

The Roanoke Beacon.

\$1.00 a Year, in Advance.

"FOR GOD, FOR COUNTRY, AND FOR TRUTH."

Single Copy, 5 Cents.

VOL. XII.

PLYMOUTH, N. C., FRIDAY, NOVEMBER 29, 1901.

NO. 39.

SEVEN MEN KILLED.

Engines on Santa Fe Railroad Run Together and Explode.

WAS A VERY SERIOUS COLLISION

A Scene of Awful Confusion Follows The Crash—Crew of Train Disregard Orders.

Los Angeles, Cal., Special.—A fatal wreck occurred on the Santa Fe Railroad, one mile west of Franconia, Ark. a switch station, 20 miles east of Needles, Cal., early Wednesday. Seven trainmen were killed, and three passengers and 14 trainmen injured. Limited trains, east and west-bound, crashed together while running at full speed. The east-bound train was drawn by two engines, while the west-bound had but one locomotive. The three engines were crushed and blown to pieces by an explosion, which followed the collision. Both trains were made up of vestibule cars of the heaviest kind, and while they stood the terrific shock well and protected the passengers to a great extent, several of the cars took fire at once and burned up. The dining cars, one on each train, one Pullman and two composite cars were destroyed.

The collision is said to have been due to a disregard of orders by the crew of the west-bound train, though full particulars on this point are as yet lacking. From all accounts it is gathered that the east-bound train had orders to take the siding at Franconia and await the passage of the west-bound flyer, which was running two hours late and trying to make up time. The east-bound train failed to reach the siding, and, as the west-bound train did not wait for it, the two trains came together without warning and with an awful crash. The boiler of the west-bound engine is said to have exploded immediately after the crash, scalding to death those of the engine crews who had not been killed outright.

A scene of awful confusion followed the crash. The massive engines piled up in an inscribable mass of broken and twisted steel while the scalding steam hung in a dense, suffocating cloud over the debris from which the agonizing cries of the injured and dying engineers could be heard. The heavy Pullmans and composite cars jammed the dining and baggage cars upon the heated pile of debris, carrying death to the dining car crews and setting the cars afire.

From the meagre details of the scenes gathered from the passengers, it is learned that the sleeping cars, with one or two exceptions, suffered slightly, and as a result the passengers were afforded comparative humanity from injury. So far as learned, only three passengers, all from California, suffered injuries of a severe character, the terrible results of the wreck being confined almost entirely to the train crews and the employes of the dining car service. The west-bound limited carried a full passenger list from Eastern cities, but it appears that none were injured.

Case Against Chemical Company.

Knoxville, Tenn., Special.—United States Judge C. D. Clark has passed upon a case involving the Sherman anti-trust law brought against the Virginia-Carolina Chemical Company, an organization which has formed a combination of fertilizer companies in Virginia, Tennessee, North Carolina, South Carolina and Georgia, and, it is claimed, advanced prices of fertilizer unreasonably. A firm brought suit in a State court to break up the combine and secure damages. The case was transferred to the Federal Court and has been dismissed by Judge Clark, who holds that a suit to dissolve a trust and also to recover damages cannot be joined and maintained in a Federal Court.

Proposed League.

Knoxville, Tenn., Special.—A South-eastern Baseball League to consist of Knoxville, Asheville, Charlotte, Columbia, Spartanburg, Greenville, Charleston and Augusta, is being figured on and the chances are considered to be bright for its formation. It is proposed to have a salary limit of \$700 per month and the length of the circuit would be 700 miles.

DEATH OF COL. MOREHEAD.

One of Charlotte's Wealthiest Men Dies Suddenly.

Charlotte, Special.—Col. John L. Morehead died of heart disease at the Buford Hotel Wednesday night at five minutes past 8 o'clock.

Death was instantaneous. Col. Morehead was sitting on the lounge that runs along the side of the hotel lobby. On either side of him were Mr. H. C. Eccles, one of the proprietors of the hotel, and Mr. W. C. Miller, of Pittsburgh, Pa. Col. Morehead was talking casually or laughingly, when suddenly his cane dropped from his hands and he leaned heavily against Mr. Eccles. His body lurched and would have fallen forward to the floor but for the quick support of Mr. Eccles' arm. Col. Morehead breathed heavily for a few seconds.

A number of people were in the hotel lobby and these at once rushed to the assistance of the stricken man. Physicians were summoned and in a few minutes three or four had arrived. They said that death had been immediate and was resultant from heart disease.

The news of Col. Morehead's death came as a great shock to this community. He had been seen here Wednesday morning and afternoon on the streets and elsewhere. He seemed to be in perfect health and his vigor and brightness were more than once a matter of comment. Yet, while there were evidently no premonitory symptoms, physicians stated last night that Col. Morehead had had a heart ailment for the last two years. This did not cause him pain or trouble, but a local physician had told him of the presence of the disease and this diagnosis had been confirmed by Dr. Janeway, of New York city.

Col. Morehead was 67 years of age and was a son of the late Governor J. M. Morehead. He was born at Greensboro and lived there until he entered the State University. At college he distinguished himself by proficiency in his studies and was the valedictorian of his class.

Shortly after he left college he married Miss Sarah Phifer, of Charlotte, a daughter of Mr. W. F. Phifer, and a sister of Mr. W. W. Phifer, Mr. George Phifer, Miss Cordelia Phifer, and Mrs. Josie Durant, of this city; Mrs. M. C. Quinn, of Salisbury, and Mr. Robert Phifer, of Danville, Va.

For a few years after his marriage Col. Morehead lived in Cabarrus county, at what is termed the Old Smith home. He then moved to Charlotte and lived here almost continuously, until about two years ago, at his handsome residence on South Tryon street. He was twice married; by the first marriage there being five children. Of these Annie and Phifer died while quite young, and Miss Louie Jones, who became the wife of Mr. J. G. Bryce, of this city, died some years ago. The other two children, as has been suggested, are Mrs. S. B. Jones and Mr. John M. Morehead.

Col. Morehead's family has taken a most prominent part in the history of North Carolina and to his father, Governor Morehead, was due the major part of the credit for building the North Carolina Railroad.

Brothers and sisters of Col. Morehead, well-known in this State, were Mrs. William Waichstill Avery, of Morganton; Mrs. Peter Evans, Mrs. Julius A. Gray, of Greensboro; Mrs. Giles Patterson, of Winston, and Mr. Eugene Morehead, of Durham, who are dead; and Mrs. Lettie Walker, of Spray, and Mr. Turner M. Morehead, of New York city, who survive.

W. N. C. Conference.

The twelfth annual session of the Western North Carolina conference of the Methodist Episcopal church, South, met at Gastonia Wednesday morning. A good number of lay delegates and most of the preachers were present. The usual committees were appointed. The appointments will not be made until next week.

Came to Life After Funeral.

Decatur, Ala., Special.—James Wynn, an Oxford blacksmith, narrowly escaped being buried alive. After the funeral services, the casket was opened at the grave, when the body was seen to move. The casket was hurried back to the home of Wynn, where he revived and is now under treatment. Wynn had been pronounced dead by physicians and he lay apparently dead for two nights and a day.

Little Items of News.

Senator Depew will wed Miss Palmer in Paris on Christmas day.

Bishop E. P. Atwell, Western Missouri Episcopal diocese, is seriously ill. Governor Jenkins in his annual report strongly urges Statehood for Oklahoma.

Furniture makers of the South meet at Charlotte, N. C., today to organize the trade.

RECIPROCITY MOVE.

Mr. D. A. Tompkins Made Temporary Chairman.

200 DELEGATES IN CONVENTION.

No Place For Sentiment or For Theories—Mr. Smythe and Mr. Tompkins on Committees.

Washington, Nov. 19.—Many manufacturing industries of the United States are represented at the National Reciprocity Convention, which began its sessions here today. There were 200 delegates present in response to a call issued by the National Association of Manufacturers at a meeting in Detroit last June. The convention is representative of all manufacturers.

D. A. Tompkins, of Charlotte, was chosen temporary chairman and Theodore C. Search, of Philadelphia, then was made permanent chairman. The organization was completed by the election of the following: Vice chairmen, Gen. W. F. Draper, of Massachusetts; T. L. Hickman, Georgia; Chas. H. Harding, Pennsylvania; James Deering, Illinois; Titus Sheard, New York city, and Robert J. Morgan, Ohio. Secretaries: E. H. Sanborn, of Pennsylvania, and E. P. Wilson, of Cincinnati. The convention adopted resolutions of greeting to President Roosevelt, pledging its support and expressing confidence in his administration.

Mr. Search, in taking the chair, outlined the work before the convention. He said in part: "Our aim has been to forestall tariff agitation, not to encourage it. It is the duty of this convention to harmonize as far as possible the widely differing opinions represented in this body and to reduce to clear and forceful expression such principles as we hold in common. We are here to harmonize our views, and to emphasize our differences. This is no time or place for sentiment, for theories or for statements that cannot be fully substantiated by facts. I take it we are all agreed as to certain general propositions, as these:

"That some of the duties embraced in our present tariff are no longer needful for the existence of the industries for whose protection they are imposed.

"That many of our industries have reached a stage in their development where the home market alone cannot absorb their entire product and consequently new outlets are necessary for their continuous operation and the steady employment of their operatives.

"That the establishment of more cordial commercial relations with other nations by means of an exchange of tariff concessions would enlarge the foreign outlets of those industries for which increased export trade is necessary. That if such application of the principles of commercial reciprocity could be made without injury to any of our industries the consequent expansion of our foreign trade would be beneficial to all our commercial and industrial interests."

Committee announcements and the reading of papers occupied the afternoon session. Ellison A. Smyth, of Pelzer, S. C., was named a member of a committee to call on the President, and D. A. Tompkins, of Charlotte, was made a member of the committee on resolutions.

The night session, devoted to the subject of reciprocity with the Spanish-American countries developed the fact that the delegates were having a difficult time in avoiding making a straight high tariff speeches, while striving to confine themselves to the discussion of reciprocity relations. One speaker said he had heard nothing but high tariff speeches all day and that were the delegates not so earnestly trying to attain the ends mapped out one might believe that he were attending a political meeting at the height of an important campaign.

Negros Boycott Street Cars.

Jacksonville, Fla., Special.—The negroes who have instituted a boycott against the street cars on account of the recent ordinance separating the races on the cars held a mass meeting and agreed to organize a stock company of 2,000 shares at \$1 a share to operate a stage coach service throughout the city exclusively for negroes.

\$100,000 FIRE IN CHARLOTTE.

A Number of Prominent Merchants Lose Heavily.

A dispatch from Charlotte Tuesday morning says:

Fire which broke out at 1:40 o'clock in the dry goods store of Oglesby Brothers on East Trade street is still raging at this hour—3 o'clock—and threatens to destroy the major part of, if not all, of the block between College street and the railroad.

The cause of the fire is a mystery. A policeman and several other persons who happened to be up late saw a dense volume of smoke coming out of the rear of Oglesby Brothers' store, and the alarm was given. The fire departments responded with unusual quickness, but before they had arrived at the scene of the fire the flames had broken through the top of the building and were gutting the inner part of the store.

The location of the fire rendered a fight against it a matter of great difficulty. Oglesby Brothers' store is in a brick building two doors from the corner on College street, and the alley in the rear was too small to allow the firemen to go in and fight the flames directly and in the most effective way.

Strong streams played incessantly from College street, and from East Trade, but the fire gained. After the first half an hour it seemed for a short while as if the firemen would win victory, but the flames, which for a few minutes appeared to be hidden under black smoke, burst forth with wonderful vigor, climbed to the top of the building again and broke out at the front of the store.

The fire spread with a furious strength. Within the first half hour a large crowd of people had gathered, and these included owners of stores adjoining the building, as well as owners of other property in the immediate vicinity. Despite the great number of people, no effort, or but little, was made to save the goods inside the stores. The flames were too fierce for that.

From top to bottom Oglesby Brothers' store was a complete loss, and then the large grocery store of H. G. Link, which is one door above and in the same building, fell victim to the flames. It fared the same fate as the first store, and out of the wreck nothing was saved.

All this time the firemen were only able to make a dispirited fight; throwing water straight up to let it fall useless almost on the furnace or else playing the hose, through doors and windows, on a heat that had gone too far to be quenched by the supply of water.

The flames swept to the rear of Link's store and ran the length of the grocery store of R. H. Fields; and Mr. Fields, who was present, and had the key to his store in his pocket, saw the futility of trying to save any of his stock, being forced to stand still and watch his goods go with the other burning property.

The building was so heated now that the adjoining store of Benj. K. Bryan seemed to catch fire from all sides at once, and on three floors the flames destroyed everything. Simultaneously, the dormant fire, in the lower wreckage of Oglesby Brothers' sprang to life again and communicated fire once more to the cotton office of J. H. Sloan, which is in the corner building, and which up to this time had suffered comparatively little. In a quarter of an hour this cotton office and the Piedmont cotton office, in the rear of the building, was ruined.

The fire ruined store buildings belonging to Mrs. Rachel Holton and her children, of this city, or to the estate of Mr. Ed Holton. The lateness of the hour and the great confusion resultant from the fire allowed no opportunity to gain exact particulars as to the fire losses. It is estimated, however, that the loss on the buildings alone will be \$30,000 or \$35,000. The first store rooms, which were occupied by J. H. Sloan and H. G. Link, were two-story buildings, but the other three stores were in a tall, three-story building. It is said that the property is well insured.

It was also estimated that Link's loss will be about \$20,000; Fields' loss \$15,000; Oglesby Brothers' about 2,500, and Bryan's between \$5,000 and \$10,000. Sloan will not lose more than \$1,000, it is thought. All of the destroyed property, it is said, is well insured. The total loss is reckoned at about \$100,000.

W. N. C. Railroad Bonds.

Washington, Special.—The Supreme Court Monday granted leave to the State of South Dakota to file its bill in the proceeding against the State of North Carolina, to recover on bonds of the Western North Carolina Railroad Company, which were guaranteed by North Carolina. The petition was filed last Monday.

TREATY IS SIGNED.

New Hay-Pauncefote Document Now Ready For the Senate.

ITS TERMS NOT GIVEN OUT YET.

Secretary Hay Signed For the United States and Lord Pauncefote For Great Britain.

Washington, Special.—The new Hay-Pauncefote treaty was signed Monday at 12:05 by Secretary Hay for the United States and Lord Pauncefote, the British ambassador, for Great Britain. This treaty is intended to replace the first Hay-Pauncefote treaty. That convention was amended so extensively by the United States Senate at its last session that the British government declined to ratify it. Within a few weeks negotiations began afresh between Secretary Hay and Lord Pauncefote, which have just resulted in the signature of the new treaty, drawn with special reference to the objections found by the Senate with the first treaty. From a due sense of the courtesy which must be observed towards the United States Senate wherever a treaty is concerned, the State Department is estopped from making public the text of the new convention, and that will remain secret until the Senate itself shall break the seal of confidence.

It is said at the State Department that the various publications which have been made of the alleged text to the treaty are all erroneous and conjectural, though, in view of the rather free admissions that have been made of the purposes of the negotiations, it has been possible by the use of the text of the first treaty to construct one similar in general terms to the new convention.

The principal point of difference between the new and the failed treaty is the withdrawal of Great Britain from the joint guarantee of the new treaty of the canal, thus leaving the United States the sole guarantor. The excision of the old provision respecting the right to fortify the canal leaves that right by inference optional with the United States. All commerce of whatever nationality passing through the canal will fare alike, there will be no discrimination in rates in favor of the United States.

Otherwise the new treaty is in scope similar to last year's treaty. It replaces technically the Clayton-Bulwer treaty concluding on April 19, 1850. By the terms of that old convention the United States and Great Britain agreed that neither should seek any advantage in rights of transit across the isthmus. By the new convention Great Britain yields her right in favor of the United States, which is thus at liberty to construct a canal.

Nothing more remains to be done as far as this treaty is concerned before the Senate meets, or indeed until the treaty shall have been ratified, rejected or amended. If it should be ratified, the State Department will proceed immediately to negotiate the treaties with Costa Rica and Nicaragua for which it already has arranged in protocols pending before the Senate, which will permit the canal to be constructed and prescribe the terms upon which the consent of Nicaragua and Costa Rica is given. It was in anticipation of this action, it is promised, that the Nicaraguan government only recently denounced the treaty of trade and commerce with the United States. This treaty contained several provisions which are to be replaced by more modern provisions.

There was no particular ceremony connected with the signature of the important convention. Lord Pauncefote had been indisposed for several days, and it was not expected that the treaty could be signed before the end of the current week. However, to the surprise of the State Department officials, the ambassador appeared at the Department about noon and the work of signing the treaty was soon dispatched. The scene was the historic diplomatic chamber of the State Department, and beside the principals, Secretary Hay and Lord Pauncefote, there were present Mr. Sidney Smith, chief of the diplomatic bureau of the State Department, Mr. Percy Wyndham, the second secretary of the British embassy, and William Gwyn and Edward Savoy, the Secretary of State's Private Messengers, whose duty it was to attend to the affixing of the seals. The treaty was signed by Secretary Hay with a gold pen in a silver pen holder, which had been used in the signature of other conventions and is the personal property of the Secretary.