

# The Wilmington Messenger.

VOL. XIV., No. 209.

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

PRICE 5 CENTS

## YANKEE THE WINNER.

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

A Great Race Nobly Won and a Big 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 Final. Thirty Thousand People Witness the Race.

New York, August 31.—John E. Madden's Yankee, at 4 to 1 in the betting, won the Great Futurity at Sheepshead Bay today, the richest fixture of the American turf. He won, driving, by a length and a half from what was perhaps the best and highest class field which ever ran for the stakes. Lux Castra was second, while Barron finished third.

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

Three races were decided before the futurity, but the interest was plainly in the class 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 tens of money poured in. It was almost impossible to fight one's way near enough to the layers to get a bet down. The track and the crowd were packed so thickly that the winner's entry, Nasturtium and King Hanover, opening at 5 to 1. They were quickly played down to 7 to 5 and 11 to 10. The Madden horse, 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 scratched. Heno and de Resseke had a strong following at 10 to 1, while Barron, the much touted madden, and Lux Castra were also well played at 12 and 15 to 1, respectively. The others ran in price from 20 to 1 to 50 to 1, scattering bets being made on all of them.

In the paddock the scene was a pretty one. The candidates were being saddled and stabled for the struggle and a big crowd watched the final touches. They were a noble looking lot of thoroughbreds as they moved restlessly around, full of life and as it is careful hands could make them for the struggle of their lives. Everything was hustle and activity when the bugle rang out, calling the horses to the post.

There were two false breaks, and the crowd was getting impatient for the word when suddenly the welcome cry of "they're off" ran through the stand. It seemed to electrify the crowd and everybody was on his feet, cheering the cry. At first it was a wild scramble for position. Saturday was the first to show, with King Hanover, on his heels. It was a good start for Heno, Yankee, de Resseke, Caughnawaga and Barron were well up and the most prominent of the others, and as they dashed by the half mile mark it was still anybody's race. To everybody's surprise, however, Nasturtium the pride of the Whitney stable, was far back in the race.

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 Barron.

"The favorite's beaten" wailed the crowd; but the race is not over yet. O'Connor drew 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. Odem 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 string struggle, a bitter fight, and the monster crowd was cheering and shouting.

Then came the cry "Yankee wins," as foot by foot he drew away and

## THE COLUMBIA WINS

### FIRST OF THE CONTESTS FOR POSITION OF CUP DEFENDER.

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

Newport, P. I., August 31.—The Columbia, splendidly handled, beat the Constitution today 4 minutes, 19 seconds, corrected time, over a course of fifteen 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' end to make apologies and excuses for her 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-top sail, 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 avail.

The Constitution was beaten fairly 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-generated and outclassed; but the few seconds she lost thus cannot by any means be distorted to account for the signal defeat administered to her by the Columbia.

MOORE.

The warning gun was fired 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 lee. The boats stood for the line and in their effort to beat each other both crossed the line on the starboard tack 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 to windward of the Constitution whose skipper seemed to be remarkably slow. Both yachts went about on the port 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 influence. 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 on the starboard quarter, steered for Brenton's reef lightship—the home mark. Little by little the Columbia forged ahead, inch by inch increasing 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 to-day. 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 looked as if a serious race conflict were imminent, but later in the day the negro band was halted, arrested and disbanded.

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 KILLED

### BY COLLISION OF TRAINS ON THE GREAT NORTHERN ROAD

A Freight Train Breaks in Two on a 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.—Thirty-six lives were lost and thirteen persons were injured in the wreck on the Great Northern railway passenger No. 5 at Nyack, thirty miles west of Kalispell last night.

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

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

The injured are thirteen Scandinavian 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 backward 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 within. 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 escape when the collision first occurred.

The fire continued to spread through the mass of debris caused by the destruction of the dozen or more freight cars and their consignments of valuable freight.

Finally the passenger train was cut 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 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 twenty-eight cars started down the grade. The runaway train dashed down the grade at frightful speed and crashed 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 laborers from Duluth. As the runaway train sped by the switch it struck a caboose and day coach on the siding, wrecking them. Fire immediately started from the oil lamps in the caboose. The point where the wild train crashed into the passenger was several hundred feet away and it was two and a half hours before the flames reached the main wreck. Meanwhile frantic efforts were made to take out the dead and injured. The wreck was piled and 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 runaway tore down the hill at lightning speed, running the most severe curves at a speed of upwards of seventy miles an hour where regular trains barely crawled along. With a roar it burst around the curve, jumped a split switch which would have turned into side track

## BIG VICTORY CLAIMED

### By the Strikers in Shutting Down Part of the Duquesne Steel Works.

They Claim that the Open Hearth Men Have Struck and the Entire Plant Will Have to Shut Down—Carnegie 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 Have 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 trouble 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 inconvenience.

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 he 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. Schwab is willing to listen to any grievance they may desire to lay before him with reference to their work and wages, and it is further intimated that he will consent to allow these grievances 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 is hopeful that President Schwab will accord him an interview to discuss the 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 change.

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

Pittsburg, August 31.—It is learned tonight from reliable authority inside of the great secrecy maintained by Messrs. Burns and Shaffer concerning the telephonic conversation between President Schwab and President Burns that something decisive may result. It is said that President Schwab declined to have any conference with President J. J. Shaffer of the Amalgamated Association on the ground that he no longer represents any of the men employed by the corporation.

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