

The News and Observer.

VOL. LI. NO. 97.

RALEIGH, NORTH CAROLINA, SATURDAY MORNING, JANUARY 4, 1902.

PRICE FIVE CENTS

Leads all North Carolina Dailies in News and Circulation

THE WALLA WALLA GOES DOWN IN CRASH OF COLLISION

An Unknown French Bark Dashes Into Her, Gliding Phantom—Like Out of the Haze.

THE NUMBER OF LOST MAY REACH A SCORE

The Unknown Makes No Effort to Save.

SHE DISAPPEARS QUICKLY IN THE MIST.

A Number of the Steerage Passengers Are Believed to Have Been Crushed by the Blow by Which the Walla Walla's Hull Was Burst Open. Others Are Drowned in the Swamping of a Boat.

(By the Associated Press.)
San Francisco, Jan. 3.—A collision at sea early Thursday morning between the steamship Walla Walla and an unknown sailing vessel, resulted in the sinking of the steamship and the probable loss of at least twenty lives.

The Walla Walla, owned by the Pacific Coast Steamship Company, sailed from San Francisco, January 1, for Puget Sound ports. She carried thirty-six first class passengers, twenty-eight second class and a crew of eighty men. When off Cape Mendocino on the California coast, at 4:10 o'clock Thursday morning an iron bark, believed to be French, loomed up in the haze and crashed into the Walla Walla's bow. Then the sailing vessel slid off into the darkness and was seen no more.

All the passengers and crew of the Walla Walla, except the few on watch were asleep, but were aroused by the crash. The steerage quarters were crushed to death. A big hole was made in the steamer's bow and she sank in thirty-five minutes. The officers and crew maintained strict discipline and boats and life rafts were lowered.

All who were not killed in the collision got off, except Captain Hall, who went down with his ship. He was picked up later by one of the boats, uninjured, with the exception of a few bruises.

A choppy sea was running and the small boats could not make a landing on the shore, a few miles distant. They drifted about all day, and finally sixty-five people were picked up by the steamer Dispatch, which took them to Eureka.

Another boat under command of Engineer Brown and containing thirteen persons attempted to land at Trinidad, and was swamped. John Wilkinson, quartermaster; William Martel, fireman; L. Drube, passenger, and three unknown men were drowned. Those in the boat who were saved were Engineer Brown, Fireman John McClellan, Coal Passer William Shinn, Sailor O'Leary, Chief Cook Marshall and Passengers William B. Smith and William Moorehouse.

When the Dispatch reached Eureka this morning the survivors were immediately sent out for missing boats. The tug Ranger picked up one containing eleven passengers and three of the crew.

The Walla Walla was valued at about \$250,000. She was formally used as a collier and about ten years ago was converted into a passenger vessel at a cost of \$175,000. The vessel was insured for about \$200,000.

A STORY OF THE DISASTER.

George Reise, of San Francisco, a member of the crew, gave the following account of the disaster:

"It was 10 when the French vessel hit the Walla Walla in the bow. All were asleep. The weather was clear, the sea was rolling high. All were panic-stricken. The passengers all rushed out of their state-rooms and the deck was crowded. Captain Hall went down into the steerage and found a family of seven fastened into a room by the force of the shock, jamming the door. Two girls of 12 and 14 years, were pinioned beneath fallen timbers. The girls were released and the family assisted out of their berths. The captain said the vessel would sink, and all hurriedly prepared to leave. Lifeboats and rafts were lowered; life preservers were put on and the passengers lowered to the boats. The collision happened at 4:10, and the vessel did not sink until 4:45, giving the crew and passengers 35 minutes to leave the steamer. Sixty-three were lowered, the life saving boats then being filled. Panic reigned among the remaining passengers; women screamed and men and boys hurriedly jumped overboard. Several did not leave until the vessel began to sink.

"The officers were cool and collected, doing everything possible to save the passengers. No one knows exactly how and why the collision occurred, excepting the second officer, and he is missing. Immediately after the collision the French vessel withdrew and apparently made no effort to render assistance.

"We were drifting here and there,

sixty-three in the life boats and rafts for four or five hours," continued Mr. Reise, "the boat I was in had twelve survivors, including two ladies. A lady gave me a red shirt to signal the steamer Dispatch. We were recognized and soon rescued. The officers, learning of the wreck, searched for others. She had aboard sixty-three passengers. The Dispatch was bound from San Francisco to Seattle, but pulled into this port to land the rescued passengers. Captain Hall, with the first mate, was saved, the remaining officers being lost.

"The Walla Walla was partly submerged, both boilers exploding and sending pieces of the vessel in every direction. The tug Bauher arrived here at 10 a. m. with fourteen passengers picked up along the coast. Among these saved were six women. A southwestern wind had drifted them fifty miles up the coast from where the wreck occurred. The sea becoming rough, it was dangerous for them to land, compelling them to remain at sea. Captain Hall is at the Hotel Eureka severely injured. Two life saving boats and one raft are yet unaccounted for."

STILL IN BRIGAND'S HANDS!

News From Frontier Speaks of Miss Stone as Yet a Captive.

(By the Associated Press.)
Sofia, Bulgaria, Jan. 3.—The local reports of the release of Miss Ellen M. Stone and her companion, Madame Tsilka, remains unconfirmed. News from the frontier says the brigands are hiding in Turkish territory and are being hunted by the inhabitants, who had previously been victimized by the bandits. A fight occurred recently in which the leaders of the brigands are said to have been wounded. Part of the brigand band, wearied at the delay in obtaining a ransom for the captives, have deserted and are attempting to re-enter Bulgaria, but the guards are closely watching the whereabouts of the captives is known, and that it is hoped the agents of the missionaries will be able to get in contact with the band in a few days.

A TIME LIMIT IS SET.

Yet it is Said That Germany's Note to Venezuela is No Ultimatum.

(By the Associated Press.)
Berlin, Jan. 3.—It has been officially announced here that the German Charge d'Affaires at Caracas, Herr Von Pilgrim Baltazzi, has handed President Castro a note in which the German claims against Venezuela are clearly defined, and in which a limit of time is set for President Castro's answer thereto.

At the same time this unofficial announcement carefully points out that the Venezuelan President cannot be considered an ultimatum from Germany, since the note does not contain any reference to Germany's future action with regard to Venezuela.

Boiler Blows Up, Scalding Three to Death.

(By the Associated Press.)
Parkersburg, W. Va., Jan. 3.—The boiler in the South Pennsylvania Oil Company's pumping station at Harry Rhoden's in Doddridge county, blew up, scalding to death Harry Rhoden, a pumper for the company, Merrick Frick, who ran a string of well cleaning tools and Dell Ash, his assistant. The men were all in the boiler house warming themselves when the explosion occurred. They broke open the door which had become locked and escaped to another house a mile away.

All were scalded so that flesh fell from them on the way. After reaching the other boiler house, they collapsed and in a few hours all were dead.

Leary Died a Rear Admiral.

(By the Associated Press.)
Boston, Mass., Jan. 3.—Information from Washington shows that Captain Richard P. Leary, United States Navy, who died at Chelsea recently, died a rear admiral without being conscious of the fact. A promotion which he had looked for and it is said to have been the one thing which troubled him in his last moments. The appointment was made the day before he died, but it was only when his brother-in-law, Dr. Fairfax Irwin, returned from his funeral at Annapolis to Chelsea that the appointment was found.

Eugene Carter, the billiard expert, died at Chicago yesterday of lung trouble, aged 48.

TRIP TO THE EXPOSITION.

Arrangements Are Being Made for President Roosevelt's Going.

(By the Associated Press.)
Washington, Jan. 3.—Arrangements are being made for the President's trip to the Charleston (S. C.) Exposition in February. The President probably will be accompanied by most of the members of the Cabinet and some of the Cabinet ladies. They will leave probably on February 19, arriving in Charleston the following day. Two days, possibly three, will be spent at the exposition when the return trip will be made directly to Washington.

RAINEY'S SLAYER JAILED

Two Other Negroes in Jail Charged with Being Accomplices.

(Special to News and Observer.)
Reidsville, N. C., Jan. 3.—Ed. Pettus, colored, who murdered Little Tom Rainey at Leaksville, was captured last evening and given a preliminary hearing tonight. He was committed to jail without bail to await trial at the February term of Rockingham Superior court. Two accomplices also were bound over as accessories. A heavy guard was placed around the jail to prevent any attempt at lynching.

UNDER THE EAGLE

A Zone Six Miles Wide from Ocean to Ocean Yielded by Nicaragua.

(By the Associated Press.)
Washington, Jan. 3.—Some of the main features of the protocol between the United States and Nicaragua referred to in President Zelaya's message to his Congress, have been made known in recent press dispatches from Managua. But there are many other important features which have not yet been disclosed one of these being the complete American jurisdiction and the establishment of American courts, civil and criminal, throughout a zone six miles wide, and extending from ocean to ocean, including the proposed termini, Greytown on the Atlantic and Brito, on the Pacific. The entire policing of this large tract also is placed in the hands of the United States, so that it has the power to preserve order, and after that to issue judicial process extending throughout this zone.

Besides the authority of American courts, and of the American police on the six mile zone, the chief features of the protocol are in giving a lease in perpetuity of this tract to the United States, and at the same time giving an American guarantee that the independence, sovereignty, and integrity of Nicaragua shall not be disturbed by the rights thus conferred upon the United States.

No exact information is obtainable as to the price specified in the protocol as payment to Nicaragua for the grant to this country. It can be stated positively, however, that this price is much less than was expected when the negotiations began, and that it is considered by officials as reasonable. It is understood that at the outset the view in Nicaragua was that \$20,000,000 would be a proper figure for the grant to this country, and about \$5,000,000 for Costa Rica's grant. But, while there is no information as to the final sum in the protocol it is known to be far short of the above figures. As the cession takes the form of a perpetual lease, it is probable that the protocol includes the feature of an annual rent as part payment.

A protocol with Costa Rica, identical in form with that with Nicaragua, except in the matter of price and territory leased, has been the course of negotiation, and it is understood that a satisfactory conclusion will be reached with that Government.

COL. AYRES FALLS DEAD.

Member of the Company That Officiated at John Brown's Hanging.

(By the Associated Press.)
Washington, Jan. 3.—Col. E. W. Ayres, at one time Washington correspondent of the Kansas City Times, dropped dead in the Citizens' National Bank here today. Col. Ayres was born in Lynchburg, Va., in 1837 and served with distinction in the Confederate army. He belonged to the famous Richmond Blues and was a member of the company that officiated at the hanging of John Brown.

Mr. C. B. Bradham Reported Married.

(Special to the News and Observer.)
New Bern, N. C., Jan. 3.—It is reported here today that the marriage of Mr. T. C. Bradham to Miss Chaddie Cradle has been solemnized at Rochester, N. Y. Both bride and groom were formerly residents of this place.

Cursed All As He Went to the Scaffold

(By the Associated Press.)
Dublin, Ga., Jan. 3.—John Robinson, a negro, was hanged here today for assaulting and murdering Bertha Simmons, colored, last May. Robinson denied his guilt and cursed everybody within hearing of his cell door to the gallows.

Another Office Robbed.

(By the Associated Press.)
Chattanooga, Tenn., Jan. 3.—The post-office inspector here was notified today of the robbery last night of the post-office at Blacksburg, S. C. The amount taken was small.

THE WEEK IS DULL IN NEW BUSINESS

Iron and Steel However Gain in Activity.

THE CAR SHORTAGE AGAIN

An Unsettling Factor Both to Production and Consumption.

RICES CHANGE LITTLE ON THE WEEK

Cotton is Now Slightly Lower Because of Large Receipts, Which Are, However, Said to Represent Good Buying for Export.

(By the Associated Press.)
New York, Jan. 3.—Bradstreet's tomorrow will say:

Satisfaction with the old and confidence in the new year are the dominant features of the entire industrial, commercial and financial situation. The week has naturally been quiet to the verge of dullness as regards new business, the main attention being concentration in gathering up the threads of old business, in stock taking and in preparations for the future.

A conspicuous exception to the general quietness is found in the iron and steel situation, which gains rather than loses activity. Here, however, the car shortage question cuts a disturbing figure and one which, in view of the advanced stage of the season, bids fair to continue to unsettle both production and consumption considerably. Supplies of coke at the ovens are piling up, but the blast furnaces are shutting down because of the necessary link between the two, an abundance of cars not being forthcoming. Southern pig iron has advanced fifty cents per ton, and the Western trade is getting its chief supplies from this source. Floods in the mining regions have interfered with production, and the car shortage still accentuates the scarcity of coal, particularly bituminous. Anthracite supplies are smaller, notwithstanding a total production last year in excess of 53,000,000 tons, a total 12 per cent larger than ever before produced.

Prices show few changes on the week. The cereals are on the whole higher, due mainly to the strength of wheat, which still supports the coarser grains. Cotton has been shaded a little because of large receipts, which are, however, claimed to really represent good buying for exports. Cotton goods are quiet, as usual at this date, but closed the year 1501 much better than they began it. Fall River dividends are slightly lower than the average in 1900, with the mills producing the better class of goods showing the best returns. Ginghams are in specially good shape, being largely sold ahead and firm.

Business failures in the United States for the week number 270, as against 268 in this week last year.

For the week Canadian failures number 25, against 24 in this week a year ago.

COMPARATIVE COTTON STATEMENT.

New York, Jan. 3.—For the week ending Friday, January 3rd: Net receipts at all United States ports during week, 295,018; net receipts at all United States ports during same week last year 175,658; total receipts to this date since September 1st, 4,862,959; total receipts to same date last year, 4,828,551; exports for the week, 201,249; exports for same week last year, 165,599; total exports to this date since September 1st, 3,575,720; total exports to same date last year, 3,276,333; stock at all United States ports, same time last year, 971,903; stock at all interior towns, same time last year, 792,840; stock at Liverpool, 828,000; stock at Liverpool same time last year, 682,900; stock of American about for Great Britain, 251,000; stock of American about for Great Britain same time last year, 239,000.

TOTAL NET RECEIPTS.

New York, Jan. 3.—The following are the total net receipts of cotton at all ports since September 1, 1901:

Galveston 1,492,645 bales; New Orleans 351,681; Mobile 121,411; Savannah 331,987; Charleston 292,899; Wilmington 215,438; Norfolk 301,024; Baltimore 48,147; New York 95,659; Boston 51,936; Newport News 5,181; Philadelphia 16,309; Ferdinandia 2,000; Brunswick 83,573; Port Arthur 27,375; Pensacola 100,794; total 4,862,959 bales.

TOTAL BANK CLEARINGS.

New York, Jan. 3.—Total bank clearings week ended January 2nd, \$2,093,615,162, increase 9.4; outside New York, \$716,600,621, increase .8.

HESTER'S COTTON STATEMENT.

New Orleans, Jan. 3.—Secretary Hester's weekly statement issued today shows for the three days of January an increase in the movement into 85270 over last year of 36,600 and an increase over the same period year before last of 10,800.

For the 125 days of the season that have elapsed the aggregate is ahead of the same days last year 76,000 and ahead of the same days year before last of 698,000.

The amount brought into sight during

the past week has been 366,476 bales, against 245,763 for the same seven days last year and 242,727 year before last.

The movement since September 1 shows receipts at all United States ports to be 4,832,376, against 4,820,480 last year; overland across the Mississippi, Ohio and Potomac to Northern mills and Canada 577,339, against 716,648 last year; interior stocks in excess of those held at the close of the commercial year 515,979, against 714,494 last year; Southern mill takings 702,000, against 599,883.

The total movement since September 1 is 6,727,694, against 6,651,514 last year, and 6,029,717 year before last.

Foreign exports for the week have been 212,166, against 150,970 last year, making the total thus far for the season 3,642,014, against 3,274,438 last year.

The total takings of American mills, North, South and Canada, thus far for the season have been 1,739,622, against 1,742,882 last year.

Stocks at the Seaboard and the twenty-nine leading Southern interior centers have increased during the week 23,656 bales, against a decrease during the corresponding period last season of 8,990.

Including stocks left over at ports and interior towns from the last crop and the number of bales brought into sight thus far for the new crop, the supply of cotton to date is 7,087,381, against 6,774,048 for the same period last year.

It must be remembered that the weekly, monthly and season comparisons in Secretary Hester's reports are made up to corresponding dates last year, year before and in 1899. Comparisons to close of corresponding weeks are misleading, as totals to close of this week last year would take in 127 days of this season, year before last 127 days and in 1899, 128 days, against only 125 days this year.

Secretary Hester's statement of the world's visible supply of cotton issued today shows the total visible supply to be 4,362,723, against 4,147,960 last week and 4,072,077 last year. Of this the total of American cotton is 3,688,723, against 3,356,077 last year, and of all other kinds including Egypt, Brazil, India, etc., 674,000, against 716,000 last year.

Of the world's visible supply of cotton there is afloat and held in Great Britain and Continental Europe 2,174,000, against 1,791,000 last year in Egypt 227,000, against 180,000 last year; Indian 221,000, against 310,000 and in the United States 1,741,000, against 1,791,000 last year.

QUORUM COULD NOT BE HAD.

The Constitutional Convention Forced to Adjourn for the Day.

(By the Associated Press.)
Richmond, Va., Jan. 3.—After a wait of two hours and twenty minutes, a thorough search of the city for members, the Constitutional Convention was forced to adjourn today on account of lack of a quorum.

The convention was called to order by President Goode at 11:31 o'clock, and prayer was said by Dr. Dunaway. The roll call showed only forty-eight members present. The president stated that a quorum was not on hand and he awaited further orders from the convention.

A motion was made for a call of the absentees.

Pending this action, and the giving of orders to Sergeant-at-arms to close the doors and send for absent members, member after member arose and showed that some one was detained on account of sickness or by reason of disarrangement in railroad schedules from the southwest.

The doors were ordered to be closed, and President Goode presented the list of absentees and ordered the sergeant-at-arms to summons as many deputies as might be necessary and compel those who were not in attendance to come.

At 12:20 o'clock Sergeant-at-arms Watkins reported to the convention that he had scoured the city and had found it impossible to find enough members to make a quorum; that he had wired an order for the appearance of absent members, and he felt assured there would be a quorum present tomorrow.

On motion of Dr. Thomas H. Barnes, the convention then adjourned until 10 o'clock Saturday morning.

Three Negroes Swept to Death.

(By the Associated Press.)
Columbus, Ga., Jan. 3.—While investigating the damage done to the dam of the Columbus Power Company by the recent flood, Chief Engineer John Lee and four negroes were carried through one of the breaks in the structure. Mr. Lee and one negro were rescued, badly bruised, but the other three negroes were drowned. Their names are Frank Harvey, Will Bussey and Matt Dixon.

Death of Judge Folligant.

(By the Associated Press.)
Savannah, Ga., Jan. 3.—Hon. Robert Folligant, judge of the Superior court, of Chatham county, died this morning. He was born in Savannah in 1829, had represented the county and district in both houses of the Legislature, and was a prominent figure in politics. He was commander of the local Confederate Veterans camp.

FREIGHT AND WORK TRAINS IN COLLISION NEAR HOLTSBURG

Boh Engines Badly Damaged, Track Torn Up and Engineer and Fireman Injured. Lexington Reports the Fireman Killed.

(Special to News and Observer.)
Lexington, N. C., Jan. 3.—There was a serious head-on collision near Holtsburg, this county, at 9 o'clock this morning between the southbound freight train and the material train. The fireman of the freight, a white man, was killed. It was his first trip as fireman. No others were killed, but several were seriously wounded.

THE INDUSTRIES OF THE OLD DOMINION

Growth of Manufacturing Since 1900 Shown.

MANY NEW PLANTS BUILT

Increase of Over 39 Per Cent. for the Decade.

INCREASE OF CAPITAL 63 PER CENT.

The Number of Wage-Earners Shows a Gain of 35 Per Cent. and the Wages Paid an Increase of 41 Per Cent.

(By the Associated Press.)
Washington, Jan. 3.—The Census Bureau today issued a preliminary report on the manufacturing industries of Virginia and the cities of Norfolk, Petersburg, Richmond and Roanoke in that State. It shows for the State a total of 8,245 manufacturing establishments in 1900, an increase of 39 per cent during the decade. The total capital was \$103,512,855, an increase of 63 per cent; average number of wage earners 72,527, an increase 35 per cent; total wages \$22,966,060, increase 41 per cent. The miscellaneous expenses were \$12,558,244, an increase of 65 per cent; cost of materials used \$74,762,479, increase 49 per cent; value of all manufacturing products, including custom work and repairing, \$132,735,620, increase fifty per cent.

For the cities separately reported the principal figures are Norfolk, 446 establishments, capital \$6,425,099, increase 88 per cent; value of products \$9,397,355, increase 84 per cent; the average number of wage earners 4,334; total wages \$1,571,229; miscellaneous expense \$701,759; cost of materials used \$5,283,975.

PETERSBURG—225 establishments; capital \$3,960,987; wage earners 4,730, drawing a total of \$1,043,550 wages; miscellaneous expenses \$658,689; cost of materials used \$3,747,656; value of products \$6,464,464. The value of products decreased almost ten per cent; the number of establishments decreased seven-tenths per cent, and the capital increased over one per cent.

RICHMOND—Establishments 763; capital \$20,848,620; wage earners 16,692; total wages \$5,181,659; miscellaneous expenses \$6,158,301; cost of materials used \$13,161,697, and value of products \$28,900,616. The number of establishments decreased twenty per cent; capital increased twenty-four per cent and value of products increased four per cent.

ROANOKE—Establishments 120; capital \$2,057,754; wage earners 2,688; total wages \$1,178,542; miscellaneous expenses \$2,057,754, cost of material used \$3,730,926; value of products \$5,709,817. There was no report for 1890.

E. A. GIERSCHE PASSES AWAY.

He Was the Oldest Odd Fellow in the State.

(Special to News and Observer.)
Winston-Salem, N. C., Jan. 3.—E. A. Giersch, the oldest Odd Fellow in the State and Salem's oldest citizen, died today, aged 86. He became a member of the Cross Creek Lodge, No. 4, in 1846. The exact date is not known, as the lodge records were destroyed by fire. He has been a member of the Salem lodge since its re-organization in 1874.

Prof. Edward Cobb, of Wilson, resigns as teacher the seventh grade of the West Winston school, his reason for resigning being that he disliked the work. He was succeeded by Miss Mary Medaris.

Death of Judge Folligant.

(By the Associated Press.)
Savannah, Ga., Jan. 3.—Hon. Robert Folligant, judge of the Superior court, of Chatham county, died this morning. He was born in Savannah in 1829, had represented the county and district in both houses of the Legislature, and was a prominent figure in politics. He was commander of the local Confederate Veterans camp.

FREIGHT AND WORK TRAINS IN COLLISION NEAR HOLTSBURG

Boh Engines Badly Damaged, Track Torn Up and Engineer and Fireman Injured. Lexington Reports the Fireman Killed.

(Special to News and Observer.)
Lexington, N. C., Jan. 3.—There was a serious head-on collision near Holtsburg, this county, at 9 o'clock this morning between the southbound freight train and the material train. The fireman of the freight, a white man, was killed. It was his first trip as fireman. No others were killed, but several were seriously wounded.

The engines of both trains were badly damaged, the track torn up and traffic delayed, but trains are now passing.

It is reported that the crew of the material train mistook orders and should have been on the side track when they were on the main line. It is very fortunate that no more lives were lost.