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NEGRO BURNED ALIVE

He Had Assaulted Wife of a Farmer Out In Oklahoma.

Purcell, Okla., Aug. 24.—While three thousand men, women and children stood by shouting their approval, Peter Carter, a negro, who had been captured by three members of his own race and identified as the man who last night attacked Mrs. Minnie Spraggins, wife of a farmer, was burned to death on a brush pile in the main street of Purcell at five o'clock this afternoon. Deputy Sheriff Hayes and Under Sheriff Farris, who attempted to rescue the negro from the crowd, were overpowered and locked in the courthouse.

Mrs. Spraggins was assaulted while alone in her home one mile south of Purcell. After the deed, the negro set fire to the Spraggins home. Mrs. Spraggins' husband saw the flames while working in the fields and rushed into the house in time to rescue his wife. She said that Carter, who formerly worked on the Spraggins farm, had attacked her. Carter was found and taken into custody but on the way to jail Carter escaped. Farmers of the neighborhood made an all night search for Carter but in vain.

This afternoon Hugh Henry, a negro janitor, noticed a strange negro hiding under a box car near the Oklahoma Central Railway station. With the aid of two other negroes who had armed themselves, to aid in the search for Mrs. Spraggins' assailant, the negro janitor pulled Carter from beneath the car. He was taken to the main street of Purcell, where a great crowd had gathered.

"Turn that negro over to me," said a tall farmer who suddenly stepped forward to assume command of the crowd. The janitor and his two aides obeyed. Carter was taken across the street and in an instant many men and boys were gathering brush and piling it around his feet. At this juncture Deputy Sheriff Hayes and Under Sheriff Farris arrived and pleaded with the mob to turn the prisoner over to the law. "Men of Purcell, if you lynch this man it will be the darkest blot on yourselves and the town of Purcell that any town ever experienced."

"That's all right, Sheriff," shouted one of the mob, "but we must protect our wives and daughters from black hounds."

The sheriff pleaded with the mob saying the negro would be given an instant trial and that there would be no chance for him to escape. After the sheriff had concluded the officers were led to the courthouse, presumably to confer with some of the leaders. As they entered a room in the building the key was turned in the lock and the officers were held prisoners until the negro was dead.

As soon as the sheriff and his assistants had been locked up the negro was led to where an oil-soaked brush heap had been built around a telephone pole. He was tied to the pole, shrieking and imploring for mercy. The pile was lighted and the crowd cheered as the flames licked the victim's face. Men and women in motor cars stood up to watch him die. After the flames had died down the crowd slowly dispersed. The negro's body was burned to a crisp.

Mrs. Spraggins, who is not expected to live, said Carter entered her home last night and struck her on the head with a piece of gas-pipe, beating her until she was unconscious. An old mattress was torn up and scattered over her body. The negro had set the mattress afire and fled. As Mrs. Spraggins was crawling out of the fire the negro reappeared and again struck her with the pipe, breaking her jaw. Mr. Spraggins, who had gone out on the farm to do some work, noticed the flames from the burning structure and rushing to the house rescued his wife, unconscious. In a few minutes more Mrs. Spraggins would have been dead and the crime would have been hidden by the flames.

HAVE FULFILLED PROMISES

Speaker Clark "Points With Pride" to the Record of the Democrats in Congress—Disappointed Their Friends and Dumfounded Their Enemies.

Washington Dispatch.

Champ Clark, Speaker of the House of Representatives, in a review of the work of the first session of the Sixty-second Congress, declared that the Democratic party set a good example for Democrats everywhere and that the party had redeemed every promise it made in the campaign of 1910 when Democrats wrested control of the House from the Republicans.

"At this session the Democrats have made a record which has surprised our friends and dumfounded our enemies," said Speaker Clark. "It has put heart and hope into Democrats everywhere. The extra session was extraordinary not only in the sense of being a special session called by the President, but also in the amount and quality of the work done in the House by the combined Democrats and insurgents, and the combined Democrats and Republican insurgents in the Senate, and especially by the unanimity of action developed by the House Democrats.

"It was predicted freely, enthusiastically, vociferously and confidently, by the 'standpat' press and orators that we would go to pieces. On that account and by reason of that hope they rejoiced that the extra session of Congress was called, so that we might go to pieces at the earliest possible date. But we have sorely disappointed all their expectations. They even set the date when we would go to pieces, and when the day of the Democratic caucus on January 19, but unfortunately for them in that caucus everything was done unanimously. They then said surely we would go to pieces as soon as we reached the tariff question, but again they were doomed to disappointment, and we did not go to pieces at all. We are more thoroughly united in the House at the end of the session, if possible, than at the beginning.

"We have set a good example to Democrats everywhere. Sneered at for years as a party of mere negation and as being utterly lacking in ability for constructive statesmanship we passed through the House more constructive legislation, and better, than has passed through any House in the same length of time, in 20 years. We have set the pace in that regard for future houses.

"We redeemed every promise made in order to carry the elections in 1910. We have economized; we passed the reciprocity bill, the wool tariff bill, the free list bill, the cotton bill with the Senate amendments, which included the iron and steel schedule and the chemical schedule; we submitted for ratification a constitutional amendment providing for popular election of Senators of the United States; we passed a bill for the publication of campaign expenses before the election; we liberalized the rules, making the committees elective by the House; we passed a resolution to admit New Mexico and Arizona, and we passed a large number of other bills of more or less importance. It is a record of which we may well be proud and on which we will sweep the country in 1912.

"To show how completely the 'standpat' Republicans are demoralized, it is only necessary to quote the newspaper statement that there was great rejoicing and congratulation at the White House, because we failed by a scratch to get the two-thirds majority to over-ride the President's veto, although we have only 63 majority in the House. To this complexion has it come at last, that the President, who rode into power by a huge majority, is glad to escape the humiliation of having his vetoes over-riden in a House containing a majority of only 63. Small favors are thankfully received by the ad-

MINISTRATION.

"Notwithstanding the fact that four cabinet members were on the floor of the House lobbying in favor of the veto with all their power, allurements and patronage of the administration to help them influence votes, 22 insurgent Republicans had the courage and manhood to over-ride the President's vetoes. What's writ is writ, and whatever the future may have in store, the honor of having perfect unanimity among the Democrats and of achieving an extraordinary amount of constructive statesmanship at this extraordinary session can never be taken away from us. Every Democrat in the House and every insurgent Republican who stood up to the rack is entitled to his full share of credit.

"We honestly and persistently endeavored to relieve the people of some of their burden of taxation but the President would not have it. To use a sporting phrase, 'he blocked the game.' On these issues, we appeal to the country, feeling absolutely certain that as we have stood manfully for the best interests of the people, the people will stand by us."

Navy's Aeroplane Gun Shoots Three Miles Up.

Washington, Aug. 28.—After shooting a shell 18,000 feet into the air and closer to the sky than an aeroplane ever has flown the experiments with the new naval gun, destined to destroy the airships of an enemy, were temporarily concluded at the Indian Head naval proving grounds. It was announced that both the new weapon and its carriage had proven eminently satisfactory.

Fifty rounds were fired and the muzzle velocity of 18,000 feet was reached when the gun was elevated at an angle of 85 degrees. The shot flashed accurately through a course for 10,000 feet. Beyond that distance it lost its velocity and was effected by the air currents, falling into the Potomac 1,500 feet away from a spot where it had been reckoned it would drop.

The idea of this one-pounder will be developed into a three-inch gun. Naval ordnance experts believe that such a weapon would shoot seven miles in the air. The favorable performance of the new carriage caused naval officers to jubilantly express the belief that before long American warships will be equipped with new batteries of guns to fight hostile invaders in the air.

Catastrophe In Picture Show.

Pittsburg, Pa., Aug. 26.—Twenty-five persons are known to be dead, and many are injured, following an explosion tonight of a film machine at a moving picture show at Cannonsburg, Pa., twenty miles from here.

The house was crowded. As the film exploded a person shouted "Fire," and there was a mad rush to the hall leading to the stairway. The wildest pandemonium reigned and few thought of the fire escapes. The people were jammed on the stairs and many were knocked down and trampled. Most of the dead were smothered in the mass of persons seeking to gain the exit to get to the street.

The dead were laid out in rows on the sidewalk, while relatives fought to break through the guards and reach the victims. The audience numbered fifteen hundred.

The operator worked heroically to fight the flames and succeeded in extinguishing them, but not before some one shouted fire and caused the mad rush to the exit.

Inflammatory Rheumatism Immediately Relieved.

Morton L. Hill of Lebanon, Ind., says: "My wife had inflammatory rheumatism in every muscle and joint; her suffering was terrible and her body and face were swollen almost beyond recognition; had been in bed six weeks and had eight physicians, but received no benefit until she tried Dr. Detchon's Relief for Rheumatism. It gave immediate relief and she was able to walk about in three days. I am sure it saved her life. Sold by Gwyn Drug Co."

MAKES A WORLD RECORD

Atwood Completes Trip From St. Louis to New York.

New York, Aug. 25.—Sailing serenely over New York's water crafts ocean liners and ferries, Harry N. Atwood, the Boston aviator, arrived in New York on his aeroplane today, the first man in history to travel as far as from St. Louis to New York by way of Chicago, in a heavier-than-air-machine.

Atwood's safe landing on Governor's Island, after flying down from Nyaek, N. Y., above the Hudson river through a fog which made him only dimly visible to the million eyes that watched him, was a notable incident in the annals of aeronautics. He not only broke the world's record, covering 1,265 miles in an air line, or perhaps 100 more miles with his detours, but he flew all the way in the same biplane and with no important mishaps. Atwood's flight is comparable only to that made by fast trains, for he covered the distance in an actual flying time of 28 hours and 31 minutes.

Atwood's final lap in his long journey was a glide 25 miles from Nyaek, N. Y., where he had stopped over-night. He landed, dapper and smiling, hatless and hungry, in the arms of a handful of United States army officers and men who hailed him as America's greatest aviator.

"Well I'm glad it ended," said Atwood as he hopped from his machine.

Atwood after leaving Nyaek this afternoon, followed the Hudson at a low altitude, the entire distance, a million eyes following him and a babel of welcomes springing up to greet him.

Thousands clustered around Grand Central station, shouting and cheering when Atwood passed. As he approached the Recreation pier at Fiftieth street, where another crowd clustered, however, he turned his machine so that it swept in a complete circle from one side of the river to the other and then started down stream once more.

The spectacle was beautiful and the crowd cheered and whistled. There was a repetition of this outburst at the Battery as he gracefully circled Governor's Island for his landing. His descent was as easy and graceful as his exhibition during the closing stretch of his record flight. An hour after he landed, Atwood was on his way up town.

"I expect to go to Boston tomorrow," he said. "I do not intend to do any more flying around New York until I return from my trip across the continent. I shall probably start from Los Angeles or San Francisco, about October, but haven't decided the exact date yet."

To Found Second Zion City.

Zion City, Ill., Aug. 26.—Announcement was made here today by "Elder" John Taylor that Mrs. Jane Dowie, widow of John Alexander Dowie, founder of Zion City, will found a new colony of the Dowie faith at her summer home, Ben MacDhui, near Whitehall, Mich.

Mrs. Dowie, according to her followers here, will be assisted by her son, Gladstone Dowie, of Detroit. She will dedicate her summer home and 200 acres of ground to the cause of the new colony and will attempt to secure several hundred additional acres upon which to locate the new city.

Mrs. Dowie has issued a call to all residents of Zion City, Ill., who are faithful to her to move their families to Whitehall and join her in this colonization project. Beginning early in October, Mrs. Dowie personally will open a series of meetings in Chicago, with the purpose of securing new converts and followers to join her in establishing the proposed second Zion City.

Since the death of her husband several years ago and her withdrawal from the Illinois colony Mrs. Dowie has been living in retirement on her Michigan estate.

37 HURLED TO DEATH.

Spread Rail On Trestle Near Manchester, N. Y., Blamed For Most Disastrous Wreck Ever Recorded On Lehigh System.

Manchester, N. Y., Aug. 25.—Speeding eastward behind time, Lehigh Valley passenger train No. 4 ran into a spread rail on a trestle near here today and two day coaches from the rear section of the train plunged downward 40 feet, striking the east embankment like a pair of projectiles. In the awful plunge and crash at least 37 persons are tonight believed to have been killed, and more than 60 injured. The injuries of several are so serious it is feared they will die.

The wreck was the worst in the history of the Lehigh valley line in this state and one of the most disastrous ever recorded on the system. Crowded with passengers, many of whom were war veterans and excursionists from the G. A. R. encampment at Rochester, the train was made up of 14 cars, drawn by two big mogul engines, was 40 minutes late when it reached Rochester Junction, and from there sped eastward to make up time before reaching Geneva.

The engines and two day coaches had just passed the center of a 400-foot trestle, 150 yards east of the station at Manchester, at 12:35 o'clock, when the Pullman car Austin, the third of a long train, left the rails. It dragged the dining car with it and two day coaches and two Pullmans, in a disorderly fashion, plunged down the trestle.

The forward end of the train dragged the derailed Pullman Austin and the dining car over safely, after which both plunged down the south embankment and rolled over.

The free end of an ill-fated Lehigh Valley day coach, in which most of the victims were riding, shoved out over the gulf and, followed by a Grand Trunk day coach, stripped the rear guard off the south side of the trestle and plunged to the shallow river, more than 40 feet below.

The end of the first day coach that went over struck the east embankment of solid masonry, and with the other 60-foot car behind it, both shot against the wall with terrific force.

Both cars were filled with passengers. In a few moments the cars lay a mass of crumpled wood, metal and glass under which a hundred men, women and children, many of whom were killed instantly, were buried. The greatest destruction occurred in the day coach No. 237, and a dozen persons were taken later dead from the second day coach, which, after following the first over the trestle, snapped its rear coupling and thus saved the rest of the train from being dragged along.

Coach Stands End Up.

The second day coach struck on the bottom and stood end up, the rear end projecting a few feet above the top of the trestle. All of the passengers in this car were piled in a tangled mass of broken seats at the bottom of the car.

Indescribable pandemonium followed. The Pullman car Emelyn, which remained on the bottom with one end projecting over the gulch, and several cars behind it derailed and in immediate danger of going over the mass of wreckage below, were soon emptied of all their passengers, who, aided by gangs of employes from the big freight yards at Manchester, rushed to aid. It was several minutes, however, before anybody reached the cars at the bottom to help the victims.

The cars did not catch fire. Axes were secured and body after body was removed and carried by the rescuers knee deep in the riverbed to the bank on the west side of the trestle. There the dead and injured were laid out on the ground, while planks and other timber were requisitioned and a field hos-

PITAL ESTABLISHED.

It was more than an hour before many of the injured could be removed and special trains from both Geneva and Rochester brought physicians, nurses and medical supplies. Hundreds awaited treatment, and the railroad station at Manchester, a cider mill and an ice house were used to give temporary shelter and treatment to the suffering.

It was necessary to chop through the sides and bottom of the day coach at the bottom and the work of removing the victims moved with painful slowness. Death had come quickly to many, a large number of the dead having had their skulls crushed in when they were thrown against car seats and projections. The mortality was high among the older passengers, most of whom were veterans of the Civil war and their wives.

The dead removed from the wreck and brought to a morgue at Shortsville, near here, at 9 o'clock tonight numbered 23. Two other persons died in Rochester from their injuries. Several other persons were lying in hospitals at Rochester, Geneva and Clifton Springs with probably fatal injuries. The number of injured will reach 60.

Son To Carry Out His Father's Pledges.

New York, Aug. 28.—Charles G. Gates is to carry on the work undertaken by his father, John W. Gates. Not only will he inherit the \$30,000,000 to \$40,000,000 left by the financier, but also considerable pledges made by his father.

to the board of Arthur," he said. "I will make my home in my father's wish in the development of the country. I do not wish to state my own intention would be foolish. But I am going to try to carry out my father's wishes in every respect."

Unsolicited, young Gates led the Port Arthur Board of Trade immediately after his father's death with this cablegram from Paris: "All of the plans mapped out by my father will be carried forward by myself and my mother."

The limelight has shown as brilliantly on the younger Gates as on his father, and the public eye has had a focus upon him ever since "dad" gave him a man's size wallet, bulging with spending money, when he became of age, 14 years ago. He put him into business over and over again.

Paying \$8,500 for a prize bulldog, losing \$24,755 in an afternoon at a Los Angeles race track, shooting 6,800 quail in a single season, engaging in a billiard-room row at the New York Athletic Club, arrested for auto speeding, riding horses for private wagers at Saratoga, hobnobbing with Dick Caneff, speeding across the continent in a special train, and, lastly, a divorce court, with an absolute decree to his first wife—these are a few of the head-line productions of Charles W. Gates.

Through it all John W. Gates paid the bills without a single whimper. Once when a near friend sought to sympathize with the elder Gates, John W. growled:

"Enough of that. Charlie is worth every dollar I can make. He is the best boy in the world, and I'd back him against the whole field."

Dies After Living Six Days With Broken Neck.

Waycross, Ga., Aug. 21.—After living six days with his skull fractured in two places and his neck broken, Henry Harrell was killed by an engine at Sanford, Fla., last Wednesday died today. In an effort to save life physicians put his head and shoulders in a plaster cast.

It is better to fall by the right than to succeed by the wrong.