

LIST OF DEAD THIRTY-ONE

Two Missing, 46 Injured, as Result of the Wreck of Canadian Pacific Train Last Friday.

BOTH COACHES TAKEN OUT OF THE ICE-BOUND RIVER

There May Still Be a Few Bodies in the Water, but the Officials Do not Think So.

TORONTO, Jan. 24.—Thirty-one dead, two missing and 46 injured is the toll of the Spanish river wreck.

Both coaches have been raised from the river and dead removed. There may still be a few bodies in the river but the officials are not inclined to admit it.

The ice-bound river yesterday began to give up its dead. The first class car, one of the four of the Canadian Pacific passenger train which took the plunge down the embankment Friday afternoon, was raised above the surface of the river in the afternoon.

With one end of the car suspended by heavy cables from the bridge above and the other end resting on the bank, workmen crept into the wrecked interior and brought out several bodies.

The forward part of the coach was badly smashed and it is likely that some bodies floated away.

The railroad officials brought additional wrecking equipment to the Spanish river bridge late Saturday. The ice directly under the bridge was broken and a diver was sent down. He located both the first class car and the tourist car which disappeared from view on Saturday.

Operating the big cranes from the bridge proved extremely difficult, and it was found necessary to drop the first class car back into the river after it had been partly raised. Before doing so men were sent into it to secure what bodies were accessible to prevent the possibility of their being carried away in the current with the shifting of the car.

CARTMELL IS SECURED BY STATE UNIVERSITY

Is Coming Over from England to Take the Position of Track Trainer.

Chapel Hill, N. C., Jan. 24.—The obtaining of Nathan J. Cartmell as track trainer for the coming spring means practically a rejuvenation of track athletics on the Hill. In speaking of him as a runner in the sporting editor of the Liverpool Chronicle, in a recent edition says: "By defeating Arthur Postle yesterday at Stoupe over the 220 yard dash, Nat Cartmell, the young American collegian, realized a much cherished ambition and will take up his duties as track coach at the University of North Carolina on the first day of March, the undisputed furlong champion of the world. It is a proud position, and Cartmell gained this title by a fine piece of running as has ever been known in the history of athletics, either amateur or professional. Candidly I was literally astounded by the extraordinary speed display by the American. He won by practically four yards in the extraordinary time of 21 1-2 seconds, which is a world's championship record."

Three states claim this wonderful little athlete. Nat Cartmell was born in Louisville, Ky., but came soon to Asheville to live. It was here that he made his entrance into athletics by making quite a name for himself as a cycle rider. He entered college at the University of Pennsylvania, and while there was captain of the varsity track team, running the 220 yard dashes and the quarter-mile. Under the careful training of the greatest of track coaches, Mike Murphy, he broke all records on the winter path at a Franklin field, and won an American champion (amateur) of the 220 yard dash to the last Olympic games at London, and did a great deal to uphold America's supremacy at those games. Among a signal list of many other victories, he defeated Walker, the best South African, thereby winning the title of amateur champion furlong runner of the world. Not satisfied with this he challenged and defeated Arthur Postle, the professional furlong champion of the world, thereby winning both titles.

In a recent letter to Prof. Ed. K. Graham, through whose influence Cartmell was obtained for the University, Mr. Cartmell said he would sail on the 19th of this month for this country, and after a short stay in Philadelphia, will come to the University on the first day of March ready to take up his new duties, and with determination to put out a banner team this year for the white and blue.

With many anxious candidates out striving hard for positions on both teams, there is no reason at all why Carolina should not have a banner year in both baseball and track athletics.

Carter Queries Logan And the Latter Replies

Searching Questions About Grant's Obligations to Logan and Luther Not Deemed Relevant, but May Be Answered in Court if Mr. Carter Takes the Case There.

The Baltimore postoffice affair, which promises, as a political issue, to assume the importance of a paramount, carrying with it the power to make and unmake congressional candidates, was thrust to the fore again yesterday when Frank Carter, counsel for Mrs. Reed, gave to the press of the state a letter that had been addressed by him to W. E. Logan. Mr. Carter wrote fittingly of Mr. Logan's activity in coming to the aid of Congressman Grant, asking some questions of a peculiarly searching and personal nature. Mr. Carter wishes to know, among other things, whether Mr. Grant is under financial obligations to Mr. Logan, and whether a son of Mr. Grant is not similarly beholden to Mr. Luther.

Mr. Logan Replies. Today Mr. Logan gave to this paper a statement, but it does not purport to be an answer to Mr. Carter's questions. Mr. Grant's chairman says if the case is taken to the courts, where Mr. Carter has threatened to take it, he will give an answer. All of which calls for a word of explanation. Mr. Carter makes no such threat in his letter, but Mr. Logan attributes to Mr. Carter the statement that it was his intention first to take the case to the President and the postoffice department, and failing there, to the senate committee. Failing in both of these Mr. Carter has declared his intention, according to Mr. Logan, of resorting to the courts. Mr. Grant told him this was his purpose. Below will be found the letter of Mr. Carter, together with the signed statement of Mr. Logan.

Mr. Carter's Letter. Mr. W. E. Logan, Asheville, N. C.

Dear Sir:—I have just seen your signed statement in reference to the Baltimore postoffice case in the Charlotte Observer of the 20th inst., and note your admission that you have come to Mr. Grant's assistance by making a statement to be filed in the postoffice department, which statement you say sustains his contention against Mrs. Reed, but the precise nature or purport of which you explicitly refuse to disclose.

This refusal, being in line with the policy of concealment practiced in this case from the beginning, affords no occasion for surprise, however much it may shock the sense of fairness of the average mind.

Neither am I free to express any great surprise at the charges which you discreetly make upon information to the effect that Mrs. Reed's attorney (undoubtedly referring to the writer) is in the pay of designing politicians; since Mrs. Reed's enemies have discovered allies who are both fruitful and ingenious in the fabrication of "information."

Your "information" upon this point, like so much of the "information" which has been purveyed against Mrs. Reed, lacks any shred, semblance or shadow of truth. I have received nothing except on account of my expenses, and nothing has been paid, promised or offered to me by any one except Mrs. Reed herself. In fact, my interest in this matter is more personal than professional, since I have known Mrs. Reed some 17 years—since long before she married Dr. Reed—and my esteem for her womanly character and high moral worth was such that I was more than glad of an opportunity to enlist in her morally certain were as false as they were cowardly; I have had no political help; on the contrary, the principal discouragement I have encountered has been from a few ultra partisans of my own party, who were loath to forego the great political advantage to accrue to the democratic cause from the success of Mr. Grant's unmanly war on this widow.

You have attempted to prejudice Mrs. Reed's cause by stating that you were informed that she is a mere staking horse for designing politicians. Having informed you that the charge is false, I will now call upon you to name your informant. If you fail to do this the odium of protecting the slanderer of a widow's cause is yours. If you are willing to occupy this position, of an accessory after the fact, the public may easily get a step further and conclude that you are an accessory before the fact, if not the author of the slander.

Speak up, Mr. Logan, and say who told you this lie.

Having by your signed article flung

PRODUCTS OF FARM CHEAPER ABROAD

Secretary Wilson Says He Is Gathering Proofs That Our Foods Are Sold Higher in This Country—Producer Gets Little More Than He Formerly Got for His Goods.

Washington, Jan. 24.—"I am gathering proof which will show that American farm products are being sold cheaper abroad than they are in this country."

So declared Secretary of Agriculture Wilson today, at the "high cost of living" hearing before the congressional committee.

Secretary Wilson gave strong evidence that the producer is getting little more than formerly for his food

CENSUS BUREAU MAKES REPORT

The Number of Bales of Cotton Ginned to Jan. 16, Was 9,792,990.

ITS EFFECT ON MARKET WAS NOT VERY MARKED

Generally Regarded by Trade Statisticians as Confirming Previous Estimate.

Washington, Jan. 24.—The census bureau reports that the number of bales of cotton ginned from the growth of 1909, to January 16, 1910, was 9,792,990 bales, compared with 12,666,299 bales for the year 1908.

The proportion of the last three crops ginned to January 16 is 96.8 per cent. for the crop of 1908, 93.7 for 1907, and 93.8 for 1906. Round bales included this year are 117,846, compared with 222,510 last year, and 188,037 for the season of 1907-8. Sea Island bales 32,001 this season, 30,287 last year, 80,190 for the season of 1907-8. The distribution of Sea Island for 1910 by states is:

Table with 2 columns: State and Bales. Florida 27,888; Georgia 59,872; North Carolina 1,322,112; South Carolina 1,192,724.

The corrected total of cotton ginned from the growth of 1909, to January 16, 1910, as compared with last year, is as follows: Round bales as half bales and excluding linters:

Table with 2 columns: Year and Bales. 1909, 19,000; 1910, 9,792,990.

Florida 59,872; Georgia 1,322,112; North Carolina 1,192,724; South Carolina 1,192,724.

The corrected total of cotton ginned from the growth of 1909, to January 1, 1910, is 9,647,227 bales.

CENSUS REPORT FOLLOWED BY NERVOUS IRREGULARITY. New York, Jan. 24.—The report of the census bureau, showing 9,792,990 bales ginned to January 16, was quite generally regarded by the statisticians of local cotton trade as confirming the government's estimate of the crop.

Nevertheless it was followed by a very nervous irregularity in the market, opening easy at a decline of 9 to 17 points, owing to relatively weak cables. The demand, created by the bullish census report quickly caused a rally of 9 to 16 points, but it looked as though a lot of last week's buyers had been waiting for the census figures to take profits. At any rate offerings became very heavy. There was no aggressive demand, and before midday March cotton sold at 14.18, and May at 14.22, or 20 to 21 points under the closing price of last week, and about \$1.00 to \$2 per bale below the high prices of Saturday.

LITTLE EXCITEMENT IN THIS SECTION

Boycott Against Meat Has not as Yet Gained Widespread Hold in South.

Atlanta, Ga., Jan. 24.—Reports do not indicate that the boycott against the packing house products has gained a widespread hold in the south, but this week developments favorable to the agitation are looked for in all parts of this section.

HEYBURN RESOLUTION RECEIVES A RESPONSE

McVeagh Gives Full Information About Closing of a Custom House on January 19.

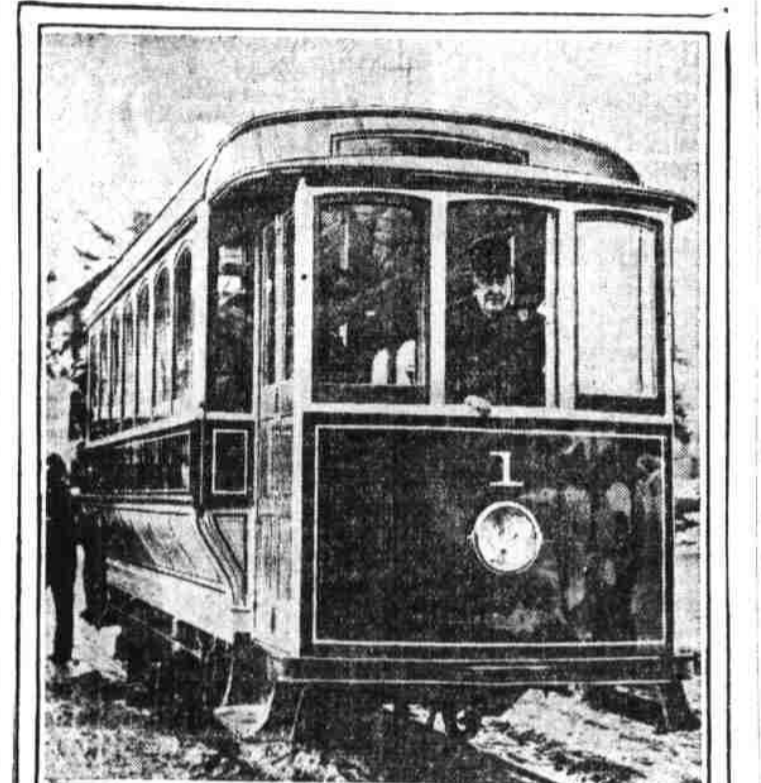
Washington, Jan. 24.—Admitting that the custom house at Newport News, Va., had been closed during January 19, the birthday of General Robert E. Lee, with permission of the treasury department, Secretary McVeagh today sent the senate a communication in response to Senator Heyburn's resolution.

Secretary McVeagh stated that the closing of the place was authorized on representation of the collector that the day was a state holiday, he stated further that custom house was closed January 19 last year, adding that when asked it was customary to grant permission to close custom houses on state holidays.

THE WEATHER. Forecasts until 8 p. m. Tuesday for Asheville and vicinity. Cloudy and somewhat unsettled weather tonight. Tuesday fair.

Storage Battery Car Completed by Edison

After Years of Experimentation, a System Adopted for Street Cars Is Put Into Operation by the Wizard, Who Runs Experimental Car Himself.



MR. THOMAS A. EDISON RUNNING HIS NEW STORAGE BATTERY CAR. Photo by EDWIN LEVY.

New York, Jan. 24.—After years experimenting in the direction of a practical storage battery system for street cars, a model car propelled with Edison's storage battery system was put into operation by the wizard of Menlo Park, N. J., and runs on an ordinary car track to the satisfaction of Mr. Edison and his friends.

There is about a mile of unused track at the foot of the Orange mountain between Washington street and the car barn, which was put at the disposal of Mr. Edison.

The run of a mile to the car barn was made at good speed, without a hitch. The car ran like clock work, with 40 lbs. of vibration to speak of. The storage batteries made the car a speed of 24 miles an hour, even up the four per cent grades of the road.

The following particulars were given out by Mr. Edison: The cost of operating these cars is one cent a car mile for the power. There is half the cost of running an ordinary trolley car of the same size. Two twenty-seven and a half horse power Crane motors, secured by the order of the car by Mr. Edison, are supplied with power from 200 battery cells stored under the seats.

The lighting is supplied by separate batteries, but no other provision than coal stoves is made for heat. The car has ordinary, cane bottom seats, but much wider and far more comfortable than those of ordinary cars. The interior above the windows is of white enameled sheet iron with white enameled gas pipe standards and strap rails without straps, for standing passengers to steady themselves by. The ornamental brass brackets and trimmings, through which the signal and cord runs, are highly burnished and shine brilliantly against the white enameled finish.

RAILROAD MEN ARE THE GRAND JURY KILLED IN AFFRAY TO MAKE INQUIRY

Deputy Sheriff Shot Them, It Is Said, but Crime Is Surrounded in Mystery. People of New York Wish to Know Whether They Are Paying Too Much for Milk.

Bloomfield, N. J., Jan. 24.—(By The Associated Press.) Engineer and Wagon Driver, another railroad man, are dead as a result of a shooting affair at Keystone last night. John Waldron, deputy marshal, fired the shots. It is said, mystery surrounds the shooting. All three men were in a room and they were no witnesses.

MRS. B. R. TILLMAN, JR., SUES FOR HER CHILDREN

She Says Her Husband Has Been Guilty of Cruel, Inhuman Treatment.

Columbia, Jan. 24.—When attorneys for Mrs. B. R. Tillman, Jr., made application before the Supreme court today to be heard on petition for a writ of habeas corpus to secure possession of her two children, Douschka and Sarah, now being held by United States Senator Benjamin R. Tillman, Chief Justice Jones halted the proceedings, by citing a rule of the court requiring such cases to be presented in the circuit court. On the plea that the lawyers were not familiar with the rule, he consented to hear arguments later.

The suit is brought on the charge that her husband is addicted to the excessive use of intoxicants, and has been guilty of cruel, inhuman treatment of her. Her petition was accompanied by sworn statements from leading citizens in the state, attesting to her unimpeachable character.

ABANDONED AS HOPELESS, WRECK WILL BE DYNAMITED. Barge John H. McNally, Which Maryland Sank in Norfolk Harbor, to Be Destroyed.

Norfolk, Jan. 24.—The barge John H. McNally, sunk in the outer Norfolk harbor by the steamer Maryland, has been abandoned as a hopeless wreck.

The federal authorities are preparing to blow up the wreck.

Ten Persons Injured. Pittsburg, Jan. 24.—Ten persons were seriously injured, three probably fatally, when a trolley car jumped the track today near Druryburg, and rolled down a ten foot embankment.

ARE AFFLICTED BY THE FLOOD

People of Several Districts in France Suffering from the Inundation.

VALLEYS ARE UNDER WATER, CITIES ARE IN DARKNESS

The Entire Champagne County Is Experiencing the Most Disastrous Floods Since 1856.

CHALONS-SUR-SAONE, France, Jan. 24.—The dike at Somain-Au-Doule broke this afternoon, inundating ten villages. The streets of Chalons are under water, and two persons have been drowned. Hundreds of persons are on the roofs of their nearly submerged homes, crying for help. Boats are being used by rescuing parties.

Paris, Jan. 24.—Eastern, central and the southeastern districts of France, are terribly afflicted as a result of floods. The valleys and plains are inundated, and the cities and towns are in darkness.

The cities of Montargis, Macon, Chalons-sur-Saone, and Epervain and the entire champagne county is experiencing the most disastrous floods since 1856.

All Records Broken. The floods last night exceed all records and are fast assuming the proportions of a national disaster. In the north, east and west hundreds are homeless and ruined. Although it is impossible at the present time to estimate the damage it will be very great. At Paris, the Seine, which registered 6.48 meters Saturday, had reached 2.46 at noon yesterday. The normal height of the river at this season is 2.48. The torrent almost touched the arches of the beautiful bridges, threatening their destruction.

The pont de l'Alma is in momentary danger and is guarded by police. A dispatch from Chalons-sur-Marne says that a huge volume of water is sweeping down stream towards Paris. M. Lepine, prefect of Paris, after a tour of inspection in an automobile took the gravest view of the situation.

One of the water mains, serving five of the most populous arrondissements in the south and east of the city, burst and these districts are without water. The flood is invading the pumping stations and the compressed air factory, which supplies the elevators in Paris, has also been forced to shut down.

One of the great engines which pump the sewerage in the eastern section of Paris, broke down on account of the flood, and as a result the sewers threaten to overflow the streets.

Several quarters are without electric lights and all the trolley lines to the eastern suburbs are out of commission.

Providing for Homeless. The officials of the prefecture are busy providing for the homeless, but they are finding great difficulty in securing shelter. A considerable number of houses have sunk in the soft mud and water and on the boulevard of St. Germain, a house under construction is tottering and threatening to fall on the chamber of deputies.

The situation in the outskirts of Paris is even worse than within the city proper. Owing to the widespread interruption of telegraphic and telephone communications, the exact situation in the provinces is difficult to define. The Saone and Doubs valley is one huge lake about ten miles broad. Of six villages, the roofs alone are showing above water.

Mortuary is totally under water and without food. An agent reported his best sent to the military authorities at Fontaine l'Evran for 2000 rations of bread.

OLD NICK WILLIAM LOSES IN SUPREME COURT. Case Was Appeal from Sentence in Lower Court, Which Was to Pay Fine of \$5000.

Washington, Jan. 24.—The case of the Old Nick Williams Distilling company of Yadkin county, North Carolina, vs. the United States, involving the charge against the company of defrauding the government out of tax on spirits, was decided by the Supreme Court of the United States today unfavorably to the company.

In the lower court the company was sentenced to pay a fine of \$5000.

GREAT DAMAGE TO PROPERTY. DONE BY FLOOD IN MARYLAND. Port Deposit Reports \$200,000 Loss—Flood Caused by Ice Gorging in Susquehanna.

Port Deposit, Md., Jan. 24.—It is estimated today that \$200,000 damage was done to property here by a flood of yesterday, caused by the gorging of ice in Susquehanna river at Havre de Grace.

Ten Persons Injured. Pittsburg, Jan. 24.—Ten persons were seriously injured, three probably fatally, when a trolley car jumped the track today near Druryburg, and rolled down a ten foot embankment.