

TWO SEABOARD TRAINS CRASH HEAD-ON TODAY

Four Killed, Engineer Robertson, of Raleigh, Being Among the Injured CREW ON THE FREIGHT FORGOT NO. 66 WAS DUE

Accident Happened On the Main Line near Columbia, S. C., at 7 A. M.—Engineer Smick and Fireman White, of Hamlet, and Two Mail Clerks Perished. Both Engines and Many Cars Being Demolished—Wounded Sent to Columbia Hospital.

(By the Associated Press.) Norfolk, Va., Jan. 30.—A disastrous wreck occurred on the Seaboard Air Line Railway between Hamlet, N. C., and Columbia, S. C., early this morning, by which four persons are officially reported dead and by which two others are said, by current report here, to have been killed.

The wreck was between passenger train No. 86 northbound and an extra freight train known as No. 658 southbound from Hamlet, N. C. Those officially reported dead are: Engineer A. A. Smick of Hamlet, N. C. Fireman Andy White of Hamlet, N. C.

Two unknown United States railway mail clerks. According to rumor here Engineer John Robertson of Raleigh, N. C., and his colored fireman, Don Douglas of Raleigh, were also killed, but according to an official report given out at the Seaboard offices in Portsmouth this afternoon, Engineer Robertson and Fireman Douglas were only injured.

Alfred W. Towles, assistant to President Barr of the Seaboard, gives out the following official statement: "Passenger train No. 66 bound north was in collision with extra train No. 658 southbound at the ninety-one mile post four miles south of Blaney, near Columbia, S. C., at 7 o'clock a. m. today on half-mile tangents, demolishing two engines, three freight cars, mail, express and combination car, and killing two mail clerks, Engineer A. A. Smick of Hamlet, N. C., and Fireman Andy White, of extra No. 658 and slightly injuring John Robertson, engineer of Raleigh, N. C., and his colored fireman, Don Douglas, of train No. 66. No passengers were injured.

"Cause of accident: due to men in charge of freight train overlooking train No. 66.

"The men responsible for this accident are old employees and run over this territory daily.

"The injured have been taken to Columbia, S. C., for treatment."

George Shannonhouse of Charlotte, N. C., was the conductor in charge of train No. 66, but there is no report concerning him.

The News in Raleigh. The officials in the office of the second division here had considerable difficulty in getting any direct information as to the collision owing to the fact that the damage to the wires by the recent storm had not been fully repaired further south than Hamlet. All the information they obtained was from Hamlet, and it was not so full or accurate as that sent out from Columbia to the general office of the Seaboard at Portsmouth, which furnished the basis of the Associated Press report printed above.

Engineer John Robertson of train No. 66, who had his leg broken in the collision, resides at No. 319 Polk street. The family were not notified this morning that he was injured, and it is expected that he will be brought here some time tonight.

PASSED A GOOD NIGHT. Miss Converse in Critical Condition as Result of Accident.

(By the Associated Press.) Washington, Jan. 30.—In consequence of the resolution in the house of representatives President Roosevelt today called upon the interstate commerce commission for a report regarding the alleged existence of a combination or arrangement between the Pennsylvania Railroad Company, the Baltimore & Ohio, the Chesapeake & Ohio and other railroads in violation of the anti-trust law.

Inquiry at the offices of the interstate commerce commission today disclosed the fact that the only data upon which the commission can base its report, outside of the matter already of public knowledge, is contained in the reports of the railroads themselves annually supplied to the commission in accordance with the requirement of law.

ENGINES PILED UP TOGETHER

Three at Least Killed in Head-on Collision

NO DETAILS LEARNED Limited and Passenger Came Together Near Columbia Falls, Montana—Fireman on Each Train Dead and One Express Messenger Killed.

(By the Associated Press.) St. Paul, Minn., Jan. 30.—Great Northern Limited No. 1 westbound and passenger train No. 2 eastbound collided head-on on a straight track one mile west of Columbia Falls, Mont., at 10:40 o'clock last night.

Two firemen and one express messenger are dead. None of the passengers was injured, and with the exception of the express cars and engines of each train no serious damage was done to the trains.

General Superintendent Shade said he had received no information as to the cause of the collision.

AFTER DANIEL AND MARTIN.

(By the Associated Press.) Richmond, Va., Jan. 30.—In the senate this afternoon Mr. Camm Patterson offered a resolution of inquiry why Senators Daniel and Martin had not complied with the instructions of the general assembly of 1906 for introducing a resolution in the United States senate looking to the adoption of a constitutional amendment providing for the election of United States senators by the people. He also introduced the resolution of 1906. The resolutions were referred to the committee on privileges and elections.

CLEVELAND GUEST OF ASSEMBLY.

(By the Associated Press.) Albany, N. Y., Jan. 30.—Grover Cleveland, former president of the United States, and former governor of the state of New York, who is in Albany with Mrs. Cleveland to attend and address the centennial meeting of the state medical society, was an honored guest today of the state legislature, both houses meeting in a joint session in the assembly chamber at noon to receive him. The assembly chamber, galleries and lobbies were crowded.

Mr. Cleveland was escorted to the chair and delivered a brief address.

To Investigate Banks. (By the Associated Press.) Albany, N. Y., Jan. 30.—The lower house of the legislature today passed by a unanimous vote the concurrent resolution providing for the appointment of a joint legislative committee to investigate the state banking department of which former Senator F. D. Kilburn of Malone is superintendent. The resolution will probably reach the senate tomorrow.

COMMISSION HAS ONLY THE REPORTS

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RUSSIAN JEWS MUST GET OUT

Emigration from Empire the Only Salvation IN CONFERENCE TODAY

Witness from Kishineff Urges His People to Find Homes in Great Britain or the United States—Problems Which Confront the Race Being Considered.

(By the Associated Press.) Brussels, Jan. 30.—The general Jewish conference called to consider the state of the Jews in Russia formally opened its session here today under the presidency of Davis Wolfsohn, chairman of the International Zionist Committee. In his opening address President Wolfsohn urged the establishment of an international committee either in Berlin or London to watch the interests of the Russian Jews. A motion to that effect went over until a later session.

M. Mandelstamm of Kieff presented a report on the conditions in Russia, from which it was gathered that the Jews had no hopes of an improvement in their status resulting from a revolution or government reforms. The only solution of the problem, according to the report, would be the foundation of a Jewish fatherland.

M. Kohan of Kishineff said he thought the eventual emigration of all the Jews from Russia was inevitable. He proposed Egypt or Asia Minor as suitable for a Jewish settlement, and advised that all emigration of Jews to the United States or Great Britain be stopped in consequence of the laws against aliens which are in force in those countries.

Delegates from Germany, Austria-Hungary, Great Britain, Russia, France, Italy, Denmark and Argentina are present, but the American delegates have not arrived.

NEW IN THIS STATE

Sueing Railroad for Mental Anguish

Paid \$720 for Special to Get to Ill Wife and Child Ahead of Regular Schedule—Special Arrived Twenty Minutes After the Passenger Train.

Greensboro, N. C., Jan. 30.—Another unusual case is now in progress where W. I. Young is suing the Southern Railway. Two years ago he had a telegram in Chattanooga saying his wife and child were at the point of death. He was crazy to get here and paid \$720 for a special train to bring him, leaving six hours ahead of schedule time for the regular passenger train. After having to be hauled with freight engines on his special he reached here twenty minutes after the regular passenger train and found his child dead.

He sued the railroad for the recovery of the \$720 and also for \$1,000 damages for the mental anguish consequent upon failure of the railroad company to keep its contract and get him here. The latter is said by lawyers to be a new wrinkle in the law in this State, but has been established in some of the other states.

TO INSPECT A. C. L. BRANCH ROADS

The members of the North Carolina Corporation Commission will leave tomorrow morning for the eastern part of the state to spend several days inspecting the condition of a number of the branch roads of the Atlantic Coast Line, especially those between Rocky Mount, Washington and Plymouth. There have been complaints filed as to the conditions between Parmelee and Plymouth. And the commission will use this opportunity to inspect a number of the branch roads of the company.

PRINTERS WALK OUT.

Augusta, Ga., Jan. 30.—The Augusta Chronicle issued a paper as usual this morning, passing successfully through the first night of the fight against the Typographical Union. Every union printer walked out last night, sixteen men being affected. In making a new contract with the union the paper abolished the piece scale, made a reduction of forty cents in the time scale and established a dead line, as well as declaring an open shop.

THE KING'S DEAD! LIVE THE KING!

Frederick VIII Proclaimed King of Denmark DONE AT NOON TODAY

Ceremony Lasted Only Five Minutes. Premier from Palace Balcony Announced to 50,000 Assembled the Death of Christian and Accession of His Son—Brief Speech by Frederick.

(By the Associated Press.) Copenhagen, Denmark, Jan. 30.—Frederick VIII was proclaimed king of Denmark at noon today in Amalienborg Square in front of the palace. The ceremony lasted only a few minutes.

The premier, M. Christensen, appeared on the balcony of the palace and announced to the 50,000 persons assembled below the death of King Christian IX and the accession of his eldest son. The premier then called for cheers for King Frederick VIII. The new ruler of Denmark joined the premier on the balcony and in a short speech declared that he would rule in accordance with the example set by his father, and trusted that the king would continue as heretofore. His majesty concluded with calling for cheers for the fatherland.

King Frederick received a warm-hearted greeting from the assembled crowd, whose cheers mingled enthusiastically with the national anthem. Since 9 o'clock in the morning all the church bells have been tolling, minute guns have been booming from the forts, flags everywhere have been displayed at half mast and business practically has been at a standstill. The sorrowing inhabitants of Copenhagen gathered in the streets and discussing the virtues of their beloved King Christian and the probabilities of the future.

Prior to the proclamation of his accession King Frederick held a council of state, at which the ministers tendered their resignations and were requested to retain their posts. Afterwards the new ruler surrounded by the princes received at Christian VII's palace the cabinet ministers, presidents of the standing, the chief civil and military officials and the court dignitaries. Then came the important ceremony of the day. Promptly at noon the premier stepped out on the balcony of the palace and thrice shouted to the assembled throng.

"King Christian IX is dead; long live his majesty King Frederick VIII!" Sonorous hurrahs broke from the crowd in front of the palace and reached down the street opening on Amalienborg Square, the flags of the public buildings were run up to the mast heads and a royal salute was thundered from the city forts.

The king shortly afterwards drove across the square to his own palace, greeted by hearty cheers. The court has been ordered to go into mourning for thirty weeks and the minister of justice has notified all the theatres and other places of entertainment that they must remain closed this week as well as the day before and the day after the funeral.

King Frederick early in the afternoon announced his accession to the throne in a proclamation, as follows: "We, Frederick VIII, King of Denmark, by the grace of God, etc., do hereby announce and make known that our beloved father, King Christian IX was yesterday gathered to his fathers by a sudden but calm and peaceful death. We have thereupon in accordance with the law ascended the throne. While thus assuming this high and responsible position for which the Almighty has chosen us, it is our determination to maintain unswerving the constitution of our country and to preserve rights and privileges of our whole people. If the people themselves will have the same confidence in their king which we have in our people, then will God grant his graces and blessing to all of us."

Big Steel Mill Starts.

(By the Associated Press.) Pittsburgh, Pa., Jan. 30.—One of the new steel mills of the \$10,000,000 group recently authorized by the United States Steel Corporation, began operations at McKeesport, Pa., today, in the presence of many officials of the company and visitors. The mill is said to be the largest and finest in the world. The mills comprising the group are rapidly being completed and will soon be put in permanent operation.

Oration at Davidson.

(Special to The Evening Times.) Davidson, N. C., Jan. 30.—John Sharp Williams, the minority leader on the floor of the house of representatives, will deliver the commencement address at Davidson College on May 28, if congress has not adjourned. Congressman Webb extended the invitation on behalf of President Smith. Mr. Williams is said to be of North Carolina ancestry.

A VERY PECULIAR PISTOL ACCIDENT

E. P. Hughes of Orange Shot by Young Woman AT WILMINGTON HOTEL

Young Woman Registered as Vera L. Turner of Hillsboro, and Was Requested to Change Her Hotel—Went to Colonial Inn Where Hughes Arrived, Saying He Was Her Uncle.

(Special to The Evening Times.) Wilmington, N. C., Jan. 30.—Eugene P. Hughes, aged about thirty-two years, claiming Hillsboro as his home, being the son of ex-Sheriff John K. Hughes of Orange county, narrowly escaped death at the Colonial Inn this morning.

On last Tuesday a handsome and well educated young woman registered at the Raleigh House as Vera L. Turner, of Hillsboro. Her conduct was such that on Thursday it was suggested that she change her boarding place. She did so, going to the Colonial Inn. Yesterday morning Hughes, who claimed to be an uncle of Miss Turner, arrived in the city and registered at the Colonial Inn. In the afternoon the couple drove to Wrayville, S. C. While on the drive the two indulged in target shooting with a pistol.

Hughes had arranged to leave the city this morning and between 6 and 7 o'clock went to the young woman's room to get his pistol which he claimed she had. Miss Turner opened the door and as she handed the weapon to her uncle it was discharged. The ball entered Hughes' chin and buried itself in the posterior part of the right jaw. Hughes was carried to the hospital.

Miss Turner is about twenty-three years old. She gave conflicting stories as to her home. She registered from Hillsboro, but also claimed Winston and Norfolk. She explained her presence in Wilmington by saying she had just completed a course of study at Salem Female Academy and had come here for a needed rest.

A NEW TRIAL DENIED

Capt. Jones Now Appeals to Supreme Court

Judge Hanckel Decides That the Hoback Decision Does Not Cover This Case—Jones Says He Did Not Have a Fair and Impartial Trial.

(By the Associated Press.) Norfolk, Va., Jan. 30.—Captain E. W. Jones, convicted of the murder of Maud Cameron Robinson, formerly of Selma, N. C., whose head he almost severed with a razor, which he afterwards used in cutting his own throat, was today denied a new trial by Judge Hanckel and sentenced under the jury's verdict of 18 years in the penitentiary. The sentence, however, was suspended for thirty days to allow counsel for the defense time in which to appeal the case to the supreme court.

Judge Hanckel made no reference to the decision of the supreme court in the Hoback murder case, the points in which were first said to be identical with those in the Jones case, and which decision was expected to give Jones a new trial. The court decided that the Hoback decision did not cover the Jones case.

Jones when asked if he had anything to say why sentence should not be passed said: "Yes, I have. I was not given a fair and impartial trial. I am innocent of the crime of which I was convicted."

Roof Ablaze.

(Special to The Evening Times.) High Point, N. C., Jan. 30.—Today at noon while workmen were engaged in tarring the roof over the new Exposition Company's building in the Ragan and Mills block of South Main street, a bucket of tar caught on fire, and for awhile presented a serious situation. The entire roof of the large building was ablaze, and dense stifling smoke made it hard for the firemen to crowd through the attic and to the roof. However, quick work subdued what might have resulted in a conflagration. The loss by water in the stores underneath will be several hundred dollars.

THE BOMB FLEW TO THE MARK

Viceroy's Chief of Staff Blown in Pieces MISSILE IN PAINT CAN

General Griaznov of the Caucasus the Victim of a Terrorist—His Coachman, a Cossack Orderly and Later the Horse Killed With Him—Lady Mortally Hurt

(By the Associated Press.) Tiflis, Georgia, Monday, Jan. 29.—The viceroy's chief of staff, General Griaznov, was most dreadfully and brutally murdered by a terrorist in the city of Tiflis, Georgia, on Sunday last.

General Griaznov, who was in a crimson uniform and the white lambs wool shapka or cap worn by the officer's side of camp, made a shining target for the assassin when he stepped into the carriage the man sprang on the seat, swung the can by a string with marvelous precision and struck the general on the neck. A flash of fire and a terrific explosion followed and Griaznov was literally blown out of the carriage and with his coachman, a Cossack orderly and the latter's horse, was instantly killed. A lady who was passing at the time of the explosion was mortally wounded.

When the correspondent of the Associated Press reached the scene immediately after the tragedy the ghastly scene still lay in the mud. Griaznov's shapless body, surrounded by soldiers, presented a sickening spectacle. It seemed as if his crimson uniform had melted into the pool of blood in which swirled his head, torn away from the trunk. The general's distracted widow crouched in the blood and mud beside the mutilated body.

The assassin had already been caught and beaten into insensibility by the infuriated soldiers, and after being loaded into a dragsky was being carried off to the ancient fortress above the city where, as Tiflis is under martial law, he will probably be executed at dawn.

The most intense excitement followed the assassination as terrible punishment is meted out by the troops to bomb throwers. The population fled in terror before the Cossacks and the other troops, who were soon out in force to clear the streets. Shortly before a fusillade exchanged between Tartars and Armenians preceded a veritable panic, and as it was feared that the horrors of the recent war between the races had been renewed.

Instantly all the shops were closed and thousands of troops poured into the streets. So far as ascertainable there was no relation between the crime and a renewal of a race war. The crime undoubtedly was a political act of vengeance decreed by the terrorists. The identity of the assassin has not been established, but he is a Georgian and probably was selected by lot at a meeting of social revolutionists to kill General Griaznov as retaliation for the latter's severity in repressing the revolutionists and arresting the leaders.

According to reports, the general was the head of a faction which believed in not showing mercy, and he is charged with setting the native people against each other. He had received repeated letters of warning, and for months past until today had never ridden out without his wife.

A WHOLE TAR ROOF ABLAZE.

(Special to The Evening Times.) High Point, N. C., Jan. 30.—Today at noon while workmen were engaged in tarring the roof over the new Exposition Company's building in the Ragan and Mills block of South Main street, a bucket of tar caught on fire, and for awhile presented a serious situation. The entire roof of the large building was ablaze, and dense stifling smoke made it hard for the firemen to crowd through the attic and to the roof. However, quick work subdued what might have resulted in a conflagration. The loss by water in the stores underneath will be several hundred dollars.

TOWNSEND ON THE RATE BILL

Michigan Congressman Explains the Needs of the Country and Tells Why the Measure Will Benefit Shippers of All Classes—Just Regulations Will Harm None, He Concludes.

(By the Associated Press.) Washington, Jan. 30.—According to special order the house today took up the Hepburn railroad rate bill.

In making a request that speeches be confined to the subject matter of the bill, Mr. Hepburn stated that requests for time on the bill have been so numerous that it seemed proper to confine debate to the bill. Mr. Williams, the minority leader, objected to this restriction, whereupon a discussion followed as to whether this request could be enforced by a vote. Mr. Williams remarked: "We are a body now that can't do anything but talk, and if this precedent is made we will even have that privilege cut off."

"Not wishing to abridge any of the gentleman's prerogatives, I will not press the matter," responded Mr. Hepburn good naturedly. He observed further that while no time had been set to close debate it had been his idea that a vote might be taken on the bill one week from today.

In taking up the bill by the committee of the whole Mr. Vreeland, (N. Y.), was selected to preside over the debate.

Mr. Townsend, (Mich.), at once began the opening speech on the bill. He addressed the house for more than an hour, touching on and elucidating practically every phase of the rate making problem, and describing in detail the terms of the Hepburn bill.

Regarding the question as one of the most important ever before congress Mr. Townsend advocated the bill as the correct remedy for the evils which exist, and predicted that notwithstanding the protests of the roads, greater prosperity would come to them under its provisions than otherwise. To substantiate this, he called attention to the tremendous strides of a year in the transportation business, and this in the face of the legislation which the last congress initiated, and which the present congress is taking up in somewhat more strenuous form.

Like the bill of last year, which bore Mr. Townsend's name, he said the present one was the very least the people would accept, yet the present bill confers wider powers and extends over very facility of transportation. However, the present bill he believed not only fully within the constitutional powers of congress, but was simply an expression of the plain duty of congress to the American people.

In brief, the bill, he said, placed under the supervision of the interstate commerce commission every form of interstate and foreign commerce and all instrumentalities of commerce and transportation.

The most serious complaints on the part of the shippers, he said, have been directed against special services, such as private cars, long elevator and terminal charges, and the like. Mr. Townsend believes the bill affords a complete remedy for all of these evils as heretofore every such charge must be just and reasonable and in case it is not, the commission has power to make it so.

The main feature of the bill, bearing on the point about which the greatest controversy has been and the one which Mr. Townsend believes lies at the foundation of the whole question, is that which gives the commission power upon complaint, and after full hearing, to substitute a reasonable maximum rate in place of one found to be unjust and unreasonable. Mr. Townsend went at length into this phase of the proposed legislation. It was the point against which the weight of the opposition had been directed, he explained, and this opposition had been alike on the questioned constitutionality, the impossibility for the commission to find a just rate, and the injury such a finding would entail alike on business, the railroads, and the widowed and orphaned shareholder. In the broader view of the question and in the correct conclusion on any of these phases he saw but one answer—that to require the railroads to be just and reasonable could not harm any one, while it would benefit all.

Admission for the Bill. When Mr. Townsend concluded Mr. Adamson (Ga.) followed in support of the bill. He gave great credit to President Roosevelt for his course.

(Continued on Page Five.)