening, but official scores of the day will not be known until late today.

All the cars, despite the difficulties, checked in at Worcester within the time limit. Delegations from Boston were on hand there to greet the motorists and escorted them to Boston.

F. Edward Spooner, who has been in many auto tours since the sport was inaugurated, said today that yesterday's run was the hardest he had experienced since the famous "mud lark" run from Pittsburg to New York, in 1903.

GUNBOAT SENT AFTER PIRATES

(By Cable to The Times)

Manila, Sept. 25—United States gunboats were today sent to Moro, where, according to dispatches, the revenue cutter Sora was captured by Filipino pirates and the crew murdered.

The information contained in the dispatches was very meagre. They stated that the pirates crept on board during the night, overpowered the men on watch, murdered them and then killed the other members of the crew. The Sora was sent to Moro to run down the pirates. Its crew consisted of about 12 men.

William H. Pearce Dead.

Washington, Sept. 25—Stricken with heart failure at an early hour yesterday morning, William H. Pearce, principal examiner of the board of review in the pension office, died in the bath room of his home, 1737 S street, Northwest, before relatives were aware he was ill.

TOTAL NUMBER DEAD IS 356

(By Leased Wire to The Times)

New Orleans, La., Sept. 25—Via Hattiesburg, Miss.—The unofficial count of the dead from Monday's tropical storm brings the total number up to 356, most of whom have been identified.

At Houma, La., and along the Terrebonne coast and the bayous adjacent thereto 199 bodies have been recovered.

Thirty-two bodies have been picked up along the coast and connecting waterways in the vicinity of Morgan City, La., and eight between Rudeck and Premier, La.

Leesville, Ala., one; Planquenne, La., one; Lafayette, La., 1; Barataria Bay, La., 3; Berwick, La., 2; Slaughter, La., 1; Jackson, Miss., 2; East Fork, Miss., 5; Bay St. Louis, Miss., 4; Pass Christian, Miss., 8; Three Mile Bayou, Miss., 3; Breaux Bridge, La., 4; Patterson, La., 1; New Orleans, La., 5; Bay De Isles, La., 2; Henderson Point, 3; Mandeville, 1; Carville, 1; Pass Manchac, 8; Boise Du Laere, 2; Bayou Taylor, 1; Clinton, 2; Hammond, 4; New Iberia, 1; Little Caillous, 28; Montegal, 25; Grand Caillous, 40; Sea Breeze, 18; Dunbar, Miss., crew of 7 of schooner Seven Brothers; Long Beach, Miss., 1; Biloxi, Miss., 1.

TO THE VETERANS.

War Department Will Erect Monument to Confederate Veterans.

Washington, Sept. 25—The war department today awarded to the Van Amringe Granite Company, of Boston, a contract for the erection of a monument at Pines Point National Cemetery, New Jersey, to the memory of the Confederate prisoners of war who died at Fort Delaware during the Civil War.

This action is taken following the measure enacted by congress several years ago, which authorized the marking of the graves of Confederate prisoners who died in northern prisons. The shaft will be of Pennsylvania marble, 82 feet high, and will cost \$8,500.

WRIGHT MAKING TESTS.

(By Leased Wire to The Times.)

New York, Sept. 25—Wilbur Wright today tested the motor of the triplane which he is to use in his flights next week. The machine is a composite affair, some of the parts having been used in the very earliest aeroplanes used by the Wrights in their experiments at Kitty Hawk, N. C.

THE WORLD'S BIGGEST CITY BUDGET GROWS

Cost of Running the City of New York is About \$500,000 a Day

HOW IT IS SPENT

New Costs \$21,000 An Hour or \$500,000 a Day to Run New York City—Prediction That These Figures Will be Doubled in Ten Years—How the Money Goes—Father Knickerbocker Expects Lively Election—Guests at Hudson-Fulton Banquet—Literally to Walk on Air—Marine Police Make Smuggling Difficult.

(By Leased Wire to The Times.)

New York, Sept. 25—The prediction made in 1900 that within twenty years New York should be the world's first million dollar a day city seems likely to be fulfilled. The tentative budget for municipal expenses during the coming year calls for \$181,000,000, which is at the rate of a trifle more than a million a day or \$21,000 an hour and \$500 a minute. New York has for years held undisputed title to being the world's most expensive city, not only so far as its administrative expenses are concerned, but in many other respects. The increase of more than \$28,000,000 over last year, however, indicates an expansion in city "housekeeping" expenses the chief item is that of \$50,000,000 to pay the annual interest on the city's debt which now amounts to about \$600,000,000. In this connection it has just been suggested by a high official that Central Park, the city's chief playground, might be sold to liquidate the indebtedness. Legal opinion, however, has decided that such a sale would be impossible and so New York seems likely to continue to pay the interest on the greatest municipal debt which the world has ever known. Next to this interest charge comes a demand of \$35,000,000 for education, and the most important other items which make up this remarkable budget include \$16,524,000 for police, \$8,758,000 for street cleaning, \$8,220,000 for the fire department, and \$7,758,000 for the public charities. The most significant increase in all the departments is that which is asked for salaries and amounts to nearly \$12,900,000. Altogether it seems likely that by 1920 it will cost at least \$1,000,000 a day to run New York City, thus making it the first municipality in the world to achieve such an enormous budget.

Not since the fall of 1901, which marked the defeat of Richard Croker, has there been any such indication of an organized attempt to overcome the famous Tammany Hall organization as is promised for the election in October. The chief source of anti-Tammany activities this year is the Committee of One Hundred, but as in every year of municipal elections there are any number of minor organizations. But it spurns of all opposition Tammany Hall seems to resemble to a remarkable extent Tennyson's brook, in that while opposition may come and opposition may go it goes on forever. All sorts of bodies have been getting together for the purpose of denouncing Tammany, and while the condemnation of the organization has been loud, even from such organizations as the Democratic Union, the chances for the success of the famous institution whose emblem is tiger to be a little affected. Aside from the question as to whether or not Tammany Hall is a desirable influence in city politics, a local political leader has summed up the possibilities of its defeat this fall by the paradoxical statement that its strength lies in the number of its enemies. That this is true, however, can scarcely be doubted after an analysis of the many Tammany victories, to which the lack of unity of purpose among its enemies has been a largely contributing factor. Whether this condition will be repeated this year remains to be seen, but it is nevertheless an undeniable fact that the anti-Tammany forces this fall seem to be more active than ever before. As a result New York is looking forward for one of the liveliest elections in its history.

WHITNEY IS ON THE WAY TO NEW YORK

He Has Arrived at Battle Harbor and Will Hurry South

ARRIVE NEXT WEEK

Harry Whitney Has Arrived at Battle Harbor and Has Sent Wireless Messages to the South—He is Hurrying Home and is Expected to Arrive in New York the Latter Part of Next Week—Was With the Crew of the Whaler Snowdrop, Shipwrecked More Than a Year Ago—Reports Hard Winter and Terrible Suffering But Fine Sport—Cook Will Bring Suit Against Peary for Slander.

(By Leased Wire to The Times)

New York, Sept. 25—Harry Whitney, the man who holds Dr. Frederick A. Cook's proof of the discovery of the north pole, is hurrying to New York, according to advices received today. Whitney sent wireless messages from Indian Harbor, where he arrived on the Peary relief ship Jeanie. He had with him the owner, captain and crew of the Dundee whaler, the Snowdrop, who were shipwrecked a year ago. From the time of that disaster till they were picked up by Whitney they were forced to live almost without cessation in the manner of the Esquimaux. Early today Harry Benedict, of New Haven, received from Mr. Whitney this dispatch:

"Indian Harbor, by Wireless, via Cape Ray.—Rushing home; see you soon. Hard winter; wonderful shooting; have skins for you. Picked up shipwrecked crew; terrible suffering. Notify Frank and George."

"HARRY WHITNEY." It is probable that Mr. Whitney will hasten to Sydney and then rush to New York by rail. He will be likely to arrive the latter part of next week.

The shipwrecked men he brings with him are C. C. Forsyth Grant, the owner of the Snowdrop; Captain Brown and six of the crew.

The Snowdrop was destroyed when she was driven ashore in Frofisher Bay, on September 20, 1908, during a terrific storm. The ship was of but 62 tons, with an auxiliary oil engine, and at the time of the disaster she was loaded with skins and oil and ready to leave for Dundee.

Dr. Frederick A. Cook is today preparing to bring suit against Commander Peary, charging slander and the misappropriation of his stores at Etah by Peary. This action is being arranged in view of the reports that Peary has placed his attack on Cook in the hands of a lawyer.

COL. ATKINSON DIED OF APOPLEXY

(Special to The Times)

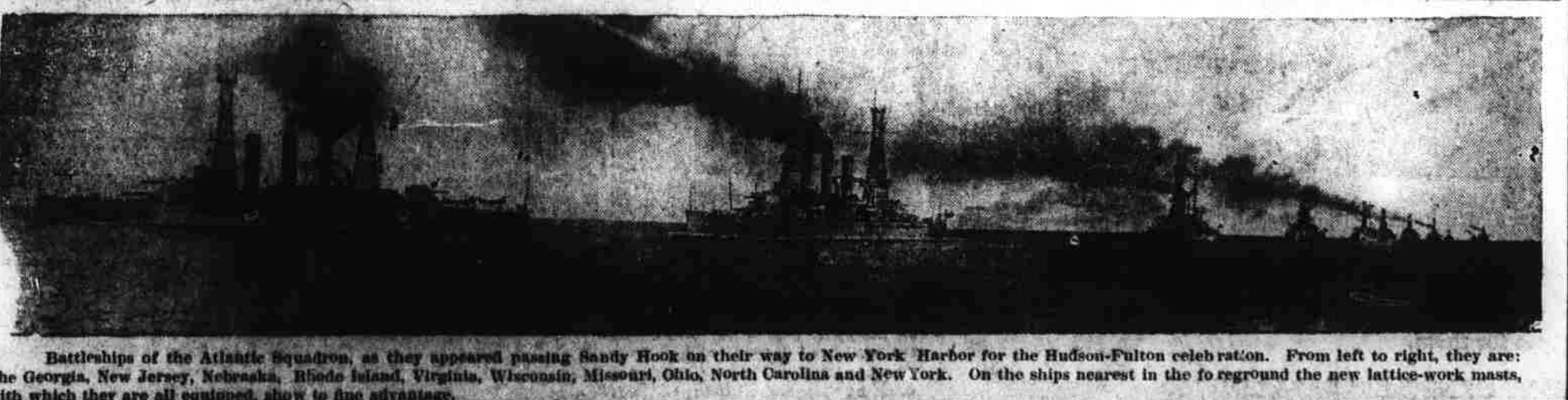
Fayetteville, Sept. 25—This city was shocked this morning when it was learned that James W. Atkinson had suffered a stroke of apoplexy during the night and lived only a few hours. Mr. Atkinson was a Confederate veteran, having served in Colonel Avery's regiment and was one of Fayetteville's most prominent citizens. He had been employed by the Standard Oil Company for years.

TELEGRAPH COMPETITION.

Will Continue, Says Clarence Mackay. Postal Has Not Absorbed Western Union.

(By Leased Wire to The Times.) New York, Sept. 25—Clarence H. Mackay, who arrived from Europe this morning on the steamship Lusitania, when asked about the truth of the report which appeared in the press of the country a few weeks ago, to the effect that the Postal Company has absorbed the Western Union, said:

"Neither the Postal Company nor the Mackay Companies have entered into any arrangement with or purchased or leased the Western Union, or the purchase of its stock and neither the Postal Company nor the Mackay Companies contemplate doing so. Competition will continue."



Battleships of the Atlantic Squadron, as they appeared passing Sandy Hook on their way to New York Harbor for the Hudson-Fulton celebration. From left to right, they are: The Georgia, New Jersey, Nebraska, Rhode Island, Virginia, Wisconsin, Missouri, Ohio, North Carolina and New York. On the ships nearest in the foreground the new lattice-work masts, with which they are all equipped, show to fine advantage.