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WILMINGTON, N. C., TUESDAY MORNING, JANUARY 23, 1912.

WHOLE NUMBER 13,805.

James J. Farrell. President of Steel Trust, Before Committee.

DEAS OF TRUST REGULATION

Mr. Farreli Told the Stanley Commit tee That Publication of Manufacturers' Costs Would Hurt Foreign Trade.

Washington, Jan. 22.-James J. Far Steel Corporation, protested before which the law is now applied. ously made by Elbert H. Gary, execu- day. tive head of the Steel Corporation, Andrew Carnegie, and others.

ing the stability of the market.

Representative Beall.

government control of corporations as McCabe, or by the Board of Food and poration." suggested by Judge Gary, Mr. Car Drug Inspection, of which Mr. Mc-

e a supervising board, but I believe the bureau. that it would be impracticable, almost to fix prices, even to fix maximum partment. I les manufactured in the steel busi-

of preventing not only unusually high upon the findings of the Bureau of rates but also unusually low rates. Chemistry be withdrawn. which would result in reduced wages

chairman, "and come what will, we ject to removal by the appointing powwill know it. There is power enough ers."

Mr. Reed asked if the committee would not be satisfied to let Mr. Mc-Rae, their accountant, examine the pecords, verify them and make a genadded that publication of the costs would effect 40,000 employes engaged; in the foreign sales department of the

Chairman Stanley said he did not ntend to expose secrets unnecessari-, but that he would insist upon the corporation complying with subpoenas duces tecum for records not yet pro-

it was tentatively agreed that expert McRae should examine the cost sheets of the corporation to verify figures to be submitted by the corpo-

Mr. Farrell's testimony will be resumed tomorrow.

Mr. Farrell said he did not believe that the Sherman law should be repealed, but that it should be clarified so that business men would know ex-

ctly what to do under it. When asked about a statement beore the committee by Andrew Carhegie that it was obvious that there steel men today to maintain prices,

in giving you information you de-

"This was the only positive statement he did make," said Representa-

Yes, about something he knew thing about," retorted Mr. Farrell. are made at a higher price. He also

vier and would cost more."

it a gross injustice to an industry country.

The Report of the House Investigat-

ing Committee Completely Exonerates The Nation's Pure Food Chief

Washington, Jan. 22. - Dr. Harvey W. Wiley is held "not guilty" of conspiracy to evade the law in a report filed with the House today by the committee which conducted an investigation last August into the charges upon which President Taft was asked to dismiss the Nation's chief chemist from the government service.

Not only does the committee absolve Dr. Wiley from criticisms for the employment of Dr. H. H. Rusby, of New York, as a government expert at a technical rate of \$20 per day; but it attacks in measured terms the whole administration of the National Pure Food Law, and demands of conwashington, Jan. 22.—James J. Far-rell, president of the United States the Department of Agriculture by

the Stanley Steel Investigating Com- The so-called Wiley investigation nittee today against unnecessary pub- arose from the charges made in the licity of manufacturers' cost of steel ley, Dr. W. D. Biglow and Dr. L. F. products in this country, as ruinous Kebler, all of the Bureau of Chemistry, to foreign trade of domestic manufac-had secretly arranged with Dr. H. H. turers. He also discussed with the Rusby, of New York, so that the latter committee the "Gary dinners", and need work only 80 days in the year ideas of trust regulation, which differ. for an annual salary of \$1,600. This was declared to be a deliberate evased somewhat from suggestions previ- ion of the established limit of \$9 per

"We find from the evidence that the charges of conspiracy have not been President Farrell asserted that the established," says the committee re-Gary dinners, at which steel manufac- port, "but on the contrary, that the acturers assembled to discuss the trade, cused officials were actuated throughhad no influence in fixing or maintain- out solely by a desire to procure for the Bureau of Chemistry an efficient "I do not believe," he said, "that assistant in the person of Dr. H. H. the prices of any two steel manufac- Rusby, under terms and conditions turers in the United States are alike." which those officials believed to be Why has Judge Gary said that the in entire accord with the law, regula day of competition has passed?" asked tions and practices of the Department of Agriculture."

think he referred to destructive The report holds, however, that the matter of fact, steel prices today are Rusby is technically illegal and recomvery low. There is no doubt that re- mends that Congress make specific ports of some corporations soon to be provision for the employment of exmade will show that they are not get! perts in the Agricultural Deparement. mittee's hearing that the work of Dr. "Are you one of the apostles of this Wiley and his associates was revised new cult of industrialism advocating and often rejected either by Solicitor

Cabe, Dr. Wiley and Associate Chem-"I believe that there should be publist Dunlap were the members. The licity of corporations, that this should position of Dr. Dunlap was variously show profits and losses and general stated to be co-ordinate with, and suconduct of business," said President perior to that of Dr. Wiley, who was Farrell. "I think that there should supposed to be the supreme officer of

The committee makes a sweeping mpossible, for a governmental board criticism of the methods of the derices. To determine the cost of artichief of the bureau be given the full power which the law supposes him to ness alone requires a corps of hun- have, over all employes of the bureau; that the Board of Food and Drug Ex-"I would have a supervisory board amination be made entirely separate which would have authority to inves- from the Bureau of Chemistry, and tigate all corporations for the purpose that the power of the solicitor to pass

"It is recommended that the chief and his two associates shall be of the It is most vital that this committee same rank, sitting with equal power get this information," continued the as board members. All are to be sub-

The Remsen Referee Board, around which much of the investigation centered last Summer, is held to be legally constituted, but its activities as a supervising power over the Bureau eral report thereon, and Mr. Farrell of Chemistry are declared to be out-

side of the law. This board was created by President Roosevelt and is composed of eminent chemists, to whom are referred debated questions arising under the pure food law. It reversed Dr. Wi ley's finding on benzoate of soda, and has before it other questions which the committee declares properly be-

long to the Bureau of Chemistry. The committee declares the board should not be continued under the simple authority of an executive orration regarding composite costs of der to exercise such control over the pure food law.

PAUL HEMPHILL DEAD.

Prominent South Carolina Lawyer Died in Charlotte.

Charlotte, N. C., Jan. 22.-Paul Hemphill, a prominent South Carolina lawyer, died at the Presbyterian hospital here today after a protracted illness, aged 50. He was a brother of was some sort of combination among Dr. C. R. Hemphin, P. Louisville, Ky. Steel men today to maintain prices Theological Seminary, Louisville, Ky. Dr. C. R. Hemphill, president of Union and was connected with one of the oldunderstand Mr. Carnegie made est and most prominent families in that remark, but Mr. Carnegie has not the Palmetto State. He is survived by been in the steel business for 11 a widow and three children. The body Years. You gent'emen probably were will be taken to Chester, S. C., his in giving at the alacrity he displayed home, tomorrow for burial Wednesday.

Kenosha, Wis., Jan., 22.-Johnny Coulon, bantamweight champion of the world, tonight knocked out Harry Forbes, the former champion, in the third round of the scheduled ten round resident Farrell told the committee fight. The end came when the round that steel rails in this country, which was two minutes and 34 seconds old sell for \$28 a ton, the basic prices, sup-ply only half the market. Special rails to the stomach doing the work. The public may not require the segre-are made at the market.

"Rails today".

steel. They would necessarily be heater the Steel Corporation, contribute unduly to the profits of the dustry. were witnesses before the committee. Steel Corporation on transportation." Is it your purpose to publish to the At the outset they had no objection Large inter-company profits, the reworld all the details of our mill costs to members of the committee examport says, were revealed by the examport says. of production and details of our mill costs to members of the committee examination of demanded President in the records to satisfy theminterest to members of the committee examination of the many companies linked the many c

Commissioner Smith Recommends Separation of Ore Railroads From Trust.

Dr. Herbert Smith Thinks Steel Trust Has Kept Ore Transportation Prices at an Unusually High Level.

Washington, Jan. 22. Unreasonable profits are made on fron ore of the Lake region, excessive earnings flow into the treasury of the United States general law. Steel Corporation from its ore transportation facilities, which suggest the determined: necessity, from the standpoint of public policy, of segregating the ore railroads from the giant corporations, and steel companies, according to a preliminary report on the cost of production in the steel industry by Herbert Knox Smith, commissioner of corporations, made public tonight. The report was presented to President Taft and sent to the House Committee on Ways and Means for consideration in connection with the provisions of the steel tariff schedule, upon which the

Democrats will caucus tomorrow. "The prices of lake ore," the report declares, "have been kept or many years at an unicasonably high level compared with the cost of production and the cost of the investment in the

producing ore properties." Commissioner Smith says that the the shipment because a Kentucky law control of public agencies of transpor-Charges were made during the com- ties of abouse that the question is raised, "whether the public interest in this country does not require a segregation of the ore railroads from the Steel Cor-

The report is based upon an investi gation of two-thirds of the country's to 1906, inclusive. Limited data for 1902 to 1910, Mr. Smith adds, makes it clear that these five year figures substantially represent present conditions

joys monopolistic power," the report states, it lies chiefly in its holdings of ore and its railroad transportation facilities. The company, the report declares, has acquired unduly large ore at least 50 years' supply at the present rate of consumption, exclusive of

rally, delivered at lower lake ports, Missouri. from 1902 to 1906, was \$2.64 per ton. He exhibited a telegram from Unit- vana before returning to Washington. The average transfer profit on ore was ed States District Attorney Lyons, of The cruiser Washington has been 66 cents per ton. This is regarded as Kansas City, asking that Lyons be placed at its disposal for that purpose excessive by the commissioner, repre- kept advised of his movements in or- and the committee probably will sail senting, in his judgment, from 10 to der that a possible subpoena might be for the Cuban capital Wednesday, re-

15 per cent, on the investment. ore during the greater part of the per- which Richardson says absorbed the 1895, has been established in large nected. measure by agreement among the principal ore producing interests."

The excessive profits on ore, the raport says, handicap effective competition in the production of pig iron and steel by concerns which must go into the open market for their ore. The transportation profit of 60 cents

a ton, realized by the Steel Corporation on its own ore over its principal ore carrying railroads, and in lake vessels from 1902 to 1906, was "gross-day, and was instantly killed. ly excessive," the report alleges. The report adds: "While integration of industry to permit of large-

scale operations and minimum costs are exceedingly desirable, these enormous profits of the Steel Corporation on the transportation of ore present a problem of very great importance. The situation is this:

"Integration of the steel industry with respect to transportation thus. far, instead of working to the advantage of the public in the form of lower costs to all shippers and lower prices, has worked to the benefit of a great let the Steel Corporation retain this poration. advantage of low transportation cost Steel Corporation an unreasonable and undesirable advantage over competi- State. petitors in the sale of finished pro-

"This situation clearly recommends the public may not require the segre- train ran into the rear of another on gation of these railroad properties "Rails today." he said. "any too near the danger zone of brittleness. The liability of breakage and danger is research that in the days of the softer than in the days of the softer talls. We should have rails with a lower grade of carbon, and of softer They would necessarily he hear.

The said talk the same time of the steel Corporation. It would thus stop what is unquestionably an continuous competition. It would gramme included visitors to points of the said that is the imposition of high the collision was so great that the continuous competitors' shipments, told the Stanley committee yesterday that unnecessary publicity of manutary and the failroad worth anything within 12 months."

They would necessarily he hear to steel Corporation. It would thus stop what is unquestionably an thus stop what is unquestionably an thus stop what is unquestionably an thus the heavy stand continuous committee yesterday that the same time forcing facturers' costs would result in untold injury to the foreign trade of the inconstruction work and a military and that is father that the same time forcing facturers' costs would result in untold injury to the foreign trade of the inconstruction work and a military and that is the imposition of high the collision was so great that the durited states Steel Corporation.

The voluded with a grand ball at the havy and the collision of the collision was so great that the durited states of the collision was so great that the united states of the collision was so great that the united states of the collision of the states of the collision of the train state that the united states of the collision of the collision of the collision of the collis (Continued on Page Eight). tine quiet.

LIQUOR INTERESTS WIN CASE FLAGLER BA Supreme Court Decides That Railroads Must Carry Beer When

Into Dry Territory. Washington, Jan. 22.-Liquor inter ests today won a far reaching victory in the United States Supreme Court by a decision that railroads must carry beer, when offered for transporta-

Offered for Transportation

tion into "dry" counties of another State. The decision affected particularly shipments from Indiana into Kentucky.

Justice Lurton, who announced the court's decision, also laid down some limitations on the jurisdiction of the Interstate Commerce Commission. He upheld the action of shippers in going before judicial tribunals to test the validity of laws, rather than to the commission. He said that the commission had jurisdiction over administrative questions and matters of fact, but the courts over questions of

Justice Lurten declared decisions of the Supreme Court and undisputably

mate subjects of inter-State com-

mon carrier to transport such articles from a consignor in one State to consignee in another.

"That until such transportation is concluded by delivery to the consig- from New York, including several nee such commodities do not become subject to such regulation restraining their sale or disposition."

which subjected such liquors to State tives of several foreign countries and was in original packages, did not ap- 68 persons. Another brought excurply before actual delivery to the con- sionists from various parts of the signee where the shipment was inter- country. State. The case arose when the Louisville & Nashville Railroad Company In connection with the alleged ex- refused to carry beer offered by the liquors into local option districts.

> Indiana enjoined the railroad from ments for the visitors to a close. refusing to transport beer, on the ground that beer was a commodity and that the Kentucky statute, if it attempted to regulate inter-State commerce, was no defense for the railroad's refusal. The Court of Appeals for the seventh circuit affirmed this

"Valid as a regulation of intra-State shipments, it never was effective as to inter-State shipments to 'dry counties'," said Justice Lurton today, in sustaining the lower courts.

FORMER BANKER DETAINED.

reserves, holding at the close of 1910 Wanted at Kansas City in Connection

Memphis, Tenn., Jan. 22.—Henry W. 200,000,000 tons of other ore in the ing that Richardson is charged with certifying to false entries. Richard-

the more easily served for Richard- turning Thursday or Friday. It may be stated, the report adds, son's appearance as a witness in cases

OUTLINES

bring about the abdication of the throne have utterly failed.

who had just received his license, fell East Coast Railway, the man who life feet at Los Angeles, Cal., yester handled all of the details of this great any time."

Dr. Harvey W. Wiley, head of the Bureau of Chemistry, was completely exonerated from the charges against him yesterday by the full House Com-

The opening of the Florida East Coast Railroad was celebrated yesterday at Key West with appropriate ceremonies, many government officials and foreign diplomats teing present.

Dr. Herbert Knox Smith, in making report yesterday on the cost of procombination. On the other hand, to to be segregated from the Steel Cor-

form of lower prices might be undesir- Supreme Court decided that railroads of whistles and ringing of bells on all beggars, and all starving. A few said he was riding on the next to the able, because it would tend to give the must carry beer when offered for trans. the vessels in the harbor and the years ago the majority of them had it stormed at Kinmude 20 miles north

Hour prominent men, three of them officials of the Illinois Central Railroad, were instantly killed yesterday and several people injured when one that road, near Centralia, III.

steady, 2 to 2 1-2 per cent., ruling prepared for the thousands of visitors, were standing around looking at the from here gave all of their attention

Many Distinguished Visitor Took Part in the Key West Celebration Yesterday.

Representatives of United States and Other Governments Honor Occasion of Great Interest to Railroad World.

Key West, Fla., Jan. 22.—Cheering by thousands of visitors, the blowing of whistles and the ringing of bells announced the arrival this morning of the first passenger train over the new-"That beer and other intexicating East Coast Railway between this city liquors are the recognized and legiti- and Knigtht's Key, 46 miles toward and other State officials; Henry M. Coast Railroad, and a party of friends of all degrees to resist. world. The second train brought Assistant Secretary of War Oliver, rep-He explained that the Wilson act, resenting President Taft, representaregulations, although the liquor still a Congressional delegation numbering

Today's programme consisted of a reception to Mr. Flagler, followed by a Congressmen and State officials, a drive through the city, a boat ride around the harbor and a reception by of 1906 forbade bringing intoxicating Mayor Fogarty. A grand ball at the government equipment building to-.The United States Circuit Court for night will bring the day's entertain-

Many distinguished foreign visitors are here for the celebration, among them being General Marti, representing President Gomez, of Cuba, who arrived yesterday afternoon on the Cuban cruiser Hatuey.

Public buildings, business houses and private residences are decorated with flags and bunting while gaily dressed naval vessels, merchant steamers and private yachts swinging at anchor in the harbor make the scene along the water front one of great animation. Among the naval vessels here are the Portuguese cruiser Republica, the Cuban cruiser Hatuey and the fifth division of the Atlantic fleet of the United States navy the Great Northern ore properties, the Richardson, formerly president of a and consisting of the cruisers Washlease of which has been cancelled, ef- trust company at Kansas City, was de- ington, the flagship, the cruiser North fective January 1, 1915. It is estimat- tained by the police here early today Carolina and the scout cruisers Bired that the corporation has fully 1, after advices had been received stat- mingham and Salem, and the gunboat

Vicksburg. The House committee on naval af-The average cost of Lake one gene- son said he would willingly return to fairs, which arrived on the Congressional special, will take a trip to Ha-

When Henry M. Flagler stepped "as a notorious and incontrovertible involving certain officials of the Kan- from his private car after the arrival fact, that the price of Lake Superior sas City All-Night and Day Bank, of the first passenger train into Key West by the "over-the-sea" route he lod 1902 to 1906 and indeed back to trust company with which he was con- was handed a solid gold facsimile of a Western Union telegraph blank upon which was inscribed the congratulations of every employe of the

Florida East Coast Railway. This unique gift was accompanied by a specially prepared paper docu-The Chinese Premier's efforts to ment upon which were written the rior. The act of the missionaries in names of those who contributed to manghai, signing such telegrams and the fund for its purchase.

engineering feat, presented the gold telegram to Mr. Flagler and accom that the missions, especially the Ampanied the presentation with a brief erican missions, are inculcating revi speech, to which Mr. Flagler respond- elutionary ideas. The American min

18 karat pure.

Great Day for Tampa.

Ken West, Fla., Jan. 22 .- For the first time in the history of this city and marking an epoch in the history no seed to plant and no animals to do of railroad construction in this coun- their plowing with, and this condition duction in the steel industry, declared try, a railroad train entered Key West of affairs has gone on for so long that that the ore carrying railroads ought today over the over-seas extension of they have lost all desire for work, they the Fiorida East Coast Railroad. The simply want to lie down in the mud first train bearing President H. M. and die. * * There were The liquor interests won a far-reach. Flagler and a party of distinguished walking on either side of the roadway. ing victory yesterday when the U. S. grests, was greeted by the shrieking coming and going. These were all portation into dry counties of another shouts of nearly 10,000 persons assembeen successful farmers, but now they it stopped at Kinmudy, 30 miles north bled at the terminus. The president's have absolutely nothing. There was of here for water, he ran back with train was quickly followed across the not a day that I did not pass two or his lantern and a block and a half to long concrete viaduct by the Congres- three bodyes of men, women and child- the rear gave the on-rushing Limitsional special from Washington and ren lying on the road. When the peo- ed a signal. He testified his signal

gramme included visitors to points of raised track on the side, but dropped brakes but the train was going at too

New York markets: Money on call Amusement of all sorts have been to eat; and the children of the village clans who were taken to Kinmundy civic parade.

Yuan Shi Kai Fails to Bring About

Abdication of the Throne-Reactionaries Have Been Strengthened

Peking, Jan. 22.—Premier Yuan Sh Kai's efforts to bring about the abdication of the throne have failed, and the situation in China has entered a new and perplexing phase. Prince Ching, the ex-Premier; Prince Pu, Lun, expresident of the National Assembly, WESTGATION and Prince Tsai Suun, brother of the ex-regent, absented themselves from the conference of princes of the Imperial clan today, which left the decision as to abdication to the re-actionaries, who have been strengthening their hand steadily since the Premier permitted the probability of abdica-

tion to become known. Curiously, few of the princes of Inner Mongolia, whom the Manchus consider inferior to themselves, rallied to the aid of the Manchus. At a previous meeting one of the Mongols strongly controverted Prince Ching's argument fold investigation of the fatal collision ly completed extension of the Florida that the Imperial armies were unable on that railroad early this morning, in to oppose the Rebels. Apparently preparations were complete for a prothe mainland of Florida and marked edict had even been drafted, but the ty miles northeast of here. In a prithe beginning of a three days cele announcement that such a course was vate car of wood, attached to Train "That no State can forbid any com: bration over the completion of the line. contemplated, which had been allowed The first train bore Governor Gitchrist to become public, with the evident object of preparing the Manchu troops men were instantly killed, while four Flagler, president of the Florida East against the shock, inspired clansmen other men in the forward end of the

well known figures in the railroad tant to abdicate, has accepted the advice of the re-actionary princes. The matter of appointing Yin Tchwang, tne ex-war minister, or Tie Liang, former Tartar general at Nanking to replace Yuan Shi Kai, was discussed, but the argument prevailed that the 19 articles of the constitution promulgated by the National Assembly last November should be observed.

Yuan Shi Kai's bluffing is Peking. He has asked for a further company and a son of Luke E. Wright, so-called sick leave, indicating that he has no intention of relinquishing the Premiership. He is now recognized as anti-Manchu; therefore, this distrustful country accuses him of personal designs. But it may be that he is only following a patriotic determination for the purpose of preventing division of the country with the pros-

pect of sub-divisions The foreign legations, including the American legation, do not desire to see Yuan Kai retire, because a capable substitute for his office is not available. It is realized that Yuan's disorders in the North, which would endanger the lives of foreigners. It is believed that he will remain in Peking, protected from Manchu attacks bris. discover their own inability to cope with the situation, whereupon he will resume control. Many missionaries in the northern provinces strongly resent the attitude of the missionaries in Shanghai, who are publicly supporting the revolution. Bishop Bashford, of the Methodist Episcopal mission, and ies, have expressed to the Washington administration the view that a Republic is inevitable, while another group, almost entirely Americans, have telegraphed to the Empress Dowager and

the leading princes, asking them to The American legation approves of the opinions expressed in the following letter addressed to the legation

from a mission in Chi Li: "We strongly disapprove of missionaries becoming political advisers and placing themselves on the side of the Revolutionaries. It is a menace to us who remain in the northern intewidely publishing them, brands the missionary body as revolutionary and

The Imperialists already suspect ister, Mr. Calhoun, has endeavored The gold telegram is the exact size peatedly to persuade all the mission of a Western Union blank, a six aries to leave the interior, but many teenth of an inch in thickness, and of them, particularly the medical mis-sionaries, feel that their duty requires them to remain.

Washington, Jan. 22.-"They have several excursion trains.

Deginning with receptions to the ply dropped down where they were blasts of the whistle, was answered by the engineer by two ply dropped down where they were blasts of the whistle, and died; they did not even go to the stuart, it was said, applied the gramme included visitors to points of release track on the state of the state

corpse."
These were some of the observations

Railroad Officials Met Death in Illinois Central Wreck.

Responsibility for the Awful Wreck Lies Between Engineer Stuart and the Flagman of the Limited

Centralia, Ill., Jan. 22.-The State of Illinois, the coroner of ... arion county and the Illinois Central Railroad Company, itself, today began a threewhich four mep, high in the railroad No. 25, the New Orleans Limited, four same car escaped unhurt.

The four victims of the wreck were sleeping in the rear end of the private car which was telescoped by the engine pulling Train No. 3, the Panama Express, running fifty miles an hour. The dead are:

James T. Harahan, of Chicago, former president of the Illinois Central. Frank O. Melcher, second vice president of the Rock Island, whose car was crushed.

E. B. Pierce, general counsel of the Rock Island. Eldridge E. Wright, of Memphis accepted his challenge he remains in vice president of a Rock Island bridge

> former Secretary of War. The trainmen injured were Robert Stuart, engineer; C. Jesse Gilbert, fireman of the Express. They were taken to their homes in Champaign. Bert has a fractured skull, Gilbert's hip was broken and

> Stuart is suffering from concussion of The heavy engine drawing a solid train of steel sleeping cars, plowed half way through the private car. The four other occupants, Byran B. Carry, secretary to Vice President Melcher: Thomas Busbee, local attorney of the Rock Island at Little Rock, Ark., and two negro porters, escaped with

bruises after being buried in the de-Witnesses were examined by Deputy Coroner Grant Weatherling and the inquest was continued until Friday to

Limited to testify. The deputy coroner expressed the opinion that the responsibility lay between Engineer Stuart and lagman Henry J. Broecker, of the Express,

who live in Chicago. The bodies of the four victims were mutilated. Their arms were torn off and the top of Mr. Harahan's head was cut away. The car was reduced to junk. Citizens of Kinmudy aided the train crews and passengers in removing the debris from the dead.

Friends of the officials took the bodies of Mr. Harahan, Mr. Melcher and Mr. Pierce to Chicago, Mr. Wright's body was taken south to Memphis. Mr. Busbee, in speaking of the escape from the car said: only a few minutes before the wreck and had hardly fallen asleep when I was aroused by a terrific crash as the locomotive of the Limited split our car in two. When I got my bearings I found myself and Curry, who was

and after a great deal of difficulty, managed to make our way out of the car at the forward end. A crowd had gathered by the time we got out and we searched the ruins of the private car, finding the bodies of Mr. Harahan, Mr. Melcher, Mr. Mr. Wright. They were badly mutl-

lated: "The compartment in which Mr. Curry and I were sleeping was in the forward end of the car and to this fact, we probably owe our lives. It is marvelous that we escaped, as it was." Curry said he retired at 10:45 and

had been sleeping soundly a long time before the crash. Broecker, testifying at the inquest

and mother had nothing to give him den stopping of the trains. Physi-

Conductor John H. Brainard, of