THE RALEIGH EVENING TIMES.

VOLUME 27.

RALEIGH, N. C., MONDAY, FEBRUARY, 12, 1906.

PRICE St.

FOUR ARE MANGLED BETWEEN ENGINES AT

North Bound Express Plunged POLITICS Into Open Switch at Fifty

by Was Thirteen Hours Before the Remains of the Two Engineers Were Extricated-Fireman of Switch Engine and Conductor of Yard Engine-The Others Killed-Fireman in Time to Save the Latter's Life.

(Special to The Evening Times.) Greensboro, N. C., Feb. 12.-As express No. 24, northbound, while at the choice of the extreme temperance western limit of the shifting yards, one mile west of the passenger station here, was approaching at fifty miles an hour the tender, Simpson Freeman, con- chance at Blackburn, ductor of the yard engine, died two

many went out to administer to the nephew of Editor J. P. Caldwell, They were brought to the city hospital and have trainmen. brought to the city hospital and have been improving, the latest news being Sharthat they will recover. Fireman Spar-ger of Mount Airy escaped death by being on the steps of the tender sweeping, and just as the train thunto shout to him to jump, and being where he could do so, Sparger leaped and was saved though terribly bruised and lacterated by the full. All the others of the dead and injured

vell 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 bodes 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 engineers were not extricated from the engines until 3 o'clock, be-

ing literally pinned in between the closely locked engines. Neither left the track, but were literally welded In obedience to rules, Engineer Sel-

lars 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 walting 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 engineer of 34 saw he was off the emergency was ap-plied but it was uncless. The shifter piled 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 isoder of the passenger was hurled on top of an express coach behind. Realizing the terrible result of their negligence or fearing arrest, Swithchmen Malcom 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 dismantied engines were bitched together and brought to the tracks of the passenger yard limit at noon and large crowds have visited the scepe.

Norvell Was Helping Friend. Salisbury, N. C., Feb. 12.—Both En-teer Owen Norvell and Fireman Balley, who lost their lives yesterday morning near Greensboro in the fear-ful wreck, were well known here, the fremant having lived at Spencer and (Concluded on Page Two.)

IN EIGHTH

Something About the Various **Candidates**

Whitehead Klutz Will Make the Bace for State Senate, John M. Julian for Lower House-Bowle Middle Ground Between Newland and

(Special to The Evening Times.) Satisbury, N. C., Peb. 11-The ettrance of Mr. T. C. Bowle into the demseratic rare for congress in the eighth Engineer of Express Warned His district intensifies the interest. R. N. Hackett of Wilkesboro is an avowed candidate and W. C. Newland of Lone r. the nominee of 1904, will again offer Hackett and Newland represent rathw the extreme elements. Newland's well known Watts law record being decid edly against him while Hackett is no

element by any means. Bowle is a fine middle man. No prohibitionist can go back on him for temat 2 o'clock yesterday morning, it ran perance's sake not can what are known into an open switch and crashed into as whiskey democrats refuse to sup a shifting engine standing one hundred port him. He is a good lawyer, a fine yards off, waiting for the main line stumper, nepular and regular. H s can yards off, waiting for the main line vass of the district in 1894 as elector train to pass, and killed outright the was brilliant. He withdrew before the following switch crew: Engineer Will Wilkesboro convention in 1904 and made Sellars and Fireman Charife Johnson. friends. He took a thoroughly repub-Charlie Novell, engineer of the passen-hear district in 1902 and almost revers-ger and express, was not only killed. ed the accustomed majority, leading but horribly mangled when found bur- his ticket 500 votes. Bowle will make led beneath the overturned coal under a good run and is anxious to have a

Mr. Whitehead Kluttz, the young man eloquent of the local bar, will thi William Bailey, a young telegrapher, fall make the race for the state senate William Bailey, a young telegrapher, fall make the race for the state senate was terribly scalded and otherwise in grace his friends. He has a fine Tells More of Carters Work jured, and Fireman W. M. Sparger of practice, but he will have to forsake it Mount Airy, on the passenger, was and follow his friends. Mr. John M. badly injured. None of the passengers Julian, editor of The Evening Post, will make the race for the lower house, and Another engine and crew being in these two men Rowan county would speedily provided the train sped on its have two representatives the equal of way north. News of the wreck was her United States senators. Mr. Klutta soon communicated to physicians, and is a son of ex-Congressman Kluttz and

AT LEAST

dered into the open switch, Engineer Norvell, seeing death in front, thought in Portland

save Engineer Norvell reside in Ten or More Seriously Injured—Sa-Greensboro and have families. Norloon 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 Williamette river early today. Ten or more persons were sertously injured and were removed to nospitals or 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.) Santiaga, Chile, Feb. 12.—The first section of the Trans-Andine Railway

Inspecting Cotton Mills.

BOXER UPRISING STREET CAR NOW PREDICTED

GREENSBORO YARD Americans are Warned to Three Women Passengers on Brig Drifted, the Crew Being It Were Killed **Oult China at Once**

BLOW IS ABOUT TO FALL HIT BY THEATRE TRAIN TORTURE WAS FEARFUL

Wong Fong Telegraphs That Another Chicago-Five Were Injured-Car. Massarre is Almost Certain and Urges Friends to ficek Protection of Germany and Then Leave Im-Ground in Sollisters Before Loco-

I'lls the Associated Press ?

Chicago. Feb. 12.-A disputch to the Inter-Gowan From Cincinnati says. six companies in Scn Princials who is visiting in this city, says he thinks the South Chicago last might, killing in-

He tooged the following warning to several American friends last night, turned. telegraphing it to Scattle. Los Angeles and San Francisco.

"The blow is about to fall. Cab c 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 Loo Wal, the realthiest of the local Chinese regidents and after the messages were sent explained their purport as follows:

I received word yesterday that the order has been sent out to the subordipate circles of the Chinese reform associations to throw off all the foreign elements in our country, starting February 24. The association is ostensib (Continued on Page Five.)

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 re-sumption of the Greene and Gaynor trial today Major Gillete again occupled the stand as a government wit

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 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 who did know, the service practically 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 \$3.80 per square yard. The price of log mattresses more than doubled at Cumberland Sound and each cubic yard of fasine 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 layers of the three square yard measure ments were required to make up the old cubic yard measurement. A table was submitted to Major Gli-

lette showing contract prices, covering a period of years. He said there had 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.

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 Com-pany (Greene and Gaynor) was paid \$3.80. These were Savannah river con-tracts and at Cumberland Sound de-(By the Associated Press.)

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

DISEASED SHIP

III With Smallpox

motive Which Also Was Turned (By the Amortated Press)

Chicago, Feb. 22 -- A theatre train on Wang Fong, farmer accretary of the line Pennaylymnia Balicont running pi the rate of twenty miles an hour crashed into a crowded street car inhome trouble in China is about to cult manty three persons and injuring signite in the greatest mass-cre of twelve. The killed and infured were all occupants of the series car. The

agine and first couch of the parson-

ger train left the rate and acre

The dend: Mrs. William Bacon, South Chi cago. Minme Warsule, 12 years old, Chi-

Miss Sadie Lucy.

The injured included the following C. Mack, East Chicago, ongineer, peverely cut about the face and head, Edward M. Day, motorman of the street car, cut about head and body; C. R. Bollar, conductes of street car cut about neck and head. Mrs. Dianche Warsule, severely injured about body. Mrs. Louis Lucy, injured internally

The passenger train was a local, leaving Chicago at 11.34 p. m. for East Chicago, Indiana, it was well filled with passengers, the were thrown into a panic by the collision. The street ar was builed into the air, overturned and ground to splinters before the loomotive. The crash came almost without warning and but few occu pants of the street car had an oppor tunffy to leap from the car before i was struck. The passengers of the railway train burried to the assistant of those imprisoned in the debris and began the work of rescue. Calls for assistance were sent to the nearest po lice station, and physicians were sum

moned to aid the injured. and the crew of the street car were placed under arrest.

MITCHELL SILENT ABOUT PAT DOLAN

(By the Associated Press.) New York, Feb. 12.-John Mitchell, president of the United Mine-Workers of America, who is in this city to confer with the operators of the anout by President Dolan, of the Pitts- Rallroad. burg district yesterday. In this statethe contractor's option. The change ment Dolan said that President Mitchell was coming to New York "to ask the anthracite operators for a conattacked President Mitchell's conduct of coal strikes in the past and declared that ever strike in the soft coal

an's attack on you before the Pitts-burg miners?" Mr. Mitchell was asked "I do not care to discuss Mr. Dolan,"

was the reply. To all other questions Mr. Mitchell made similar answers.

THE BANK WRECKERS MAY BE TRIED ANEW

(Special to The Evening Times.) Asheville, N. C., Feb. 12 .- It was learned this morning that in all probability Breese, Dickerson and Pender would again be tried under the original bill of indictment found at Greensboro prior to the Asheville bill.

It is known that Asheville people connected with the case are in comspeaker for a few sessions. From 1895
munication with Holton relative to to 1899 he represented the seventh Masthe matter.

After Being Helpiens for a Month. Nor Persons Were Victims of the

81 J 11 - e -

when owing to the feat which spread among the numbers of the crew the

Mitte Mrs. Hoggeria on bestel the easel were him two children. After landing at 1the De Janeiro and commined there until the discase had been stamped out on the Sullivan.

JOHN W. THOMAS DEAD

Railroad President Passed Away Early Today

The engineer of the passenger train He Was President of the Nashville, ness interests which may keep him in Chattanooga and St. Louis and Saisbury. Was One of the Active Workers for the Tennessee Exposition.

(Ev the Associated Press.)

Nashville, Tenn., Feb. 12 .- Maj. Railroad, died at his home here today at the age of 76. He was a na tive 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, thracite mines, said today that he did Jr., who is general manager of the not care to discuss the statement given Nashville. Chattanooga & St. Louis Cen. 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. tract which he has not the power to 1858, a agent of the Nashville & ling the house and the birthday of the enter into as the national convention Chattanoogn at Murfreesboro, Tenn., has tied him hand and foot," He also 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 regions under his leadership had ended appointed superintendent. He was general superintendent of the same ern. When these properties were District of Columbia, the statement consolidated into the Nashville, Chat-"What do you think of Patrick Dol- road and the Nashville & Northwesttanooga & St. Louis he was made general manager, being elected president in 1899.

the Tennessee exposition movement to obtain this drug. was started at Nashville he was elected president and the success of that decidedly greater than the liquor undertaking was due in no small evil. The bill was passed. 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 pneu-monia. He was about fifty years of age. He was Washington correspondcharges conspiracy to wreck the bank and not embezziement.

ent of the Boston Advertiser from 1882 by a vote of 185 to 57. the paper. He served five terms in the chusetts legislature, and was its

sachusetts district in congress,

SENATOR LODGE ON THE RATE QUESTION

MIDDIES GRADUATED Only

Secretary Bonaparte Gives Out 101 Diplomas

outness-woord Won by Ginsedord of Scuttle-Dance Tonight Will Close the Exercises-Leave for

of a transaction of Printed Attended Md Feb 12 -The name

ies and friends of the graduates took all over the country and while not marked with the jeveramess of simian impressive and beautiful one

The speach of the morretary did n tions at the academy, which have materially affected the traditional gavover the whole week's ceremonies

The handsome sword given each year by the class of 1876 to the midshipman holding the best record in the department of practical and theoretical ordnance and gunnery was presented to Midshipman W. A. Classford of Senttle, Washington,

The dance tonight will close the exercises, and tomorrow the graduates will leave for their respective homes, to which they have been sent on "waiting orders" before being assigned to duty in the service.

Chas, Arcy Retires.

(Special to The Evening Times.) Salisbury, N. C., Feb. 12 .- The ouncil Street saloon, owned and operated for the last four years by has, Arey, was today turned over to Messrs, S. Y. McCall and W. W. Poole, who will conduct in the future. Mr. Arey retires from business with a splendid record for sobriety and orderliness. He has other busi-

WHIPPING POST BILL

John W. Thomas, president of the Nashville, Chattanooga & St. Louis Adams Says President Roosevelt Favors It

(By the Associated Press.)

was dedicated to the memory of Linoln by Speaker Cannon today in openmartyred mesident 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 rate question is second only as an whipping post bill for wife beaters.

ticularly the use of cocaine, had ences arise over the method of progrown at an alarming rate during ceeding. He was convinced that there the past five years. Chairman Bab- are evils to be remedied in connec-General Thomas was regarded as cock said he had been called on at tion with the transportation system, one of the ablest railroad men in all times of day and night by mothers but the problem consisted in finding the United States, having mastered and persons interested to plead for a a fair and just means of dealing with the business from the bottom. When law which would make it impossible them. He passed over as an estab-

The evil had grown, he said, to be

The house passed a bill to require panks and trust companies organized elsewhere, but doing business in the District of Columbia, to comply with nation between localities. regulations to be prescribed by the comptroller of the currency.

Representative Longworth, congratulated.

The whipping post bill was defeated by being "laid on the table"

be Preventer

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 Violaters of Relinte

(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 colamerce commission to investigate the alleged discrimination by railroad companies in the matter of the transportation of coal and other comm ties. 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 inter-ested 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 commi sion 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 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 or dered 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.

Mr. Lodge then addressed the senate on the railroad rate question. He spoke to Mr. Clay's resolution on that subject and was listened to by an audience that filled the galleries

Mr. Lodge announced his support A Ripple of Interest in the House- of legislation for the control of rail-Police Report 508 Wife Beatings road rates along the lines of the Esch-Townsend bill of last session, in Past Two Years in Washington. and said that he believed the practice Does Not Advocate Delaware Law, of giving rebates to be the most serious of all the evils complained of. He expressed the conviction that only by legislation along the lines sug-Washington, Feb. 12.-A new gave gested could government ownership be prevented. He said that before entering upon the investigation of the question he had disposed of his railroad interests in order that his

inquiry might be free from bias. He expressed the opinion that the economical problem to the financial During the consideration of a bill question and one of the most importlished fact the right of congress to legislate for the regulation of the rallroads. The grievances against the roads he divided into three classes, as follows:

Rebates, or discrimination between persons; excessive rates-discrimi-

He quoted statistics in an effort to show that freight rates were lower who in the United States than in any other was confined to his residence because country and concluded that if no of illness last week, was present in other grievances were presented the house today and was warmly there would be no cause for legislation and that in the matter of dis-crimination between localities it is rate without so the table by a vote of 185 to 57.

Washington, Feb. 12.—Representative Nicholas Longworth has so far recovered from his recent attack of tonsolities as to be able to take a short drive today.