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FOUR ARE MANGLED BETWEEN ENGINES AT GREENSBORO YARD

North Bound Express Plunged Into Open Switch at Fifty Miles an Hour

SHIFTING ENGINE WAS WAITING FOR HER

It was thirteen hours before the remains of the two engines were extricated—Fireman of Switch Engine and Conductor of Yard Engine—The Others Killed—Engineer of Express Warned His Fireman in Time to Save the Latter's Life.

(Special to The Evening Times.) Greensboro, N. C., Feb. 12.—As express No. 34, northbound, while at the western limit of the shifting yards, one mile west of the passenger station here, was approaching at fifty miles an hour at 1 o'clock yesterday morning, it ran into an open switch and crashed into a shifting engine standing one hundred yards off, waiting for the main line train to pass, and killed outright the following switch crew: Engineer Will Sellers and Fireman Charlie Johnson, Charlie Novell, engineer of the passenger and express, was not only killed, but horribly mangled when found buried beneath the overturned coal under the tender, Simpson Freeman, conductor of the yard engine, died two hours later.

William Bailey, a young telegrapher, was terribly scalded and otherwise injured, and Fireman W. M. Sparger of Mount Airy, on the passenger, was badly injured. None of the passengers was injured.

Another engine and crew being speedily provided the train sped on its way north. News of the wreck was soon communicated to physicians, and many went out to administer to the wounded trainmen. They were brought to the city hospital and have been improving, the latest news being that they will recover. Fireman Sparger of Mount Airy escaped death by being on the steps of the tender sweeping, and just as the train thundered into the open switch, Engineer Norvell, seeing death in front, thought to shout to him to jump, and being where he could do so, sparger leaped and was saved though terribly bruised and lacerated by the fall.

All the others of the dead and injured save Engineer Norvell reside in Greensboro and have families. Norvell lived at Monroe, where his body was shipped on the evening train.

The dead bodies were taken to Poole's undertaking establishment and prepared for burial. Two of the four bodies were terribly mangled, the head of one of them being split nearly double, and one of the heads being entirely severed from the body.

The two engines were not extricated from the engines until 3 o'clock, being literally pinned in between the closely locked engines. Neither left the track, but were literally welded together.

In obedience to rules, Engineer Sellers of the shifting engine was out in front of it holding his hat over the headlight, waiting for 34 to pass. It was speeding north on one of the two tracks, the shifter being on the parallel track waiting to come out. Turner Welfare and Lawrence Malcolm, who had attended the switch, are said to have neglected closing it or putting up the lights, and when the engine of 34 saw he was of the emergency was applied but it was useless. The shifter was knocked ninety feet down the track, both engines were torn completely clear of pilots and locked together, solid iron against solid iron, and the tender of the passenger was hurled on top of an express coach behind. Realizing the terrible result of their negligence or fearing arrest, Switchmen Malcolm and Welfare have disappeared and cannot be located. A warrant for their arrest was sworn out yesterday afternoon, but officers have failed to find them. The two dismantled engines were hitched together and brought to the tracks of the passenger yard last night and large crowds have visited the scene.

Norvell was Helping Friend. Salisbury, N. C., Feb. 12.—Both Engineer Owen Norvell and Fireman Bailey, who lost their lives yesterday morning near Greensboro in the fearful wreck, were well known here, the fireman having lived at Spencer and (Continued on Page Two.)

POLITICS IN EIGHTH

Something About the Various Candidates

Whitehead Klutz Will Make the Race for State Senate, John M. Julian for Lower House—Route Middle Ground Between Newland and Hackett.

(Special to The Evening Times.) Salisbury, N. C., Feb. 12.—The entrance of Mr. T. C. Bowie into the democratic race for congress in the eighth district intensifies the interest. R. N. Hackett of Wilkesboro is an avowed candidate and W. C. Newland of Lenoir, the nominee of 1904, will again offer. Hackett and Newland represent rather the extreme elements. Newland's well known Watts law record being decidedly against him while Hackett is not the choice of the extreme temperance element by any means.

Bowie is a fine middle man. No prohibitionist can go back on him for temperance sake nor can what are known as whiskey democrats refuse to support him. He is a good lawyer, a fine stump speaker, popular and regular. He ran year of the district in 1894 as a elector was brilliant. He withdrew before the Wilkesboro convention in 1904 and made friends. He took a thoroughly republican stand in 1902 and almost reversed the accustomed majority, leading his ticket 250 votes. Bowie will make a good run and is anxious to have a chance at Blackburn.

Mr. Whitehead Klutz, the young man eloquent of the local bar, will fall make the race for the state senate or ignore his friends. He has a fine practice, but he will have to forsake it and follow his friends. Mr. John M. Julian, editor of The Evening Post, will make the race for the lower house, and in these two men, Rowan county would have two representatives the equal of her United States senators. Mr. Klutz is a son of ex-Congressman Klutz and nephew of Editor J. P. Caldwell.

SIX AT LEAST DEAD

Fire in Commercial District in Portland

Ten or More Seriously Injured—Saloon and Lodging House Above it Consumed—Watchman's Heroic Death Trying to Save Horses.

(By the Associated Press.) Portland, Ore., Feb. 12.—At least six persons lost their lives in a fire that swept a busy commercial district of the end of the Morrison street bridge spanning the Willamette river early today. Ten or more persons were seriously injured and were removed to hospitals of the nearby residences.

A number of persons are reported missing. The fire started in the Mount Hood saloon and consumed that place and the lodging house above it, in which a majority of those killed and injured were sleeping. Twenty-two horses, property of the East Side Transfer Company, were destroyed.

Wachman Young, who was killed, met death in a heroic effort to save the horses. He made several trips into the transfer company's stables and finally was cut off by the flames. Looking from an upper window, he waved his hands to the crowd below and cried, "Good bye, boys; I can't get out this time," and fell back into the flames. The loss is \$50,000.

FIRST SECTION OF TRANS-ANDINE RAILWAY STARTED.

(By the Associated Press.) Santiago, Chile, Feb. 12.—The first section of the Trans-Andine Railway was inaugurated today. The line will shorten the time to Buenos Ayres by six hours. The president and the civil military authorities were present at the inauguration ceremony.

Inspecting Cotton Mills. Boston, Mass., Feb. 12.—The Chinese imperial commission today inspected a number of cotton mills in this vicinity. Tonight the members will be given a dinner by the state.

BOXER UPRISING STREET CAR NOW PREDICTED BOWLED OVER

Americans are Warned to Quit China at Once

Three Women Passengers on It Were Killed

BLOW IS ABOUT TO FALL HIT BY THEATRE TRAIN

Wong Fong Telegraphs That Another Massacre is Almost Certain and Urges Friends to Seek Protection of Germany and Then Leave Immediately.

(By the Associated Press.) Chicago, Feb. 12.—A dispatch to the Inter-Ocean from (Shanghai) says: Wong Fong, former secretary of the six companies in San Francisco who is visiting in this city, says he thinks the boxer trouble in China is about to culminate in the greatest massacre of modern times.

He issued the following warning to several American friends last night, telegraphing it to Seattle, Los Angeles and San Francisco. "The blow is about to fall. Call warning to friends to leave China at once. Tell them to seek protection of Germany temporarily and get out of the country before February 24. Fong is visiting Ah. Lee, Val, the wealthiest of the local Chinese residents and after the messages were sent explained their purport as follows: "I received word yesterday that the order has been sent out to the subordinate circles of the Chinese reform associations to throw off all the foreign elements in our country, starting February 24. The association is ostensibly (Continued on Page Five.)

MAJOR GILLETTE AGAIN TELLS MORE OF CARTERS WORK OF GRAFT

He Practically Cut Off Competition by Leaving Selection of Mattresses to Discretion of Engineer Instead of That of the Contractor.

(By the Associated Press.) Savannah, Ga., Feb. 12.—On the resumption of the Greene and Gaynor trial today Major Gillette again occupied the stand as a government witness.

Major Gillette said that up to September 16, 1892, when the Edward H. Gaynor contract at Cumberland Sound was let the submission of three designs of mattresses by the bidders at the same price with the selecting of the kind left to the discretion of the engineer officer had never been heard of. Heretofore the plan had been to bid on three designs at one price with the selection of the kind to be used at the contractor's option. The change from contractor's option to engineer's option was a radical one, resulting in a great disadvantage to those contractors who did not know what design the engineer would choose, and a corresponding advantage to those contractors cutting off competition.

"Following these changes in the specifications," said Major Gillette after examining several contracts, "the price jumped from \$1.40 per square yard to \$2.80 per square yard. The price of log mattresses more than doubled at Cumberland Sound and each cubic yard of faience cost the government 4.40, whereas about the same character of work was let at \$1.10 under Major Gilmore."

After comparing all of the contracts Major Gillette said that a square yard of log mattresses would always cost twice as much as a square yard of brush mattresses.

Prior to 1891, said Major Gillette, the mattresses had always been paid for by the cubic yard, but Carter introduced the innovation of paying for them by the square yard. Three lay-out of the three square yard mattresses were required to make up the old cubic yard measurement.

A table was submitted to Major Gillette showing contract prices covering a period of years. He said there had been a tremendous advance in cost to the government. On a contract let in 1884 under Colonel Gilmore the price of the brush mattress per cubic yard was 44 cents. In 1892 for the same style the Atlantic Contracting Company (Greene and Gaynor) was paid \$3.50. These were Savannah river contracts and at Cumberland Sound decided advances were also noted, running from \$1.32 a cubic yard in 1884 to \$4.20 in 1892 when Edward H. Gaynor got the contract.

DISEASED SHIP LIMPS TO PORT

Brig Drifted, the Crew Being Ill With Smallpox

TORTURE WAS FEARFUL

Secretary Bonaparte Gives Out 101 Diplomas

The Sullivan Brothers New York After Being Helpless for a Month. Nine Persons Were Victims of the Scourge and One Woman Battled Against Disease to Save Children.

(By the Associated Press.) New York, Feb. 12.—One month after the Sullivan Brothers brig drifted into port, the crew was still suffering from smallpox, and a quarantine was kept up with the disease. The Sullivan Brothers brig, the Sullivan Brothers, New York, after being helpless for a month, nine persons were victims of the scourge and one woman battled against disease to save children. The Sullivan Brothers brig, the Sullivan Brothers, New York, after being helpless for a month, nine persons were victims of the scourge and one woman battled against disease to save children.

JOHN W. THOMAS DEAD

Railroad President Passed Away Early Today

He Was President of the Nashville, Chattanooga and St. Louis and Was One of the Active Workers for the Tennessee Exposition.

(By the Associated Press.) Nashville, Tenn., Feb. 12.—Major John W. Thomas, president of the Nashville, Chattanooga & St. Louis Railroad, died at his home here today at the age of 76. He was a native of Nashville and has been for years one of its most public spirited citizens. Heart failure was the direct cause of his death. He leaves a wife and one son, John W. Thomas, Jr., who is general manager of the Nashville, Chattanooga & St. Louis Railroad.

Gen. John W. Thomas, president of the Nashville, Chattanooga & St. Louis Railway, was born at Nashville, August 24, 1830. He entered the railway service in November, 1858, an agent of the Nashville & Chattanooga at Murfreesboro, Tenn., and from July 1863 to July, 1865, he was in charge of the company's rolling stock. He then became auditor and paymaster, subsequently being appointed superintendent of the same road and the Nashville & Northwestern. When these properties were consolidated into the Nashville, Chattanooga & St. Louis he was made general manager, being elected president in 1899.

General Thomas was regarded as one of the ablest railroad men in the United States, having mastered the business from the bottom. When the Tennessee exposition movement was started at Nashville he was elected president and the success of that undertaking was due in no small measure to his personal efforts and untiring energy.

WM. E. BARRETT DIED TODAY.

(By the Associated Press.) West Newton, Mass., Feb. 12.—William Emerson Barrett, publisher of the Boston Advertiser and Record, died today at his home here of pneumonia. He was about fifty years of age. He was Washington correspondent of the Boston Advertiser from 1882 until 1884, and later secured control of the paper. He served five terms in the Massachusetts legislature, and was its speaker for a few sessions. From 1885 to 1889 he represented the seventh Massachusetts district in congress.

SENATOR LODGE ON THE RATE QUESTION

Only by Legislation Can Government Ownership be Prevented

THEREFORE FAVORS A CONSERVATIVE LAW

Secretary Bonaparte Gives Out 101 Diplomas

Should Proceed With Utmost Care, for There is Danger That Legislation we Undertake May Itself Lead to Government Ownership, the Dangerous Pitfall We Are Seeking to Avoid—Fixing of Rates by Government Will Not Cure Evil—Must Punish Violators of Rate Law.

(By the Associated Press.) Washington, Feb. 12.—Mr. Tillman from the committee on interstate commerce reported to the senate today a joint resolution directing the interstate commerce commission to investigate the alleged discrimination by railroad companies in the matter of the transportation of coal and other commodities. The resolution directs an inquiry as to whether the railroad companies own stock in coal companies or in other commodities carried by them; whether any of the railroad officers are interested in such commodities; whether there is any monopolizing combination or trust in which the railroads are interested; and whether any of the railroad companies control the output of coal or fix its prices. The commission also is directed to investigate the system of car distribution, and also whether there is discrimination against shippers either in the matter of the distribution of cars or otherwise. The commission is required to report to congress.

The resolution is the result of the complaint against conditions in West Virginia, but that state is not specifically mentioned in the resolution. Mr. Tillman took the matter before the committee today and it ordered a favorable report, so that instead of merely introducing this resolution, as he had intended, he was enabled to present it with the committee's favorable report. He gave notice that later in the day he would ask the senate to take up the resolution with a view to action upon it.

Mr. Patterson resigned as a member of the committee on privileges and elections and Mr. Frazier was designated to fill the vacancy.

WHIPPING POST BILL

Adams Says President Roosevelt Favors It

Police Report 508 Wife Beatings in Past Two Years in Washington. Does Not Advocate Delaware Law.

(By the Associated Press.) Washington, Feb. 12.—A new gave was dedicated to the memory of Lincoln by Speaker Cannon today in opening the house and the birthday of the martyred president was remembered in the prayer of the chaplain. Legislation for the District of Columbia was taken up, the bill most interesting on the calendar being the Adams whipping post bill for wife beaters. During the consideration of a bill to regulate the sale of poisons in the District of Columbia, the statement was made that the drug habit, particularly the use of cocaine, had grown at an alarming rate during the past five years. Chairman Babcock said he had been called on at all times of day and night by mothers and persons interested to plead for a law which would make it impossible to obtain this drug.

The evil had grown, he said, to be decidedly greater than the liquor evil. The bill was passed. The house passed a bill to require banks and trust companies organized elsewhere, but doing business in the District of Columbia, to comply with regulations to be prescribed by the comptroller of the currency. Representative Longworth, who was confined to his residence because of illness last week, was present in the house today and was warmly congratulated. The whipping post bill was defeated by being "laid on the table" by a vote of 185 to 57. Washington, Feb. 12.—Representative Nicholas Longworth has so far recovered from his recent attack of tonsillitis as to be able to take a short drive today. (Continued on Second Page.)