

PASSENGER TRAIN PLUNGES INTO GAP OPENED BY FLOOD

Cloudburst in Kansas Swept Away Steel Bridge on Rock Island

SIXTEEN PERSONS LOST LIVES IN THE FLOOD

Work of Rescuing Injured Made Difficult by Torrent of Waters

CLAYTON, Kan., Sept. 23.—Sixteen persons lost their lives and thirteen others suffered injuries in a wreck of a west bound Rock Island passenger train running to Denver from Kansas City.

The wreck was the result of a cloudburst which carried out a steel bridge and turned what is normally almost a dry creek into a torrent many yards wide.

The train running at full speed, plunged into the gap. The locomotive and the mail car went into twenty feet of water. The chair car almost telescoped the smoking car ahead of it.

Passengers in the pullman and the other day coaches were hurled from their berths or seats by the shock. Those who were able, hurried out into the storm and gave what assistance they could to the injured.

Members of the Topeka baseball team of the Western league were occupants of the pullman, but all escaped injury.

Nearly all those killed and hurt were in the smoking car and day coach next to it. The dead include the engineer, the fireman, the conductor and the brakeman, all the trainmen except the rear guard and the porter.

FLIES OVER ALPS BUT FAILS WITH HIS GOAL IN SIGHT

Chavez, Peruvian Aviator, Performs Wonderful Feat, and Meets With Accident Just as Prize of \$20,000 Was in His Grasp.

DOMODOSSOLA, Italy, Sept. 23.—The great feat of crossing the snow-capped Alps barrier between Switzerland and Italy in a heavier than air machine was accomplished today by George Chavez, the young Peruvian aviator.

The plucky hero of the exploit, however, lies in the Domodossola hospital, badly injured as the result of an accident that occurred just as he had completed the most arduous and nerve racking portion of a task he had set out to accomplish—a flight from Brig, Switzerland, across the Alps to Milan in Italy in all a distance of about 75 miles.

Both his legs are broken, his left thigh is fractured and his body is badly contused, but his physicians are certain that these injuries will not prove fatal.

Mishap in Landing. The accident occurred as Chavez was endeavoring to make a landing here. The Alps had been crossed successfully and the aviator was descending with the power of the machine cut off, when about 30 feet above the ground a sudden gust of wind seemed to catch the monoplane which turned over and fell.

When the crowd that had been watching the descent ran up, they found Chavez nearly the twisted wreckage. Willing hands lifted the aviator from the ground and bore him to the hospital. Fifty miles away, and over country that has none of the hazards of the Alps lay Milan, the goal Chavez was seeking in an endeavor to win a prize of \$20,000 offered by the Italian Aviation society for the flight. Chavez had lost the race.

The weather at Brig was clear and bright when Chavez made his start. Leaving the ground with his motor running at full speed he rose in sweeping circles until he had reached an altitude sufficient for him to clear the Resti shoulder to the southeastward of Brig. This obstacle having been overcome the Peruvian aviator headed his monoplane straight for the snow-capped crags of the Fleischer. Constantly ascending, Chavez reached the Simplon, where, at an altitude estimated at 2,000 feet he turned his machine south over the terrifying Simplon Pass with the

Kaltwasser glacier at his left and the frozen peak of the Hubschhorn at his right.

After crossing the divide, Chavez turned the towering white mountain head of Monte Leone, which rises to a height of 16,646 feet and passed down above the gondo gorge, a deep gulf between sheer walls until he reached the opposite valley of Vedro, and then descended easily toward Domodossola, which is 389 feet above sea level. It was here that the accident occurred.

Crossed in Forty Minutes. The 25 miles between Brig and Domodossola which took the armies of Napoleon a fortnight to negotiate Chavez accomplished by the route of the Eagle in exactly 40 minutes. From the high point at Monsera he descended 7,000 feet in 13 miles, his machine gaining in momentum as it flew over the jumble of lower peaks gullies and hills until the speed was terrific as it approached the aerodrome here. This doubtless caused the accident.

Weymann Went Back. Harry Weymann, the American aviator, who made two unsuccessful attempts in the Brig-Milan race today sent a telegram, of sympathy to Chavez.

Much sympathy is expressed here for Weymann who made a last and desperate effort to win the race after hearing that Chavez had met with an accident. He managed to climb over the Resti shoulder, but finding that the aeroplane was incapable of flying higher he returned to Brig and alighted.

Although Chavez did not succeed in winning the prize of \$20,000, having failed to reach Milan, some of the committee are in favor of turning over the prize to him and erecting a monument in commemoration of man's first flight across the Alps.

SHOCK IN ARIZONA. PHOENIX, Ariz., Sept. 23.—Private dispatches from Window, Ariz., reported a severe earthquake tonight in that part of Arizona. No details were given. Messages from Williams, near the Grand Canyon, state that the shock also was felt there, but no one was hurt, nor was there any damage.



PRESIDENT FINLEY OUTLINES IN LUCID MANNER ASHEVILLE'S NEEDS

Declares Tourist Business Should Not in Any Way Interfere With Industrial Development of This Section, and Points Out What is Practicable to be Done Along That Line.

- MR. FINLEY'S SUGGESTIONS. Mr. Finley in his address at the court house recommends: More modern hotel accommodations for Asheville; Entertainment for tourists after they get here; Better methods in development of farming; More attention to live stock growing; Cultivation of sugar beets and establishment of factories; Intelligent use of forests combined with conservation; Manufacture of raw material at home; Conversion of leather into shoes, stone into lime and building material, clay into pottery, wood pulp into paper, etc.

The court room was packed with many of those present having to stand throughout the address. That the people were well pleased with the address of Mr. Finley was evidenced by the frequent and prolonged applause which punctuated his remarks. Without the use of any of the arts of oratory, and speaking upon a subject by many people considered dry, he held the close attention of every person in the room, and made a deep impression by his lucid and forceful talk upon the industrial future of this section.

Judge Jeter C. Pritchard, as a representative of the board of trade, presided over the meeting, and in a ringing speech introduced the speaker. In his introductory remarks Judge Pritchard enumerated a number of things which are possible to be accomplished here, and emphasized the fact that in all of the development projects of this section, the officials of the Southern railway are in full sympathy, and stand ready to do all they can to aid.

It was a magnificent audience last night at the court house which greeted Mr. W. W. Finley, the president of the Southern railway, and heard his address upon the industrial needs and possibilities of Asheville and Western North Carolina.

"We are indeed fortunate," declared Judge Pritchard, "to have with us tonight one of the most distinguished men in all our beautiful Southland, the president of the Southern railway, who is in hearty sympathy with the material welfare of Western North Carolina. He represents a great railroad which is deeply interested in us. His president is a

Southern man born and reared in the state of Mississippi, and he is thoroughly conversant with Southern conditions. His faith in the future of Western North Carolina is as great, if not greater, than that of any of us present here. It is my great pleasure to present Mr. W. W. Finley."

OLD GUARD MOVES CAMP TO SARATOGA PREPARED TO FIGHT ROOSEVELT

Admit That Struggle Will be Close, But Have Not Yet Given Up Hope OFFICES IGNORED

SARATOGA, N. Y., Sept. 23.—Prepared for one of the bitterest struggles in the annals of republican politics for control of the state convention the old guard moved on Saratoga tonight. Timothy J. Woodruff, chairman of the state committee, has opened headquarters at the United States hotel. He admits that the contest will be close, but is still confident in his belief that the convention will endorse the selection of Vice President Sherman as its temporary chairman, despite the predictions of Theodore Roosevelt.

Senator Edgar T. Brackett, the Saratoga county leader, declined to admit tonight that the ten delegates from Saratoga would vote for Mr. Sherman although his vote is claimed by the Old Guard. He is not an admirer of Colonel Roosevelt.

PROGRESSIVES CONFER. NEW YORK, Sept. 23.—The convention fight between the republican Old Guard and the progressives virtually closed today. After a day of conference with politicians from various parts of the state, Colonel Roosevelt said that the chances for victory were even better than yesterday. There was some talk of candidates for governor but nothing in the nature of a decision was reached. Col. Roosevelt said that the selection of candidates must be left entirely to the delegates as a whole.

ILLINOIS DEMOCRATS CONDEMN SCANDALS BUT MODIFY WORD "JACKPOT"

Browne, Alleged Briber, Gets Cheers and Hisses in Convention ADOPT PLATFORM

EAST ST. LOUIS, Ill., Sept. 23.—After vigorously denouncing so-called "Jackpot" legislation in the draft of the platform which was presented to the Illinois democratic convention here this afternoon, the resolutions committee late today eliminated the word "Jackpot" from the platform as originally drafted on the ground that it was objectionable.

"The democratic party is unalterably opposed to the giving of a bribe to those seeking legislative favors, and we condemn in unmeasured terms 'Jackpot' legislation. In this connection we wish to affirm that we favor the election of United States senators by direct vote of the people."

The initiative and referendum is favored by the platform on the theory that the "enactment of such will abolish the 'jackpot' system and that hoodlums and grafters will be put down and out." The platform denounces trusts and favors the rigid enforcement of all anti-trust laws. The railroad plank stands for fair returns to roads, and control and physical valuations on which to base rates. Personal liberty, conservation, road laws and a tariff for revenue only are endorsed. The republicans are denounced for not revising the tariff downward. A closing paragraph congratulates the states in which democrats and "insurgents" recently have obtained victories. The name of Lee O'Neil Browne, who recently was acquitted of bribery in connection with the election of United States Lorimer, was both hissed and cheered when he was named as the member of the resolutions committee from the twelfth district.

CLARK SOUNDS KEYNOTE OF DEMOCRATIC PARTY IN PRESENT CAMPAIGN

Leads With Reduction of Tariff and Follows With Conservative Program PREDICTS SUCCESS

ST. LOUIS, Mo., Sept. 23.—Preliminary to the opening of the fall campaign in Missouri, nearly 200 democratic editors from all parts of the state attended a banquet tonight and heard Congressman Champ Clark outline the issues. His speech was considered the keynote of the forthcoming political battle. Mr. Clark said in part:

"The circumstances which surround us presage a democratic victory. Democrats in the house got together and fought together during the year 1910 and thereby set a wholesome example to democrats throughout the land. For more than a year, democratic progress have grown brighter until we seem to be on the eve of a sweeping victory."

"We want to win such a victory this fall as will put hope into every democratic heart between the two seas and make the elections this year and two years hence duplicates of 1890 and 1892. "It is constantly charged that the democratic party is a party of negotiation. This is not true. "If entrusted to power, the democratic program, Mr. Clark said, would include a reduction of the tariff to a revenue basis; an increase of American trade by reciprocity treaties with foreign nations; abolishment of all superfluous offices; a reduction of federal appropriations; restoration of our merchant marine; strengthening our anti-trust laws; enactment of comprehensive conservation measures; improvement of our waterways; exposing of republican extravagance in the departments; and submission of a constitutional amendment providing for the election of United States senators by a popular vote. TAIT GOING BACK. CINCINNATI, Sept. 23.—President Tait's visit to Cincinnati will end tomorrow afternoon when he leaves for Washington to meet the members of his cabinet for a series of important conferences next week.

COURT RESTORES CHILD TO MOTHER AFTER HEARING

Was Held by Couple Who Claimed that It Had Been Given Them to Rear

RALEIGH, N. C., Sept. 23.—After a hearing of several hours this afternoon on a writ of habeas corpus, Chief Justice Walter Clark directed the restoration of little six-year-old Maxine Peddie to her mother, Mrs. Bonnie Peddie, of this city. The child was being held by Mr. and Mrs. D. M. Smith of Bladen county, who claimed that they had taken the child with the consent of both parents to rear it as their own being childless. Mr. and Mrs. Peddie are separated, the husband not living in Raleigh. The Smiths had the written consent of the father to take the child, but the mother claimed that she only allowed the child to go to the Smiths in Bladen for a visit, hence her demand that he be restored now to her. The Smiths claimed that the mother was not a fit custodian for the child but this was not proven. Col. J. C. L. Harris represented Mrs. Peddie and Walter Watson the Smiths.

ODD FELLOWS INSTALL OFFICERS AND ADJOURN

Grand Sire Cockrum Announces His List of Appointive Officers

ATLANTA, Ga., Sept. 23.—Following the installation of the officers, the 1910 meeting of the Sovereign Grand Lodge of the Independent Order of Odd Fellows came to a close today. The question of establishing a tuberculosis sanitarium was again put over until next year, as was the question of granting a national assembly to the Rebekahs. The following appointive officers were announced by Grand Sire Cockrum: Assistant Grand Secretary J. Edward Kroh, Baltimore; Grand Chaplain, R. K. Stephenson, Delaware; Grand Marshal, Winn Powers, St. Paul; Grand Messenger, R. W. R. Humphrey, Chicago; Grand Guardian, W. O. Carbis, Utah. An amendment to the constitution was adopted making past grand representatives grand secretaries and grand scribes eligible to sit during secret sessions of the Sovereign Grand Lodge. A committee headed by Grand Representative Wheeler of New York was named to report upon the feasibility of merging the patriarchal and militant branches of the order. Grand Sire Cockrum announced the offer of a \$100 silver cup to the grand jurisdiction initiating the largest number of new members during the next twelve months, and a \$100 banner to the subordinate lodge showing the largest increase in membership.

BALTIMORE LOSES ITS PLACE IN LIST OF CITIES

Drops From Sixth to Seventh, Being Outstripped by Cleveland

WASHINGTON, Sept. 23.—Baltimore, which was sixth city in the United States in point of population in 1900, has lost her position in the country's great cities according to today's census statistics, and now becomes the seventh city, having in the last ten years been outstripped by Cleveland which takes sixth place. Baltimore's population is now 558,485 as compared with Cleveland's 560,663. The Maryland city grew 9.7 per cent, or in numbers 49,528 during the past ten years, having had 508,957 in 1900, Cleveland, which had a population of 281,748 in 1900, grew 49.3 per cent in the decade just ended. The population of Savannah, Ga., is 45,064, an increase of 10,829, or 19.3 per cent, as compared with 54,444 in 1900. Norfolk, 47,452, increase 20,828, or 44.7 per cent over 46,624 in 1900. Portsmouth, 32,190, increase 155,763, or 99.5 per cent over 17,427 in 1900. Radford, 4,202 as compared with 3,344 in 1900. Norfolk county, Va., 52,744 as compared with 50,780 in 1900. COOK FOUND AGAIN. NEW YORK, Sept. 23.—Dr. Frederick A. Cook, the vanished explorer, has been sighted again, this time in a Munich hotel, under the name of Mr. Coleman and family. Michael M. Ryan, of Bridgeport, Conn., has informed The New York Times, which will publish an account tomorrow of how he met the doctor.

POLICY OF PEACE ADOPTED BY G. A. R. ASTOR LEE'S STATUE

After Spirited Debate in Which Feeling Ran High Matter is Postponed LESS THAN THIRD OF DELEGATES PRESENT

ATLANTIC CITY, N. J., Sept. 23.—After a long, warm debate the national encampment of the Grand Army of the Republic at its final session this afternoon indefinitely postponed action relative to the controversy over the placing of the statue of Robert E. Lee in the statuary hall of the capitol at Washington. The vote was 133 to 102. The encampment rejected the proposition recommending that congress be asked to grant each Union veteran of the Civil war a pension of a dollar a day for life, but endorsed the McCumber bill now in congress relating to pensions of widows. It was recommended that the pensions for veterans 66 years of age be increased from \$12 to \$15 a month; 70 years of age, from \$15 to \$20 a month and 75 years of age, from \$20 to \$25 a month.

The question of the Grand Army's attitude on the Lee statue matter was one of the most important of the encampment has had to deal with in years. The conservative element controlled the encampment and won the day in the argument that the bitterness engendered in the Civil war was disappearing and that sectional hatred should not be revived; that action adverse to Lee's statue would do more harm than good, and especially to the G. A. R. and last, but not least, that the state of Virginia under the act of congress of 1864 had the right to place in Statuary Hall the image of any man of that state whose memory it chose to perpetuate.

Indiana Resolution. The matter came before the encampment through the presentation of a minority and majority report by the committee on resolutions. This committee Thursday night considered a large number of resolutions on this subject and took up a resolution from the department of Indiana as one that covered the whole controversy. This provided that congress be requested to remove the Lee statue from the national capitol. The committee after a long argument and a close vote rejected it. W. A. Ketchum of Indiana then notified Post Commander in Chief Torrance of Minnesota, chairman of the committee that he would present the Indiana resolution on the floor of the convention as a minority report and Torrance and his followers prepared for a fight.

When the afternoon session convened and it was seen that less than 250 representatives were present out of over 800 in attendance yesterday, Ketchum endeavored to have the whole matter go over until next year on the ground that avote taken today would not express the sentiment of the entire membership of the G. A. R. Torrance quickly agreed to this, but the "boys" on the floor, who had come prepared to fight it out, wanted to have it and shouted down a motion to postpone.

The debate proceeded with spirit until there was a loud demand for a vote. A motion was made that the whole subject be indefinitely postponed. A rising vote was taken and the tellers announced that the vote was 133 to 102 in favor of the motion to postpone. Following the debate, the encampment installed the newly elected officers. "Taps" were then sounded bringing the encampment to a close.

AVERAGED UP BILLS AND THEN KEPT THE CHANGE

Illinois Central Had to Pay Certain Sum for Each Repair Bill

CHICAGO, Sept. 23.—Testimony directly charging F. H. Niles, president, and Wm. Farragher, secretary of the Blue Island Car Equipment company with padding and fraudulently changing car repair bills made out to the Illinois Central railroad company, was given today in municipal court during the car repair graft case. Arthur Bayfield, general clerk for the Equipment company, was the witness who told of the alleged practices. Witness said the Blue Island company in 1907 and after stating that Secretary Farragher directed him to make specific changes in bills said: "My instructions from him were that I was to make all Illinois Central car repair bills average \$275 each, regardless of what figures were on them when they came to me. I fixed up about twenty in all some of them being raised from less than \$100 and a few from only a few dollars.

