

Weather.

Washington, Nov. 10.—Forecast for North Carolina for tonight and Thursday: Cloudy with rain tonight; warmer.

The Evening Times

LAST EDITION

ESTABLISHED 1876.

RALEIGH, N. C., WEDNESDAY, NOVEMBER 10, 1909.

PRICE 5 CENTS

BAD WEATHER ON SECOND DAY OF RACES

Great Attendance at Race Course in Anticipation of Broken Records

CANDLER TROPHY

Although Sky Threatens Rain, Tremendous Crowd in Grandstand—Principal Interest is Centered in Barney Oldfield and Strange in One Mile Match—Fact That the World's Records Were Broken Yesterday Did Much to Augment Attendance Today—Eight Events to be 'Pulled Off' With Many Cash Prizes and Valuable Trophies.

(By Leased Wire to The Times) Atlanta, Nov. 10.—In spite of threatening weather which hourly promised rain, the second day of the races opened auspiciously at the speedway Wednesday morning and a very satisfactory attendance was present in the grandstand and "bleachers" when the signal was given for the start of the first race.

The fact that several world's records were smashed by intrepid drivers in the events of Tuesday and the further fact that exceptional speed was shown in every race pulled off, did much to augment the attendance Wednesday and large crowds journeyed out to the race course in anticipation of seeing other world records go by the board.

The track opened fast Wednesday morning and the indications were that still further proof would be added before the close of the day that Atlanta has the fastest track on earth.

Principal interest centered Wednesday in the special match of ten miles between Oldfield in his gladiol Benz, Louis Strang in the Fiat which lowered the world's record in the one mile dash Tuesday, and Walter Christie in the popular machine bearing his name. The first prize in this race is \$500 and the second \$250.

Rivaling this event in interest is the one hundred mile race, stock chassis, open to cars with 161 to 230 cubic inches displacement. The first prize in this race is the handsome Candler trophy and \$600 in gold, the second prize is \$300 in gold, and the third prize is \$150 in gold.

The program for Wednesday follows:

- 1. Motor cycle race, professional; 20 miles.
- 2. Ten mile, stock chassis, 151 to 300 cubic inches displacement. First prize, cup; second prize, cup.
- 3. Special match, ten miles: Benz, Oldfield; Fiat, Strang; Christie, Christie. First prize, \$500; second prize, \$250.
- 4. Ten mile stock chassis, 231 to 300 cubic inches displacement. First prize, cup; second prize, cup.
- 5. Ten miles, free for all, open to amateur drivers only. First and second prize, cup.
- 6. Four miles, free for all. First prize, \$100; second prize, \$50.
- 7. One hundred miles, stock chassis, 161 to 230 cubic inches displacement. First prize, Candler trophy and \$600 in gold; second prize, \$300 in gold; third prize, \$150 in gold.
- 8. Twenty miles, free for all handicapped. First prize, \$150; second prize, \$50.

Four cars of the seven entries, started in the race, these being Robertson, driving a Fiat; Harding, driving an Apperson Jack Rabbit; Louis Strang, hero of two record races, driving a 60 horse power Fiat and Marquis at the wheel of the Big Stearns.

Strang got away at the crack of the pistol and led the field by two hundred yards on the first lap, the Apperson running second and Robertson in the other. Flat coming on they were able to maintain during the next lap and Strang looked to be a sure winner.

On the third lap, however, Strang's motor went to the bad and he limped slowly into the paddock on three cylinders. The Apperson jumped out in front and led in the third, fourth and fifth lap, finishing first in the excellent time of 8 minutes, 30 seconds and 100 more than a mile ahead of W. L. Peel's entry, the Stearns car, driven by Marquis. Robertson failed to finish, his motor failing on the fourth lap, while he was running a close second to the winning Jack Rabbit. No records were broken in this race.

(Continued on Page Two.)

MRS. J. J. ASTOR



Mrs. J. J. Astor, whose suit for divorce was a foregone conclusion, in the absence of any appearance from her husband. According to one report, she is to receive \$10,000,000 outright in lieu of alimony from her rich New York husband, and the custody of her daughter, Alice, now abroad. Their son William Vincent remains with his father.

NO COMMUNICATION

With Hurricane Stricken Jamaica Since Sunday

Cable Companies Can Get No Communication With Jamaica and Fear is Expressed That Hurricane War Far-reaching in its Effects—Crops Perhaps Badly Damaged and Totally Destroyed—Hurricane Has Swept Most of West Indian Islands.

(By Cable to The Times.) Halifax, Nov. 10.—All communication by cable with Kingston, Jamaica, has been cut off and both cable companies report that all land communication has been suspended. There is grave fear that the hurricane which started there Monday has reached a destructive climax much like that of the earthquake and storm of a few years ago.

There is extreme anxiety for the safety of the people on the island. A devastating earthquake at this particular season in Jamaica will do enormous damage to crops and cause great suffering. Efforts are being made to get in touch with the island by wireless, as it is believed the men will at once repair their wireless station in hope of getting in communication with the world.

New York, Nov. 10.—At the office of the Commercial Cable Company today it was said that the cable to Holland Bay, Jamaica, was working but that the land lines to Kingston were all down.

The Western Union Company reported that its last cable to Jamaica had failed. "Our service was first interrupted Sunday noon after our office there reported that a hurricane was sweeping over the island," said General Manager Barclay. "We kept one cable working for awhile, but that is gone now. We have no details but think the hurricane caused the shipping in the harbors to drag its anchors and these ripped up the cables. Conditions there may be very serious."

E. C. Sweeney, superintendent of the French Cable Company, said:

"The only points throughout our cables now reach are in Cuba, the Cape Haytien station and Holland Bay. From this we gather that the hurricane has swept most of the West Indies."

The various cable officials could give no definite news but reports of widespread and heavy damage, accompanied by considerable loss of life is possible when communication is restored. Coastwise shipping undoubtedly suffered heavily.

Lady Cook Didn't Leave the Money.

New York, Nov. 10.—Lady Cook, formerly Tennessee Chaffin, the noted southern beauty, sailed for England today after a short stay in America.

"I am enthusiastic over the growth of the woman suffrage movement in the United States," she said just before her departure. She said she was still ready to spend \$1,000,000 in the suffrage cause.

PRESIDENT IS THE GUEST OF RICHMOND

Spoke to The Virginia Press Association and Made Two Other Speeches

A BIG PARADE

The President Arrived in Richmond This Morning at 7 o'clock and Was Given a Busy Day, Making Three Speeches and Reviewing Parade—Spoke to Virginia Press Association and to Negroes—Was Guest of Governor Swanson at Breakfast—Is Glad That the Long Journey is Almost Over and Washington is in Sight.

(By WILLIAM HOSTER.)

Richmond, Va., Nov. 10.—President Taft arrived here this morning at 7 o'clock to spend the day as the guest of the city. Richmond is the last stop on the long journey from Boston to the Pacific coast and back to Washington again. Of the 12,759 miles of the trip 12,644 miles had been covered when the train pulled into Richmond this morning.

The president is well, not particularly tired, but happy at the prospect of getting back to Washington. There are two more brief trips arranged for after the president's return and then he will settle down to prepare for congress, which will convene less than a month hence.

Governor Swanson entertained the president and Captain Butt at breakfast at the executive mansion this morning, while the rest of the party breakfasted at the Hotel Jefferson. Immediately after breakfast the party were escorted to the house of delegates, where at 10 o'clock the president delivered an address to the Virginia Press Association.

At 10:30 he spoke to the colored citizens of Richmond in the Corporation Commission court room.

At 11 o'clock the big parade started from the capitol, the president leading until the Lee monument was reached, where he reviewed the parade. Luncheon at the Jefferson is scheduled for 1:30 p. m. and at 3 p. m. the principal address of the day will be delivered at the Auditorium.

The president will leave here at 5:15 p. m. for Washington.

COTTON MAKES RAPID STRIDE UPWARD

New York, Nov. 10.—Cotton prices made rapid strides upward with heavy trading and wild excitement on the floor of the exchange today. The bulls apparently had regained the control which slipped from their grip the fore part of the week. By noon prices were the highest of the day, showing increases of from 25 cents to \$1.30 a bale over yesterday's closing figures.

LOVE SECRET OF STEINHEIL IS LAID BARE

Woman Struggled to Keep Her Secrets but They Were Told

COOK A WITNESS

Old Servant in the Steinheil House Tells of Affairs in Mme. Steinheil's Life—Her Husband Knew of Her Relations With Other Men—From the First Mme. Steinheil Has Been Trying to Shield Her Dead Husband's Name—Cook Says Mme. Steinheil Was a Good Housewife.

(By Cable to The Times.)

Paris, Nov. 10.—The love secrets of Mme. Steinheil, which she has resolutely struggled to keep unknown, were bared today at her trial by Mariette Wolff, for 15 years a cook in the Steinheil household. The old servant whose son, Alexandre, was once accused of the Steinheil murders by the widow, declared that the artist knew of his wife's affairs of the heart and never protested.

Mariette Wolff told of the liaisons between Mme. Steinheil and M. Chouanard, the iron master, and M. Bordenel, the rich provincial for love of whom, the prosecution charges, Mme. Steinheil killed her husband and her step-mother.

The cook gave her testimony in spite of the prisoner's protestations. From the first Mme. Steinheil has sought to show that her husband died in ignorance of her other loves.

This attack upon the dead man by the person who probably knows more than any other the real situation in the household of the artist, told strongly for the defendant, who from the first has tried to shield her husband's reputation. Even today she attempted to lighten the black details of the woman's story.

It may have been acting, but it was cleverly done.

With the appearance of the Wolf woman the crisis of the trial was at hand.

The witness described in detail the affairs of the mysterious Vert Logis—the establishment where Mme. Steinheil was known as Mme. Prevost.

"M. Steinheil saw his wife's visitors," testified the cook, ignoring the frantic appeals of the prisoner to spare the dead artist.

"He saw M. Chouanard and he saw M. Bordenel go there. He knew all about it. And he wasn't angry a bit."

Mme. Steinheil made the most of the testimony, though the attitude of heroic protection of the dead which she had maintained since the trial began was again characteristic.

Figures in Paris Murder Mystery



The above picture shows Mme. Steinheil on the right, and her daughter, who is watching her mother fight for life in the criminal courts of Paris, on the charge of murdering her husband and step-mother. The picture in the lower right hand corner is that of Remy Couillard, the dead man's valet, who was placed under arrest on suspicion after the commission of the crime. A missing pearl belonging to the Steinheil jewelry was found in his pocketbook. He was later released from custody when Mme. Steinheil confessed to having placed the pearl in his pocketbook.

BIG ORDER FOR TRACTION WHEELS

(By Leased Wire to The Times.) Pittsburg, Pa., Nov. 10.—Orders have been received in this city for 7,500 steel car wheels for the traction lines of Brooklyn, N. Y. The order follows others from the Interborough Rapid Transit Company of New York, the Chicago Traction Lines and from the Chesapeake & Ohio Railroad.

All told the consumption of steel for car wheels this year will reach 200,000 tons, most of which will be rolled in Pittsburg.

The Pittsburg Schoenberg plant of the American Steel & Wire Company opened today for the first time since August 1907, and the Ashtabula plant of the same company will resume next Monday. The Carnegie Steel Company has ordered work started at the converting mill, or Bessemer, department of the Homestead works which has been closed for several years and will employ several thousand men. Other plants of the Pittsburg district about to resume operations are the Humbert Tin Plate Company, Connellsville, Pa.; the Pennsylvania Engineering Works, Newcastle and the Reorganized Iron and Steel Company of Hamilton, O.

WALTHOUR WINS THE MOTOR CYCLE RACE

(By Leased Wire to The Times.) Atlanta, Ga., Nov. 10.—Riding like a whirlwind Russel Walthour, astride a Merkle motorcycle, won the 20 mile preliminary motorcycle race at the speedway this morning and incidentally captured first prize, \$100 in cash. His time was 20 minutes and 16 seconds flat.

Galeon on an Indian was second and won second prize of \$50, Moss on a Reading Standard was third and Joyce on an Indian was fourth.

A POLICY OF CONCILIATION TO BE URGED

Will Be Commissions Whether the Railroads Like It or Not

THE DANGER AHEAD

Executive Committee of Railway Business Mens' Association Urges Co-operation of Railroads With Government Authorities, State and National—Says No Benefit Will Come From Policy of Obstruction. Deplores Possibility of Another Reaction Against the Railroads—Would Be Step Toward Government Ownership.

(By Leased Wire to The Times.)

New York, Nov. 10.—Urging co-operation with the government authorities, state and federal, with a view to preventing anti-railroad legislation, the executive committee of the Railway Business Mens' Association today presented its report to the association at its second annual meeting here. The report urges permanent organization for protection and declares that a fight should be made for laws just to the railroads and the public. Nothing is to be derived from a policy of obstruction by the roads, it declares; "there will be commissions whether the railroads like it or not."

It adds, "many thoughtful observers look forward with grave apprehension to another reaction of public feeling against the railroads."

The association is composed principally of interests connected with the making of railroad supplies.

It was left to the committee when formed to frame a policy and this the committee in its report says was done with the one distinct understanding that in view of the members of the organization being composed of men of different political opinions no action should be taken in matters of public policy, "except such as would tend to promote wisdom in railroad legislation." The committee maintained complete independence of railroad officials, hoping that when that was understood the organization "would command public attention and approval as we might not be able to do if we were believed to be merely echoing the voice of the railroads." Continuing the report says: "Our hope was that through this peculiar relation we could place ourselves in the position of a conciliator between the public and the railroads."

"The committee refers to the possible action by congress at its coming session in a revision of the laws regulating interstate commerce, and believes it a subject in which the association should interest itself, saying: "Should the new legislation (if any), however, be framed in the full knowledge and with the absence of retaliatory animus, a policy of regulation may be established acceptable alike to the public and the railroads and reasonably certain to assure equitable treatment for all and adequate development of facilities."

"It is our settled conviction that no real benefit can come from a general program of obstruction to regulation. Regulation has come to stay, there will be commissions whether railroads like it or not."

The report further urges co-operation, saying: "Friendly proffer of conference in August are worth a great deal more than public attacks in March when the bill is in its final stages."

The report, discussing the possibility of another reaction of public feeling against the railroads, says the least evil which could attend such a reaction would be renewed efforts to have the government more and more absorb purely managerial functions. Such a step the report calls "a dangerous stride toward government ownership."

"If public sentiment is thoroughly educated such a step will never be advocated," it declares.

In conclusion, urging a permanent organization, the report says: "If the return of prosperity and the present recession of hostility against the railroads should foster heedlessness and result in a lapse into practices open to just criticism, this will furnish material for a new anti-railroad campaign."

TRAPPED IN MINE

Several Men Die In Colliery Explosion

Seven Bodies Were Taken From the Mine This Morning and Five Other Men Are Still Inside and It is Believed They Are Dead—Flames Raged Fiercely For Hours.

(By Leased Wire to The Times.) Wilkesbarre, Pa., Nov. 10.—Nine bodies were taken from the blazing Auchincloss colliery at Nanticoke, while searchers were endeavoring to find five to ten men entrapped when an explosion occurred last night. They are believed to be dead, making the death total probably fifteen.

The fight against the fire in the colliery, which is owned by the DeWaters, Lackawanna & Western Coal Company, was continued today after having been fought through the night. The employees of all the mines in the vicinity struggled to subdue the flames, which rushed to Nanticoke on a special train. Bands of rescuers took up in relays the task of searching for survivors and attempting to reach those imprisoned.

The fire started with a terrific explosion in the Ross vein where several men were at first. The first of the ignited gas reached the vein, enveloping Anthony Protkas and Chas. Koukis, fatally injuring both. Although several of the workers made their way out, against terrible odds, others were trapped in the tunnel behind the fire.

The flames raged so fiercely for hours that at every attempt to fight them the firemen were driven back. Superintendent H. G. Davis was among the first on the scene and he called out every available man immediately.

In the crowd that kept vigil at the opening were many women, relatives of the victims.