

THE RALEIGH EVENING TIMES.

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PLUNGE OF PULLMANS INTO RIVER AT BLACK DIAMOND, MANY HURT

Of the Fifty-Four Passengers Not One Escaped Some Injury

BRAKE SHOE DROPPED UNDER DRIVING WHEEL

This Derailed the Engine of the New York and Chicago Special Which in Leaving the Tracks Dragged Three Pullmans After It, the Cars Subsequently Slipping Down a Steep Embankment Into the Conemaugh River—Passengers Taken From Windows—Assistance Was Quickly Forthcoming, but the Suffering of the Travelers Exposed to the Freezing Air of the Early Morning Was Intense—No Facilities Given Newspaper Men.

(By the Associated Press.)

Pittsburg, Pa., Feb. 23.—A statement issued by the Pennsylvania Railroad at 11 o'clock is to the effect that fifty-four passengers and a train crew of about a dozen were injured in the wreck of the Pennsylvania special, the fast eighteen-hour train on the Pennsylvania Railroad between New York and Chicago which occurred at a sharp curve at Black Diamond, Pa., seven miles east of Johnstown, shortly after midnight. No one was killed, and all the passengers have been accounted for.

The engine and combination smoking car remained on the rails, but the three Pullmans plunged over a sixty-foot embankment into the Conemaugh River. Fortunately the cars were not submerged.

A scene of wild confusion resulted. All of the passengers were in their berths and were thrown promiscuously around the cars.

All the passengers on the train were injured more or less but with the exception of John P. Kilne of Chicago it is said none of the injuries are dangerous.

The train was running fifty minutes late and was trying to make up lost time. Nobody seems to know what really caused the accident, but it is said it was caused by the springing of a bolt connecting one of the rails to the steel tie.

The injured were taken to hospitals at Altoona, Greensburg and this city. A majority of them, however, proceeded west on a special train.

The train was the finest on the Pennsylvania Railroad, and many prominent passengers were aboard when the wreck occurred.

Following the wreck great disorder prevailed. Until late today there was no official representative of the Pennsylvania Railroad at the scene of the accident, except a man who said he was "P. Robinson, a detective."

Absolutely no facilities were extended to the many newspaper representatives and as a result it was late in the day before anything definite could be secured.

Assistant Engineer G. W. Snyder of the Pittsburg division left about noon to take charge of the wreck. He will make a thorough investigation and report to E. C. Long.

Johnstown, Pa., Feb. 23.—The Pennsylvania special, the fast eighteen-hour train on the Pennsylvania Railroad between New York and Chicago was wrecked at Black Diamond, Pa., seven miles east of Johnstown, shortly after midnight. From forty to fifty persons were injured and fourteen are reported as missing.

Many prominent Chicagoans were on the train, some of whom were among the injured. Among those were F. A. Russos, postmaster of Chicago; Samuel F. Nixon and Zimmerman, theatrical proprietors; M. A. Singer, manager LaSalle Theatre, Chicago; Lightner Henderson, a civil engineer; George S. Wood, manager Colonial Theatre, Chicago; and J. J. Kern, state's attorney of Chicago.

The train was running about fifty miles an hour and was thirty-five minutes late. When rounding a sharp curve at Black Diamond the whole train swayed. The engine and smoking car remained on the tracks, but the Pullman coaches left the rails and plunged over a sixty-foot embankment.

Met By Rebuffs.
All attempts to obtain information from the railroad officials were met with rebuffs at every point, and at an

early hour today while it was reported that fifty-four passengers were on the train when it left Altoona, only forty were said to have been accounted for. It is believed that the missing are dead in the wreckage in the river into which the train plunged over an embankment near the scene of the Johnstown flood.

At an early hour this morning this city was practically besieged by newspaper men on their way to the wreck. Trains were few, and to reach the scene it was necessary to take a ten mile journey of four or more hours around the mountains. From the scene it was learned by telephone that the train was late going west. The engineer was trying to make up lost time.

Cause of the Wreck.
The wreck was caused by what is termed by railroaders as an unavoidable accident. The brake rigging on the first Pullman following the combination coach on the train dropped down and tore up the right rail for a distance of three hundred yards. The engine and combination coach did not leave the rails, but the four Pullmans following ploughed down over the embankment to the river bank, one hundred feet below, overturning when they reached the bottom.

The "eighteen-hour train" travels at a high rate of speed, coming down the mountain. When the brake rigging fell it either stripped the heads of the bolts holding the rails to the ties or tore up the rails themselves.

Every rail for the distance mentioned was torn up, however. The four Pullman coaches rushed down over the bank. The speed at which they were traveling when they left the rails was terrific.

There is a curve about where the first rail was loosened. The cars did not overturn going down the steep hill. There were no trees or obstructions in the way to hinder them, and they remained upright until they reached the bottom. The first car overturned and slid along on its side for quite a distance. The second car did likewise. The third car turned over completely and had its top crushed in. The fourth car is on its side.

Most of the passengers on the train were in their berths when the cars left the tracks. Attempts to ascertain the accurate and definite casualty list of the wreck have thus far been hampered by the railroad officials.

WHAT OFFICIALS SAY. LIST OF THE INJURED.

(By the Associated Press.)

Altoona, Pa., Feb. 23.—So far as can be learned from Pennsylvania railroad officials here no one was killed in the wreck of the eighteen-hour New York-Chicago flyer near Johnstown last night. There were fifty-four passengers on the train nearly all of whom were hurt. Only one passenger, John T. Kilne, of Joliet, Ill., was probably fatally injured. He is in a hospital here.

The train left this city 46 minutes late and was running at high speed down the western slope of the Allegheny Mountains when the brake rigging on the first car fell and derailed the train. The engine and first car remained on the roadbed while the three rear cars slid down the sixty-foot embankment into the South Fork branch of the Conemaugh River, the cars falling over on their sides and being partly submerged in water. The passengers were thrown about, many of them from their berths. Most of them escaped from the wreck with little or no clothing.

The following list of injured was given out here:

At the Altoona Hospital—Felix Isman, real estate dealer, Philadelphia, injuries to the back and hand cut. F. A. Basse, postmaster of Chicago, badly bruised but not seriously injured; Samuel F. Dixon, theatrical manager, head and shoulder bruised; John T. Kilne, Joliet, Ill., fractured rib and punctured lung, probably fatally injured; F. J. Murphy, Joliet, Ill., contusion of calf of leg, and body bruised; C. W. Kinkler, Chicago, secretary and general manager of Covington and Southern Railroad, left arm sprained and body contused.

These Continue the Journey.

The following injured passengers continued their journey west:

F. T. Rodgers, Chicago, cut on head and bruised; W. H. Rhone, train porter, New York, cut on head and hand; J. Wood Wilson, Marion, Ind., cut on head and arm; Jacob J. Kern, Chicago, injuries to hip; W. H. Wells, Chicago, injuries to head; George S. Wood, Chicago, right knee and right arm injured; A. E. Vries, Jersey City, Pullman conductor, fractured rib; M. H. Singer, manager LaSalle Theatre, Chicago; Lightner Henderson, a civil engineer; George S. Wood, manager Colonial Theatre, Chicago; and J. J. Kern, state's attorney of Chicago.

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head and body bruised; J. M. Davis, Brooklyn, N. Y., both shoulders slightly injured; W. O. Duntley, vice president and general manager Chicago Pneumatic Company, Chicago, scalp wound and left hand hurt; Frank L. Brown, president, Brown and Wilson Company, financial agents, New York and San Francisco, head and right hand injured.

Congressman B. G. Dawes, of Ohio, who was cut on the ear, returned to Washington.

Narrow Escapes.
When the train left the rails instead of falling over, the cars slipped down the steep embankment, which was covered with ice and snow, into the river. Fortunately the water was very shallow. Had it not been for this it is probable many of the passengers would have been drowned before assistance could have reached them. As it was their escapes from death was very narrow. They were taken from the cars through the windows.

Without clothing and exposed to the elements of one of the coldest nights of the year, the sufferings of the passengers for a time were extreme. The arrival of the train from the west and the prompt response of the doctors from Johnstown and South Fork saved them from suffering serious consequences from extremely cold weather.

The railroad officials at both ends of the Pittsburg division made every effort to care for the injured. There were only four women on the train, and only one of them escaped injury.

VERY LITTLE DONE IN SUPERIOR COURT.

Superior court was adjourned shortly after noon today until Monday morning. It is probable that cases of more importance will be tried next week, but they would not have to be of much consequence to be of more importance than those tried this week. Two negro divorce cases were disposed of this morning, a divorce being granted in each instance; and also a case involving the title to a town lot, the value of which was placed at about \$125. The case was entitled Ida J. Pool and her husband vs. Arietta Moore and her husband. A verdict was rendered in favor of the plaintiff.

POLITICAL POT BEGINS TO BOIL

Candidates for Aldermen are Bestirring Themselves
THE PRIMARY IN APRIL
Understood That All of the Present Members of the Board Will Be in Race but Alderman Boylan—Only One Candidate for Mayor So Far—The Names Mentioned.

Things are beginning to warm up in local political circles for the primary in not very far distant. The executive committee has not yet named the date, but it will be during the month of April for the regular city election take place in May. It is not customary for candidates to formally announce themselves until the date for the primary is named, but they are often talking around among their friends for some time before stepping before the public.

The primary is now less than sixty days off, so the local political fish will not be as long drawn out as in some of the towns in the state, for in several places candidates for different city offices have been at work for the past three months.

So far Mayor James I. Johnson is the only candidate for mayor, but it is hardly probable that the election will take place with no other candidate in the field, for such an occurrence would be almost without precedent.

It is understood that all the present members of the board of aldermen, with the exception of Alderman Boylan, will be out for re-election. Alderman Boylan has decided to retire from public life for the present. From what can be learned Mr. Horace Dowell is out in the first division of the second ward, and Mr. Edward Fann in the second division of the fourth ward. It is the first division of the fourth ward Mr. Charles U. Harris and Mr. J. R. Williams are understood to be in the field, and Mr. Leo, D. Hearty and Mr. John W. Hinshaw, Jr., are spoken of in the first division of the first ward.

The ward that Mr. Boylan represents at the present time.

In addition to the municipal campaign, the election to decide on a further extension of the city limits will probably be a rather warm number, and if it is not it will differ very materially from the elections held in the past. Under the bill as reported favorably the other afternoon, the limit are extended by statute a quarter of a mile, and the extension of an additional quarter of a mile is left to a vote of the people.

CONFEREES ON THE RESCUE OF PART OF HOUSE

Speaker Names Manning, Stevens and Winborne

NO FISH COMMISSION

Bill Tabled Almost Unanimously on Motion of Mountaineer—Trustees of University—Anti-Pass Bill By Avery—For State Hospital for Treatment of Tuberculosis Patients.

At two o'clock this afternoon Speaker Justice named on the railroad rate conference committee on the part of the house Representatives Manning of Durham, Stevens of Union and Winborne of Hertford to meet with Senators Daniel, Aycock and Webb and endeavor to reach an agreement upon the differences between the senate and house on the question of passenger rates.

By an almost unanimous vote, after a long debate, the house tabled the bill for the establishment of a fish commission.

Representative Avery of Burke this morning introduced a bill to cut free transportation on the railroads from all classes, even directors of roads. About the only persons he leaves are employes and attorneys in regular employment.

Dr. Gordon, the representative from Guilford, offered a bill for the establishment of a state hospital for the treatment of tuberculosis patients. It carries an appropriation of \$5,000 a year and a sum for the establishment.

At 10:30 o'clock this morning Speaker Justice called the house to order. Again there was no public prayer.

Bills introduced.
Relative to law against enticing servants in employ of another. Kitchin.

Amend Revisal, relative to master and servant and tenant and cropper. Kitchin.

Amend charter of Greensboro. Jordan, by request.

Appoint justices of peace in Mitchell. Bowman.

Protect public against fraud in sale of spectacles and eyeglasses. Koonce.

Empower Meskinburg to offer and pay rewards in certain cases. Grier.

Authorize Yadkin county to levy tax for construction of bridge over Salkin river. Albright.

Improve public roads of Beaufort. Jacobson.

Prohibit wine within two miles of Sidney Church, in Beaufort. Jacobson.

Authorize town of Washington to issue bonds. Jacobson.

Authorize county of Beaufort to issue bonds. Jacobson.

Authorize town of Washington to issue bonds for street improvements. Jacobson.

Prevent overflow of Lyon swamp, in Bladen. McLean.

Provide sufficient clerical help for insurance department. Royster.

Amend act of 1905, relative to protection of fish in Hazel creek, in Swain. Gibbs, by request.

Allow railroads to construct belt lines in towns of the state. Hankins.

THE RESCUE OF THREE WOMEN

Last Survivors of the Wrecked Steamer Berlin

FIFTEEN SAVED IN ALL

Where Were One Hundred and Forty-three People on Board the British Vessel When She Struck the Rock—Heroic Work of the Dutch Life Savers.

(By the Associated Press.)
Hook of Holland, Holland, Feb. 23.—In the early hours of the morning the three remaining survivors were taken off the wreck of the British steamer Berlin by the same lifeboat crew which has done such splendid work during the past 48 hours. All three are women, Frau Weinberger, her 15 year old nurse girl, Mina Ripplar, and Frau Thele. This makes the number saved fifteen out of the 143 who were on board the vessel.

The life savers watched the wreck all night long for a chance to get alongside, but they had to wait until morning, when they put off on board the tug Wodan, which had a raft in tow for the use of the rescuers. On getting as near to the wreck as possible, Captain Sperling of the life boat crew, loaded the raft which was allowed to drift alongside the Berlin, and the captain managed to clamber on board by means of a line. He next lowered the helpless, half dead women one by one to the raft, whence they were conveyed to the Wodan.

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MUCH SURPRISE IN THE SENATE

Committee of Conference Named for Railroads

Graham Bill Men Out

LEAGUE AT TRINITY

(Special to The Evening Times.)
Trinity College, N. C., Feb. 23.—Last night there was held in the Craven Memorial Hall a civic celebration under the auspices of the college. The address was delivered by Mr. Henry A. Page, of Aberdeen, a member of the board of trustees. Mr. Page dealt with the industrial needs of North Carolina and their fulfillment.

Immediately after the address a banquet was given in honor of Mr. Page in the halls of the Durham Catering Company. Members of the order, and numbers of the faculty, were those present.

WELL KNOWN FINANCIER OF THE SOUTH IS DEAD.
(By the Associated Press.)
New Orleans, La., Feb. 23.—George W. Whitney, one of the best known financiers in the south, died at his home here early today following a stroke of apoplexy.

He was fifty years of age and a native of New York City. He came to New Orleans at the close of the civil war. In 1853 he founded the Whitney National Bank, which, through mergers and consolidations, has become one of the largest financial institutions of the south.

IDENTITY OF THE WRECK ON DIAMOND SHOALS.
(By the Associated Press.)
Norfolk, Va., Feb. 23.—It was announced here today that it is now "practically certain" the three masted schooner which recently went to pieces off Cape Hatteras, N. C., with all hands on board lost, was the Thomas Winsmore, of Philadelphia, Captain Johnson, long overdue and now stuck up for lost.

DUNNE RENOMINATED POOR MAYOR OF CHICAGO.
(By the Associated Press.)
Chicago, Feb. 23.—The democratic city convention today made the following nominations for the leading city offices:

Mayor—Edward F. Dunne, the present incumbent; City Treasurer John E. Traeger; City Clerk, Thomas F. Little.

TO MAKE MARTIAL LAW MORE STERN.
(By the Associated Press.)
Warsaw, Feb. 23.—Martial law, which it was intended to abolish March 1st, has been ordered to be enforced more stringently and to be prolonged indefinitely on account of the robbery of the postoffice here yesterday by terrorists, who shot and killed the postmaster, two postal clerks and two soldiers guarding the office, and wounded a score of bystanders. Ten of the latter have died. Detachments of Cossacks are again patrolling the streets.

BRYAN SPEAKS AT NORFOLK IN JULY.
(By the Associated Press.)
Norfolk, Va., Feb. 23.—W. J. Bryan will speak here in the sociological congress to be conducted during the July and August incident to the Jamestown Exposition.

THAW'S COUNSEL TO OPPOSE VIGOROUSLY
(By the Associated Press.)
New York, Feb. 23.—Any attempt which may be made by District Attorney Jerome to have a commissioner in lunacy appointed to examine Harry K. Thaw will be vigorously opposed by Thaw's attorneys according to an announcement made today by A. Russell Peabody. Mr. Peabody's statement was called forth by persistently repeated rumors that it is Mr. Jerome's intention to apply for such a commission as soon as he completes the cross examination of Drs. Bingham and Deema, the alienists.

"If Mr. Jerome makes any such move as that either at the re-convening of court Monday or later," said Mr. Peabody, "Mr. Thaw will fight against it to the last ditch."

Mrs. Evelyn Thaw visited her husband early today and remained with him the full three hours allowed visitors. She appeared to be in much better condition physically than at the time of her visit yesterday.

CONFERENCE ON THE RESCUE OF PART OF HOUSE
Speaker Names Manning, Stevens and Winborne

NO FISH COMMISSION
Bill Tabled Almost Unanimously on Motion of Mountaineer—Trustees of University—Anti-Pass Bill By Avery—For State Hospital for Treatment of Tuberculosis Patients.

HOURS OF WORK ON RAILROADS
Favorable Report on House Substitute Bill

IT IS MADE STRONGER
Williams Congratulates the Republicans on the Measure, Declaring That They Have Seen a New Light and Are Enacting Legislation for Which Democrats Have Stood.

THE RESCUE OF THREE WOMEN
Last Survivors of the Wrecked Steamer Berlin

FIFTEEN SAVED IN ALL
Where Were One Hundred and Forty-three People on Board the British Vessel When She Struck the Rock—Heroic Work of the Dutch Life Savers.

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