

THE WEATHER TODAY
For North Carolina:
Fair
For Raleigh:
Fair

THE MORNING POST.

TEMPERATURE
Maximum:
Minimum:

CROWDED EXCURSION TRAIN PLUNGES INTO DEEP WATER

Colored People From Kinston Drowned Near Norfolk

MANY LIVES WERE LOST

Seventeen Persons Are Known to Be Dead and a Large Number Injured and Missing—Many Bodies Believed to Be in Submerged Car. Conservative Estimate Places the Number of Fatalities at Fifty or Sixty—Drawbridge Was Open and Engineer Failed to See It in Time

Norfolk, Va., Aug. 17.—Special.—Seventeen people were killed and forty injured by the wreck of an excursion train at Bruce's station on the Atlantic Coast Line, about nine miles from Norfolk shortly before 1 o'clock this afternoon. One engine and two coaches plunged into the open draw at Bruce's station, carried to possible death 150 people, all save two of whom were colored. Of this number seventeen have so far been brought out of the wreck dead and horribly mangled, some of them almost beyond recognition. Forty are in the hospitals in this city and scores of nurses and doctors are at the scene of the wreck, administering to those who are awaiting their turn to be brought to Norfolk for better treatment. It is thought that the death list will reach at least thirty and that many of the persons in the coaches that plunged from the bridge into thirty feet of water in the western branch of the Elizabeth river are dead, held down by the wreckage. Divers are at work bringing to the surface now and then the bodies of the victims. The only two white persons who met death are W. E. Jolly, promoter of the excursion from Kinston, and a boy, a nephew of Jolly. The known dead so far identified are: White—W. E. Jolly, promoter of the excursion. Jolly. Colored—Rosen Peebles, Sidney Thomas, David Smith, Mary Jones, unknown man, John Marable, Weber Ford, Jack Atkinson, Nancy Purvis, Ayden N. C. The injured, so far as can be learned at this time, are: White—C. F. Riggs, engineer, C. H. Forbes. Colored—Emma Diggins, William Johnson, Matt Northern, Eda McCoy, George Edwards, Lizzie Epton, Carrie Kirby, Joe Chapman, Emily Smith, Jerry Joyner, Wiley Joyner, William Johnson, Mary Donaldson, W. B. Perkins, Ida Perkins, Zena Perkins, Gloria Harrington, B. S. Cannon, Dinks Smith, Af Broxton, William Harris, Manson Marable, James Allen, Laura Allen, Frank Mabry, unknown woman, unknown man, S. Mills, Pigg Mills, Sylvester Pugh, Samuel King, Nancy Walters of Bristol, Tenn. At 6 o'clock the wreckers were still at work fishing dead from the first submerged coach. One woman could be seen hanging from a window. It is generally believed by those on the scene that there are many bodies remaining in the submerged coach. Fifteen or twenty surgeons from Norfolk and Portsmouth remained on the scene doing all they could for the injured, and the officials of the road under Superintendent Wooten were also active in the relief of all who were injured. Engineer C. F. Riggs and the fireman both saw the draw that had been opened to admit the passage of a tug boat, but were unable to stop the train in time to prevent the accident. Both men jumped from the cab just as the engine plunged headlong to the waters below, carrying with it the first two coaches and more than a hundred souls. Engineer Riggs sustained injuries that are not thought to be serious. The fireman jumped in the water and escaped injury. It was said from the office of the general superintendent of the Atlantic Coast Line at 6 o'clock this evening that that office had only been notified of seven deaths in the wreck with some 25 or 30 injured. It was further said, however, that all of the dead in the first submerged coach may not have been gotten out and that there may be other dead in this coach. The superintendent, it was stated, was at 6 p. m. on the scene of the wreck, having all information, and the Norfolk office not having been notified of the details for several hours. The officials of the Coast Line say ignorance of orders or direct carelessness is responsible for the accident. Engineer Riggs says his air brakes would not work when he endeavored to apply them. It is said late tonight that when all of the bodies are recovered from the wreck the death list may reach one hundred. It was learned this evening that the excursionists on the Atlantic Coast

Line Rocky Mount train, which arrived here at 8:45 o'clock over the Norfolk and Western by special arrangement, narrowly escaped the fate of the dead and injured victims of the Kinston negro excursion party. A delay of fifteen minutes that held the Rocky Mount excursion, which was preceding the other by schedule, placed the Kinston section in the lead by special orders from a train dispatcher, it is understood, with the result that the latter was the one to reach the draw and plunge into the western branch.

SEMAPHORE SHOWED WHITE

The Engineer's Exclamation as He Was Pulled Out of the River
Norfolk, Va., Aug. 17.—An excursion train from Kinston, N. C., for Norfolk over the Atlantic Coast Line, with 169 passengers aboard, ran into an open draw at the point where the road crosses the western branch of the Elizabeth river some five miles from Norfolk at 12:20 o'clock this afternoon. The first car of the train, which was filled with people, dived head first into the draw, which does not exceed forty feet in width. It struck the center pier, and thus displaced a portion of the roof. Through this small hole the half dozen or so persons who escaped drowning crawled. The others as the car stood up tilted, rolled down into the lower end, which was submerged, struggling and fighting for life, and were drowned. At 9 o'clock the number of dead is not yet known here. The wrecking crew are at work to-night removing bodies from the front car and a Norfolk county magistrate is there prepared to hold an inquest upon the dead. After nightfall the body of an unidentified colored woman was hanging half out of the partially submerged car. Reports of the disaster issued from the office of the superintendent of the railway here, and purporting to come from him from the scene, understated the number of dead, and were disputed upon the arrival of tugs sent out to bring the survivors and the injured here. These, some of whom escaped from the forward car, said that the car was filled with passengers. They expressed the belief that they numbered fifty or more. They were negroes, however, and were terror-stricken. Thirteen doctors were sent out to the wreck by the company, and perhaps twenty others went out there to assist. One of the injured, a middle-aged colored man, was so badly hurt that he could not speak. He attempted to write his name for the reporters, but had not sufficient strength. He died later at the hospital, his name untold. The cause of the accident has not been officially announced. The fireman of the train, Alfred Cooper, said that Engineer Reig, who was making his first run over the line, was running the train only about fifteen or twenty miles an hour, and that he apparently did not see the open draw until close upon it. He then jumped and ordered the fireman to do the same. The fireman said that when he pulled Reig out of the water and believed that he was about to die, the engineer said that his instructions always were to recognize the semaphore, adding: "That signal was white when it should have been red."

Statement Issued From the Office of the Commission

Washington, Aug. 17.—In view of the comment that has been offered concerning the alleged depleted condition of the funds of the isthmian canal commission, an official statement was made at the offices of the commission today showing the true status of affairs. The figures show the expenditures, by months, from April 1 last, the date when the present commission took charge. There was then \$7,488,893 left of the appropriation of \$10,000,000 made by congress. On August 15 there was \$2,818,712 left in addition to \$1,000,000 in the hands of the disbursing officers. The monthly average of expenditures has been in the neighborhood of \$650,000. The balance on hand is expected to last until early in January, by which time it is expected that congress will have provided more funds. Mr. Shonts, on assuming charge of the canal work April 1, planned to make the appropriation last until the first of next year. Aside from \$1,300,000 spent in July for two steamships, the monthly expenditures have been as follows: April \$475,000, May \$503,000, June \$659,000, July \$770,000, and August up to the 15th, \$250,000. The expenditures have been for wages, salaries, materials, supplies and equipment.

FRANCE AND GERMANY WILL AGREE

Paris, Aug. 17.—A semi-official account of the negotiations between France and Germany with regard to Morocco says that there is no doubt that a satisfactory solution of the points under discussion will be found, and that the situation as between the two nations will assume speedily its normal character.

WAR VESSELS ON A REEF

San Francisco, Aug. 17.—The ill-fated gunboat Bennington and the flagship Chicago ran on a reef off Sausalito this afternoon. Immediately afterwards the vessels were in collision and both were damaged. They were floated and proceeded to Mare Island. The extent of the injury will not be learned until the boats go in the dry dock.

POINTS WHERE VIEWS DIVERGE

Peace Envoys Refuse to Compromise on Indemnity

WILL TAKE A DAY OFF

Portsmouth, N. H., Aug. 17.—Tomorrow the peace conference will be adjourned until Monday to give the Russian and Japanese envoys the opportunity of communicating with their governments. Judged by today's developments and an expected repetition tomorrow, Monday's meeting will bring matters to a head, and the world will probably soon know whether there is to be peace or a continuation of the war in the far east. Both sides have refused to compromise on the matter of indemnity, the one great stumbling block to a successful termination of the current negotiations. Other points of difference exist also, but the question of Japan's demands that she be remunerated for the cost of the war is a hard deadlock. In that lies the danger of absolute failure, and from all outward appearances the prospects for a happy ending are not the best. Tonight the gossip in the lobby and the ball room is that the whole thing is over. It is maintained that the Russian commissioners came here fully determined not to make an agreement. Today's developments marked the beginning of the crisis in the negotiations. The main point discussed was the remuneration proposal of Japan. Each side clung tenaciously to its position and it was apparent that there was no room for further discussion at this time. Then came the question of Japan's demand for the possession of the Russian ships interned at American and Chinese ports, but there was such a divergence of views that the envoys decided to lay it aside temporarily without recording that they were unable to agree. There was some discussion of Japan's insistence upon the limitation of Russia's naval armament in the far eastern waters, but this had not been concluded when the conference was adjourned for the day. Two official bulletins furnished some insight into the deliberations, and they are given herewith. The reader should keep in mind that article 9 is the indemnity proposal, article 10 the matter of interned ships, and article 11 the proposed limitation of naval strength. Article 12, which will be discussed tomorrow, relates to the Japanese demand for fishing rights on the Siberian coast. Here are the bulletins: "At the morning session the plenipotentiaries discussed article 9—indemnity. Not being able to reach an unanimous decision, the conference decided to record the divergence of views and proceeded to the discussion of the following articles: "The conference recessed until 3 o'clock. "In the afternoon session of the 17th articles 10 and 11 (interned ships and limitation of naval power) have been discussed. Regarding article 10 the plenipotentiaries have shown a divergence of views, which has been settled. Articles 11 has been reserved for further discussion. "The conference adjourned until tomorrow, August 18." There are some who may see cause for hope in the fact that the Japanese demand for the formal cession of Saghalien Island, which they claimed by right of conquest, has been practically adjusted. According to the understanding obtained today, the Russians virtually consented to Japanese limited possession of Saghalien, but under the condition that it shall not be fortified or used as a base for naval operations. However, there is apparently no absolute compromise yet arranged, and the Saghalien demand, which is article 5 of the Japanese conditions, will be taken up again when the envoys come to consider in a consolidated and correlated form the points upon which divergence of views was noted. The importance of the virtual understanding as to the disposition of the territorial conquest of the Japanese can not be overestimated in the present condition. From the first the Russians have maintained that they would never surrender an inch of territory to the enemy. Another thing, too, shows that the envoys have been animated by a spirit of conciliation in the discussion of points upon which it was believed neither would give way. The Japanese demand for the possession of the Eastern Railway, the Manchurian enterprise of Russia which

MISSISSIPPI GIVES ANOTHER EXHIBITION OF LYNCH LAW

MOB HANGS A MURDERER

MISSISSIPPI GIVES ANOTHER EXHIBITION OF LYNCH LAW

Memphis, Tenn., Aug. 17.—A Commercial Appeal special from Lake Cormorant, Miss., say that Henry Young, a negro who shot and killed Edward Perry on the Bass plantation near Lake Cormorant last Sunday, was taken from Sheriff Withers and a deputy last night, and at the scene of his crime was hanged by a mob of 100 armed men. The negro confessed his guilt, but pleaded that he did not intend to kill Perry, a pistol for the possession of which they were contending, he said, having exploded. Young was captured yesterday while fording a river to reach his father's cabin on an island. Sheriff Withers, with a posse of forty men had been scouring the country for the negro, was notified of the capture and took possession of the prisoner. Hastening with the negro to the town of Trenton, where he purposed taking a train for Hernando, the county seat, the sheriff was confronted at the station by the mob, and before he could make an effort at resistance was overpowered and his prisoner was taken from him. The mob then proceeded to the Bass plantation with Young and hanged him on a tree.

LOOKING FOR FAILURE

St. Petersburg Opinion Expects the Peace Conference to Adjourn

St. Petersburg, Aug. 17.—Amongst the ministry a report is being circulated today that the peace conference will adjourn this week, having reached the articles upon which it is impossible to find a basis for discussion. Each side is believed to be exercising its utmost ingenuity to place upon the other the responsibility for failure. The spokesman of the foreign office said that none of the dispatches received indicated an intention to adjourn on this account, but he expressed keen interest to learn the significance of reports that active pressure was being brought upon the negotiators from the outside. He especially wished to know if the reports were connected with an English, French and American understanding. The only fact ascertained here is that England did not refuse, on the eve of the opening of the conference, to offer advice to Japan regarding the conditions she intended to propose.

BULL COTTON POOL

The Presence of W. P. Brown in New York Starts Rumors

New York, Aug. 17.—Since the arrival in New York of W. P. Brown of New Orleans rumors have been afloat of the formation of a bull pool in cotton that would try to carry cotton prices much above the present level. It was said yesterday that Sully would have a share in the pool, which was said to include several prominent cotton firms. It is suggested in the street that the forces led by W. P. Brown are stepping into the market and taking the cotton away from another pool with which a prominent local cotton operator is associated. The latter pool, it is reported, has been trying to depress prices with the idea of getting cheap cotton, but meanwhile has been losing considerable amounts of it to the southern bulls. Peace With Yaqui Indians

Mexico City, Aug. 17.—Gen. Lewis Torres, commander of the federal troops in the war that has been waged for several years against the Yaqui Indians, has reached an agreement on behalf of the Mexican government with the chiefs of the warring tribe looking to peace, city for the approval of President Diaz. The preliminary peace articles have been signed and will be brought to this

YELLOW FEVER

FRIGHT RETURNS

The Shotgun Quarantine In Force Again

TWO UGLY NESTS FOUND

A Number of Cases Found at Mississippi City and Laplace—Doctors Thought They Were Malaria. Further Spread Feared as Hospitals Are Full of Mosquitoes

New Orleans, Aug. 17.—Today's yellow fever record: New cases 77. Deaths 4. One of the deaths was a negro brought here from Jefferson parish in a dying condition. New Orleans, Aug. 17.—Nearly all the good work done during the week in the way of quieting public apprehension and putting an end to shotgun quarantines that have prevailed has been undone by the discovery of two ugly nests of yellow fever which have existed for weeks. The discovery has given new life to the panic and made every town suspicious of its neighbors. These fever nests are at Mississippi City, midway on the Mississippi coast and about three miles from Gulfport, an important railroad and shipping center, and at Laplace, La., fifty miles above New Orleans. In both cases the infection has existed for fully a month, and was finally discovered only by accident. The Mississippi port has been quarantined since the middle of July, mainly on suspicion, although no case of yellow fever was known to exist there. The coast counties asked to have the quarantine removed and offered to let the Alabama health authorities make a thorough investigation of health conditions. While this investigation was being made at Mississippi City the Alabamians stumbled on the fever. They traced it back to July 20, but not to New Orleans, and found that there had been eleven cases in all. The disease has not been concealed by the local physicians, who mistook the fever for malaria. The discovery was followed by the usual flood of quarantine. Southern Mississippi is back at practically the same position it was when the fever was first announced at New Orleans. The discovery of the fever at Laplace, in the parish of St. John the Baptist, is due to Dr. Corput of the United States marine hospital service, who was going through the river parishes to make an investigation. St. John is one of the isolated quarantine parishes and the loudest complaints against cruelty from quarantine guards have come from there. It has now developed that while St. John was brutal in its treatment of all persons who wished to go through the parish it was itself nursing the yellow fever at home. Dr. Corput found thirty-three cases of yellow fever, twenty-one of them in the town of Laplace, eight on the Diamond and four on the Terre Haute plantations. The fever is mainly among the better classes. Dr. Corput fears its spread as he found all the hospitals full of the stegomyia, or yellow fever mosquito. The Louisiana state board of health placed Dr. Corput in command of the situation at Laplace and sent a physician and nurse to assist him. The prevalence of the yellow fever in St. John was due to the same mistake as that made at Mississippi City, the belief by the local physicians that it was malaria. The investigation of the river parishes above and below New Orleans will be continued until every case of fever is brought to light. Dr. White is now satisfied that the inspection work in New Orleans is thorough and complete and believes that possibly every case has been brought to light. In Plaquemine, just below New Orleans, a thorough investigation shows that there have been sixteen cases and three deaths, many of the cases being overlooked at the beginning. In Jefferson, just above, there have been twelve cases and two deaths; in St. Charles, above Jefferson, eighteen cases and three deaths. Governor Vardaman has again gone to the Gulf coast to straighten out the quarantine situation there, especially the differences between the health officers and railroads. Biloxi is his objective point. He is accompanied by Dr. Hunter of the state board of health. Illinois has quarantined against Kentucky because the latter state refused to quarantine against Louisiana. Borcas Del Toro, Panama, confesses to the first case of yellow fever today. It has been viewed with suspicion for weeks and quarantined against.

Alabama People Flee From Fever

Mobile, Ala., Aug. 17.—The appearance of yellow fever at Mississippi City has created considerable alarm among the people of the coast and a number have left for Atlanta and other cities that (Continued on Page Two.)