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INQUIRY MADE INTO TRAGEDY

Federal Steamboat Inspectors Complete Investigation Into Terrible Monroe Disaster.

FINDINGS HAVE NOT BEEN MADE PUBLIC

Expected to Show that Monroe Had Stopped When Rtm. med—Revised List Shows 41 Dead.

Norfolk, Va., Jan. 31.—With the writing of the final tragic summary showing that nineteen passengers and twenty-two seamen perished early Friday morning when the Old Dominion liner Monroe coast with the Boston-Albany steamer Nantucket, it was today announced from the office of United States local steamboat inspectors at Norfolk that investigation into the cause of the disaster had been made and completed.

It was stated that the investigation had been made yesterday by R. E. Apple, local inspector, and Thomas J. Quinn, an assistant inspector, when witnesses examined included all the crew and crew of both vessel who were on watch at the time of the collision. The findings of the local inspectors will probably be made public on Wednesday or Thursday of next week.

No official statement could be obtained today on the subject of the investigation. It is understood, however, that the testimony will show that the Monroe had stopped her engines and was almost at a standstill when the collision with the Nantucket occurred. It is also said that the report will show that the Nantucket was proceeding towards the Monroe after the latter had blown two whistles three times.

It is further stated that the testimony will show that Captain B. Barry, second officer and the quartermaster of the Nantucket were all in the pilot house of their ship when the two vessels came together and that the lookout on the Monroe saw the lights on the mast of the Nantucket about two minutes before the crash occurred. These lights were seen dimly around the dense fog.

How It Happened.

When the heavy fog wrapped the vessel near Winter Quarter lightship, the Monroe it is said stopped and after blowing the fog horn every minute gave two blasts, to which the Nantucket responded. She then repeated the two blasts twice and almost before the last one had died away the bow of the Nantucket ploughed its way into the Monroe's starboard just above amidships at an angle of about forty-five degrees. As soon as the Nantucket backed away the Monroe began to list and in 10 minutes had sunk.

That more boats were not lowered from the Nantucket and more people were not saved was due to the difficulty with which it all happened and was over. That ninety-nine persons were saved is regarded by mariners as an splendid work.

Norfolk, Va., Jan. 31.—With the writing of the final tragic summary showing that 19 passengers and 22 seamen perished early yesterday when the Old Dominion liner Monroe sank after collision with the steamer Nantucket, government officials here today set out to determine the tragic cause.

Robert Tapley, inspector of hulls, and Edward W. Brody, inspector of boilers, here, will conduct the inquiry which will be directed along these three distinct lines:

Whether the masters of both vessels used every possible precaution to prevent the tragedy, including a low speed headway and continued use of fog horns.

Whether the death rate among the passengers of the Monroe was due in any way to a lack of discipline among the wrecked ship's crew.

Whether the two vessels were in their proper positions prior to the collision.

Question of Panic.

The question of a possible panic on the part of the crew is one to which the federal authorities will direct their attention. Survivors, however, declare that little, if any, confusion followed the collision. All of them praise the crew for their splendid behavior. H. B. Walker of New York, president and general manager of the Old Dominion Steamship company, arrived here today from Washington, prepared to take up the investigation.

Some of the survivors worn out by exposure, spent restless nights or lay on hospital cots while others were on the way to their homes today. Some of them were recounting their harrowing experiences and gave graphic descriptions of the collision and the events that followed. The Nantucket, which lay in her berth at the dock in a fairly battered condition, was a sad sight yesterday's tragedy was not viewed by hundreds of the city's people.

A floating boiler, which was reported to have been

day stated that the wrecking steamer I. J. Merritt, which had been cruising in the vicinity of the scene of the disaster, had as yet observed no floating bodies or nothing to indicate the exact position of the lost Monroe. The steamer Merritt was instructed to continue at the scene. The United States revenue cutter Onondaga is also in the same vicinity.

Insurance underwriters were today aboard the Merchants and Miners Transportation company's steamer Nantucket at Newport News, making a survey of the ship. It will not be known where the Nantucket will be repaired until the survey has been completed.

There was no statement forthcoming from Captain Berry, who commanded the Nantucket, and E. C. Lohr, general agent of the Merchants and Miners Transportation company at Norfolk, stated that any information to be given out by his company bearing on the collision between the Nantucket and the Monroe would have to come from the general offices of the company at Baltimore.

Passengers who came on the Nantucket from Boston yesterday bound for Baltimore were transferred to another steamer and continued their voyage to their destination.

Norfolk, Va., Jan. 30.—The fully revised death roll shows that forty-one souls perished when the Old Dominion Steamship company's liner Monroe, from Norfolk to New York, went down in 15 fathoms of water off the Virginia coast following collision in a dense fog with the Merchants and Miners steamer Nantucket, from Boston to Norfolk and Baltimore Friday morning. Of these who perished nineteen were passengers and twenty-two were of the Monroe's crew. There were aboard of the ill-fated steamer at the time of the disaster a total of 139 persons including an unregistered child of W. C. Poole, of Gray, Va., who with the infant's mother, was swept from the arms of the father, both mother and child perishing in the sea. The total number of persons saved were 99, of which number 38 were passengers and 49 members of the Monroe's crew. Of the 44 first class passengers aboard, including the Poole child, 23 were saved and 14 lost. Of the Monroe's nine steerage passengers, four were saved and five perished.

Gave His Life.

New York, Jan. 31.—Ferdinand Kuehn, chief wireless operator of the liner Monroe, who took off his own life preserver and strapped it around a woman just before the steamer went down early yesterday, lived with his parents in the Bronx. Mr. and Mrs. Abraham Kuehn, and his twelve year old sister Victoria. The father is a furrier. All day yesterday friends of the family called to ask for news and offer encouragement to the grief-stricken parents.

Mrs. Kuehn's fears were increased because she said she always had had a premonition that something would happen to her son if he remained at sea. Kuehn was only twenty years old. He became interested in electro-mechanics when a pupil in high school in the Bronx, and he learned the principles of wireless telegraphy sufficiently to rig up an apparatus of his own.

It was with this home made apparatus that he learned telegraphy. The Marconi company employed him about three years ago. Soon he was assigned to the steamship Jefferson of the Old Dominion line. When that vessel was laid up for repairs young Kuehn was transferred to the Monroe. He made only one voyage on her before she was struck down yesterday by the steamer Nantucket.

LIQUOR CASE WITNESS ENDS LIFE WITH POISON

Thomas Jones of Waynesville Kills Himself After Capital is Issued.

Special to the Gazette-News.
Waynesville, Jan. 31.—Thomas Jones, aged 35 years, an ex-policeman of the town, committed suicide Thursday night by taking strychnine. The deed was committed at the home of Charlotte Millner. Jones took the poison about 6:30 o'clock and died an hour and a half later.

A large number of witnesses were summoned Thursday morning on capias and testificandum in connection with the investigation into liquor selling in progress here and Jones was among the number summoned. He is said to have made the statement that he would die before he would give evidence in the case. That night he took his life.

SNOWSTORM IN ILLINOIS DELAYING RAILROAD TRAFFIC

Chicago, Jan. 31.—A snow storm over northern Illinois, Indiana and Ohio today caused much delay to railroad traffic and telegraph and telephone service was badly hampered. In this city all street railways brought to a halt. The snow was so much drifting that it was impossible to keep the cars from stopping in the streets.

OFFICER SEES MAN "BEAT UP"

Constable Mack Jones in Roth's Store When Bob Lee Attacked Merchant With a Cane.

PATROLMAN SNYDER LEFT AS ROW BEGAN

Policeman to Whom Roth Had Protested Against Lee's Conduct Quitted Scene Of the Conflict.

An assault was committed Thursday afternoon on M. L. Roth, manager of the Guarantee Shoe store, by Bob Lee, who was convicted a short time ago of an assault with intent to kill on Milton Hensley and sentenced to a term of 18 months on the county roads, in which Mr. Roth was struck by Lee with a heavy cane, which inflicted a severe wound across his head. Patrolman Snyder of the city police force was present in the store while the row was brewing and Constable Mack Jones was present in the crowd while Lee was striking Mr. Roth. The story of the occurrence sounds very much like a New York East Side affair.

It is stated that Lee, with about six of his confederates, was outside the store during the afternoon and that the group were using profanity and vulgar language to such an extent that Mr. Roth felt that ladies would not come into his store. Finally Mr. Roth went over to Patrolman Snyder and asked him to make the men move on, making a request at the same time that the policeman would not discuss the matter with the confederates. This was made by Mr. Roth, as Mr. Roth returned to the store, he stopped where the men were and asked them to be quiet as some one had reported them to the police.

The trouble is said to have started then, Lee and his companions going into the store and demanding to know who had reported them. Mr. Roth made no definite answer to their inquiry and they went out. In a few minutes, it is stated, they returned, accompanied by Patrolman Snyder and Constable Mack Jones. When they came in Lee is said to have asked Mr. Roth what he and his friends had been doing. The latter again refused to make any definite statement, but walked around behind a glass show case. While Lee and his confederates were attempting to get a statement from him, Policeman Snyder is said to have left the store. Just as he stepped from the door Lee struck Mr. Roth with his fist. Mr. Hall, a clerk in the store, then attempted to prevent Lee from doing any further damage and was stopped by Reynolds Morris, who caught him. Lee then struck Mr. Roth with a heavy cane, knocking him to the floor and inflicting an ugly wound across his head. Mack Jones, the constable, was there all the while.

When Mr. Roth was struck by the cane, Mr. Hall went out and called in Patrolman Snyder, who was standing a short distance away. It is stated, Snyder then came in and attempted to arrest Lee when Mack Jones stated to him that Lee was his prisoner. Jones then took Lee to the office of Magistrate W. B. Guder and in a few minutes came back and wanted to take Mr. Roth into custody.

Dr. A. F. Reeves, who was dressing Mr. Roth's wounds, insisted that his patient would have to be taken home as he was in a bad condition, and Constable Jones became so insistent on taking him before the magistrate that I. W. Glaser, who was present at that time, stated to him that he would sign any bond for Mr. Roth's appearance. He then went with Jones to Magistrate Guder's office, where Lee and his confederates were. When Mr. Glaser went in at once became the object of threats by the crowd, it is stated, Lee declaring that he "would kill another Jew." Some of the crowd are even said to have made motions as if to strike Mr. Glaser, and it is alleged neither Magistrate Guder nor Constable Jones made any attempt to quell the disturbances. Mr. Glaser was forced to explain for himself that he did not come there voluntarily, but had been brought there by the officer to make a bond for Mr. Roth.

The statement is also made that after bonds had been made in Magistrate Guder's court Lee, his friends and Jones all went for an automobile ride.

Later in the afternoon Mark W. Brown was employed as an attorney for Mr. Roth and upon investigation of the case he went to police headquarters and had another warrant issued for Lee, and a warrant for Reynolds Morris. The former was placed under a bond of \$500 and the latter under a bond of \$250 for their appearance this morning. When the case was called in Police court today they were continued until February 2, or Mr. Roth is in such a condition that he cannot leave his home at present.

ROCK ISLAND R. R. MAY REORGANIZE

Announcement of Abolition of Two Holding Companies Expected Soon.

New York, Jan. 31.—Complete reorganization of the system of railroads originally known as the Chicago, Rock Island and Pacific lines, including the abolition of its two holding companies, known as the Rock Island company of New Jersey and the Chicago, Rock Island and Pacific railroad company of Iowa, is likely to be announced in the near future. Lawyers are at work on details which probably will be submitted for ratification to the interstate commerce commission. Rock Island stocks were weak on the exchange today.

When these plans are carried out they will leave only one company where three now exist, and the management and operation of the system will be under control of the Chicago, Rock Island and Pacific railway, an Illinois corporation. It has been known for some time that the leading interests in these lines contemplated the abolition of the holding companies in conformity with the wishes of the government. In abolishing them it will be necessary to provide for other issues of securities in place of the four per cent collateral bonds of the Iowa corporation and the stocks issued by the New Jersey corporation. It was thought possible that the move might necessitate formal application for receivership, in which event the receivers or trustees would take charge of the railway companies stock for the collateral bond holders.

REVISED RADIUM BILL INTRODUCED IN HOUSE

Provides For Buildings For Concentration and Treating Of Ores.

Washington, Jan. 31.—An appropriation of \$150,000 for erecting and equipping one or more buildings for concentrating and treating radium bearing ores and for other work of the bureau of mines, and \$300,000 addition for purchase and treatment of the ores being exclusively sold to the United States. All the ores so mined under the federal or state mineral laws prior to January 15, 1914, would be sold and delivered under federal reservation of the exclusive right to purchase the ores and to annul any patents for the lands because of failure to develop and mine the ores with "reasonable diligence."

The bill provides that all deposits of carnotite, pitch blends and other radium ores and the public lands containing them shall be subject to exploration, occupation and purchase under the mining laws, conditional upon the ores being exclusively sold to the United States. All the ores so mined under the federal or state mineral laws prior to January 15, 1914, would be sold and delivered under federal reservation of the exclusive right to purchase the ores and to annul any patents for the lands because of failure to develop and mine the ores with "reasonable diligence."

CREW OF WARRIOR ARE SAID TO BE IN PERIL

Wireless Silent as to Fate of Vanderbilt Yacht on the Colombian Reef.

New Orleans, Jan. 31.—The wireless was silent here in the early hours today regarding the condition of Frederick W. Vanderbilt's yacht Warrior which went aground off the Colombian coast Monday.

Information was received here last night that the crew of 41 men who refused to leave the yacht when Mr. Vanderbilt and his party were taken off by the steamer Almirante were in peril.

The Almirante returned to the scene of the grounding yesterday and a wrecking tug was reported standing by.

Wireless reports said wind and waves were drifting the Warrior further on the reef and the all-seer to throw a line aboard the stranded vessel had failed.

HAVE PLENTY OF TIME TO RESUME INFORMATION

San Francisco, Jan. 31.—Twenty-seven hours continuous train riding saved Secretaries McAdoo and Houston, organization commission of the federal reserve board, plenty of time today to reflect on what they have learned in connection with the establishment of regional reserve banks. They are en route from Portland and will arrive here Sunday.

JUDGE SPEER ON THE STAND

Federal Jurist, Accused of Official Misconduct, Is a Witness in His Own Behalf.

LAST WITNESS WHO WILL BE EXAMINED

Judge Speer Had Prepared a Statement to Read But Was Requested That Take the Oath.

Savannah, Ga., Jan. 31.—Federal Judge Emory Speer was called as a witness today before the congressional committee investigating charges of official misconduct against him. Just before the jurist was sworn, Chairman Webb announced that Judge Speer's testimony was to complete the investigation.

Savannah, Ga., Jan. 31.—When the congressional committee investigating charges of official misconduct against Federal Judge Emory Speer, resumed his hearings today it was announced that the jurist would appear as a witness.

For the past few days, it is understood, Judge Speer has been preparing a statement which he hoped to read after the examination of all witnesses has been completed. Chairman Webb for the congressional committee ruled that Judge Speer must take the oath and reply to questions as any other witness, if he desired to be heard by the committee.

Counsel for Judge Speer said he would testify under these conditions.

DIGGS FATHER DENIES CHARGE AGAINST SON

He Is Again Accused Of Offense Against Young Girl, By Mother.

San Francisco, Jan. 31.—Local authorities awaited today the surrender of Maury J. Diggs, former state architect, for whom a warrant was sworn out last night charging an offense against a young girl.

Although Diggs left his father's home in Berkeley early today, no anxiety was felt as to his whereabouts. He is under bond pending a hearing of a bill of exceptions before the United States circuit court of appeals in connection under the Mann act. The case attracted wide attention because it was charged that Anthony Caminitelli, commissioner general of immigration, whose son was also tried and convicted with Diggs had attempted to delay the course of justice. The federal district attorney, after making the charge, resigned.

The present warrant against Diggs was sworn to by Mrs. Elizabeth Downing, on behalf of her daughter Ida, 17-year-old, and new year's eve is the time named.

"My son has not been away from home in the evening for months," said Diggs' father, when told of the new trouble. "The charge is impossible."

15 PEOPLE INJURED IN CHICAGO, ALTON WRECK

Soms Hurt So Seriously That They May Die—Nine Cars Derailed.

Joliet Ill., Jan. 31.—Fifteen persons were injured, some of them so seriously that they may die when Chicago and Alton passenger train No. 7 bound from Chicago to St. Louis was wrecked between here and Lockport early today. Nine cars left the track and three were overturned, one car being badly shattered.

Most of the injured were forced to leave the sleeping cars in their night clothes and seek shelter in neighboring farm houses.

URGES FEDERAL WIRE MONOPOLY

TRUST CONTROL TO BE CONSIDERED

Response of "Business" to the President's Message Expected at Meeting.

Washington, Jan. 31.—Response of business interests of the nation to President Wilson's recent message on corporate and trust control will be heard, it is believed, in discussions at the meeting of the chamber of commerce of the United States here February 11 to 13. The program made public today indicates that the most important feature will be the special anti-trust, discussion. Prominent speakers will be heard. Among them will be Louis D. Brandeis of Boston; President Van Hise, university of Wisconsin; Frederick P. Fish, former president of the American Telephone and Telegraph company; Victor Morawetz, New York; Professor Henry R. Seager, Columbia university.

What should be the functions of a federal interstate trade commission; what are the rights and privileges of private parties; and is the trust form of organization industrially efficient are among important phases of the trust issue to be discussed. The question as to what constitutes unreasonable restraint of trade, as to whether holding companies and interlocking directorates should be prohibited; and as to how the Sherman law requires definition will also be considered.

Secretary Wilson, of the department of labor will speak on the relation of his department to industries and commerce; and Charles A. Prouty of the interstate commerce commission, on the physical situation of railroads, which work he is now in charge of.

FEW REVOLUTIONISTS ARE IN CAPE HAITIEN

Washington, Jan. 31.—Only a small force of revolutionists remains in Cape Haitien and the town is quiet. General Zamor, one of the revolutionary leaders, with a small band of followers, left Cape Haitien for Port Au Prince Wednesday night, and General Theodore, with at least 500 men, left for the same place by a different route Thursday. The next developments are expected there. Commander Bostwick of the gunboat Nashville today so reports to the navy department.

The recommendations are signed by Daniel C. Roper, first assistant postmaster general; Merritt O. Chance, chief clerk postoffice department, and John C. Koon, superintendent of division of salaries and allowances, composing the committee.

The report states that the United States is "alone of the leading nations which has left to private enterprise the ownership and operation of the telegraph and telephone facilities, and that practically all of the economists who have treated the subject are agreed that telegraph and telephone facilities should be controlled by the government."

"The private monopoly," states the report, "has no incentive to extend its (Continued on Page Nine)."

Burleson Submits to Senate Recommendations for U. S. Ownership of Telegraph And Telephone.

EXAMPLES OF OTHER NATIONS ARE CITED

Reports Says It Is Duty Of the Government to Furnish Modern Postal Facilities For the People.

Washington, Jan. 31.—Postmaster General Burleson today submitted to the senate the recommendations of the departmental committee appointed by him to investigate the practicability of government ownership of the telephone and telegraph lines.

The report declared that "the only way to afford to the people the complete and modern postal facilities that the constitution makes it the duty of the government to provide," is by carrying out these suggestions:

"1.—That congress declare a government monopoly over all telegraph, telephone and radio communication and such other means for the transmission of intelligence, as may hereafter develop.

"2.—That congress acquire by purchase at appraised value the commercial telephone network, except the farmer lines.

"3.—That congress authorize the postmaster general to issue, in his discretion and under such regulation as he may prescribe, revocable licenses for the operation, by private individuals, associations, companies and corporations, of the telegraph service and such parts of the telephone service as may not be acquired by the government."

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Do you know how much money they distributed on pay day in Panama? Get this book and read all about it.

COUPON Save it for a Copy of THE PANAMA CANAL by Frederic J. Haskin. Gazette-News Saturday Jan. 31. Colonel Goethals says: "Accurate and Dependable"

HOW TO GET THIS BOOK On account of the education value and patriotic appeal of this book, The Gazette-News has arranged with Mr. Haskin to distribute a limited edition among its readers for the mere cost of production and handling. It is bound in a heavy cloth. It contains 466 pages, 160 illustrations and diagrams, an index, and two maps (one of them beautiful bird's-eye view of the Canal Zone in four colors). IT IS ACTUALLY A \$1.00 VALUE. Cut the above coupons from six consecutive issues of the paper, present them with 50 cents at our office, and a copy of the book is yours. Fifteen cents extra if sent by mail. OUR GUARANTEE: This is not a money-making scheme. The Gazette-News will not make a penny of profit from this campaign. It has undertaken the distribution of this book solely because of its educational merit and whatever benefit there is to be derived from the good will of those who profit from our offer. The Gazette-News will cheerfully refund the price of the book to any purchaser who is not satisfied with it. Present Six Coupons of Consecutive Dates FIFTEEN CENTS EXTRA IF SENT BY MAIL