

THE WEATHER.

Local showers Tuesday, Wednesday partly cloudy, showers on the coast warmer; moderate winds.

THE MORNING STAR

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WILMINGTON, N. C., TUESDAY MORNING, JUNE 14, 1910.

WHOLE NUMBER 13,320.

MR. MERCHANT Use our Business Local columns to advertise your specials in seasonable goods. One cent a word and they bring results. Ask the Users.

SCORE MET DEATH IN CRASH OF TANK

Fire Added to Horrors of Disaster in Montreal Building.

MANY THRILLING RESCUES

Brave Girl Rescued Eight of Her Companions on Fourth Floor While Building Was Burning—Tank Gave Way.

Montreal, Que., June 13.—Between 20 and 30 people lost their lives today when the supports of the sprinkler system tank of the roof of the Herald building gave way and the great mass of metal and water weighing 35 tons went crashing to the basement.

Fire broke out immediately adding its horrors to the disaster. The firemen displayed splendid heroism in rescuing scores of people from perilous positions in the tottering walls. Some of the walls had to come down before the work of recovering the bodies could be safely attended and it was not until after 6 o'clock this evening that the first body, charred and mangled beyond recognition, was brought out.

All of those who escaped agree that the first warning of the impending disaster passed almost unnoticed. There was a slight creaking, then a little more, somewhat more pronounced, but it was not until the ceiling plaster began to fall that a rush for the stairway began. Before any one reached it there occurred a final deafening crash and then chaos. Some survivors tell of falling one and two floors before the awful crash died away and then they found themselves able to crawl through the dense dust to a place of safety. The majority sought safety by running to the front building, facing on Victoria Square.

Fortunately, all the floors held for about 30 feet back from the front wall and to this is due the fact that the death list does not run into the hundreds as there were nearly 300 people in the building at the time. When the first hook and ladder company reached the scene, the firemen found the windows of the upper floors crowded with people and the crowd on the sidewalk urging them not to jump. Not one did jump. Ladders were quickly placed in position and those in danger brought to the ground.

One ladder was hoisted reaching to the fourth floor on which the bindery was located. It came between two windows. From one of these a little girl crept along the floor until she could reach the ladder. Grasping a rung with one hand and placing a foot on another, she lent a helping hand to eight girls twice her size. When all the girls had reached the ladder and had been brought down to safety, she came down alone. By this time the fire had started and smoke was pouring from the front windows. The little girl faint when she reached the bottom of the ladder.

A dozen injured people were brought from the ruins by the firemen. Many of them with broken limbs. Of these rescues, that of Fred Vidal, a stereotypist, was the most daring. Half an hour after the firemen reached the building Vidal was heard groaning and was located under a girder from which he could not be dislodged, despite the fact that the flames were creeping perilously near, three firemen began to cut it away and stuck to their task. In the outside was Father Martin. When he heard of the fight against death, he went into the building and administered the last rites of the church to the semi-conscious man. Finally, however, the beams were cut through and Vidal released, not a moment too soon. Both his legs and some of his ribs were broken.

Every member of the Herald editorial staff escaped unharmed, their quarters being in the front of the building. John C. Wash, the editor of the paper and the members of his staff were rescued from windows by firemen.

The fire started from the stereotyping department, the coals from the furnaces evidently being distributed on the different floors through which the pots passed on their way to the basement for the fire appeared to start almost simultaneously on all the lower floors.

Later it broke out in the front of the building presumably from the lighting of the gas supplying of the linotype machines which went through the floors.

The cause of the disaster to the building of the supporters of the tank sprinkler system. This tank was located a little to the rear of the center of the building which was an old structure remodeled for the purposes of the newspaper and its job department.

The building was valued at \$150,000 and was owned by the Herald company, while the valuation of the plant is placed at \$300,000.

Most of the plant is hopelessly wrecked. The insurance on the building and plant totalled \$177,000.

The Herald appeared this evening on an eight page paper, arrangements having been made with the Gazette to continue its publication until new quarters can be secured.

This is the sixth time in the last 32 years that the Herald has been burned out.

Twenty injured were treated at the hospital. Some of them were badly injured, but it is believed none will die.

HAMILTON IN AERO WINS NEW HONORS

Aviator Flies Round Trip From New York to Philadelphia in Good Time.

GREATEST FEAT ON RECORD

Remarkable Cross-Country Flight of 88 Miles Without a Break—Stuck in Swamps at Southamboy. Wins Great Fame.

New York, June 13.—Charles K. Hamilton arose from Governor's Island in an aeroplane this morning and sped without a break 88 miles to Philadelphia in a remarkable cross-country flight under the auspices of the New York Times and the Philadelphia Public Ledger. He made the trip in one hour and 51 minutes, leaving Governor's Island at 7:35 and landing at Philadelphia at 9:36.

Alighting at Aviation Field, he delivered letters from Governor Hughes and Mayor Gaynor to Governor Stuart and Mayor Reyburn, accepted messages of congratulation from them to bear in return and started for New York again with only a brief intermission for food, fuel and oil. He had flown approximately 70 miles of his return journey when a sluggish motor drove him to descend in a swamp near Southamboy, N. J., at 12:35 P. M. The propeller was broken there in landing, but after repairs had been made, Hamilton resumed his flight at 6:20 and landed at Governor's Island at 6:39. Thus the return trip was made in one hour and 36 minutes at an estimated average speed of 52.5 miles an hour, which breaks the record made in the Curtiss flight from Albany to New York.

That Hamilton did not make the return as easily as the outgoing trip was due only to an omission of haste. He neglected to clean his spark plugs; they fouled, the engine balked and he had to come down on the banks of the Raritan river, a few miles above Southamboy.

Curtiss still holds the official record for speed, but Hamilton today took all the records for cross-country distance and duration and, using his own figures for the return journey, his average speed per mile established a new figure. The accident to the propeller in the Jersey swamp was the second mishap of the kind during the day, but he secured a new propeller, and with a new set of spark plugs, the aviator was able to finish within 12 hours, although 24 hours were allowed in the terms of his contract.

During the whole of his first lap Hamilton never varied more than two minutes from his time card, and came down on the handkerchief laid to mark his landing spot with the precision of a homing pigeon setting on its perch. It was an interesting coincidence that Hamilton won his honors today with the same bi-plane that won the International speed trophy for Glenn H. Curtiss at Rheims last year, and that he was driven by the same propeller with which Curtiss recently made his historic flight from Albany to New York.

Hamilton overcame today obstacles of geography and setbacks of luck that no other aviator has ever conquered. He flew 32 miles over the salt water with no protection, but three inland tubes of bicycle tires wrapped around his waist. He took chances on roof tops, bridges and moving trains that have never been even thought of let alone attempted. With a missing engine and twice compelled to substitute propellers, he still kept going and tonight his resolution brought its own reward.

The weather was ideal for flight. As Hamilton wheeled his aeroplane from its tent on Governor's Island a special train chartered by the New York Times and the Philadelphia Public Ledger, and carrying his mother, his wife, his chief mechanic, Albert C. Doty and Mrs. Doty, stood on a siding of the Pennsylvania terminal in Jersey City waiting for the word.

"All aboard," cried the conductor, and at 7:12 sharp the special stirred gently and came to a sudden stop again.

It was a false start. Hamilton had attempted to rise and after a brief run over the sands of Governor's Island, had abruptly halted upon the mystification of his hally. What had happened was left from the rains and the biplane, in running on narrow tires, sank deep. In sinking one of the wheels kicked up the end of a hidden stick which came into violent collision with the whirling propeller. A long splinter four inches wide was torn out of the blades and the aviator had to shut off his engine. Then followed necessary delay in fitting the propeller used by Curtiss in his flight from Albany to New York.

At 7:35 A. M. he was off again. One minute and a half later, the word of his start had flashed to the Pennsylvania City and the aviator's special train was after him. Hamilton's route to Elizabeth, where it was hoped the train would meet him lay for 16 miles over the water of the lower harbor and the Kill Von Kull, behind Staten Island—two miles farther than the distance to Elizabeth from Jersey City by an aeroplane at Elizabeth. (Continued on Page Eight.)

SHIPPERS PRAISE ACTION OF TAFT

Delegation Representing Entire Country Visits Him at White House.

FIRM FOR A SQUARE DEAL

President Declares Railroads and Shippers Will be Given Equal Rights—Railroad Bill Discussed at Conference.

Washington, June 13.—In talking with a delegation of shippers representing the entire country who called to congratulate him upon his course in the recent railroad negotiations and in preventing an increase in freight rates, President Taft today again expounded the doctrine of the square deal. He told the shippers that unless the railroads were given a fair profit it would affect the shipping interests. He declared that the prosperity of the shippers and the carriers must be mutual that neither could move ahead without the other.

The railroads the President said, were entitled to a reasonable return and it was to secure this to them that the new railroad bill proposed to give to the Interstate Commerce Commission the right of inquiry to ascertain what a reasonable rate should be in this inquiry Mr. Taft promised that both shippers and the railroad would be given equal opportunity to present their case.

R. F. Spencer, of St. Louis, acted as spokesman for the visiting delegation. He said the shippers recognized the truth of what the President had stated and were entirely satisfied to abide by the judgment of the Interstate Commerce Commission, acting upon the new law.

GOV. OWNERSHIP OF ROADS

Oppinion of President Willard of Baltimore and Ohio.

Deer Park, Md., June 13.—That Government ownership of railroads will be the outcome of the trend of Congressional action was declared today by President Willard, of the Baltimore & Ohio Railroad, at a conference here of the company's officials. Mr. Willard said that he did not believe that such a result would be to the best interests of the country for, on the basis of existing law, service, Government ownership or even exacting regulation, had not been proven to be such a broad. Freight rates, he declared, were far lower here than in any other country, and had been going downward in face of the reverse as to operating expenses.

He declared that the policy of his administration was to be a recognition of the changed conditions regarding supervision of railroads, and a strict adherence to the statutes so long as their validity was undisturbed by judicial declaration of unconstitutionality.

In urging upon the officials the necessity for complete unity in working for the company's interests, Mr. Willard pointed out that increased wages on the Baltimore and Ohio had added upwards of \$2,000,000 to expense of operation and increased cost of all materials entering into the extensive equipment purchases and betterment in progress had added as many millions more, with other millions, augmenting fixed charges, required to meet the demands in bringing the earning power of the standard it must achieve to hold its own.

Washington, June 13.—The purchase of land for a building for a sub-treasury at New Orleans is provided for in a Senate bill passed by the Senate today. The bill carries an appropriation of \$250,000.

OUTLINES.

Charles K. Hamilton made a successful flight from New York to Philadelphia and return yesterday, winning new honors in the aviation world. Briefs of attorneys representing the Ballinger-Pinchot inquiry, were filed yesterday, and were featured by the charges from both sides.—Representative Lever of South Carolina, in the Senate yesterday criticized the government's proceedings against Southern spinners in the alleged cotton pool prosecution.—At Montreal, Quebec, yesterday between 20 and 30 persons were killed in the crash of a big tank on a building which was followed by fire.—Advises were received at New Orleans yesterday to the effect that Cape Gracias had been taken by the Madrid forces in Nicaragua.—As the result of a cloudburst in the Ahr Valley, of the Eifel, Germany, it is estimated 150 persons were killed.—New York markets: Money on call easy 2 1/2 to 3 per cent., ruling rate 2 3/4, closing bid 2 1/2, offered at 3. Spot cotton closed quiet, middling uplands 15.20, middling Gulf 15.45. Flour was quiet with prices partly lower. Wheat easy, No. 2 red 1.04, No. 1 northern nominal 1.03. Corn spot barely steady, No. 2, 67 1/2 nominal elevator on domestic basis spot. Oats, spot dull, mixed nominal. Rosin steady. Turpentine firm.

Abernathy Lads Being Lionized in New York



New York, June 13.—Louis and Temple Abernathy will be two of the most prominent figures in the Roosevelt reception committee. The boys, six and nine years of age, who rode horseback from Oklahoma, are being lionized by New Yorkers. Their father, United States Marshal Jack Abernathy, is about the proudest father in the country. After he met his two sons in Trenton, N. J., he took them to a New York hotel, and now they are busy sight-seeing. The most remarkable thing about the two boys is that they have not been "spoiled" by their long ride and publicity. They are two healthy American lads, who think they have the finest father in the world. Nor do they use the slang credited to them by many reporters. The youngest boy still has a baby lisp and is happiest when he is on his father's knee, but he can ride a horse. There is no dispute over that.

DEFENDS SOUTHERN SPINNERS HARRIS TRIAL AT MANASSAS

South Carolina Congressman Criticizes Prosecution of Alleged Cotton Pool—Says Government Relieved Gamblers.

Washington, June 13.—A criticism of the administration's proceeding in New York against certain cotton operators and Southern spinners, on account of the alleged cotton pool, was voiced in the House today by Representative Lever, of South Carolina. Mr. Lever declared the suit was a "rush to the relief of a clique of reckless cotton gamblers threatened with a disaster into which they put themselves."

"In the years to come," said Mr. Lever, "I suspect this interference of the Attorney General in behalf of those who had combined to depress the price of cotton as against those who may have combined to raise it, will be pointed to as one of the chief glories of this administration—the chief and his prosecution of the tobacco growers of Kentucky and Tennessee, who, in self defense, and when driven to the last extremity, combined to tear the grip of the tobacco trust from their throats. He has a fertile field to employ machinery of the Department of Justice in breaking up the beef trust, butter trust, sugar trust, steel trust and other trusts world without end. Why not try the temper of his steel against these thick hided old sinners? Let the Attorney General feed all out of the same spoon and not make the mistake of believing that high priced cotton is a criminal and low-priced cotton divinity."

Mr. Lever contended that the operations of the New York Cotton Exchange are a constant serious interference with commerce. He declared that a great change would come over the spirit of the dreams of the membership of the New York Cotton Exchange "if Mr. Henry W. Taft, its attorney, who is a brother of President Taft, should announce one evening at the close of the market that he had been called to Washington to consult with Attorney General Wickersham about the affairs of the exchange, and that the Attorney General had directed him to return to New York with a message to exchange members that he had made up his mind to stop illegitimate trading in future contracts.

"Turn your guns on the big criminals," urged Mr. Lever, "and scourge the temple of high finance."

Roanoke, Va., June 13.—Continued rains in this section the last five days have caused the mountain streams to swell and overflow the low lands in many places. At Blacksburg today entire fields of corn are submerged, wheat has been beaten down and great damage done to crops generally.

Washington, June 13.—The Senate today confirmed the nomination of William D. Crum, of South Carolina, to be United States minister to Liberia. Dr. Crum is the negro appointed several years ago by President Roosevelt to be collector of customs at Charleston, S. C. Senator Tamm fought the nomination for several years and prevented his confirmation.

Lexington, Ky., June 13.—In a fatal difficulty last night at Athol, Braxton county, Kentucky, Miles Crawford was shot and killed by Elisha Johnson. It is charged Crawford attacked his cousin Clay Crawford and was killed by Johnson. The alleged slayer surrendered.

DOLLIVER DEFENDS CHARGES FEATURE THE INSURGENTS INQUIRY BRIEFS

Notable Address by Iowa Senator Replying to Criticisms of Presidents. Final Move of Attorneys in Ballinger-Pinchot Investigation.

SUNDRY CIVIL BILL PASSES ATTACKS FROM BOTH SIDES

Political Speeches in House—Defense of Attorney General Wickersham as to Friar Lands—In Both Houses Yesterday. Committee Assembles Next Saturday to Prepare For Its Deliberations. Ballinger Declared Unfit For Office—Pinchot is Assaulted.

Washington, June 13.—The Senate today listened to a notable address by Senator Dolliver, of Iowa, in the form of a vigorous defense of the "insurgent Republicans" and a reply to the criticisms of them by the President of the United States.

Mr. Dolliver said he had been a friend and supporter of the President and expressed chagrin over the fact that he was compelled to defend himself against that high official. He defended the proposed appropriation of \$250,000 for a Presidential investigation of the operation of the present tariff law. Senator Clay's motion to strike out this provision of the Sundry Civil bill was lost 13 to 44.

The Sundry Civil bill, carrying appropriations aggregating \$118,000, an increase of \$9,000,000 over the amount carried in the bills as passed by the House, was passed by the Senate. Bills amending the bankruptcy law and requiring land grant railroads to survey their lands so as to render them amenable to taxation were passed.

An entire session of the House was devoted to political speeches delivered during the period permitted for general debate upon the deficiency bill. Representative Nye, of Minnesota, spoke of optimism as powerful factors in the functions of party organizations in the government of the country.

A defense of Attorney General Wickersham in his attitude toward the Philippine friar lands was made by Mr. Crumpacker, of Indiana.

CLOUDBURST KILLS 150.

Catastrophe Occurred in Germany—Recovering Bodies. Cologne, Germany, June 13.—Great loss of life has occurred in the Ahr Valley of the Eifel region as the result of a cloudburst which swept the district Sunday night. Late estimates place the total number of dead at 150.

News of the catastrophe reached here today. Numerous streams in the region had made the stream unusually high and as a result of the unusually heavy downpour Sunday night the river Ahr suddenly overflowed, the water carrying death and destruction in its path.

The greatest loss of life occurred where two barracks, containing Italian and Croatian laborers employed on the railway were swept away.

The inmates were surprised in their sleep and generally were unable to help themselves. Thirty-seven bodies have been recovered.

The flood caused enormous damage, completely destroying the railway and devastating several villages. Lightning struck in one village destroying ten houses and seriously injuring four persons.

The flood subsided early today as suddenly as it came and the danger is now passed. Many peasants, however, have lost everything and are dependent on charity.

SHOT BY HER LOVER.

Mountain Tragedy Near Asheville—Man Insanely Jealous.

Asheville, N. C., June 13.—Because he objected to her attentions to other men, Fred Caldwell, aged 24, a railroad worker of Marshall, 23 miles from here, shot Myrtle Lowe, aged 21, in front of her home at the former city this afternoon and advised tonight state that she cannot recover. Caldwell was lodged in the Marshall jail pending developments.

It is said that the couple quarreled this afternoon, Caldwell charging the girl with keeping company with men who were unfriendly to him. Miss Lowe resented Caldwell's criticisms and threatened to kill her if she did not come back. The girl turned to leave him when Caldwell drew his revolver and fired, the ball entering the girl's right hip and passing out on the other side.

CARS END LONG TRIP

The Good Roads Tour From Atlanta to New York.

New York, June 13.—Just at 4:30 o'clock this afternoon punctually on schedule, 57 of the 70 automobiles in the Atlanta Journal-New York Herald Good Roads tour returned to the city today. From the steps of the city hall Mayor Gaynor reviewed the long line and the tourists proceeded to Herald Square where the 1,100 mile journey ended. Eight more cars that met with accidents along the way are expected to finish the trip.

The first stop in Metropolitan territory was at St. George, Staten Island, where the tourists were entertained at the Staten Island Club. Afterward there was a dinner at a Staten Island Hotel during which Mayor Gaynor welcomed the travellers to the city.

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Washington, June 13.—Briefs were filed by the attorneys for the "prosecution" and "defense" with the Ballinger-Pinchot Investigation Committee today. The committee did not meet today, but will assemble next Saturday to prepare for its deliberations.

Attorney Brandeis, counsel for former Special Agent Glavis, and Attorney Pepper, counsel for former Forester Pinchot, contended in their briefs that the evidence adduced during the investigation has shown Secretary Ballinger to be unfit to administer the affairs of the public domain because of an obvious leaning toward a policy of distribution instead of conservation of the people's land. They condemn his attitude toward the champions of conservation and charge him with causing embarrassment to the administration and loss to the people.

Equally insistent that Mr. Ballinger's actions in an earlier Department have not been open to criticism, Attorney Vertrees, counsel for the Secretary, declares that none of the accusations made against him has been sustained by presentation of fact.

Mr. Vertrees attempted to show by the evidence that there has been a conspiracy afoot to secure Mr. Ballinger's removal from office because he disappeared from the so-called "Garfield policies."

"If any one of these men, Glavis, Pinchot, Jones, Kerby, Hoyt, Nowell or Davis, has told the truth, the Secretary of the Interior is dishonored and unfit for office," declares Attorney Brandeis counsel for L. R. Glavis.

"We trust that the committee will record their definite conviction that the immediate care of the public domain is now in unsafe hands," says Attorney George W. Pepper, counsel for former Forester Gifford Pinchot.

The Brandies brief contains a scathing denunciation of Mr. Ballinger for the course he has pursued in dealing with the Cunningham Alaskan coal claims and for his treatment of Glavis, whom he insists was sacrificed because he sought to protect the people's lands from falling into the hands of a monopoly.

Mr. Pinchot and his fellow conservationists are strongly defended by Mr. Pepper, who proceeds on the assumption he says that there is a general recognition of the failure of the attempt to make any case against the forest service. On the other hand, he attacks Mr. Ballinger's administration of the Interior Department and says it has been shown that the course pursued has been characterized by a lack of fidelity to the public interest; that Mr. Ballinger is actually responsible for "the entire series of unhappy events," and that the President never would have found himself irrevocably committed to an endorsement of the Secretary had he not at critical points been "successfully deceived" as to what was happening within the department.

Mr. Brandies criticizes Mr. Ballinger as Commissioner for "clear listing" of the Cunningham claims in the face of reports by Special Agent Jones indicating a suspicion that they were fraudulent; as a private citizen because he appeared before the department in behalf of the claimants, at whose disposal he had placed knowledge he had acquired in the government's service notwithstanding the existence of a law which forbade his practicing before the Department; as Secretary because he declared the responsibility of deciding those important cases to subordinates who, he says, knew Mr. Ballinger favored the granting of patents.

The fact that he had acted as attorney for the Cunningham claimants might well have kept Mr. Ballinger from accepting the office of Secretary," says Mr. Brandies.

GOES HIGHER IN AERO.

Brookins Soars 4,384 Feet—Machine Was Wrecked.

Indianapolis, Ind., June 13.—Soaring to a height of 4,384 1/2 feet, Walter Brookins, in a Wright biplane today broke the world's aeroplane record for altitude at the National aviation meet at that Indianapolis Speedway. The biplane of G. L. Bumbaugh, of Indianapolis, was wrecked before he had lost started.

Bumbaugh lost control of the forward planes, and the machine fell to the ground from a height of ten feet. It was smashed with the aviator under it. The wreckage took fire and Bumbaugh would have been burned to death had not mechanics run to his assistance. He was slightly bruised and cut.

Brookins' high flight in which he exceeded the record of 4,165 feet made by Louis Paulhan made at New Orleans last Fall was also a speed triumph. According to the register of the instruments Brookins was 1,900 feet in the air seven minutes after he left the earth. He rose to that point in a wide circle.