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RALEIGH, N. C., TUESDAY MORNING, MAY 24, 1898.

PRICE FIVE CENTS.

Leads all Other North Carolina Dailies in Both News and Circulation.

A Durham Volunteer Killed in a Wreck

The Third Section of the Special Carrying the Troops to Florida Happened to a Head-End Collision, Killed one Soldier, Mortally Wounded Another, and Several Others Were Slightly Injured.

PRIVATE W. M. BARBEE KILLED

Coming so Soon After the Tragic Death of Ensign Worth Bagley, of Raleigh, It Shocked and Stunned the People of the Whole State.

PRIVATE J. M. COLCLOUGH MORTALLY INJURED

The Young Man who was Killed and the Young Man Mortally Wounded were Natives of Wake County--An Escort will Come Home with the Body--Private West, of Raleigh, Received a Slight Scalp Wound--Both the Dead and the Wounded were Held in the Highest Esteem by a Large Circle of Friends.

Yesterday morning, about 10 o'clock, the News and Observer received a special from its war correspondent, Mr. Fred L. Merritt, saying that the third section of the train was wrecked near Savannah, Ga., one killed and several hurt. This was posted on the News and Observer's bulletin board, and in a few moments crowds gathered about it, shocked at the tragedy that had so soon come to the North Carolina troops. Shortly thereafter the following telegram came from Major Butler, commanding the battalion, as follows:

Savannah, Ga., May 23.—(Special).—Head end collision this morning at 5:40 o'clock, ten miles south of Savannah. Barbee killed; Colclough seriously injured, and a few others slightly injured. All of Company I, Durham. The dead and wounded, with escort sent to Durham. Train delayed at Savannah until wreck is all cleared.

GEO. E. BUTLER, Major Commanding.

The particulars were asked for, and soon the following dispatch was placed on the News and Observer's bulletin board.

"Savannah, Ga., May 23.—(Special).—The third section of the special train bearing the First regiment, North Carolina volunteers, via the Florida, Central and Peninsula railroad, just after leaving Savannah this morning, about 5:45 o'clock, had a head-end collision with a freight train, near Burroughs' station, killing one man and probably fatally injuring another. The dead man is Private W. M. Barbee, and the injured man, Private L. M. Colclough. Both members of Company I, Third battalion, First regiment, North Carolina volunteers, and both of Durham, N. C. Several others were slightly injured. Barbee and Colclough were caught on the platform between two cars. Barbee was afterwards run over. A detail of seven privates and a corporal will take the body back to Durham. Colclough is now in the Savannah hospital. The Engineer of the freight train disappeared and nothing has been heard from him."

ESCORT WITH BODY TO DURHAM.

Later in the afternoon the following special was received:

Savannah, Ga., May 23.—(Special).—The following were detailed to accompany the remains of Private W. M. Barbee, of Company I, who was killed in a railroad accident, near this city, and J. M. Colclough, dangerously injured:

Surgeon W. E. Fitch, formerly of Durham, but now of Savannah; Corporal Nelson Eubanks, G. A.; Caudle, J. J.; Tringe, B. R.; Redmond, Chas.; Hopper, R. W. B.; Eubanks, John.

PRIVATE WEST, OF RALEIGH, INJURED.

Savannah, Ga., May 23.—(Special).—Private West, of Company K, Raleigh, received a slight scalp wound. The rest all well.

Young Barbee, who was killed is a nephew of M. B. Barbee, of Raleigh.

SKETCH OF YOUNG W. MATTHEW BARBEE.

Durham, N. C., May 23.—(Special).—W. Matthew Barbee, a member of Company I, First Regiment, North Carolina volunteers, who was killed in a railroad wreck near Savannah, Ga., was a native of Wake county. He was born in the upper part of Wake county, three miles southeast of Nelson, in this county. His father, mother and three sisters constitute the home circle and still reside at the old homestead. He was unmarried. His mother is in feeble health, and owing to this she never knew until Saturday that her favorite child and only boy had entered the service of his country. All through last night watchers by her bedside thought the flickering light would go out, but she still lives.

Mat Barbee, as he was so well known here, was 26 years old, and from the time he left the roof-tree, four years ago, had resided in Durham. For three years he has clerked for Mr. F. M. Carlton, and as the tears rolled down the cheeks of that gentleman this morning, they told in eloquent terms of the high and many character of his late employe. He was as gentle as the gentlest woman, and his warm heart and unobtrusive manners, drew around him a circle of true and devoted friends who are bowed down with great grief at this sad news.

MR. COLCLOUGH A NATIVE OF WAKE COUNTY.

Durham, N. C., May 23.—(Special).—J. M. Colclough, mortally wounded, was also a native of Wake county. He was about 40 years old, was born near Boys' mill, on Neuse river, where he lived till a few years ago, when he moved to this city. He was a widower and leaves two small children. While here he was engaged in merchandising in a small way. He came of a most excellent family, and leaves many devoted kindred in this and Wake county, who will mourn his untimely death.

The news came to Durham with a great shock. It was only yesterday that many of us had bid these brave and devoted patriots good-bye; and while we realized in its fullest sense the great dangers into which they were being rushed, none of us dreamed the end was so near. All Durham is bowed down in inexpressible grief over their untimely end.

SOLDIERS INDIGNANT

Over the Carelessness That Caused the Death of Their Comrade.

(Special from our War Correspondent.) Jacksonville, Fla., May 23.—11:30 p. m.—J. M. Colclough was internally injured and will probably die. If he lives he will be disabled for life.

He has been given honorable discharge. The accident has cast a deep gloom over the entire camp here and the greatest sympathy is expressed on all sides.

"I regret it exceedingly," said General Lawton, "I sympathize most deeply with those made to suffer by this accident. It seems very hard that the State which has just given to the country Ensign Bagley, should so soon be called on to make another sacrifice."

Col. Armfield also asked me to express his grief and sympathy through the News and Observer.

Capt. Michie did all in his power for the dead and wounded. His wife was also on the train and is very ill from the nervous shock. The Raleigh company was on the car next to that occupied by Durham, but none of them were hurt—many of them jumped from the train before the crash.

The body of Mr. Barbee was, this afternoon, sent back to Durham under an escort of eight comrades, as wired this evening. They will reach Durham tomorrow.

Investigation of cause of the accident will be demanded by the regiment. All the indications point to criminal negligence on the part of the engineer on the freight and flagman on the military train.

A singular coincidence is that at almost this identical spot an hour earlier the second section came to within ten feet of crashing into the rear end of the first section of the Pullman car occupied by the regimental and field officers. No signals were displayed on the first section as they should have been. This negligence has aroused great indignation among the troops. No railroad man was hurt.

FRED MERRITT.

THE BAD NEWS IN RALEIGH.

Raleigh was greatly moved yesterday by the terrible news that came from the News and Observer's war correspondent at Savannah.

Mr. Barbee, the private in the Durham company, who was killed, was a nephew of Mr. M. B. Barbee, of Raleigh, and was well known in this city. He was a young man of genial manners and high character, beloved and respected by all who knew him. During the month he had been in camp here, he endeared himself to all who came in contact with him.

Mr. Colclough, who is reported mortally wounded, though a member of the Durham company, is also a native of Wake county, and is well known in Raleigh as a man of character. He leaves two children.

There was great anxiety on the part of every mother in Raleigh who has a boy at the front to learn all the particulars of the accident. Each one feared that her son was hurt. Early in the day Mr. Jim Bullock, of the Raleigh company, telegraphed his mother that he was all right, and none of the Raleigh boys were hurt. Later a telegram said that Private West had a slight scalp wound, but it was so slight as to give no room for alarm.

There were many expressions like this: "The troops were ordered to march on Friday, and Lieutenant Marshall had made arrangements for carrying the troops in three sections, one by the Atlantic Coast Line, one by the Southern, and one by the Seaboard Air Line. After packing they were kept in uncomfortable quarters for two days. It rained on Saturday night that all day, resulting in inconvenience was for the purpose of letting the Southern Railway gobble up the whole business."

"Why not? Didn't it give \$250,000 to help elect McKinley while the other roads were attending to their legitimate railroad business? What is the comfort of soldiers, the good effects of competition, when compared with a big campaign fund? Hanna must give the carrying to the road that helped him out in the campaign."

That was the sort of talk that was on many tongues yesterday. People do not like monopolies. They thought it looked bad, after making an agreement to send all the troops via these routes, to keep them in discomfort two or three days, to give all the business to one road, and they said so yesterday in plain

terms, about the bulletin board and their places of business.

The question of responsibility, and damages was freely discussed. "A head end collision itself fixes the responsibility so far as a passenger is concerned," said one prominent lawyer; "but now," he continued, "you will hear of the railroad taking the ground that Barbee and Colclough and the others injured were not passengers at all; that the railroad had no contract with them individually, but was merely hauling them under contract with the government like so much freight, and that, therefore, they are responsible, if responsible at all, only to the government, and not to the wounded men themselves, nor to the personal representative of the deceased, Private Barbee."

ACCIDENT TO N. C. TROOPS.

(Associated Press.)

Savannah, Ga., May 23.—Private William Barbee, of Company I, First regiment North Carolina volunteers, was killed, and Private J. M. Colclough, of the same company, seriously injured in a head end collision of the military train with a special freight train on the Florida and Peninsula railroad early this morning. The collision occurred near Burroughs, Ga., eleven miles from Jacksonville. The military train was section four of regular passenger train No. 37, from Columbia to Jacksonville. On it was the Third battalion, Major Butler commanding, comprised of companies from Durham, Raleigh, Concord and Charlotte. Three sections of the train had passed the siding on which the freight train awaited them. Engineer Nix, of the freight train, claims that the third section displayed no signal indicating that another section was coming, and he drew out on the main track, the collision coming within twenty minutes.

Engineer Carran, of the fourth section of the military train, saw the freight train before the collision. Company I occupied the front passenger coach in the rear of the box cars containing equipments. Ample warning was given for men to escape through doors and windows. Barbee and Colclough were caught on the front platform between a box car and the coaches. Barbee was crushed to death and Colclough was badly mangled about the shoulders. Several other privates were slightly bruised or cut.

The comrades of the two men were intensely excited over their comrade's fate, and violence to the engineer and conductor of the freight train was feared. Barbee's body was sent on to his home at Durham this afternoon, accompanied by an escort. Colclough was also sent home in care of a physician.

The engineer and conductor of the third section claim that their signals were correct, and place the responsibility on the freight crew. The railroad officials and coroner have begun an investigation.

WHERE IS THE OREGON?

THREE AMERICAN WAR SHIPS REPORTED AT PARA, BRAZIL.

These Ships Thought to be the Oregon and Her Consorts--Reported Not at Key West.

London, May 23.—Lloyds agent at Para, Brazil, under today's date, cables that three American men of war arrived there at 9 o'clock this morning from Rio Janeiro.

(The only American warships known to be on their way north from Rio Janeiro are the Oregon, the Marietta and the Nichero. The Oregon was last reported by officials of Lloyds at Brazil, May 9, and she is believed to have proceeded at midnight the same day. The distance from Bahia to Para is about sixteen hundred miles, roughly speaking, and if the Lloyds' report is correct, the Oregon and her consorts have been steaming very slowly. Other reports have placed the Oregon at Barbadoes, and even nearer still to the United States.)

NOT AT KEY WEST.

Key West, May 23.—The battle ship Oregon has not arrived here.

FIGHTING THEIR WAY.

Cubans Are Nearing the Coast--Force Spanish Cavalry Back to Havana.

New York, May 23.—A Key West special says: "The Cubans are fighting their way to the coast, where they will join our forces of invasion."

Three hundred Cubans engaged a squad of Spanish cavalry on Thursday, fifteen miles from Matanzas. The battle was hereby waged, in sight of the ships on the blockade station.

The firing continued after dark, and Friday morning the Spanish cavalry, which had been reinforced during the night by a battalion of infantry, were seen retreating along the beach in the direction of Havana.

MEDICAL DEPARTMENT.

Secretary Alger Asks for Deficiency Appropriation of \$50,000.

Washington, May 23.—Secretary Alger sent to Congress to-day an estimate for a deficiency appropriation of \$50,000 for the medical and hospital department of the army, caused by the unforeseen and large preparations and outfits required for the Philippine expedition and the necessary establishment of large general hospitals at Pért McPherson, Ga.; Fort Thomas, Ky.; Key West, Fla.; and Fort Myer, Va., etc., expenses of State boards for the examination of physicians for the volunteer forces and other extraordinary expenses.

FRANCE WAKING UP

Realizes that American Friendship is Valuable.

EXTENDS A COMPLIMENT

HANDSOME PICTURE FOR THE EMBASSY AT WASHINGTON.

SPAIN APPEALS TO THE POWERS AGAIN

This Time Over the Alleged use of Her Flag by American War Ships--Spain Threatens to Resort to Privateering.

Washington, May 23.—It was stated to-day at the navy department, at the close of office hours, that no dispatches of any kind relating to the movements of the fleets or the prospect of an engagement had been received during the day, and that the only dispatch received related to an inconsequential prize case. As the ships are now at sea, there is no expectation of reports until a decisive engagement occurs, and a dispatch boat gets to a port, or it is found Cervera has eluded our search. In the meantime, there is a complete lack of official data by which to forecast the coming engagement. A report was current during the day that the big battleship Oregon had arrived at Key West, but the department officials would notice it only by entering a general denial that word had been received of any important vessel's movements or arrival.

Late in the day the Associated Press dispatch from Madrid, giving the sharp debate in the cortes over the alleged flying of the Spanish flag by American warships, created much comment in diplomatic circles. Spain's protest to the powers that this use of the flag was "cowardly and iniquitous," was dismissed by naval officers, with the statement that international law writers agreed on the right to use an enemy's flag for the purpose of deceit, so long as the flag is hoisted under a false name. The United States naval regulations make a specific provision on this point.

The statement made by the Spanish Minister of the Interior, that the government is likely to resort to privateering, does not cause any apprehension among officials here. It is felt that Great Britain, Germany and France will have considerable to say in case Spain resorts to privateering. The commerce of these countries with the United States would suffer very severely by Spanish privateering, and its effect would be far more disastrous to these foreign interests than to the shipping of all the United States.

Commander Hemphill, who has charge of the naval enlistment, has made out a table, showing that the recent recruiting of the navy has swelled that branch of the service to 6,729.

The following are some of the States from which recruits have been secured: Virginia, 255; North Carolina, 95; South Carolina, 115; Georgia, 17; Florida, 113. The French government has taken the opportunity to pay a graceful compliment to this country, by informing the French embassy that an artist has been instructed to make a copy of the famous picture, "The Battle of Yorktown," which is one of the priceless treasures of the French national gallery at Versailles, to be sent to the embassy at Washington. The picture shows the notable incident in American history, when the British commander, Lord Cornwallis, surrendered to General Washington.

The announcement by way of Paris, that the Italian government had protested against the continuance of the blockade of the Cuban coast, on the ground that it was ineffective, met with prompt denial at the State department, and it can be stated definitely that neither in Washington nor Rome has any representations on this subject been addressed to the United States government.

As to the allegation that the blockade is ineffective, it is said that on the contrary it has been particularly successful and that so far as known not a single neutral ship subject to detention has passed the lines without the consent of our government. The Montserrat, it is true, did enter Cienfuegos harbor before our blockading ships had time to get around the south side of Cuba and establish the blockade and she did manage to get out at night. But she is a Spanish ship and Spain is perhaps the only nation in the world that has lost the power to enter a protest against the blockade, being a combatant herself. It is only for neutral powers to enter such protests, and none of them has as yet had the slightest pretext for such action.

With the beginning of the present week the Spanish vessels in the United States ports, which sailed after the outbreak of war, are subject to seizure as well as all Spanish merchantmen found on the high seas, save where they left port for the United States before April 21st last. The President's proclamation of war allowed such ships lying in our ports or bound for them thirty days in which to discharge cargoes and also insured them safe passage home. That period of time expired Saturday night. This it is expected will tend to free the State Department from complications.

Under the energetic management of Captain Bartlett, who was recalled from the retired list into the active service of the Navy Department for the purpose, there has just been perfected a most admirable and thorough system of coast signaling for war purposes. The Navy Department itself established thirty sta-

tions on the coast manned by naval militiamen. Then it called into service 1,000 light house employes and 1,000 life saving men, making a total force of over 3,000 men who patrol the great shore line from Bar Harbor to Galveston night and day, and in all weathers, watching for the approach of an enemy or for a signal from any passing United States warships. It has been arranged so that all of these watchers can communicate in the course of a few minutes with a telegraph or telephone station all centering in the office of Captain Bartlett in the Navy Department, who is thus prepared to give the war board instant notice of any significant ship movements on the coast.

It is said at the Navy Department that it will be at least five days before the Monterey can be started on her long journey from San Francisco for Manila, the delay being on account of the preparations that must be made for the very exceptional service required of the vessel.

THE PRIZE COURT SITS.

Judge Locke Reserves His Decision--A Terrific Explosion Off Coast of Cuba.

Key West, Fla., May 23.—The officers of one of the United States cruisers, which arrived here to-day, say that while off Cape San Antonio (the western extremity of Cuba), yesterday afternoon a terrific explosion was heard from the direction of the shore, but apparently many miles away. There was an upheaval of water all about the ship, and the cruiser herself vibrated with the shock from stem to stern. Many are inclined to think that the phenomenon was an earthquake. There are no batteries near enough Cape San Antonio to account for a detonation of such volume, and it is thought if any naval disaster had occurred news of it would have reached here.

Judge Locke, of the United States district court, to-day heard arguments in three of the most important cases, those of the Buena Vista, Miguel Jover and Catalina. A number of counsel appeared, and it was contended on an extended citation of authorities that all three vessels should be condemned as lawful prizes.

Arguments against this contention were made by an array of counsel representing the various interests, including the owners of the vessels and their cargoes. Judge Locke reserved his decision.

VIRGINIA TROOPS TO TAMPA.

Col. Baker Receives Orders to Proceed There With His Command Immediately.

Richmond, Va., May 23.—Late this afternoon, Col. Baker, of the Second Virginia regiment, received orders from the War Department to proceed immediately with his command to Tampa. It is understood that the regiment will start Wednesday, if transportation can be secured by that time.

HEAVY FIRING HEARD

FURIOUS CANNONADING IN DIRECTION OF NORTHERN CUBA.

The Firing Heard Thursday and Saturday--Presumed to be Bombardment of Guantanamo.

(Copyrighted 1898 by Associated Press.) Port Au Prince, Hayti, May 23.—The following dispatch has been received from Port de Prix, dated Saturday last, and telegraph communication having been interrupted up to to-day:

"A furious cannonading was heard on the 19th (Thursday last) in the direction of the north of Cuba. To-day, Saturday, the cannonading continues in a very lively fashion."

Port de Prix is in the northwestern part of Hayti, and the firing referred to may have been from any part of the eastern extremity of Cuba. As the Spaniards claim Guantanamo was recently bombarded by American warships, the sound of firing may have come from that direction.

ZOLA'S SECOND TRIAL.

It Began in the Court of Assize Yesterday--Zola Hissed and Cheered.

Versailles, May 23.—The second trial of M. Emile Zola, on the charge of criminal libel, contained in charges which he brought against the officers who conducted the Esterhazy court martial commenced in the assize court here to-day. But few of the general public were admitted within the precincts of the court and rigorous measures were adopted to preserve order. There was no incident upon the arrival of the accused.

M. Labori, counsel for the accused, immediately questioned the competency of the court on the grounds that the alleged offence was committed in Paris, and that only a Parisian jury was competent to try the case.

The procureur general, M. Berthelot, of the Paris court, who acts as public prosecutor, upheld the competency of the court to try the case, whereupon M. Labori announced that he appealed to the court of cassation upon that point.

The trial was then adjourned pending the hearing of the appeal. On leaving the court M. Zola was greeted with cries of "Down with Zola," intermingled with cheers for Zola and cheers for the army.

VOLUNTEERS MUSTERED IN.

Washington, May 23.—At a late hour to-night Adjutant General Corbin announced that advices received by him from the State camps to-night indicated that 107,761 volunteers will have been mustered into the service of the United States.