

THE WEATHER
For Raleigh and vicinity: Partly cloudy tonight and Thursday.
For North Carolina: Partly cloudy, showers on the coast tonight or Thursday.

The Evening Times

LAST EDITION

ESTABLISHED 1876

RALEIGH, N. C., WEDNESDAY, AUGUST 17, 1910.

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

GREAT AIR RACE WON BY LEBLANC

Made Shortest Time in Great Cross Country Flight Over France

HAD A CLOSE FINISH

M. Leblanc Wins \$20,000 Prize Offered by Le Matin for Shortest Time in 499 Mile Cross Country Flight—Made Trip in 11 Hours, 58 Minutes, 49 Seconds—Aubrun Was 20 Minutes Behind—Crowd Saw the Finish.

- (By Cable to The Times)
- Great Ten-day Aerial Race at a Glance.
 - Distance, 782 kilometers (489 miles.)
 - Actual distance covered, more than 500 miles.
 - Winner, Leblanc.
 - Second, Aubrun.
 - Winners' flying time, 11 hours, 58 minutes, 49 seconds.
 - Average speed, 41 miles an hour.
 - First prize, \$20,000, posted by Le Matin.
 - Other prizes, \$32,400.
 - Starters, eight.
 - Date of start, August 7.
 - Route, Issy to Troyes, to Nancy, to Mezieres, to Douai, to Amiens, to Issy.
 - Leblanc and Aubrun used monoplanes.

Paris, Aug. 1—The greatest air race ever held ended this morning when M. Leblanc alighted at Issy Les Mouligneux, the winner of the \$20,000 prize offered by Le Matin for the shortest time in the 489 mile cross-country race over northern France which began on August 7. Twenty minutes after the winner came down, Aubrun, who has waged a sensational duel with Leblanc from the first day, shot his aeroplane to the aviation field at Issy. Both men used monoplanes.

Additional prizes for the best time on each of the six laps and other awards brought the total of prizes at stake in the race to \$52,400.

The total elapsed time of the winner was 11 hours, 58 minutes, 49 seconds, and that of Aubrun, 13 hours, 26 minutes, 57 seconds.

A crowd of 10,000 persons was at the aviation field at dawn, on edge at the prospect of a whirlwind, neck and neck finish to the race that has kept all France excited for more than

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PRESIDENT MONTT DIED IN GERMANY

Bremen, Aug. 17—Germany will pay a national tribute to the memory of the late President Montt, of Chile, who died here last night of heart disease. Arrangements are being made today for the return of the body to Chile.

A German cruiser will be offered to bear the remains to Colon, where it can be placed on a Chilean warship. If Mrs. Montt prefers to have the body carried on a liner so that she can accompany it a German warship will act as escort.

The widow received a personal message of condolence from the Kaiser today. If any services are held the emperor probably will attend. Though she knew that her husband's hold on life was precarious, the widow is near collapse as a result of the shock. She is under the care of two physicians.

Hitchcock in Chicago.

(By Leased Wire to The Times) Chicago, Aug. 17—Postmaster-general Hitchcock arrived in Chicago this morning on his way to the postmasters' convention at Peoria, Ill. It was intimated that his stop here was made to help in the decapitation of Secretary Ballinger. He denied this, however, and declared he would have nothing to do with plans concerning Ballinger.



The New York State Senator Timothy D. Sullivan, or "Big Tim" as he is called everywhere, who recently planned a big free pie and theatre festival for the newsboys of New York. Tickets were issued for admission free to the City Theatre, that not a seat was left on sale for the public. Senator Sullivan is known from the Bovey in New York to Chinatown on the Pacific coast. He was unanimously chosen stakeholder in the big Jeffries-Johnson fight and no one in the sporting world during the preliminary months felt any trepidation as to the safety of the \$101,000 the senator was holding. Senator Sullivan is the national head of the Order of Eagles. He has been "Man Bountiful" to the newsboys ever since he peddled papers himself. Every year he gives gratis a "pie" and "boat" excursion to some grove adjacent to New York. Before the boat starts the pie is always demolished and the crusts thrown at everybody's head, including the senator's. But he only grins and does not call it ingratitude.

VIOLATIONS OF LAW FLEW ACROSS CHANNEL

Charged That Sherman Anti-Trust Law is Violated

Fifteen Railroads Have Refused to Fix Tariff Rates in Accordance With the Sherman Anti-trust.

(By Leased Wire to The Times) Washington, Aug. 17—Charges that 15 railroads have refused to fix tariff rates in accordance with law and that the Temple Iron Company of Pennsylvania has violated the Sherman anti-trust law, were filed with the interstate commerce commission today by William P. Boland, of the Marlon Coal Company, of Scranton, Pa. George F. Baer is president of the Temple Company.

The railroads accused are the Delaware, Lackawanna & Western, the Long Island, Ontario & Western, New York, New Haven & Hartford, Erie, Erie & Wyoming, New York, Susquehanna & Western, Wilkesbarre & Eastern, Lehigh Valley, Pennsylvania, Philadelphia & Baltimore and Washington, Philadelphia & Reading, and the Atlantic City.

These roads, the complaint declares, are all connecting. Mr. Boland charges that a pile of thousands of tons of coal located on the D. L. & W. property was made useless to him through failure of the railroad to furnish cars for its transportation and fix railroad rates. Competing operators were furnished cars and rates on demand, he alleges, but he was refused because the railroad wished to acquire control of the coal fields operated by the Marlon Coal Company, whose holdings are located five miles from Scranton, Pa. Competitors were given rebates while he was overcharged 30 per cent for switching, he charges. Because of this discrimination he was compelled to sell his holdings at great loss, he says.

Serious charges against the D. L. & W. in regard to the mysterious firing of a Marlon county coal pile, located on the railroad's land, in which 75,000 tons were destroyed, also are included in Mr. Boland's complaint.

Negro in Danger of Lynching.
(By Leased Wire to The Times) Princeton, W. Va., Aug. 17—James Dawson, alias Thomas Wayne, the negro accused of murdering Mrs. Lottie Alliss and fatally injuring her husband, was hurried here today to prevent his being lynched. He was brought 30 miles from Hinton in secret, while a mob was gathering about the jail there. The mob threatened for hours, unaware that the man was here. Militia are gathering here.

Atlanta's New Postoffice.
(By Leased Wire to The Times) Washington, Aug. 17—Acting Secretary of the treasury Hillis today announced that he has been notified by the contractors that at the rate work is being rushed in the new post office building at Atlanta it will be completed and ready for occupancy by September 15 next.

WANT TAFT TO LEAD THE OLD PARTY

Republican Party Going to Pieces on the Rocks Needs a Man at the Wheel

IN SERIOUS PLIGHT

Immediate Need is a Man at the Wheel Capable of Dealing and Guiding With a Strong Hand—Beverly Thrown into Consternation by the Knock-Out Given Roosevelt by New Republicans—Senator Crane's Report Was Also Most Disquieting.

(By Leased Wire to The Times) Beverly, Mass., Aug. 17—"The republican party today is in the possession of a ship without a helmsman. The immediate need is a man at the wheel and President Taft is now giving himself entirely to the question of who this man shall be. His closest advisers declare that there is only one man in sight big enough for the job and that man is the president of the United States. With his characteristic caution Mr. Taft is weighing every phase of the bewilderingly complex situation. He is not yet satisfied that his councillors are right. If he concludes they are he will cast hesitation to the winds and come to the front and demand command with all the force and ability that are his. Otherwise he will probably summon a council of the big leaders in the nation—men representing every shade of republican belief and put the situation squarely before them with the demand that as republicans they immediately take steps to avert what otherwise will be certain party disaster and formulate a program upon which the party can again go before the people as a party."

This summary of the republican national situation was made today by one of the men who share the confidence of President Taft. In making it he emphasized the fact that it should not be accepted as even an indirect utterance of the president but at the same time he conveyed the inference that it held close to the exact status of the situation.

Senator Crane's report to the president confirmed the worst that had been feared as to the party's condition in the pivotal states, it is now known, and the astounding result of the republican state committee meeting in New York, with its repudiation of Theodore Roosevelt as a dominating party factor and the consequent danger of the bitterest internecine fight the party has ever known in the Empire state, coming on top of Senator Crane's grave tidings produced an effect here that for a time closely resembled consternation.

In at least a dozen of the states that heretofore have been rock-ribbed republican strongholds, there are bitter factional fights going on, which, unless they are speedily adjusted, are certain to spell defeat to the party in the congressional elections this fall and disaster in the ensuing presidential campaign, the president's advisers fear. The issues upon which these fights are being waged are local questions complicated with national issues in a manner that makes them almost impossible of adjustment by outside influence.

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The Persian Prince Mizra Khan, who just before he left the United States for his native country recently was banqueted at Newport. He took occasion there and then to say that during the time he had mingled with the "400" in this country he had an excellent opportunity to observe and faithfully criticize what manner of people we are. He pleased the naval men by saying that after several trips to the Brooklyn Navy Yard he had become convinced that the so-called "mumpers" of the "400" were not by any means as gentlemanly and lady-like as the politeness and courtesy he had met with from highest to lowest on the war vessels of the United States.

INCREASE IN WAGES THE INSURGENTS WIN

For Southern Railway Telegraphers Granted

An 8 Per Cent Increase Granted—Also Fifteen Day Vacation With Pay for Employees in Service Over Two Years and Limitation as to Hours.

(By Leased Wire to The Times) Washington, Aug. 17—Increase in wages amounting to 8 percent. Fifteen day vacation each year with pay for employees in service over two years. Where two telegraphers are employed, the working day shall consist of ten hours. Where three or more telegraphers are employed the working day shall be nine hours. Telegraphers shall be excused from service on Sundays and legal holidays "when practical."

Foregoing are the principal features of the award of the board of arbitration which has been considering the demands of the order of Railway Telegraphers on the Southern Railway for an increase in wages and better working conditions.

The final award, signed by W. R. Vance, J. S. R. Thompson and John J. Kennedy, the three arbitrators, was filed in the supreme court of the District of Columbia today.

In the matter of wages, the telegraphers demanded an increase approximating about 25 percent last March and while a strike was impending.

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MUNSEY CARS MAKE PERFECT SCORES

(By Leased Wire to The Times) West Point, N. Y., Aug. 17—Twenty-six out of the 28 cars in the Munsey run left here this morning with perfect scores.

The cars having the perfect scores are the Columbia, two Washington cars, three Ford cars, Elmore, Warren-Detroit, Corbin, Brush No. 1, Regal-Plunger, Pierce-Racine, Enger, Great Western, Kirt, Ohio, Cino, Stayer-Chicago, Stoddard-Dayton, two Maxwells, Crawford, Glide, Kline, Moon, and the Matheson.

Brush 13 was penalized yesterday three points for involuntary motor stop, and the Interstate was penalized 49 points.

The only incident which occurred during the run yesterday was when a horse attached to a carriage became frightened by the Ohio cars and plunged into the one of which Ross Enwood was driver.

The carriage was badly damaged. The run today will bring the cars into New England and over the fine thoroughfares of Connecticut. The start was made from the garrison at 8 o'clock. The machines are expected to reach New London at 8 o'clock.

GOVERNMENT OWNERSHIP OF CANALS

Means the Saving of Millions of Dollars to Eastern North Carolina

LOWER FREIGHT RATES

Col. J. Bryan Grimes Writes About the Proposed Purchase of One of the Canals in Eastern Carolina by the United States—Would Save Millions of Dollars to Twenty-five Counties—Would Mean a Great Reduction in Freight Rates for Raleigh Merchants—Important Meeting to be Held in Norfolk, September 6.

The old fight that for several generations has been waged between the Albemarle & Chesapeake Canal and the Dismal Swamp Canal, bids fair to be settled at the meeting in Norfolk, September 6th, when the government board of engineers will have a hearing of the interests representing the two canals. Each canal is anxious to be purchased by the government, and it is a most momentous issue to many thousands of people in Eastern Carolina.

The purchase and making free of one by the government means the practical confiscation of the other, and necessarily a depreciation of values to some extent in the territory served by the toll canal. The making free of either of these canals means the re-establishment of boat lines that have been brought up or strangled by the railroad companies; it means that about twenty-five counties in Eastern North Carolina will get much lower freight rates, as Norfolk is a great basing point for making rates and is the great distributing gate way for the counties of North Carolina watered by the Pasquotank, Perquimans, Little, Chowan, Blackwater, Meherrin, Roanoke, Cashie, Scuppernon, Alligator, Pamlico, Tar, Neuse and Trent rivers, and Currituck, Albemarle and Pamlico Sounds.

What a Business Man Says.

A successful business man, a large mill owner in Eastern North Carolina, writing in answer to an inquiry as to the amount of savings in freight that the making free of the Albemarle & Chesapeake Canal would mean to the people of Eastern North Carolina, says:

"The figures have been carefully estimated covering the question you have asked, but in doing so both the Albemarle and Chesapeake and the Dismal Swamp Canal were taken into

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LATHAM RAN HIS MACHINE INTO A TREE

(By Cable to The Times) Amiens, France, Aug. 17—Hubert Latham started from here today to continue his Paris-London flight, but collided with a tree. His machine was wrecked, but he was unhurt.

Latham was greatly disappointed at his inability to follow Moissant in the 25 mile flight to London.

"I probably will go to Paris and get another machine," he said, "and then I can make a fresh start. I hope to be able to make the entire trip to London without a stop on the next trial, and so win the \$25,000 prize."

Shortly after the accident Latham was told that Moissant had left Calais and a few minutes later that he had been sighted at Dover.

"He is a brave lad," said the disappointed Frenchman.

Latham's disappointment was twofold because of his failure yesterday, when motor trouble compelled him to alight here. His assistants spent much of the night overhauling his machine, and this morning he himself directed the final repairs to his propeller. He set off and then came the crash.

IN RALEIGH NEARLY EVERYBODY READS THE EVENING TIMES.