Milmington Messenger.

* VOL. XIV., No. 209.

WILMINGTON, N. C., SUNDAY, SEPTEMBER 1, 1901.

PRICE 5 CENTS

An Immense Crowd Sees Him Take the Great Futurity Stakes From a Noted Field.

Purse Secured for His Owner and Rider-One of the Most Exciting Races in Many Years-A Four to One shot Scoops the Big Purse-The Race Won by a Bare Length and a Half After a Hard Fight-Whitney Disappointed That His Colors Did Not Come to the Front at the Finale. Thirty Thousand People Witness the

New York, August "1 - John II, Madder's Yurkee, at 4 to 1 in the betting, and the lise futurity at Sheepsheal Hay today the richest fixture of the American part. He won, driving, by a beath and a half from what was perhars the best and highest class field which ever ren for the stakes. Lux ed third.

It was a great race and nobly won and a record areaking crowd of 30,000 people stood up in their excitement and wildly obsered the victor.

Three races were decided before the futurity out the interest was plainly in the classic fixture and the crowd waited impatiently to see the stars of the 2-year-old world parade past the stand on the way to the post.

The betting ring was a seething mass of humanity. The layers were besieged and tops of money poured in. It was almost ampossible to fight one's way near enough to the layers to get a bet The rank and file could see nothing in the race but the Whitney entry. Nasturtium and King Hanover opening at 2 to 5. They were quickly played down to 7 to 5 and 13 to 10. The Madden hors-s, Yankee and Gunfire, were a strong second choice at 4 to 1, but the feeling was not so strong for this combination when Blue Girl was seratched. Hene and de Resseke had a strong following at 10 to 1, while Lux Casta were also well played at 12 and 15 to 1, respectively. The others ranged in prove from 20 1 to 200 to 1. scuttering buts being made on all of

In the pad lock the scene was a pretty The intelledates were being saddiel and fitted for the struggle and a big around watched the final touches. They were a noble looking lot of theraround, full of life and as fit as careful hands could make them for the struggle of their lives. Everything was hustle and activity when the bugle rang out, colling the horses to the

There were two false breaks, and the growd was getting impatient for the word when suddenly the welcome ery of "they're off." ran through the It seemed to electrify the crowd and overybody was on his feet, echoing the city. At first it was a wild scramble for position, Saturday was the first to show, with King Hanover, on his hools. It was a good start for Hyphin, Yankes and de Resseke close to his heris, It was a good start for all but Heno, who wheeled as the flag fell and war practically left.

At top speed they came down to the hend into the main track like a line of cavairy and at that point all eyes could see the blue with brown cap of Mr. Whitney's King Hanover on the rail nd a short reck before Pentroost, Lux Castra, Yankee de Resseke, Caughnawaga and Barren were well up and the most prominent of the others, and as they clashed by the half mile mark it was still arybody's race. To everyhody's surprise, however, Nasturtium the pride of the Whitney stable, was

far back in the ruck. Into the last furlong they came for the heart-breaking dash to the wire. King Hanover was gradually dropping back and Odem sent Lux Castra to the front, closely followed by Pentroost, Yankee, de Resseke and Barren.

"The favorite's beaten" wailed the crowd; but the race is not over yet O'Connor draw his whip on Yankee and the colt, responding in the gamest manner, quickened his stride and foot by foot crept up on the flying leader. Odom was hard at work with whip and spur on Lux Castra in an effort to earn the coveted honors, but Yankee, with long, even strides, was not to be denied. A hundred yards from the wire the two were head and head. Lux Castra hung on gamely and for a few strides neither could claim an advantage. It was a stiring struggle, a bitter fight, and the monster crowd was cheering and shouting.

Then came the cry "Yinkee wins," as foot by foct he drew away and coming.

A Great Race Nobly Won and a Big | Isissed under the wire a length and a

half in front. Lux Casta was an easy second and Barren, closing with a rush, earned third money by a head from de Resseke. Then came Pentroost, King Hanover, Gunfire and the others, Nasturtium being tenth and far back. The time was 1:09 1-5.

The stake was worth \$36,910 to the winner, while the second horse earned \$4.106.66 and the third horse \$2.983.34. Two thousand dollars went to the breader of the winner; \$1,250 to the breeder of the second horse and \$500 to the breeder of the third horse.

The total stake was \$46.910. A. Featherstone, whose jockey rode the winner. got 25 per cent, of the winner's s for allowing O'Connor to ride.

William C. Whitney also had some balm in the fact that he owns a half interest in Yankee, although it was a keen disappointment not to see his colors in front

Those at the start say Nasturtium off well, but jumped at a dark spo in the track, losing ground and being

O'Connor carried off the jockey honors of the day, riding three winners in Ogden, Yankee and Knapsack. The other races were interesting and well ontested and the crowd felt well repaid in a good day's sport.

JUDGE LYNCH'S COURT

Likely to Convene in a Missouri County to Try a Negro Rapist and Mur-

Kansas City August 31.—The hunt for "Bossie" Prancis, the alleged murderer of Miss Mary Henderson at Columbus has shifted to Strasburg, west of Holden. Every foot of country around that town is being scoured. At noon it was believed the posse was close to the fugitive.

The killing of Miss Henderson took a sensational furn this afternoon when the chase was practically given up. Barren, the much touted maiden, and The bloodhounds refused to take the scent and it was hinted broadly that the fugitive had made good his escape by the aid of white persons. A special from Strasburg says: "Many origup in disgust and have discarded their guns, saying they regret the search men in Johnson county who believe that Francis was paid to murder Miss oughbreds as they moved restlessly | Henderson by white persons who wanted to get her out of the way. As the case stands now it is believed that Francis, if captured, will be tortured for the purpose of making him tell what he knows."

Later-"Bossie" Francis was captured at 9 o'clock. The sheriff's posse is bringing him to Pleasant Hill. The posse will, if possible, take Francis to Warrensburg on the 11 o'clock Missouri Pacific train. The posse is composed of only a few men. One hundred armed men left Molden some time ago, many of whom favor lynching.

It is rumored that the negro escaped.

WILL SALISBURY RESIGN?

His Family Urging Retirement on Account of His Health

London, August 31.-A representative of the Associated Press learns that the rumors of Lord Salisbury's retirement are due to the existence of agitation within the premier's own family; that he takes the stop in order to preserve his health. His sons and daughters believe the strain of conducting the affairs of the empire is bound to shorten his life. In this they have been opposed by several less closely related members of the Cecil family and almost all the leaders of the unionist party. The latter, so far as can be ascertained, are likely to prevail for the present, at any rate in their contention that relief from the duties of premier would be a very doubtful benefit to Lord Salisbury's health, which, just now is not bad, considering his age. The unionists admit that the selection of a succesor to Lord Salibury would perhaps precipitate an internal struggle. Hence the extreme and as some of the members of Lord Salisbury's family consider, almost inhuman pressure on the premier to retain power, which for him, has

Chicago Police Investigation

lost all attraction.

Chicago, August 31.—The commission investigating the police department announced its decision today. The three accused detectives, Joyce, Cramer and Tracey were ordered to be discharged from the force. Joyce and Cramer were found guilty of conduct unbe-

WINS THE COLUMBIA

FIRST OF THE CONTESTS FOR POSITION BY COLLISION OF TRAINS ON THE OF CUP DEFENDER.

An Easy Victory for the Boat of Last Season-Columbia Ont-Sails the Constitution and Wins by Over Four Minutes in a Thirty Mile Race-Constitution People Astounded and Unable to Account for Their Boat's Poor Performance.

Newport, P I., August 31.-The Columbia, splendr.ly handled, beat the Constitution today 4 minutes, 19 secends, corrected time, over a course of fiften miles to windward and back, in the first of the trial races to select the cup defender.

The defeat was decisive, and admirers of the Constitution are at their wits ends to mak apologies and excuses for ner bad behavior. She was fresh from the Herreshoff shipyard where her bottom was burnished until it glistened like plate glass in the sunlight. Her sails fitted her admirably, with the exception of the balloon jib-topsail, which she set on the homeward reach. Thus she had no physical drawback to act as a detriment to her speed. Moreover Nat. Herreshoff, her designer and builder, was aboard. All, however, was of no

and squarely on her merits and unless she sails better on Monday and Wednesday the committee which has the matter in charge may decide upon selecting the Columbia to meet Shamrock II.

The only possible excuse that the backers of the Constitution have to offer is that the Constitution got the worst of the start, being handicapped several seconds. This is quite true. She got the worst of the start, because her skipper was out-generaled and outclass ed; but the few seconds she lost thus cannot by any means be distorted to acount for the signal defeat administered to her by the Columbia. MORE.

The warning gun was fireld at 11:35 o'clock. The skipper of the Columbia planted his craft on the weather side of his rival and hampered him in the usual manner, keeping him under his escape when the collision first occurred. lee. The boats stood for the line and in their effort to beat each other both crossed the line on the starboard tack struction of the dozen or more freight a few seconds before the starting gun was fired. Three short blasts of the whistles recalled both boats. The Columbia turned round smartly on her heel and coming round again on the starboard tack shot over the line well that members of the posses have given to windward of the Constitution whose skipper seemed to be remarkably slow. Both yachts went about on the port ever was begun. There are dozens of | tack immediately after crossing the line. The Constitution was kept broad off the breeze, her skipper hoping thereby to avoid the back wind of the Columbia. It was marvelous to see the Constitution gradually sag off to leeward in weather that was supposed to be just picked out for her.

The wind, after the Yachts had been out about three quarters of an hour, hustled to the eastward and the Columbia getting it first, being in the lead. was able to luff up to it before the Constitution came within its induence. The force of the wind was about nine miles at the start and it freshened a little as the day grew older.

After rounding the outer mark the Columbia set her balloon jib topsail. The Constitution set her balloon jib topsail thirty-five seconds after she made the turn, beating the Columbia by five seconds. This is the first time in her history that her crew has shown any real smartness. Next, both crafts set balloon staysails and with the wind Brenton's reef lightship—the home mark. Little by little the Columbia grade at frightful speed and crashed the gap of the blue water between herself and her rival. White caps crested the waves under the influence of the freshening breeze and the followers of the Constitution were disappointed to see her fall astern. The Columbia had her beaten badly. When she crossed the line a victor she was vigorously saluted.

Negroes Arm to Save a Criminal Richmond, Va., August 31.-A special from Hot Springs, Bath county, this

state, says: "William A. Dudley, an overseer, was assaulted and perhaps fatally wounded by a negro named Allen Franklin tocav. The assailant fled after his crime, and when a party started after him over the mountains, the negroes in town armed themselves and started after the fugitive's pursuers. So threatening was the conduct of the colored people that it was necessary to organize a sheriff's posse to follow in the wake of the riotous negroes. At one time it tooked as if a serious race conflict were imminent, but later in the day the negro band was halted, arrest-

ed and disarmed. The fugitive is still at large, and no more trouble is apprehended. Precautions are being taken against lynching, in the event of the fugitive's arrest.

THIRTY-SIX PERSONS

GREAT NORTHERN ROAD

Rocky Mountain Grade-Rear End Crashes Into Rear of Passenger Train-Superintendent Downs, Son and Thirty-Four Laborers Killed. Bodies of Most of Them Burned in the

Fire that Follows.

Kalispell, Mont., August 31.-Thirtysix lives were lost and thirteen persons were injured in the wreck on the Great Northern railway passenger No. at Nyack, thirty miles west of Kalispell last night.

None of the passengers was injured, the fatalities having been confined to employes of the railroad company.

The dead are: D. F. Downs, assistant general superintendent of the Great Northern lines west of Moneted; Kirk Downs, his son, Henry Elair, cook aboard the private car of Mr. Downs. and thirty-three Scandinavian laborers names unknown.

The injured are thirteen Scandina-Man laborers, names unknown.

The wreck was caused by the breaking in two of a freight train on the steep grade of a rocky mountain foot hill. The rear end of the freight tore loose from the head end, dashed back-The Constitution was beaten fairly ward down the mountain and crashed into the rear end of the passenger train which was just pulling out of the station at Nyack. The car attached to the rear end of the passenger was the private coach of Superintendent Downs. He and his son, Kirk, and their cook, Henry Blair, were instantly killed. The car just ahead contained forty-six Scandinavian laborers en route from Duluth, Minn., to Jennings. They were killed wholesale. Only thirteen were taken from the debris alive.

> Fire, immediately following the collision, quickly destroyed the private car, cremating the bodies of those with. in. The flames were quickly communicated to the car ahead, or rather to what remained of it, and the bodies of twenty-eight of the unfortunate laborers also were cremated.

The third car from the rear also was burned, but those within managed to The fire continued to spread through the mass of debris caused by the de-

cars and their consignments of valuable freight.

in two between the third and fourth cars from the rear and the balance was drawn to a safe distance from the fire. All telegraph wires on the poles alongside the track were soon melted and communication was thus cut off soon after the collision. Physicians were taken to the scene from this city and all traffic was, for a time, suspended while the wreck and train crews endeavored to rescue the bodies of the dead and clear up the debris.

Spokane, Washn., August 31.—Reports indicate that the wreck on the Great Northern, forty miles east of Kalispell, Montana, was the worst in the roads history, and one of the most sanguinary in the annals of American railroading. Thirty-four lives are lost and ten persons were injured. Three of the injured will surely die and the others are in a serious condition. By heroic efforts, fifteen of the bodies were taken from the wrecked ing, assisting and abetting in Rogers' cars. All the other victims were cremated, including Superintendent P. L. Downs and his son T. Kirk Downs.

There is a heavy grade near the scene of the wreck. Two engines had taken a train of twenty-eight freight cars up this grade, and drawn off to take water. While doing this all the twentyon the starboard quarter, steered for eight cars started down the grade. The runaway train dashed down the the following proclamation: into the rear of west bound passenger No. 3, near the siding at Nyack, Superintendent Downs private car was attached to the passenger, and next to it was a day coach filled with railroad | various states. laborers from Duluth. As the runaway wrecking them. Fire immediately wedged into almost hopeless confusion, and in spite of superhuman efforts the flames burst through the wrecked cars before the work was completed.

J. H. Blair, colored, cook, in Mr. Downs car, was taken out alive, but died in a few minutes. It was impossible to get at the bodies of Superintendent Downs and his son. The runan hour where regular trains barely which would have turned into side track | body."

A Freight Train Breaks in Two on a By the Strikers in Shutting Down Part of the Duquesne Steel Works.

and crashed into the passenger. There | They Claim that the Open Hearth Men was neither time nor opportunity for escape. Mr. Downs' car and that of the laborers were smashed into kindling wood, the occupants of the private car meeting instant death. The debris and shingles and lumber of the freight burned like tinder. The train crew was forced back from its work of rescue by the flames.

One man penetrated as far as the private car, where he saw the dead bodies of Mr. Downs and his son, and from where he dragged the body of the cook. In the laborers' car many of the forty-six occupants were so pinned in that they could not be reached, and burned before the eyes of the specta-

The fire was so fierce that the rear sleeper could not be saved, though it had not left the track. Its occupants were burried into forward cars, which were hauled ahead out of the reach of the fire. The flames extended to the brush alongside the track and burned the telegraph poles.

A severe storm greatly retarded telegraphic news of the wreck. The first message sent went to Kalispell, whence the wrecker and all the surgeons in that town were ordered to the scene. The injured were given every attention and as soon as possible the train with its burden of dead, dying and injured was sent to Kalispell. Colonel Downs' death has cast a gloom over the entire city. He was one of the most popular railroad men ever stationed here. He was 54 years of age and has spent thirty-three years in railroad service. Tomorrow he was to have assumed the duties of vice president of the Spokane Falls and Kootenai Valley road, at the personal request of J. J. Hill. He leaves a widow, now visiting in Bakersfield, Vt., and one daughter, Mrs. Rupert Blue, of San Francisco.

Mr. Downs and his son left Monday in the private car with his guests, Lieutenant Victor Blue, an American naval officer, and wife. They accompanied their guests as far east as Finally the passenger train was cut | Minot, N. D., and were returning home when the wreck occurred. Kirk Downs was about 21 years of age and was employed as secretary by his father.

REWARDS BY THE GOVERNOR

Offered for Capture of a Criminal and Those Who Aided in His Escape-Labor Day Proclamation.

(Special to The Messenger.)

Raleigh, August 31.—Governor Aycock offers \$400 reward for apprehension and delivery to the sheriff of Granville county, of Thomas Rogers, a white man who outraged Myrtle Harris, and who, upon commitment by five magistrates, was ordered taken to jail, but who was taken by his friends from the deputy in charge. The governor also offers \$50 reward for each unknown person aidescape and delivery of such persons to the sheriff. These rewards will, doubtless, bring about some interesting results and that speedily.

Commissioner of Agriculture Patterson, has returned from the mountains where he has for three weeks been conducting farmer's institutes.

Governor Aycock this afternoon issued

"Whereas, By chapter 25, laws of cord him an interview to discuss the 1901, the First Monday in September is made a legal holiday, in conformity with the day set aside by the statute of the United States and statutes of

"Now, therefore, I Charles B. Aycock, train sped by the switch it struck a governor of North Carolina, in recogcaboose and day coach on the siding, nition of said legislative acts, and with the view to the continuance and started from the oil lamps in the ca- strengthening of the good will which boose. The point where the wild train | exists between all people of this state, crashed into the passenger was several | do request all citizens of North Carohundred feet away and it was two and | lina to observe Monday, September 2nd a half hours before the flames reached as a holiday. Let there be as far as the main wreck. Meanwhile frantic possible a cessation of labor throughefforts were made to take out the dead out the state. I request that all places and injured. The wreck was piled and of business of whatever character where labor is employed shall be closed to the end that those employed may enjoy a day of rest and of thanksgiving. The day ought to be one observed by all people in expression of appreciation of those who toil, for upon them rests progress, prosperity, success and happiness of the state. Let harmony ex- the telephonic conversation between ist on this, the first labor day of the Prest lant Schwab and President Burns away tore down the hill at lightning new century between all employers and speed, running the most severe curves employees. Let us foster and strengthat a speed of upwards of seventy miles | en that confidence between those who employ labor and those who work crawled along. With a roar it burst which is essential to the peace of our around the curve, jumped a split switch state and the best interests of every longer represents any of the men em-

Have Struck and the Entire Plant Will Have to Shut Down-Carnegle Company Men Make Light of the Matter-This Question to be Settled Tonight-Schwab Will Not Treat With the Amalgamated Association, but Will Entertain Any Grievances the Men flave to Present After They Return to Work Burns Still Working for a Settlement.

Pittsburg, August 31 -The steel strikers are claiming tonight the biggest victory since the fight began, in the closing down of the open hearth department of the Duquesne steel works. The Amalgamated people claim that the open hearth men have struck and the entire plant will have to close down when the men fail to return Sunday night for work. The Carnegie steel people make light of the matter and say the close down of the open hearth department today was merely the usual Saturday afternoon close and maintain that the men will be on hand for work Sunday as heretofore and no stoppage will result. They claim the trouble at the plant Friday night has been exaggerated very much, that instead of a large number of men having quit work, only a few boys were escorted from the mills by policemen and the places of the ejected were filled at once.

Until tomorrow night it will not be known certainly which side is right in its contention. The Amalgamated people claim to be able to tie up the plant and the Steel Company say they will resume without any material inconven-

Aside from this incident, the reported conference by long distance telephone between Schwab, of the Steel Corporation, and Simon Burns, president of the Window Glass Workers' Association, was the only other happenings to cause comment. It seems that the two gentlemen really communicated with each other by phone, but what the subject or result was is not known Mr. Burns is mysteriously silent and

says he can say nothing just yet It is learned from another source that during the extended wire conversation. Mr. Schwab told Mr. Burns that be would not consent to meet any representatives of the Amalgamated Association until all mills of the United States Steel Corporation thrown idle by the order of President Shaffer are put in operation again by the former employees of the corporation returning to their work. He told Mr. Burns, it is said, that the striking members of the Amalgamated Association are no longer employees of the United States Steel Corporation. Hence there is no reason why he should meet any representative of the association, but if they voluntarily re-enter the employ of the corporation, it is said, Mr. Sewab is willing to listen to any grievance they may desire to lay before him with ref. erence to their work and wages, and it is further intimated that he will consent to allow these graveances to be submitted by the officers of their union.

Mr. Burns called on Mr. Shaffer this afternoon. He refused to state what passed at the conference but he hopeful that President Schwab will ac terms of the strike settlement

The feature of the proposal which, it is said, impresses the president of the steel combine is putting the men back to work at once, and then adjusting any differences.

The Steel Corporation today continued to add to its number of men at work in several of the plants that have resumed since the strike began, but the Amalgamated people insist that the additions are of no value and that the strike situation remains without

Neither side to the controversy expects much to develop until after Labor day outside of the Duquesne probabilities. After Monday, however, ft is probable decided and effective moves will be made by each.

Pittsburg, August 31.-It is learned tonight from reliable authority inspite of the great secrecy maintained by Messes. Burns and Snaffer concerning

t comething decisive may result. It il that President Schwab declined have any conference with President T. J. Shaffer of the Amalgamated Association on the ground that he no

ployed by the corporation.