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PRESIDENT SAMUEL SPENCER KILLED IN RAILROAD WRECK

HEAD MAN OF SOUTHERN RAILWAY CRUSHED TO DEATH AND BURNED BEYOND RECOGNITION

Mr. Spencer's Car Was Attached to the Rear of Train No. 33 and Limited Crashed Into It Today Because of Operator's Fatal Blunder--Two of Mr. Spencer's Friends Killed and Others Reported Missing--Several Negroes Killed--Special Dispatcher Among the Dead--President's Car Split Open and Fire Quickly Consumed It. Graphic Account of Fearful Disaster in Virginia.

(By the Associated Press.)

Lynchburg, Va., Nov. 29.—President Samuel Spencer of the Southern Railway system, who was en route to the south, was killed this morning about 6:30 o'clock in a rear-end collision ten miles south of Lynchburg. The private car in which he was riding was struck and split open by the colliding locomotive, and it immediately took fire and the body of Mr. Spencer was burned almost beyond recognition.

In the car with him were Philip Schuyler, of New York City, his private secretary, Mr. Merrill, his private dispatcher, D. W. Davis, of Alexandria, Va. Operator Davis was crushed and he died in fifteen minutes. Mr. Schuyler was instantly killed, but his body was not badly burned before it was rescued by passengers.

Engineer C. F. Terry, who was on the rear train, was killed. There is another man among the killed whose name cannot be learned. Private Secretary Merrill was injured, but the nature of his injuries have not been learned here by the officials of the company. He was brought to the city about noon.

Twelve or fifteen persons, most of them colored, were wounded. Only one is thought to be fatal. Eight colored persons are in the city hospital here, having arrived at 11 o'clock.

The collision was between train No. 33, the Jacksonville Express, and train No. 37, the Washington & Southwestern Vestibled Limited. The Jacksonville train stopped on the top of a very heavy grade a mile north of Lawyers Depot to repair a slight breakdown, and while in that way, and before, it is said, a flagman could get back to protect the train, the Atlanta train dashed into it.

The heavy engine of the train plowed into the private car of President Spencer, in which he and his guests are supposed to have been sleeping. Immediately the private car took fire. The wreckage was piled around the engine as though placed there by human hands to consume it. Every portion of woodwork on the engine was burned, and the monster mahine stands there torn, twisted and will have to be turned down the embankment, as it is useless. It was under the locomotive that the burned body of President Spencer was found. It is evident that Mr. Spencer was killed instantly and that he did not suffer the throes of being burned.

TRAGIC DEATH OF DISPATCHER.

Dispatcher Davis was still alive when he was taken from under the wreckage. He was crushed about the lower portion of the body and was conscious until the end. He asked that word be sent to his wife and child. The death of Mr. Davis was touching. He stated to his rescuer that he knew he was dying, and he said that he knew the end could not be far off.

"Place your finger on my mouth," he said; "it feels so cool and good."

He pleaded with the gentleman, who was also a passenger on the train, not to leave him, and for ten minutes this man stayed with him, until he saw that nothing more could be done for him. One of the worst phases of the whole morning was the heartless manner in which a few of the passengers and some of the attaches, especially some of the porters of the Atlanta train, ransacked the wrecked cars for plunder.

F. M. Curtis, of Jamestown, N. Y., who was a pas-

senger on the Jacksonville train, saw one negro porter go through a lady's grip. He saw him throw away such things that were of no value to him and appropriate those things that he wanted. Mr. Curtis declared that he would have certainly killed the porter if he had had something to do it with. Not a few of the passengers engaged in this ghoulish trade, and a large number of valuables and much money which was scattered about the wrecked trains were stolen.

Curtis the Hero of the Occasion. Mr. Curtis, who was on his way to High Point, N. C., on a business mission, was the hero of the hour. It was claimed by some of his fellow-passengers that to his work and generalship belongs the credit of the rescue of a dozen people who would have perished but for his efforts.

Several persons not seriously wounded were taken out from the two cars that were burned, and six colored passengers were taken from the combination coach of the forward train. They were literally covered with heavy baggage, which had been shoved through the light partition between their portion of the car and that set apart for the baggage. The passengers are all badly hurt, most of them having broken legs, some of them with both legs broken, one or two with fractured skulls. All of them have numerous cuts and bruises, but the physicians attending them believe all will recover, with the possible exception of an aged woman, who may be fatally hurt.

These were brought to the city hospital, where they will be given every possible attention by surgeons of the railway company. As soon as the news of the wreck was received here, Drs. Terrell and Carroll were taken to the scene on a special made up in the yard. They gave attention to the wounded, and an hour later Drs. Tallaferr, Perrow and Rawlings went on another special.

One of the fire engines of the Lynchburg department was loaded on a flat car and hurried to the wreck to extinguish the flames among the wreckage. The engine and firemen could not be spared from the early morning fire on Main street; hence they did not go to Lawyers until 8:30 o'clock. On account of the train with the injured passengers having the track between Rangoon, the nearest telegraph office north of the wreck, and the scene of the accident, it was after 10 o'clock before the steamer reached Lawyers.

The Cause of the Wreck. The cause of the wreck cannot be learned this afternoon, but it is understood that the operator in charge of the block office at Rangoon, four miles north of the scene, allowed the Atlanta train to enter the block before he had given a clear track from the next block station at Lawyers depot, five miles below. Why the (Continued on Page 2.)

The Mr. Redmond referred to in the Knoxville dispatch also being missing, probably is Frank T. Redwood of the brokerage firm of Lowmes & Redwood. He left here on the wrecked train last night for North Carolina on a hunting expedition.

LIST OF THE DEAD AND INJURED IN THE WRECK

List of the Dead. From the reports late today it appears that the passengers killed outright were seven--six men and a woman--the latter believed to be a negro. Those killed were: President Spencer. Dispatcher Davis. Philip Schuyler, of New York. Engineer Terry. Frank T. Redwood, of Baltimore. Charles D. Fisher, of Baltimore. Since the arrival of the wounded negro passengers in the city, Lucretia Allen, of Danville, Va., died on the operating table at the city hospital. County Coroner J. W. Davis has gone to the wreck for the purpose of holding an inquest.

The List of the Injured. The names of the injured as ascertained from the city hospital authorities are as follows: Lucretia Allen, colored, of Dan-

HENRY SPENCER OFF FOR WRECK

Had Special Train to Take Father to Friendship

THEN CAME SAD NEWS OFF TO WASHINGTON

The Son Then Left Greensboro for Lawyers, Accompanied by Division Superintendent W. S. Andrews. Rumor That Col. Andrews Was Aboard President Spencer's Car Caused Much Anxiety.

(By Southern Bell Telephone.) Greensboro, N. C., Nov. 29.—Henry H. Spencer, sixth vice president of the Southern Railway, and a son of President Spencer, received the first intelligence of his father's death early this morning from the chief dispatcher. He had come over from Friendship, Mr. Spencer's hunting preserves, and was awaiting the arrival of No. 33. A special train was under steam to take the party on the Winston branch to Friendship.

When informed of the accident Mr. Spencer left immediately on a special for the scene of the wreck, accompanied by Division Superintendent W. S. Andrews.

Much anxiety was felt here as it was reported that Col. Andrews, first vice president of the Southern, was aboard President Spencer's private car. When it was found later that Col. Andrews was in Raleigh the intense feeling was greatly relieved.

No. 33 was due here at 5:53 a. m. There were many passengers at the station awaiting its arrival, and others awaiting friends due at that hour. As soon as possible bulletins were posted announcing that none of the passengers for local points had been killed. The first train southbound is indefinitely delayed, and none is expected in Greensboro before late this afternoon.

BALTIMORE MAN AMONG THOSE KILLED IN WRECK.

(By the Associated Press.) Baltimore, Nov. 29.—Charles D. Fisher, reported missing in the Southern Railway wreck at Lawyers, Va., is one of the foremost citizens of Baltimore. He was one of the founders of the grain exporting firm of Gihl & Fisher and extensive business interests in the south. Mr. Fisher was one of President Spencer's party.

The Mr. Redmond referred to in the Knoxville dispatch also being missing, probably is Frank T. Redwood of the brokerage firm of Lowmes & Redwood. He left here on the wrecked train last night for North Carolina on a hunting expedition.

COL. ANDREWS WAS SHOCKED

Stunned by the News of Samuel Spencer's Death

OFF TO WASHINGTON

First Vice-President of the Southern Railway Says the South Has Lost An Ardent Friend—Mr. Spencer On His Way to North Carolina For Thanksgiving Hunt.

Col. A. B. Andrews, first vice president of the Southern Railway, was notified of President Spencer's death by The Evening Times this morning just after an Associated Press bulletin brought the tragic news from Richmond. About the same time messengers over the railroad wires told the sad story. Col. Andrews was shocked, and to a reporter he expressed the most profound grief on account of his personal and official relations with the president of the road. As soon as he was notified of the disaster Col. Andrews prepared to leave at once for Washington, departing by the Seaboard train at noon.

Col. Andrews said that the south had lost an ardent friend, as Mr. Spencer was giving his life and energy to the upbuilding of this section. He was born and raised in Georgia and had been prominently identified with railroad properties in the south for many years. He was a Confederate soldier.

President Spencer was on his way to Friendship, North Carolina, his hunting preserves near Greensboro, where he had expected to spend Thanksgiving with a party of friends.

The accident, as railroad men explained, was one of those events against which every possible precaution had been taken. The limited ran into No. 33 on a fine track, properly blocked, yet the safety of all had to depend upon the human being. The operator's blunder shows that.

H. B. Spencer, the son of the dead man, has been general manager of the company for the past two years. An announcement was made last week that he had been appointed sixth vice president, the duties of the general manager's office having been transferred again to Mr. C. H. Ackert.

An extra edition of The Evening Times, issued at 10:30 o'clock this morning, gave the public the first intimation of Mr. Spencer's death. There were general expressions of sorrow from all sides, as Mr. Spencer's work for this and other southern states had been universally recognized and commended.

OFFICIAL STATEMENT ISSUED BY SOUTHERN.

(By the Associated Press.) Washington, Nov. 29.—President Samuel Spencer of the Southern Railway was killed this morning in a wreck which occurred on the Southern at Lawyers, 11 miles south of Lynchburg, Va. Several members of the party who were in President Spencer's car are reported to be seriously injured.

At the general offices of the Southern Railway this morning the following statement regarding the wreck was issued:

"Southern Railway passenger train No. 33 left Washington last night late by reason of congested holiday traffic. About 6:30 a. m. today, at Lawyers, Va., on a portion of the road protected by block system, the train was stopped for slight repairs to a coupling. Passenger train No. 37, following No. 33 and being given a clear block, ran into the rear of No. 33, resulting in a serious wreck. Our present advice indicates that the collision was probably due to negligence of the operator in allowing No. 37 to pass the block. President Samuel Spencer, of the Southern Railway Company, and a party of friends were in an officers' car at the rear of No. 33, and the reports are that President Spencer is killed and several of the party seriously injured."

TAR HEELS LOST

GREAT CROWDS IN RICHMOND

(Special to The Evening Times.) Richmond, Va., Nov. 29.—The A. and M. and V. P. I. teams assembled in the lobby of the Richmond Hotel promptly at 2 o'clock, in uniform, and were driven to the park for a half hour's practice before the game.

The men were restless this morning and both teams were eager for the game. Captain Wilson's eligibility has not been estimated. The teams are both confident. V. P. I. relied upon the swiftness of its backfield, while A. and M. depended upon her endurance and superior weight. The betting this morning favored the Carolina team. The city is swarming with rooters and the red and white is much in evidence. Tickets cannot be had at any price, the supply having become exhausted early this morning. Nutter says that action in regard to Wilson will not delay the game.

JURY'S VERDICT FREES HEDRICK

(By Southern Bell Telephone.) Salisbury, N. C., Nov. 29.—Philip Hedrick, who has been eight days on trial for his life, was acquitted this afternoon at 12.20, after the jury has deliberated fifteen hours.

The verdict was received with great applause. Judge Ferguson ordered the arrest of anyone detected applauding further.

The friends and relatives of Hedrick crowded around him and some fell on his neck and wept.

Judge Ferguson said that up to this time he had not meant to express any opinion, but now that the man was entitled to his liberty, he wanted to say if the verdict was rendered in accordance with the speeches of the defense, which placed the unwritten law above the statutory law, a great mistake has been made. He said: "I suppose you did it for this reason, for I have not taken the plea of self-defense and temporary insanity seriously." He added that such verdicts did society a great injury.

Solicitor Hammer, before Hedrick was discharged, moved that he be examined as to his sanity, but Hedrick was allowed to go home.

Mrs. Hedrick has left the city. It is generally thought that she feared indictment for conspiracy.

MASTER STEVEN BRUNER ACCIDENTALLY SHOT.

This afternoon out at the Shellum place near Raleigh Master Steven Bruner, son of Mr. T. K. Bruner, was painfully shot by the accidental firing of a shot gun. Mr. Bruner and his son Steven and several friends were hunting at the Shellum place when a gun in the hands of one of the party was accidentally discharged, the load of bird shot taking effect in young Bruner's leg just below the knee. About thirty shot were buried in the flesh. The injuries are not considered serious.

MR. SPENCER ASKED TO SPEAK HERE.

At a meeting of the executive committee of the Industrial Club last Monday afternoon, a resolution was adopted to invite Samuel Spencer, president of the Southern Railway, to deliver the address at the annual banquet of the club in January.

V. P. I. Won From A. & M. in the Game at Richmond Today.

(By the Associated Press.) Richmond, Va., Nov. 29.—With ideal football weather and immense throngs of visitors in the city today, Richmond anticipated a battle royal between the Agricultural and Mechanical College of North Carolina and Virginia Polytechnic Institute of Blacksburg, Va. The two teams, to all appearances, are evenly matched.

A comparison of the record of the two this year indicates that the battle would be hard fought. The members of both teams were in the pink of condition and eager for the fray, which will end the football season here. The "Techs" are relying mainly upon the swiftness of their back field for victory, while the Tar Heels expected to win through endurance and weight. Betting this morning favored the Carolina team.

The game began promptly at 3 o'clock, with the kick-off to the A. & M. 30-yard line. A. & M. won the toss and chose the western goal. The teams are playing 27 1/2-minute halves.

Quarterback Eskridge of A. & M. hurt his ankle, and in compliance to his superb playing V. P. I. agreed to a four-minute wait for him to recover. V. P. I. steadily pushed the ball down the field to A. & M.'s 20-yard line, where Wilson failed to kick a field goal. The game is stubborn and close.

The first half ends with the ball on V. P. I.'s forty yard line in A. & M.'s possession. Neither side scored in this half, in a closely-contested see-saw game. Eskridge's ankle is all right again. No changes in the line-up.

In the second half, the same hard line playing is noticeable, with occasional kicking. After about 13 minutes of play, Nutter, for V. P. I., was forced through for a touchdown. The goal was kicked. Score: V. P. I. 6, A. & M. 0.

CORNELL AND THE SONS OF PENN TIE.

(By the Associated Press.) Philadelphia, Pa., Nov. 29.—Cornell and Pennsylvania met in their annual football game on Franklin Field today, the result of the contest being a tie.

Indians Won. University of Virginia, 17. Carlisle Indians, 18.

OPERATOR'S BLUNDER RESPONSIBLE FOR WRECK.

(By the Associated Press.) Knoxville, Tenn., Nov. 29.—An official report given out by General Superintendent Richey of the Southern Railway Company confirms the report of President Spencer's death in a Southern Railway accident this morning. The report says:

"President Samuel Spencer of the Southern Railway, Philip Schuyler of Baltimore, a Southern Railway director, and Operator Davis, of Washington, were killed in an accident eleven miles from Lynchburg this morning. Charles B. Fisher and a Mr. Redmond of Baltimore, are missing. Car 100, which was President Spencer's private coach, a sleeper on No. 33, and a club car on No. 37, were destroyed. Mr. Merrill, private secretary to President Spencer, was slightly injured. The accident was caused by passenger train No. 33 southbound stopping to repair a 'knuckle.' The operator north gave first No. 37 a clear block and it ran into the rear of No. 33.