

THE RALEIGH EVENING TIMES.

UNDER THE SEISMIC SHOCK ALL KINGSTON CRUMBLED, DROPPED IN CRASHING RUIN

As in San Francisco and Valparaiso Conflagration Followed Convulsion.

HUNDREDS OF LIVES LOST IN THE DISASTER

The first reports direct from Kingston, Jamaica, Jan. 15.—Kingston was overwhelmed by an earthquake at 3:20 on Monday afternoon. All the houses within a radius of ten miles were injured, and almost every house in the city was destroyed. Fire broke out after the earthquake and completed the work of destruction. The business section of Kingston is a heap of smoldering ashes. The killed number about four hundred, and thousands were injured. The churches, public offices and hotels are all gone, but there were no fatalities at the Constat Spring Hotel.

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SEARCH ON ALL SIDES.

London, Jan. 15.—The contradictory and scant character of the news that thus far has reached London from Jamaica renders it difficult to estimate the extent of the calamity caused by the earthquake and subsequent conflagration. Messages received by various steamship and cable companies however, indicate that while the early reports of the destruction of Kingston and great loss of life, were exaggerated the disaster was still of a grave character. Ruin and desolation are said to stretch for miles outside the city of Kingston. The shocks were felt from fifty to sixty miles away and one dispatch from the temporary cable station at Bull Bay says that not a single house between there and Kingston is safe.

No estimate of the loss of life from official sources has as yet come through, but the camp hospital appears to have been in the center of the visitation, as no less than 40 negro soldiers were killed there. There were isolated fatalities among the Europeans at Kingston, but apparently the aggregate of the white victims is small. The distance between the buildings known to have been destroyed is taken to indicate that the total loss of property will be great.

According to the latest despatches slight earthquakes continue to be felt at Kingston. The West Indian Committee of the admiralty and the private concerns having interests in Jamaica are taking all the steps possible to alleviate the distress in Kingston itself.

DETAILS OF DISASTER RECEIVED IN LONDON.

London, Jan. 15.—The destruction wrought by the earthquake at Kingston, Jamaica, and the subsequent conflagration according to an official telegram received this morning at the colonial office was by no means so widespread as indicated in the first reports. Although the total number of killed and wounded has not yet been ascertained apparently it is not very large and only a small portion of the city, including, however, wharves and warehouses, suffered from the fire that followed the earthquake. The greater number of casualties seemingly was in the camp hospital where thirty colored soldiers were killed. The telegram which was sent by Governor Swettenham, is undated, but is presumed to have been sent on Monday. The text is as follows: "Severe earthquake shock this afternoon between three and four o'clock, causing considerable damage."

THE FLORIDA LIMITED WRECKED THIS MORNING AND FOUR CARS BURNED

Dashed Into an Open Switch Two Miles North of Raleigh

NO ONE WAS SERIOUSLY HURT IN THE ACCIDENT

Evidence That the Switch Had Been Tempered With, and Engineer Says He Saw Four Men at Foot of Embankment Just as He Approached the Spot—Baggage Car, Diner and Two Pullmans Burned, Corpse Which Was in the Baggage Car Cremated—Two Accidents Have Occurred at the Same Point Within a Month, But from Different Causes.

A disastrous wreck occurred on the Seaboard Air Line this morning at 3:45 at the junction of the Raleigh & Pamlico Sound Railroad, and it was miraculous that all on board escaped, no one being seriously injured, even. The train wrecked was No. 84, northbound, known as the Florida Limited, and is regarded as the finest train on the road. The baggage car, diner and two Pullmans were burned, only two cars having been saved, and they were the rear sleepers. Immediately after the wreck a gasoline pipe under the diner exploded and set the train on fire. This morning at 10 o'clock all the cars had been burned and all that was left of the handsome train was the trucks and the iron pipes. The wreck occurred very near where there was a wreck just before Christmas. Accident Caused by Open Switch. The accident was due to the switch where the Raleigh & Pamlico road branches off being open, and there is evidence that it was tampered with. Southbound train No. 33 passed over the switch about twenty-five minutes before the accident. Engineer Steele, of Portsmouth, who was on the wrecked train, stated this morning that some one derailed the train, and that just as he approached the spot his searchlight showed him four men near the foot of the embankment. The switch is perhaps ten yards to the north of the trestle over Pigeon House branch, and at this point there is a very high embankment. On the track are marks which show that an effort was made to stop the engine as it was passing over the trestle, there being sand upon the track. The track shows sand for a distance of about seventeen or eighteen feet south of the switch. At the point where the large engine left the rails the track is intact; and if the wrecked train was not to be seen on the Raleigh & Pamlico track a few yards beyond, there would be nothing to show that a wreck had occurred. The main line of the Seaboard was practically undamaged, and at that point appears to be in perfect condition. The engine left the rails a few feet to the north of the switch, having run on the track of the Raleigh & Pamlico for a very short distance, and it then dropped between the tracks. Near the switch the crosses are very close together and held the engine up, but where they were farther apart they were snapped like pipe-stems, and the mighty engine plunged through the red clay. After following the track for a short distance, the engine turned, or at least the track curved and the engine kept straight ahead and plunged through the clay almost to the point where the county road crosses the railroad track. The engine was not overturned, and stands with the wheels almost buried, and is not greatly damaged, with the exception of all (Continued on Page Seven.)

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HEART TROUBLE CAUSE OF DEATH

Statement of Dr. McKee, Superintendent of Asylum

DEFENDANTS TESTIFY

All Tell Practically the Same Story and Deny Positively That Nail Was Roughly Handled—Say He Fell in Road and Struck His Head on a Rock.

It was thought that the examination of witnesses in the Hall case would be concluded today, but when court adjourned for the noon recess it did not look much like such would be the case, and the probabilities are that all of tomorrow and probably a part of Friday will be consumed. There are a number of attorneys in the case both for the prosecution and also the defense and if all of them speak considerable time will be consumed. The most important witness on the stand today for the defense was Dr. James McKee, who is superintendent of the State hospital. He attributed the death of Hall to heart trouble. Dr. McKee testified as to Hall having suffered from heart disease, and said in his condition he have run such a long distance, fallen down several times and then had a seizure with the attendants it was but natural for his heart to have been seriously affected. He stated positively that he did not think death resulted from concussion or compression. Dr. McKee also told of the asylum being brought back to the hall after his escape and his condition at the time. All of the defendants, Durham, Peel, High and King, have gone on the stand, Peel and Durham yesterday afternoon and the others this morning. The examination of Peel and Durham was not concluded yesterday and they were cross-examined this morning. The evidence of the four attendants was practically the same, all denying most positively that they struck Hall, but say that he fell down several times while they were after him. In his testimony Peel told of the chase after the insane man, but said he was not among the first to reach him; that when he arrived the other attendants had Hall upon the ground. He stated that he saw blood on Hall's head and called attention to it and Durham said he was hurt when they reached him. Witnesses said that he suggested that they had better let the man get up as it was dangerous for him to exert himself so on such a warm day. No sooner had the attendants released the insane man, he said, than he seized a stick and struck at High and the four then closed in on him and once more overpowered him. After resting a few minutes, witnesses testified that they started to the road and had not proceeded very far when Hall stopped and said he was going no farther. When Durham started towards him Hall kicked violently at him, Peel said, and as he did so fell heavily to the ground, the back of his head striking on some rocks which were in the road. He declared that when they started to the road Hall was walking as well as any one else in the crowd. After the fall in the road witness said that Hall was unable to walk without being held up, and from that time on his condition appeared to grow more serious. The evidence of the other defendants was on the whole, very similar (Continued on Page 7.)

WANTS NEW LAW FOR UNCLE SAM

Governor Transmits Letter to the Legislature

URGED TO TAKE ACTION

Two New Bills Introduced in the Senate Today Dealing With Insurance Companies—Warm Debate on Proposition to Amend Election Laws.

The seventh day's session of the state senate, called to order today at 11 o'clock by Lieutenant Governor Winston, was opened with invocation by Rev. Dr. M. M. Marshall, rector of Christ (Episcopal) Church. The Journal of Tuesday was read and approved. Reports from various standing committees swelled the calendar slightly. New Laws—Bills Ratified. Senate bill 66, house bill 61—Provides for storm doors for houses of representatives. S. B. 89, H. B. 71—Abolishes January term of Ashe county superior court. S. B. 5, H. B. 141—Amends charter Cabarrus Savings Bank of Concord. Letter From Uncle Sam. A message from his excellency, the governor of North Carolina, was received, transmitting a letter from the treasury department of the United States government, signed by "J. H. Edwards, acting secretary of the treasury," in which that official calls attention of the governor to the fact that it has been discovered, that the present law of North Carolina is not satisfactory to the United States authorities in regard to the jurisdiction of the state authorities on sites and in property owned by the United States; that unless a new act is passed satisfactory to the United States, work on the construction of federal buildings in all North Carolina towns will be suspended or postponed indefinitely. The letter is dated January 5, and specifically calls the governor's attention of section 85 of the revised statutes of the United States with reference to the formal consent of the state being received by the United States government after purchase of property before construction of buildings, etc. The acting secretary of the treasury adds that he knows of no North Carolina law later than that contained in section 85 of the code of 1906, and that act is not compatible with the constitution of the United States, in that it gives the state of North Carolina jurisdiction over sites and in buildings owned by the United States. He therefore asks the governor to recommend to the legislature the enactment of an satisfactory law and adds that work will be suspended or postponed on government building at Winston, Washington, N. C., and other towns until this request is complied with. He encloses copies of act passed in Virginia, Minnesota, Alabama, Iowa and other states, for the guidance or information of the North Carolina legislature. Referred to senate committee on Federal Relations of which Mr. Davis is chairman. Senate Committees. In accordance with the agreement reached at a meeting of the committees of the two houses on asylums for the insane, the members of the committees will this week visit the three institutions of that character located at Raleigh, Morganton and Goldsboro. Another message from the governor was received transmitting the report of Commissioner of Insurance Young, referred to committee on insurance. New Bills Introduced. By Mr. Brees—To prohibit the collection from passengers on railways who fall to purchase tickets any money in excess of the regular fare paid had they bought tickets. Committee on Railroads. By Mr. Daniel—With reference to indictments quashed for the non-payment of taxes in suits by grand juries. Judiciary Committee. By Mr. Drewry—To prohibit discrimination by life insurance companies. Insurance. By Mr. Drewry—To repeal the present "squirrel law," so far as it applies to Wake county. Committee on Game Laws. By Mr. Aycock—To declare life insurance policies personal property and subject to assessment for taxation purposes as cash surrender values. Committee on Finance, the bill being a "revenue raiser." By Mr. Davis—Relating to dumping of sawdust in streams of Burke county. Counties, Cities and Towns. By Mr. Graham—Appointing A. S. Barbee a justice of the peace for Chapel Hill township, Orange county. By Mr. Daniel—For a new division of the judicial districts of the state. Committee on Judicial Districts. By Mr. Daniel—To amend chapter 52, private laws of 1897, as amended by chapter 388, acts 1899, relating to the charter of town of Roanoke Rapids, N. C. By Mr. Burton—To amend section

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THE LOBBY BILL PASSES HOUSE

Requiring Paid Agents or Attorneys to Register

MORE DEBATE ON IT

Amendment of Mr. Doughton Accepted, Which Exempts Bona Fide Officers of Corporations Whose Actual Expenses Are Paid—Bill by Harris to Prevent Railroad Collisions.

The seventh day's session of the house was called to order at eleven o'clock by Speaker Justice, and Rev. G. B. Starling, pastor of the Brooklyn Methodist Church of this city, pronounced the invocation. Petitions and Memorials. Yeung of Catawba—From certain cities of Caldwell township, Catawba county, for the appointment of H. H. Caldwell a justice of the peace. From Pastors' Association of Hickory with reference to the whiskey traffic at Morganton. Julian of Rowan—From citizens of Rowan county with reference to game laws. Mr. Winborne for the committee on rules made a report suggesting that rule No. 2 be so amended that the regular meeting time of the house be 10.30 instead of 11 o'clock. The report was adopted without discussion. Bills Introduced. Jackson—Validate appointment of W. H. Hedrick as justice of peace in Beaufort. Owen—Increase pensions for Confederate soldiers. McNeill—Provide for state board of examiners for railroad telegraph operators. Price of Union—Prevent ticket scalping in criminal actions. Bailey—Regulate killing of quail and other game birds in Madison. Pugh—Authorize board of education of Dare to refund amount overpaid of public school taxes. Allow county commissioners of Dare to levy special taxes for support of poor and infirm. Gaston of Buncombe—Amend 5427 Revisal, relative to practice of veterinary surgery. Taylor of Brunswick—Validate a deed by mayor and board of aldermen of Southport. Julian of Rowan—Prescribe penalty for carrying concealed weapons. Harshaw of Caldwell—Protect citizens at public gatherings from headgear or head ornaments. Kennedy—Regulate fishing in parts of Sampson. Royster of Granville—Provide against evils resulting from traffic in certain narcotic drugs and regulate sale thereof. Harris of Wake—Prevent railroad collisions and provide for handling of trains by what is known as the block system. Gordon—Amend charter of Piedmont Trust Company. Message From Governor. A message from the governor was received conveying a letter from the treasury department at Washington concerning titles to sites of various public buildings in North Carolina and the report of the insurance commissioner. Referred to finance committee and committee on insurance. The Lobby Bill. When the Bickett lobby bill came up on its third reading, Mr. Morton again opposed it on the ground that it would be prejudicing a witness before he had a chance to be heard, that it was an infringement on the rights of citizens and an invidious distinction against attorneys acting for certain interests. It would result in shutting out all but lawyers from a hearing before the committee of the legislature. It was class legislation. Mr. Gallert of Rutherford replied to Mr. Morton, to the effect that the bill seemed to be misunderstood. It really protected the interests concerned and raised the lobbyist to a higher dignity. Mr. Harshaw of Caldwell, republican, thought the bill was edging up very closely to a violation of the constitution that permits anyone to have a hearing before the legislature. It might even tend to advertise the distinguished attorneys. He could see no good in the bill. Mr. Parsons of Richmond said the bill was in line with the best thought and progress of the day. He favored it. Mr. Yeung of Catawba also spoke

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PRESIDENT FINLEY GIVES SOUTHERN'S SIDE OF TROUBLES

Clear Statement of Difficulties Confronting Railroad Today

IS WORKING HARD TO REMEDY PRESENT EVIL

In favor of the bill. The purpose of the bill, he said, was merely to unclutter the man who might come for a bad or hidden purpose. Mr. Pugh of Dare said the bill would certainly cast a shadow of prohibiting all persons from coming to be heard unless they registered and thus be considered common lobbyists. Younger members need the help of constituents, and this would be shut off. Mr. Peele of Scotland again offered the amendment exempting bona fide members of firms or corporations or agents of municipalities receiving their expenses. Mr. Doughton sent forward an amendment exempting bona fide officers of corporations or members of firms receiving actual expenses while rendering services in connection with legislation. Mr. Bickett accepted the amendment of Mr. Doughton. Mr. Morton offered to amend by applying the bill to every person appearing before any committee or approaching any member on the subject of any bill. Mr. Wood of Randolph opposed the bill on the ground that it would work a hardship on many interests. Mr. Blount of Washington sent up an amendment making the bill applicable to like persons appearing before state departments and institutions. The amendments of Messrs. Blount and Morton were lost. Mr. Doughton's was carried. Mr. Peele withdrew his amendment. Mr. Morton asked the ayes and noes and the call was sustained. The bill passed its third reading by a vote of 79 to 34, and was ordered engrossed and sent to the senate. Powers of Attorney General. By unanimous consent Speaker Justice introduced a bill to enlarge the powers of the attorney general to control corporations, to destroy trusts, and to put solicitors of the state on salaries and require them to act as assistants to the attorney general under certain circumstances. Mr. Harris also secured permission of the house to introduce a bill to promote the safety of the traveling public on railroad trains in North Carolina, creating a board of railroad telegraph examiners and making it unlawful for any person to engage in the occupation of railroad telegrapher without first obtaining license from said board. Convict Bill Tabled. Mr. Laughinghouse's bill allowing prisoners awaiting trial for bailable offenses to be worked on the county chain gangs upon their own motion, the time so worked out to be deducted from sentence if convicted and paid for if acquitted, such man not to wear convict garb, was opposed by Mr. Douglass of Wake, favored by Mr. Midgette of Northampton, opposed by Mr. Turlington of Iredell, favored by Mr. Winborne of Hertford, opposed by Mr. Stevens of Union. Amendments went up to exempt Union, Scotland, Wake, Iredell, New Hanover, and one from Mr. Candler that prisoners on the roads be fed on ham, Jersey butter and eggs three times a day. More amendments kept pouring in exempting other counties, Sampson, Alamance, Polk and for other purposes, until finally Mr. Douglass moved that the bill with all its amendments be tabled. Motion prevailed. Speaker Justice announced the following additions to committees: Manufactures and Labor, Pritchard; Banks and Banking, Doughton and Blanchard; Deaf and Dumb Institutions, Crawford; Pensions, Byrd; Insane Asylums, Bryant and Gaston; Penal Institutions, Davidson of Cherokee. Passed Final Reading. Authorize county of Durham to issue bonds for road improvement. Repealing act requiring four days labor on the public roads of Durham. Requiring persons employed to promote or oppose legislation to register. Change name of road commission in Haywood county. Shortly before two o'clock the house adjourned until half-past ten tomorrow morning. A PROMINENT CATHOLIC EDUCATOR PASSES AWAY. (By the Associated Press.) Philadelphia, Pa., Jan. 15.—Rev. Laurence J. Kavanagh, S. J., a professor in St. Joseph's College, this city, and a prominent Catholic educator is dead, aged 54 years.

Increased Expenses Cuts Deeply Into Revenue and Failure of Double Track Contractors and Shops to Fulfill Obligations Mainly Responsible for Delays—Says Plans Will Be Seriously Impaired by Harsh Legislation, and Urges Public to Look Into Conditions Before Attacking the Company.

(Special to The Evening Times.) Washington, D. C., Jan. 16.—W. W. Finley, president of the Southern Railway, issued a statement today to the patrons served by the company, explaining the difficulties confronting it in giving the service ordinarily demanded. It is a defense of the Southern, and the president takes occasion to say that the attempts of the various states to inflict severe legislation will have a deterrent effect and will further delay the plans for the improvements so greatly desired. The full text of the statement follows: To the Public served by the Southern Railway Company: Realizing from our own point of view and from public expression, the importance of the work of this company, especially in the South, and the fiduciary relationship which it bears to its patrons and to the public, I desire to make a brief statement of some of the conditions which confront it, and of the purposes and policy of its management. The management would not ignore the fact that at present railroad service generally, including that of the Southern, is far from satisfactory. If there was no adequate and justifying cause for this, these conditions would be unpardonable, but the fact is, they spring largely from causes which cannot for the moment be controlled. One exceedingly potential cause is the extraordinary industrial development of the south. In his last public address, the late president of this company, Mr. Samuel Spencer, referred to this development as follows: "The south has entered upon a period of increased production in agriculture and in manufactures, and of general industrial and commercial activity, such as her best friends and most enthusiastic prophets had scarcely dreamed of fifteen years ago. Within that period the cash value of her cotton crop has doubled, the amount of pig iron produced at her furnaces has increased enormously, and the product of her coal mines has increased more than three fold. Cotton factories have sprung up within her borders to the extent that more of her cotton crop is now manufactured on her own soil than in all the mills of New England. The total value of her annual manufactures now aggregates nearly eighteen hundred millions in value. The total value of her agricultural products is now over seventeen hundred millions per annum." This increase is likewise indicated in the volume of traffic handled by this company. In 1895 the number of tons of freight carried one mile was 1,098,932,884, while in 1906, the number of tons carried one mile was 4,488,916,839, showing an increase of over three hundred per cent, or, allowing for the increased mileage, an increase of over 133 per cent; while in 1895, the number of passengers hauled one mile was 178,015,925 as against 549,518,645 in 1906, showing an increase of over two hundred per cent, or, allowing for the increased mileage, an increase per mile of road of over eighty per cent. Nowhere in the United States, except in the two states of the extreme northwest—Washington and Oregon, has there been such industrial development as in the south. It is, perhaps, not too much to claim, that outside of the energies and efforts of the people themselves, this company has been one of the chief factors in this development. (Continued on Page Eight.)