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# The Evening Times

LAST  
 EDITION

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Double the Number of Paid Subscribers in the City of Raleigh of Any Other Newspaper.

## MEN WORKING HEROICALLY TO RAISE VESSEL

Some Hope That Men at the Bottom of the Channel Are Alive

## DIVERS HEARD RAPPINGS

Men Worked All Night to Raise the Vessel But Could Make But Little Progress—Rappings Indicate That the Men Were Still Alive Early This Morning and the Efforts to Raise the Vessel Were Kept Up, a Thousand Sailors Bending Every Effort to Lift Her From the Bottom of the Channel—Thousands Line Shore Praying for the Success of the Men.

(By Cable to The Times)

Calais, France, May 27—Braving death in every moment of their work, picked divers and wreckers are fighting today with the terrific forces of the ocean for the lives of twenty-seven officers and men entombed in the submarine *Pluvious* at the bottom of the English Channel.

All night the best forces of the French navy department were put forth in behalf of those on board the tiny vessel which was sunk yesterday afternoon in a collision with the packet steamer *Pas De Calais*.

At 5:30 this morning the efforts were rewarded. Rappings on the interior of the submarine were heard by divers. Encouraged by this still more desperate efforts were put forth, for the rappings indicated that some if not all of the men were still alive.

Struggling against terrific currents of the English channel and baffled again and again by a long swell of tremendous force, a thousand men, under the direction of the minister of the marine, Admiral De La Payre maintained a heroic effort to lift the 450 tons of dead weight, faintly hoping that the imprisoned crew had survived.

Through the night, under the glare of searchlights, the fight for the lives of the twenty-seven men was continued. Little could be done against the tides and currents.

Over the hull of the submarine there swept an under current that time and again whisked the divers away, leaden boots and all, as they strove to reach the bottom. Some, however, succeeded; their reward was the message of life under the sea.

The officers of the flotilla about the scene where the submarine was given its death blow by the paddles of the packet *Pas De Calais* dared allow themselves no hope in spite of the divers reports. Yet the work was pushed night and main.

In the long night it was no uncommon sight to see old seadogs weeping as the sea baffled the rescuers.

As the day progressed without the accomplishment of results, this hoping against hope was slowly dimmed; by noon few would admit that they yet had faith, still the work went on no less desperately.

Through the night the scene was guarded by a circle of torpedo boat destroyers. Today this was increased by the arrival of more torpedo boats from Dunkirk and dredges and wrecking machinery from Cherbourg. The rescue work was put under the direction of officers expert in handling such tasks. The crack engineers of the navy were rushed from Paris. Every fathom of chain in Calais was utilized by the divers before the navy equipment reached the spot.

This morning it was declared that, if attempts to raise the vessel continued to fail, she would be harnessed by chains to powerful tugs and warships and hauled toward shore.

So strong was the current about the ship, that the heavy chains were waved about like cord. Exhausted, the divers were hauled to the surface many times, only to tell of their failure at the moment when success seemed assured. The surface of the steel shell offered them little opportunity for the attachment of chains, and the links slipped off frequently when they seemed firmly attached.

The divers were sent down in relays. In the terrible battle beneath the sea, human energy was exhausted speedily. Lying in nine fathoms

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## WILL NOT FLY TODAY

Weather Conditions Hold Curtis Back

Wants Perfect Weather Conditions, and There Was Too Much Wind Today to Make the Attempt at the Long Trip.

(By Leased Wire to The Times)

Albany, N. Y., May 27—A brisk breeze and a rough piece of ground for a starting point prevented Aviator Glen H. Curtis from either beginning his aeroplane flight from this city to New York or even trying out his flying machine this morning. At day break the apparatus rested in what is known as the cabbage field on Rensselaer Island, two miles to the south, and Curtis rested at the Ten Eyck Hotel, scanning the sky and the drifting smoke from the chimneys for a falling off of the wind.

"I cannot say exactly when I shall start," said the aviator to a National News reporter early today. "I need not tell you that I want as nearly perfect weather conditions as I can get. See that smoke rising from that chimney over there? You can tell from that there is quite a breeze. Besides, I will want to give the machine a try-out around the field before starting on the big journey. But you may rest assured the flight will be attempted and unless something beyond human power prevents it, it will be performed."

At the Rensselaer Island starting point, a colony of sight-seers and willing-to-help folks had been established. Several hundred camped around and about the tent which covered the aeroplane last night and at daybreak today were munching lunch they had brought, refusing to quit the scene an instant for fear they might miss the get-away.

Through the night, like sentries patrolling posts, farmers marched back and forth guarding their cabbage and potato patches from intruders. They carried lanterns and halted every one of the sight-seers who attempted to cross the potato dead-line.

"Keep back there, gol darn ye," they cried constantly, as in the crowd some restless one was always prowling back and forth, trying to get to the tent that covered the aeroplane by a short cut.

All of the farmers carried revolvers. They were not brandished, but were significantly pointed to in a way to emphasize the warnings given.

Curtis' machinists tried the aeroplane motor this morning and the six foot propeller sent a regular gate through the gaping crowds. Everything was found to be running in the smoothest order, and the vibration reduced to an almost imperceptible minimum.

A number of workmen were engaged early today to hurry along the smoothing out of from 200 to 300 feet of the ploughed ground of the field in which the machine rests. This was necessary in order that a sort of speedway for the start might be established. The ground was in hummocks that presented many obstacles to the revolving of the wheels on which the aeroplane rests.

The weather conditions here early today, apart from the wind question, were perfect. All traces of the night before had vanished and the sun rose over the Rensselaer hills in splendor. The tall smoke drift, however, indicated that a breeze of considerable velocity was stirring and that it would have been hazardous for Curtis to have attempted his flight at the time.

When the Albany night boat passed down last night toward New York a powerful searchlight was thrown on the tent on Rensselaer Island containing the flying machine. Hundreds of persons crowded to the side of the boat for a closer look and many cheered. When the night boat from New York passed the island going toward Albany at dawn, a score of passengers were out of bed eagerly scanning the island for a glimpse of the aeroplane or its tent.

When Curtis was informed that Aviator Charles K. Hamilton, and other contestants for the \$10,000 prize for the Albany-to-New York flight, probably would arrive tomorrow, he said he would not alter his plans any to race Hamilton, but would make the flight in his own way.

Aviator Curtis announced at 12 o'clock that he would not attempt to fly to New York today because of the wind.

Is Flying.

Rensselaer Island, Albany, N. Y., May 27—After announcing that he would make no flight today, Glenn H. Curtis changed his mind, got out his aeroplane this afternoon and started the motor at 3:10 p. m.

MISS DANDA RADFORD.



Miss Wanda Radford, who as a child was regarded as the most perfect in Australia and was known throughout Europe, on her appearance in Berlin two years ago as the "wonder-child." She entered a Conservatoire to study music and has now emigrated to set Paris wild with admiration a second time with her beauty, but no longer as a child. She is also considered a musician of brilliant talents.

## TO SUCCEED DR. T. N. IVEY

Rev. L. S. Massey Elected Editor Last Night

An Oxford Minister Was Selected Last Night by the Commission to Fill Dr. T. N. Ivey's Place as Editor of the Raleigh Christian Advocate—Dr. Ivey Goes to Nashville Monday.

The commission chosen by the North Carolina Conference, Rev. A. J. Parker of Lenoir, Rev. J. G. Underwood of Littleton, Rev. J. G. Pegram of Hope Mills, Mr. Henry A. Page of Aberdeen, Mr. L. L. Smith of Four Oaks, Mr. B. B. Adams of Durham, met last night and elected Rev. L. S. Massey, of Oxford, editor of the Raleigh Christian Advocate to succeed Dr. T. N. Ivey, who leaves Raleigh Monday for Nashville, where he will take charge of the Nashville Christian Advocate, the organ of the Methodist Church, South.

The Directors Meet.

The directors of the Raleigh Christian Advocate met last night for the transaction of routine business. Those who were present were: Presiding Elder R. B. Johns, of the Raleigh district; Rev. C. W. Roberson, of Stem; Rev. D. N. Caviness, of Warrenton; and Rev. M. T. Plyler, of Washington.

Rev. A. McCullen, of the Washington district, was present also, but only as a visitor.

On account of the appointment of Rev. Mr. Massey, of Oxford, to succeed Dr. T. N. Ivey as editor of the Raleigh Christian Advocate, there was a vacancy in the pulpit of the Oxford church. Presiding Elder R. B. Johns appointed Rev. F. M. Shamburger, most favorably known by a great many Raleigh people, to fill the pastorate at Oxford.

SENATOR R. L. OWEN.



Senator R. L. Owen, of Oklahoma, the democratic leader in the recent unsuccessful fight at Washington to defeat the two-battleships-a-year program which had already passed the house. On the republican side Senators Burton and Hale were the leaders against the bill for more battleships but their strenuous efforts were futile. The total amount carried by the bill is almost \$124,000,000.

## BALLINGER WILL NOT RESIGN PLACE

(By Leased Wire to The Times)

Washington, May 27—In speaking of the various reports that are in circulation to the effect that Secretary of the Interior Ballinger intends to resign as a result of the Ballinger-Pinchot inquiry, Don M. Carr, private secretary to Mr. Ballinger emphatically denied that the secretary has any intention of resigning at this or at any other time.

"As to any embarrassment to the administration and President Taft personally, due to Secretary Ballinger's continued presence in the cabinet, no such condition exists," said Mr. Carr. "Secretary Ballinger has been assured that it is not necessary for him to resign his post. In view of this fact he feels that his presence in the cabinet will not result in any material losses, politically, to the republican party in the coming fall campaign. Should he resign at this time the chances are that more newspaper comment would be caused than has been created already by a few newspapers antagonistic to the secretary."

It is believed that Mr. Carr spoke with the full approval of Secretary Ballinger.

Two other members of the cabinet who stipulated that their names be not used, declared they did not believe Secretary Ballinger would resign.

## JESSE OVERSTREET DEAD.

Was Author of the Gold Standard Law of 1900.

(By Leased Wire to The Times)

Indianapolis, Ind., May 27—Representative Jesse L. Overstreet, of Indianapolis, died early today after a long illness.

Jesse Overstreet was the author of the gold standard law passed on March 14, 1900. Born in Johnson county, Ind., on December 14, 1859, he received a common school education and was admitted to the bar in 1886. He was sent to congress from the 79th Indiana district in 1895, serving till 1909. He was secretary of the National republican congressional committee in 1898, 1900, 1902 and 1904. In congress he was chairman of the committee on postoffices and postroads.

## Anti-cigarette Crusade.

(By Leased Wire to The Times)

Washington, May 27—Anti-cigarette Crusader Lucy Page Gaston, of Chicago, today began a fight to have the cigarette excluded from the navy. She interviewed a number of naval officials and will see Secretary Meyer early next week.

"Ten states have already enacted laws prohibiting the sale and manufacture of cigarettes," said Miss Gaston.

"The movement is one for the protection of the boys of the country."

## President Going to Boston.

(By Leased Wire to The Times)

Washington, May 27—President Taft today promised to take part in Boston's "same" independence day celebration by reviewing the parade in that city on July 4. The invitation was extended by E. A. Filene, representing the Boston Committee having charge of the celebration.

## Washington Wants Panama Exposition.

(By Leased Wire to The Times)

Washington, May 27—Senator Gallinger, of New Hampshire, today introduced a bill providing that the Panama exposition shall be held at

## Taft Replies to Certain Criticisms

(By Leased Wire to The Times)

Washington, May 27—Stung by the criticism of his traveling expense made yesterday by democrats, President Taft today sent to Representative Taftney, chairman of the house appropriations committee, a letter expressing his resentment. "Suggested reaction on southern hospitality" in the criticism, Mr. Taft declares, was particularly distressing to him.

The letter was as follows:

"My dear Mr. Taftney: I am deeply grieved over the phase which the discussion of the appropriation for the traveling expenses of the president took yesterday. I think it is a legitimate argument in favor of such appropriations that congressmen and many others press the acceptance of invitations to visit the sections and districts, because the urgency of such requests indicates the opinion of the part of the people that one of the duties of the president is to visit the people in their homes. But the intimation or suggestion that the acceptance by congressmen of the president's invitation to travel on the train with him in their respective districts or states was a reason why they should not vote their free opinion on the question of such an appropriation is to me a most painful one. In traveling upon the train they were not receiving my hospitality—they were only making a little money, elaborate the cordial welcome which they as representatives of their districts wished to give."

The feature of the discussion yesterday which was especially distressing to me was a suggested reflection on Southern hospitality. The intimation that somewhere in the south board was charged has no foundation in fact. I never heard it intimated until I saw it in this morning's paper. In all my experience, and I have enjoyed the hospitality of many sections and countries of the world, I never had a more cordial, generous, open and lavish welcome than I had in the southern states during my trip, and the slightest hint that puts me in the attitude of a critic of that hospitality gives me great pain.

"I am going to take the liberty of making this letter to you public.

"Very sincerely yours,

"WILLIAM H. TAFT."

## EXPULSION FROM SCHOOL.

(By Leased Wire to The Times)

Providence, R. I., May 27—Lindon Russell Story of Essex, Mass., and Edward Lee Kenney of Sandwich, Mass., both of the class of 1913 Brown University, have been expelled from the university on charges that they had taken articles from the pockets of other students whose clothes were left hanging in the locker room of Wyman gymnasium. An electric light on the desk of the gymnasium supervisor, which was caused to flash whenever a certain pocket book was removed from the pocket of a coat in one of the lockers proved the downfall of the two boys.

## Speedway For Birmingham.

Birmingham, Ala., May 27—Announcement was made today that the Birmingham Motor Club will soon begin work on the construction of a two mile circular speedway, to be located about two miles from the city.

The inside of the circular track will be made into an artificial lake about a mile in length. The stands will have a seating capacity of about 35,000. The speedway, when completed, will have cost about \$150,000.

## Officers Shot From Ambush.

Danville, Ky., May 27—A telephone message from Manchester, Clay county, states that John Wolfe and Belbert King, deputy sheriffs looking for John Poe, charged with murder, have been shot from ambush in the mountains. It is feared their wounds are fatal.

## Estrada Hemmed In.

Washington, May 27—Commander Gilmer of the United States ship *Paducah* reported to the navy department today that the Madriz troops have completely surrounded the city of Bluefields, hemming in the Estrada troops.

## NEW SPEEDWAY OPEN

Sports Began With Record Speed Trails

Fully 35,000 People See Opening Races on New Indianapolis Speedway—Entry List of Fifty Fast Cars.

(By Homer C. George, Special Correspondent for the National News Association.)

Indianapolis, Ind., May 27—With glorious sunny weather and a wonderful manifestation of enthusiasm the great brick speedway meet was opened here today. Fully 35,000 people were packed on the stands around the course.

The sport began this afternoon with the speed record trials in which Ben Kirchner, with his 100-horse-power Barrac, and Caleb Bragg, with his 90-horse-power Fiat, were the stars, each driving in the most spectacular and sensational manner. A novelty race was that for the speedway helmet, the winner of which collects \$500 a week as long as he holds the prize. The race is at five miles and free for all cars.

With an entry list of fifty odd of the fastest cars made in America and Italy, the meet opened with ten races for today, the feature being that at 100 miles for the Prestolite trophy, open to stock classic cars with piston displacement from 391 to 459. This is a \$2,500 prize and was won last season by a Buick. The other races ranged from record trials at one-quarter mile to ten miles free for all.

The sensation of the racing camp during the morning was the action of the technical committee in disqualifying a number of purported stock cars. The Buick company was especially hit hard, their Prestolite cars and big speed demons being thrown out under the charge that the company was not building a sufficient number of exact model to classify their little model 10 car.

The disqualification takes them out of all stock events except those for the little model 10 car.

Models 165, 168 and new ninety-horse-power cars of this company are disqualified. The other cars tarowed out of stock car races included the American roadster, which Herby Lytle, the famous pilot, is driving; the Jackson model 30; the Cutting model 50, the Westcott model F; the Sculler 1911 roadster and the Empire model 1911 C.

## BALLINGER IS NOT THE MAN FOR THE PLACE

Work of the Department of the Interior Not Safe In His Hands

## THE ARGUMENT ON

Argument Begun Today in the Ballinger-Pinchot Case Before the Investigating Committee—Attorneys Have Five Hours in Which to Speak—First Speech Made by Mr. Brandeis, Representing Glavis—Argued That Character and Conceptions of Secretary Ballinger Are Such That He Cannot Safely Be Continued As a Trustee of Our Vast Public Domain.

(By Leased Wire to The Times)

Washington, May 27—Argument was begun by counsel today in the Ballinger-Pinchot case before the special congressional investigating committee. Under arrangement previously agreed upon the attorneys on each side are to have five hours in which to present the array of facts upon which they will ask the committee to act in determining the long drawn out issue. This time is to be occupied by L. D. Brandeis, representing L. R. Glavis and George M. Pepper representing Gifford Pinchot on the one side, while J. J. Vertrees, represents Secretary Ballinger on the other. The conclusion will probably be reached tomorrow. Following that the attorneys will have 15 days in which to file written briefs. Mr. Brandeis opened the argument today, occupying about two hours in summarizing the principal facts brought out during the hearings which show, he declared, Mr. Ballinger's disregard for the people's interests in the great public property under his jurisdiction and his unfitness for the office he holds. On the other hand, he contended, Mr. Glavis, who has been a competent and faithful public servant has been dismissed from public office without a hearing or a knowledge of the evidence on which action was taken against him.

In opening Mr. Brandeis said the whole inquiry centered upon Mr. Ballinger. To his acts and his omissions the evidence had been mainly directed, and these must be the subject of severe criticism.

The direct and ultimate issue requiring decision from the committee was "Is the department of the interior in safe hands? Has the conduct and the associations of Mr. Ballinger been such; are his character and his conceptions such that he may be safely continued as a trustee of our vast public domain?"

That Mr. Ballinger does not meet the required tests, Mr. Brandeis maintained, had been conclusively established, and if this was true the department of the interior should be under other guidance. That he was subject to far severer criticisms he firmly believed.

Mr. Brandeis continued by giving a chronological resume of the Alaska coal land situation and Glavis' connection with it. He laid particular stress upon the fact that Mr. Ballinger, as commissioner of the general land office, was fully acquainted with it. He pointed out that the Cunningham claimants are Secretary Ballinger's personal and political friends and that they are powerful and influential.

"Was it a coincidence," he asked, "that the investigation by Special Agent Jones in the summer of 1897 was stopped shortly after Secretary Ballinger went to Seattle, shortly after the making of the agreement between the Morgan-Guggenheim syndicate and the Cunningham claimants?"

After tracing the history of the Cunningham claims up to the time of clear listing them and detailing Secretary Ballinger's part in the matter, the attorney declared that the suspicion of the clear listing order after Glavis' protest was evidently done by Secretary Ballinger with the idea that ultimately the patents should be granted. One of the methods by which he would have had them granted was by the Cole bill which he advocated during his closing days as commissioner, but which failed.

Mr. Brandeis then took up Secretary Ballinger's action in acting as

(Continued On Page Seven.)