

BOTH TARIFF SENATORS WERE IN THICK OF FIGHT

Wanted Hearings Given On Cotton Tariff Bill But They Lost Out

TILTS WITH SENATORS MARTIN AND CUMMINS

Senator Simmons Also Favored Giving Cotton Manufacturers Hearings on Bill—Both He and Overman Devised—"Fair Treatment and a Just Revision"—Minority Leader Martin Charged Them With Desiring to Delay a Vote on Cotton Schedule, and He Opposed Adjournment Before Taking Action on This Measure—Senate Ordered Bill Reported August 10th, But It May Come Up Later Through Efforts of Chairman Pearce.

(By THOMAS J. PENCE.)

Washington, D. C., Aug. 4.—The House cotton tariff revision bill was reported to the Senate today, and a motion prevailed directing the finance committee to report back the measure by August 10th. This course will not be pursued, for the finance committee is to be called together tomorrow, and if Senator Penrose, the chairman, has his way, the Senate will give the bill immediately.

Senator Overman figured very prominently in the animated session of the Senate today that was devoted to the House cotton measure. The junior Senator sought to have hearings on the House bill, and he made a motion directing the committee to report the bill back to the Senate by August 24th, but he was in a hopeless minority and was voted down.

Overman Demanded Fair Treatment. "I believe in fair treatment," Senator Overman told the Senate, "and all I ask is that you allow the twenty-five cotton manufacturers who did when you referred the wool bill to the finance committee. I have had many letters from cotton manufacturers desiring to be heard on this bill, and I only request that you treat them in the same manner as you did the wool interests. There are 200 cotton mills in North Carolina with a capital of a hundred million dollars. In their behalf and in behalf of the fifty thousand cotton mill laborers in my State, who receive annually fifteen million dollars, I ask this simple justice that they may be heard."

Senator Martin, the minority leader, charged that Senator Overman was seeking to delay a vote on the cotton bill, and he stated that he was opposed to adjournment without action on the pending measure. The charge was indignantly denied by Senator Overman, who said that there was only ten days' difference between his motion and that of the Senator from Virginia. The North Carolinian twitted the Virginian for having voted to give twenty days' consideration to the wool bill and being unwilling to extend the same privilege to the cotton interests. Senator Martin replied that time was short, while Senator Overman maintained that he had no right to assume that Congress would adjourn in ten days. The North Carolina Senator emphasized the fact that Senator Martin's motion would only give six days for hearings.

Senator Simmons suggested that the committee have until August 15th for hearings, while Senator Bacon suggested he would accept the substitute to show that he was not attempting to delay action. The Bacon substitute was voted down and the Martin motion adopted.

Overman's Tilt With Cummins. During the debate Senator Overman had a prolonged colloquy with Senator Cummins, which developed the fact that Senator Overman was not desirous for Congress to stay here if the President is to veto all tariff legislation, while the Iowa Senator would stay here and keep at tariff legislation regardless of what the President may do. At one point in his remarks Senator Overman denied that there is such a thing as a cotton mill trust in North Carolina, or elsewhere. He said there had been attempts to form a trust but they had failed time and again. He declared that mills in the South are suffering some running on half tide, some being in the hands of receivers, while many were not declaring dividends.

Hayburn Gets His Down. The Senate administered some very rough treatment to Senator Hayburn of Idaho, today. The old waver of the bloody shirt had announced that he would speak today on Statchood. As if by concert of action, Senators fled.

(Continued on Page Four.)

SOUTHERN TRAIN NO. 22 DERAILED

Five Persons Badly Injured and Taken to Hospital at Salisbury

RALEIGHITES ESCAPED

Several Passengers From Raleigh Were Aboard, But All Escaped Serious Injury, Though Three Are Reported As Receiving Minor Injuries—Accident, Which Occurred Six Miles West of Salisbury, on the Western North Carolina Division of the Southern, Was Caused by Derailment—But Official Announcement Is Withheld.

(By the Associated Press.)

Washington, Aug. 4.—Five were seriously hurt and twenty received lesser injuries today when train 22, of the Southern Railroad, was derailed six miles west of Salisbury, N. C. The engine and all of the coaches left the track and a chair car went down a 25 foot embankment. Those seriously injured are:

E. S. Taylor, 78 years old, New Orleans; head cut, injured internally.

Three-year-old son of Mrs. Richard Clark Wilson, New Orleans; legs badly mutilated.

John P. Simms, 30 years old, Augusta, Ga.; right hip and leg and back injured.

Dr. J. M. Belk, 47 years old, Monroe, N. C.; back of head hurt; spinal cord seemingly affected.

Judson Buchanan, 51 years, Chattanooga, Tenn.; head severely cut and bruised.

The seriously injured were removed to a hospital in Salisbury.

The cause of the accident has not been officially determined.

Those receiving minor injuries are: Taylor Daniels, colored porter, W. A. Harrison, Bremen, Asheville Division.

Mr. R. C. Beaman and Miss Catherine C. Beaman, Durham, N. C.

E. W. Tatum, Salisbury, N. C.

U. S. Garrett, Chattanooga, Tenn.

Margaret Hunt, Lexington, N. C.

Holt Hunt, Lexington, N. C.

L. W. Wessell, Wilmington, N. C.

J. W. Solomon, Wilmington, N. C.

Mrs. F. W. Habel, Raleigh, N. C.

Freud Havel, Jr., Raleigh, N. C.

Mrs. Richard Clark Wilson, 4927 Perrier street, New Orleans.

Nell P. er, Durham, N. C.

Elizabeth Warren Thompson, Raleigh, N. C.

U. S. Scarlett, LaFayette, La.

Lillie G. Durham, N. C.

Mrs. A. P. Gilbert, Durham, N. C.

H. E. Ortman, Wilmington, N. C.

FULLER PARTICULARS.

Condition of the Injured, Who Were Taken to Salisbury Hospital—Details of the Derailment.

(Special to News and Observer.)

Spencer, Aug. 4.—East bound passenger train number 22 on the Southern Railroad, running from Asheville to Goldsboro, was derailed seven miles from Salisbury this afternoon and twenty passengers injured, six of whom were seriously hurt.

While making full time the observation car left the rails and all other coaches followed in quick succession, the chair-car plunging down a thirty-foot embankment, sliding to the bottom.

The passengers were crowded in a mass of timber, broken chairs and glass.

Last of the Seriously Injured. The train crew set to work at once to rescue the seriously injured, who were conveyed to a Salisbury hospital.

The list of the injured included: Mrs. Lily Fry, of Durham; Miss Elizabeth Thompson, Raleigh; Miss Daisy Thompson, Raleigh; John Belk, Monroe; H. E. Ortman, Wilmington; L. W. Wessell, Wilmington; J. W. Solomon, Wilmington; Miss Grace Wyman, Memphis; Mrs. R. G. Wilson, New Orleans; Richard Wilson, New Orleans; G. S. Taylor, New Orleans; George H. Smathers, Waynesville; Mrs. Paul Gilbert, Durham; Mrs. Paul Gilbert, Durham; Taylor Daniel, Greensboro.

These are being treated at a hospital in Salisbury. The injuries of all were considered slight with the exception of Richard Wilson, aged three years, and Attorney George H. Smathers, whose condition is critical.

Physicians and nurses were rushed from Salisbury to the scene of the wreck on a special train which conveyed the injured to a hospital.

Cause of the Wreck. The wreck is said to have been caused by a spreading of the rails.

The train was in charge of Engineer R. I. Francis and Conductor H. R. Tomlin, and the locomotive was brought to a stop when all the coaches left the track. The chair car had run 100 hundred yards before rolling down the high embankment.

Mr. G. S. Taylor had just entered the car when it made the frightful plunge and went down with the score of lives taken from the wreck.

Car Crushed—Escapes Miraculous. "That all were not killed outright in the car which was crushed like an egg shell, is considered a modern miracle."

A wrecking crew was sent from Spencer to clear the track and traffic.

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OPERA SINGER WHO WILL RECOVER FROM INJURIES IN AUTO WRECK, AND THE CAR THAT OVERTURNED



Poughkeepsie, N. Y. (Special to News and Observer.)

The wreck of the automobile of Dr. George Ramboud while rounding a curve near this city may result in the death of this celebrated physician, head of the Pasteur Institute, who is a leading authority on hydrophobia. He is injured internally. Mrs. Gerville-Rache Ramboud, his wife, who was a well known grand opera singer, will recover from her injuries, as will the four other members of the ill-fated party. The auto is said to have turned a somersault while going at a high rate of speed.

AYCOCK'S SPEECH AT OLDFIELDS GREATLY INTERESTED IN PRE-EMINENCE OF U. S. IN ELECTRICAL ENGINEERING

Charmed the People of That Section of Wilson and Farmers Union

(Special to News and Observer.)

Wilson, Aug. 4.—A "Red letter" day is chalked up in the Well's Grove school house in Old Fields township in remembrance of the excellent address made in the beautiful grove there today by ex-Governor C. H. Aycock. It was at the solicitation of the Farmers' Union of that thrifty neighborhood that brought Charles among us on the happy occasion—and no one in the vast crowd enjoyed themselves better than did the orator of the soil and discussing on his pet theme—Education and Agriculture.

He was a little late in arriving at the picnic grounds owing to the heavy rains which passed over Wilson just before starting out this morning, but when he did arrive—being accompanied by Hon. S. A. Woodard and Messrs. J. B. Whitehead and T. A. Fulghum (on Mr. Woodard's handsome car)—and made his excuses for tardiness, all was forgiven, and from then on the day was one of pleasure.

He spoke, and such a speech has never been heard in democratic Old Fields since it has been a township, and it was listened to with the closest attention. He held his audience spellbound, and from the expressions of every countenance it was seen that every word he uttered sank deep down into their hearts.

He was introduced by Mr. R. T. Barnes in a few well chosen words after which "the favorite son of this neck of the woods" started out by saying "I admit that I am a crank, and will proceed to ride my pet hobby—Education and Agriculture—for a brief time."

He then pointed out to the vast audience how each could improve his own and his neighbor's condition mentally and otherwise. We will not attempt to repeat a hundredth part of the good things he said.

Good Things Galore—More Than Suffice.

After the address a sumptuous dinner was spread on long tables in the grove and just before partaking of the many good things prepared by the ladies of the neighborhood, Elder G. W. Bowwell asked a blessing while all heads were bowed. The viands consisted of barbecue (and seven fine choies had been slaughtered on the occasion), fried chicken, old country ham, pickles, corn bread and biscuits, such as mother used to make, and all kinds of cake were there in abundance.

On Thursday Mr. Aycock spoke at Kennesawville to an audience of two thousand.

GOVERNMENT SUES SIX RAILROADS

Allegations Charge Combination in Restraint of Trade

AFFECTS MINING FIELDS

Six Railroads Are Alleged to Be Affiliated Through Ownership By Hocking Valley Amalgamation to the Several Properties Involved—The Suit Seeks to Break up Combination and Four Great Coal Mining Fields Are Affected—The Pittsburg and West Virginia, the Kanawha and Hocking Valley, Etc.

(By the Associated Press.)

Columbus, Ohio, Aug. 4.—Suit was filed by the United States government in the Federal Circuit Court today against six railroad companies and three coal mining concerns charging a combination in restraint of trade and asking that the combination be enjoined from continuing business. The government charges that the Hocking Valley Railroad amalgamation of the Toledo and Ohio Central, the Kanawha and Michigan, the Kanawha and Western roads, and its connection with the mining concerns named is a restrained competition. The defendants are:

Lake Shore and Michigan Southern Railroad, Chesapeake and Ohio, Hocking Valley, Toledo and Ohio Central, Kanawha and Michigan, Kanawha and Western, and the Kanawha and Hocking Valley Coal and Coke Company.

The government's petition alleged that the combination thus formed affects four of the great coal mining fields, namely, the Pittsburg, the West Virginia, the Kanawha Valley and the Hocking Valley.

It is alleged that the six railroads are affiliated and that the three coal companies are also, not only among themselves, but with the railroad companies.

The Hocking Valley, the Toledo and Ohio Central, the Kanawha and Michigan and the Kanawha and Western were until recently under control of the "Trunk Line Syndicate." The Sunday Creek Coal Company is a holding company, controlling the "Continental Coal Company" and other companies owning properties in Virginia, West Virginia and Ohio.

The government's purpose is to prevent the change of ownership agreed on last year when the trunk line indicated turned over the four railroads and their affiliated coal companies to the Lake Shore and Michigan Southern and the Chesapeake and Ohio, the latter taking charge of the Hocking Valley, which is the principal one of the four roads.

The suit seeks further to break up entirely the alleged combination between the four roads and the Sunday Creek Company and its subsidiary coal companies, which had been complained of by Ohio coal operators for two or three years, and which has been the basis for innumerable suits brought in county and United States courts in Ohio.

Back of the fight has been the Ohio Coal Operators' Association, of which Howard Mannington, of Columbus, is secretary. He laid the case before the Department of Justice and urged that action be brought against the government has been investigating conditions since that time.

The whole suit hinges on the Hocking Valley Railroad. The officials of this company, it is alleged, were placed in offices corresponding to those held in the parent company after the Hocking Valley road gained control of the capital stock of its subsidiaries, and, according to the petition, were instructed to operate the roads along the same lines as the parent company had been managing.

The company then set about controlling the larger coal companies and succeeded in placing the Continental Coal Company, which owns 28,000 acres of coal lands in the Hocking Valley district on its list along with the Kanawha and Hocking Valley Coal Company. The Sunday Creek Coal Company was formed as a blind, the government charges, to permit the transfer of the Hocking Valley road to the parent company and to enable it to operate along with the four Ohio companies, to stifle competition by merging all the railroads and the principal coal companies in the State into one corporation while still retaining their own individuality.

The majority of the capital stock of the Sunday Creek Company was held by the Hocking Valley Railroad at the time it was formed, according to the government petition, but was later turned over to the Central Trust Company of New York in order to avoid prosecution under the Hepburn law.

The consideration in this transfer was one dollar and a mortgage for the full value of the stock.

Five agreements between the railroad companies, the coal companies and the Central Trust Company, and the suit is evidence in the petition.

In conclusion, the government prays the court to adjudge the combination between the railroad companies and the coal companies unlawful and in restraint of trade and to grant an injunction forever, enjoining them from paying each other dividends on the stock they hold in the companies named as defendants in the suit.

The suit was filed by Sherman T. (Continued on Page Two.)

SENATE CONDEMNS GOING TO PASS LEGAL KIDNAPPING

Select Committee Appointed to Investigate Third Degree Reports

TO PROHIBIT EXTRADITION

Practice of Hurrying Accused Men From One State to Another, Says the Committee, Should Be Prevented by Prohibiting Extradition Until After Lapse of Certain Number of Days or Some Other Effective Plan—Report Bears Directly on Cases of Haywood and McNamara Brothers.

(By the Associated Press.)

Washington, D. C., Aug. 4.—The practice of "legal kidnapping" as in the labor cases of Meyer, Haywood and McNamara, was condemned by the Senate select committee appointed to investigate the third degree methods of the police authorities of the United States, which was presented to the Senate today by Senator Borah on behalf of the committee.

The committee said the practice of hurrying accused men from one State to another without giving them an opportunity to be heard should be prevented by prohibiting extradition until after the lapse of a certain number of days or by some other effective plan.

The only other recommendation was based upon the committee's discovery that in important cases the Department of Justice authorized surveillance of jurymen to prevent their being tampered with. The committee in its final report condemned the practice of the Government, even though it is by the defense, because it is "liable to great abuse."

The committee's comment on irregular extraditions was evidently based on the course pursued in removing Meyer and Haywood from Colorado to Idaho on the charge of murdering Governor Steunenberg and in getting McNamara from Indiana on the charge of destroying the Los Angeles Times building, but neither instance is specifically mentioned.

The report was signed by all the members of the committee.

Senator Borah, who presented it, was counsel for the prosecution in the Meyer-Haywood Pettibone cases in Idaho, of the American Federation of Labor, who were "kidnapped" in Colorado and taken to Idaho for trial on the charge of murdering Governor Steunenberg.

WOOL BILL OVER MR. TAFT'S VETO

Democratic Leaders and La Follette-Confer With That Object in View

BY COMPROMISE MEASURE

No Agreement Has Been Definitely Reached But the Democrats and Insurgent Leaders Believe It Can Be Done and That the Compromise Bill Necessary to Do It Can Be Agreed Upon Soon—Tariff Situation Therefore Changes, and It Will Have a Determining Effect Upon the Time of Adjournment of Special Session—Martin Insists on Speedy Action on Cotton Schedule Bill, Despite Fight on Both North Carolina Senators for Hearing of Cotton Manufacturers Before the Ways and Means Committee.

Washington, D. C., Aug. 4.—Leader Underwood said tonight that he is in hopes of passing the wool, free list, and cotton bills over the President's veto.

He is certain the House will give a two-thirds majority on all these bills, and he believes there is a good chance to get a two-thirds majority of the Senate to override the President's veto.

It is possible the free list bill will be the first to be sent to the President. It is the most important and does not involve the tariff board issue, as do the wool and cotton measures.

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We have reached no basis of agreement, said Underwood tonight, but we have confidence that a bill will be finally agreed upon.

Republicans Send Out Hurry Calls to About Members.

Because of the apprehension among the Republicans that there is to be made an effort on the part of Democrats and insurgents to pass the wool and free list bills over the President's veto, Republican leaders in the Senate and House sent out hurry calls for Republican absentees to hurry back to Washington.

The free list bill, which has been sent out by both Houses to the same conference committee as that handling the wool bill, is to be considered at the same time. Mr. Underwood said that while separate reports would be brought in, both bills undoubtedly would be discussed together. This gives the House Democrats additional trading stock in negotiating for a compromise on the measure.

The cotton tariff revision bill, passed by the House yesterday, was sent to the Senate Finance Committee today by a resolution of the Senate, which requires a report on the measure by August 10. Senator Foraker as chairman, has called a meeting of the Finance Committee for 10:30 o'clock tomorrow morning, and when the Senate convenes tomorrow Mr. Foraker probably will report the bill back with an adverse report. "This was the arrangement followed with reference to the wool and free list bills."

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The effect that the changing tariff situation will have upon adjournment of Congress is a matter for conjecture. In both Houses the leaders do not believe that consideration of the cotton bill by the Senate will necessarily lengthen the "rapidly closing session."

"If Congress continues in session, an iron and steel revision bill will be brought in at this session," said Mr. Underwood, who has called a meeting of the Finance Committee, and he made the House before adjournment that the iron and steel tariff will be ready for action when Congress adjourns in December.

The insurgent leaders of the Senate are likely to bring the iron and steel tariff up at once in the Senate fight on the cotton bill. Senator Cummins of Iowa, is anxious to make the Senate consider steel and iron revisions and revisions of the rubber and sugar schedules as amendments to the cotton tariff bill.

Before the Senate acted, Senator Overman of North Carolina, asked that the committee be given until August 15 so that it might hold hearings on the bill. This was lost 11 (Continued on Page Five.)

ADVERTISING TALKS

Written by WILLIAM C. FREEMAN.

THE RICHARD A. ROLEY AGENCY has been doing some very unusual advertising for the IVINS BAKING CO. of Philadelphia.

They have been running a series of advertisements in the local newspapers, illustrated with cartoons by HERBERT JOHNSTON, the well known cartoonist of the Philadelphia North American.

The fact that Mr. Johnson is willing to sign the cartoons and that the North American is also willing to have him do so is a pretty good indication of the character of the advertisements.

THIS COPY IS EDUCATIONAL—that is, each cartoon tells a story about the MERITS of the Ivins products, and a few well written paragraphs are printed under the cartoon EMPHASIZING THE IMPORTANCE (Continued on Page Five.)

ADMIRAL TOGO TO WASHINGTON

New York, Aug. 4.—Admiral Togo left New York late this afternoon for Washington. His departure had a feature quite unusual as his midnight arrival, and welcome in New York Bay last night, for he left the city in the cab of a big electric engine drawing a heavy Pennsylvania train for the capital city.

Although the luxurious private car Olivette, which the government has provided for him was attached to the train, the naval hero elected to sit by the engineer's side and watch him operate the four thousand horse-power motor.

"I am intensely interested in your world pre-eminence in electric engineering and radioing," the little Admiral said through his interpreter, "and I wish to avail myself of this opportunity to closely observe both. Therefore, I will ride with the engineer."

The admiral rode in the cab to the limit of the electric zone, at Harrison, N. J., and there entered his car. He asked various questions of the engineer and displayed more interest in this incident of his visit than anything else.

During his stay here Admiral Togo had many conflicting experiences, but there was not the least change in his countenance. He was entirely impassive so far as his face might reveal his emotions, even when three photographers became involved in a quarrel in his presence, as to preference for camera position and were pushed from the room.

Advertisement for the State, that the newspaper reporters would be permitted (Continued on Page Two.)

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The committee's comment on irregular extraditions was evidently based on the course pursued in removing Meyer and Haywood from Colorado to Idaho on the charge of murdering Governor Steunenberg and in getting McNamara from Indiana on the charge of destroying the Los Angeles Times building, but neither instance is specifically mentioned.

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