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TWELVE PAGES TODAY.

RALEIGH, N. C., SATURDAY, FEBRUARY 23, 1907.

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PRICE Se

PLUNGE OF PULLMANS INTO RIVER AT BLACK DIAMOND, MANY HURT

Of the Fifty-Four Passengers Escaped Not One Some Injury

BRAKE SHOE DROPPED UNDER DRIVING WHEEL

This Derailed the Engine of the New York and Chicago Special Which in Leaving the Tracks Down a Steep Embankment Into sistance 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 rails was terrific. on the Pennsylvania Railroad beoccurred at a sharp curve at Black

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. Kline of Calengo It is said none of the injuries are dangerous.

The train was running fifty minutos 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 hospit als 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.

Pollowing 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 extend-

ed to the many newspaper representa tives and as a result it was late in the day before anything definite could

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 S. C. Long.

Johnstown, Pa., Feb. 23.-The Pennsylvanta special, the fast eighteen hour train on the Pennsylvania Rail-road between New York and Chicago was wrecked at Black Diamond, Pa., seven miles east of Johnstown, short-ly after midnight. From forty to fifty persons were injured and fourteen are

reported as missing. Many prominent Chicagoans were or the train, some of whom were among the injured. Among those were F. A Russee, postmaster of Chicago; Sam-Russee, postmaster of Chicago; Samuel F. Nixon, of Nixon & Zimmerman, theatrical proprietors; M. A. Singermanager LaSalle Theatre, Chicago; Lightner Henderson, a civil engineer; George S. Wood, manager Colonia Theatre, Chicago; and J. J. Kern, state's attorney of Chicago.

The train was runing about fifty miles an hour and was thirty-five minutes tate. When rounding a share

utes 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 embank-

Met By Rebuffs.

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 Johns-

town good. At an early hour this morning this city was practically besieged by news-paper 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 enwas trying to make up lost time.

Cause of the Wreck.

The wreck was caused by what is termed by railroaders an unavoidable accident. The brake rigging on the Dragged Three Pullmans After It, first Pullman following the combinathe Cars Subsequently Slipping tion coach on the train dropped down and tore up the right rail for a disthe Conemaugh River—Passen-gine and combination coach did not gers Taken From Windows-As- 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 a a high rate of speed, coming down the mountain. When the brake rigging fell it either stripped the heads off 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 The speed at which they were travelling when they left the

There is a curve about where the crew of about a dozen were injured first rail was loosened. The cars did title to a town lot, the value of which in the wreck of the Pennsylvania not overturn going down the steep tions in the way to hinder them, and they remained upright until they tween New York and Chicago which reached the bottom. The first car overturned and slid along on its side for quite a distance. The second car Diamond, Pa., seven miles east of did likewise. The third car turned Johnstown, shortly after midnight. Johnstown, shortly after midnight.

No one was killed, and all the passengers have been accounted for.

The engine and combination smoling car remained on the rails, but the three Pullmans plunged over a sixty-foot embankment into the

WHAT OFFICIALS SAY. LIST OF THE INJURED.

(By the Associated Press.)

Altoona, Pa., Feb. 23.-So far as car

e 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 burt. Only one passenger, John T. of Jollet, 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 Aleghany Mountains when the brake rigging of the first car fell and derailed the train. The engine and first car remained or the roadbed while the three rear cars did down the sixty foot embankment into the South Fork branch of the Concmaugh River, the cars falling over on heir sides and being partly submerged n water. The passengers were thrown about, many of them from their berths Most of them escaped from the wreck with little are 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. Busse, postmaster of Chicago, badly bruised but not seriously injured; Samuel F. Dixon, theatrical manager, head and shoulder bruised: John T. Kline. Joliet, Ills., fractured rib and punctured ung, probably fatally injured; F. J. Murphy, Joliet, Ills., contusion of calf of leg, and body bruised; C. W. Kinker, Chicago, secretary and general is hardly probable that the election manager of Cayington and Southern will take place with no other candidate Railroad, left arm sprained and body

contused. These Continue the Journey.

The following injured passengers con-

thined their journey west:

be out for re-election. Alderman Boy
F. T. Rodgers, Chicago, cut on head lan has decided to retire from public and bruised; W. H. Rhone, train port-er, New York, cut on head and hands; be learned Mr. Horace Dowell is out J. Wood Wilson, Marion, Ind., cut on in the first division of the second Wood Wilson, Marion, Ind., cut on in the first division of the J. Wood Wilson, Marion, Ind., cut on head and arm: Jacob J. Kera, Chicago, bruised hips; W. H. Wells, Chicago; cond division of the fourth ward. It in first division of the fourth wardings, right knee and right arm interests of the first division of the fourth wardings, right knee and right arm interests. Williams are understood to be in the first division of the fourth wardings, manager Lasalle Theatre, Chicago, foot bruised; Charles Dickens, Chicago, body bruised; Mrs. M. B. Sanford Smith, Rye, N. Y., slightly truised; S. B. Fleming, Fort Wayne, Ind., lacerated hand and contusion of side; A. W. McArthur, Rahway, N. J., laceration above eye; M. C. Harrison; probably be a rather warm number, laceration above eye: M. C. Harrison; probably be a rather warm number, Pittsburg, contusion of head; Thomas and if it is not it will differ very ma-Bauer, Lafayette, Ind., contusion of terially from the elections held in the right arm; Harry Tyree, Salt Lake, cut past. Under the bill as reported fav-

head and body brulsed; J. M. Davis, Bronklyn, N. Y., both shoulders slightly injured; W. O. Duntley, vice presily injured; W. O. Duntley, w. O. Duntley, vice presily injured; W. O. Duntley, vice presily injured; W. O. Duntley, vice p Pagumantic 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

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 lements 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 conse-quence from extremely cold weather. The railroads officials at both ends of the Pittsburg division made every effort to care for the injured.

There were only four women on the rain, 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 in stance; and also a case involving the 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.

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 it local political circles for the primary i not very far distant. The executiv 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 figh will not be as long drawn out as i some of the towns in the state, for in several places candidates for different city offices have been at work fo the past three months.

So far Mayor James I. Johnson

the only candidate for mayor, but I in the field, for such an occurence would be almost without precedent. It is understood that all the present members of the board of aldermen, with the exception of Alderman Boylan, wil

erist and bruises; G. R. Garnett, Jersey orably the other afternoon, the limit City, train porter, right arm and right are extended by statute a quarter of leg contused; Mrs. Paul Franscall, Ta- a mile, and the extension of an adcoma, Wash, lacerated foot; Margaret ditional quarter of a mile is left to a

PART OF HOUSE

Speaker Names Manning, Last Survivors of the Wreck-Stevens and Winborne

Motion of Mountaincer-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 tives Manning of Durham, Stevens of Union and Winborns of Hertford to meet with Senators Daniel, Ay-

after a long debate, the house tabled who were on board the vessel. the bill for the establishment of a ash commission

ie leaves are employes and attornays in regular employment.

tablishment.

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

Relative to law against enticing servants in employ of another. Amend Revisal, relative to master

and servant and tenant and cropper Citchin

lordon, by request. Appoint justices of peace in Mitch-

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

Empower Mecklenburg to offer and ay rewards in certain cases. Grier. Authorize Yadkin county to levy ax for construction of bridge over ladkin river. Albright. Improve public roads of Beaufort. Jacobson.

Prohibit wine within two miles of lidney Church, in Beaufort. Jacob-

Authorize town of Washington to ssue bonds. Jacobson. Authorize county of Beaufort to

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

Jacobson. Prevent overflow of Lyon swamp, n Bladen. McLean. Provide sufficient clerical help for

nsurance department. Royster. Amend act of 1905, relative to proection of fish in Hazel creek, in Swain. Gibbs, by request.

vors to certain classes. Avery. Protect public roads and bridges of

Burke. Avery. Protect game birds in Burke. Avery.

Appoint justices of peace in Wilkes. Doughton. Validate probates of deeds

vills. Peele. Amend act of 1905, relative to half Peele. Incorporate Laurinburg Cemetery

Company. Peele.

land. Doughton. district, in Wake. Douglass. Amend Revisal, relative to land-

lord and tenant, Watts.

office. Turlington,

ed Steamer Berlin

COMMISSION FIFTEEN SAVED IN ALL

Bill Tabled Almost Unanimously on Where Were One Hundred and the Rock-Heroic Work of the Dutch Life Savers.

(By the Associated Press.)

Hook of Holland, Holland, Feb. 23 .steamer Berlin by the same lifeboat cock and Webb and endeavor to crew which has done such splendid reach an agreement upon the dif- work during the past 48 hours. All ferences between the senate and three are women, Frau Weintberger, house on the question of passenger her is year old aurse girl. Mina Riplar, and Francein Thelle. This makes By an almost unanimous vote, the number saved fifteen out of the 143 Q. Whitney, one of the best known

How the Rescue Was Effected. The life savers watched the wreck Representative Avery of Burke all night long for a chance to get alonghis morning introduced a bill to cut side, but they had to wait until low off free transportation on the rail- water, at about one o'clock this mornoads from all classes, even directors ing, when they put off on board the of roads. About the only persons tus Wodan, which had a raft in tow for the use of the rescures. On getting as near to the wreck as possible. Cap-Dr. Gordon, the representative Loarded the raft which was allowed to tain Sperling of the life boat crew, rom Guilford, offered a bill for the drift alongside the Berlin, and the establishment of a state hospital for captain managed to clamber on board he treatment of tuberculosis pati- by means of a line. He then lowered If carries an appropriation of the helpless, half dead women one by \$5,000 a year and a sum for the es- one to the raft, whence they were con veyed to the Wodan.

Amend charter of Greensboro. Favorable Report on House ing nominations for the leading city Substitute Bill

IS MADE STRONGER

Williams Congratulates the Republiand Are Enacting Legislation for Which Democrats Have Stood.

(By the Associated Press.)

Washington, Feb. 23.—Representative ly after the adoption of the conference report on the legislative, executive and judicial bill, a rule taking up and making of the highest privilege the house substitute for the LaFollette sixteen hour railroad employes bill. The bill as reported by the committee on rules was amended in several places, the most important of which is the Allow railroads to construct belt elimination of the word "knowingly" ines in towns of the state. Hankins. wherever it occurs which has the effect Prevent public service corporations of relieving the railroads of responsibil-'rom giving free service or other fa- ity for overwork unless it is permitted or required with the knowledge of the ratiroad management that an employe THAW'S COUNSEL TO ment strikes out the provisions in the section regulating employment which

"Unless immediately prior to said 24 hour period such employe had at leas and eight consectutice hours off duty and during said period of 24 hours following had at least six consectutive hours off ees where no true bill is found. duty." It also eliminates the requirement that district atorneys shall act torney Jerome to have a commission under direction of the attorney general in lunacy appointed to examine Harry in bringing proceedings against rail- K. Thaw will be vigorously opposed by road companies and their representa- Thaw's attorneys according to an an Validate proof and registration of tives for the violation of the law and nouncement made today by A. Russe certain deeds and conveyances of places the entire responsibility with Peabody. Mr. Peabody's statement was the district attorney who is instructed called forth by persistently repeate Establish Zebulon graded school to proceed upon "satisfactory verified rumors that it is Mr. Jerome's intention information," and finally the measure to apply for such a commission as soon Amend act of 1905, relative to muable prudence," not "ordinary peudence," as the house substitute providists.

Amend Revisal, relative to land-

Mr. Williams of Missouri, the leader

For better drainage and straighten- he could support the amendments pro-(Continued on Page Five.) posed by the committee of rules be-

cause they added a tower of strength to the measure which has been urged every employer on a railroad

through the country.
Mr. Bartlett of Georgia, said the change that had come over the spirit of the republicans was traceable only to the "big stick," and he asserted that the changed conditions had been due to the attitude of the democratic

After further debate, largely political, the resolution was adopted on a committee

A LECTURE AT TRINITY BY MR. HENRY A. PAGE.

(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 "9019," a patriotic organization of Forty-three People on Board the the college. The address was deliv-British Vessel When She Struck ered 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 fulfilment.

Immediately after the address a banquet was given in honor of Mr. in the early hours of the morning Page in the halls of the Durham the part of the house Representa- the three remaining survivors were Catering Company. Members of the taken off the wreck of the British order, and numbers of the faculty, were those present.

WELL KNOWN FINANCIER OF THE SOUTH IS DEAD.

(By the Associated Press.) Orleans, La., Feb. 23.-George 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 war. In 1883 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 an ounced her 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 given

DUNNE RENOMINATED FOOR MAYOR OF CHICAGO.

(By the Associated Press.) Chicago, Feb. 23.-The democrati ity convention today made the follow-

Mayor-Edward F. Dunne, the present incumbent: City Treasurer John B. 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 cans on the Measure, Declaring March 1st, has been ordered to be That They Have Seen a New Light 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 by Dalzell from the committee on rules standers. Ten of the latter have died reported to the house today immediate- 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 Jamestow Exposition.

OPPOSE VIGOROUSLY

(By the Associated Press.)

New York, Feb. 23.-Any attemp which may be made by District A

"If Mr. Jerome | makes any such move as that either at the re-convening Change time when cotton weighers of the minority, congratulated the re-of Mooresville shall take oath of publicans and the country on the Peabody who has just left Thaw in the Pay sheriff of Wilkes stated salary. said the republicans had seen a new other cousel, will fight against it to the

Pay sheriff of wilkes stated salary. Said the reputicalis has seen a new light and they were now enacting leg-last ditch."

Authorize county of Harnett to for from the beginning.

Mr. De Armond of Misseuri, a member of the committee on rules said that lots. She appeared to be in much

Named for Railroads

Lieutenant Governor Appoints Those Who Will Confer With Hou Bill to Change Law in Regard to Right of Married Women to Contract Defeated After Long Debate.

The surprise in the state senate today was the naming by the chair, the lieutenant governor, of the confer on the railway passenger rate bill, all three of the senators appointed being opponents of the Graham bill, which was passed by the senate yesterday. Two of the three voted for the defeated Daniel substitute bill (including Mr. Daniel himself) and the other, Mr. Webb, voted for the Blair substitute. Another attempt was made to pass the bill changing the present law in regard to the rights of married women

to contract. It was defeated after a long debate by the vote of 20 to 16. The second surprise of the day in the state senate was when Senator Buxton arose and moved to recall the Graham bill passed by the senate yesterday, for the purpose of recons

Mr. Webb arose and stated that he did not understand why the motion of the senator from Fersyth had been made, unless it was because of dissatisfaction with the personnel of the committee of conference as na the chair today.

As far as he was concerned he would willingly retire from the committee but he did not think the senate out h to undo what it had though, in his opinion, he that, after a more thorough gation, a majority of those who voted for it are not now satisfied Mr. Kluttz stated that he 1 officer.

der the belief that it would be amend ed and changed in certain sections by the committee in conference. Mr. Webb stated that he voted the Graham bill on the first rea

but because it was the only thing lot to vote for, all substitute bills on amendments having been voted down Mr. Buxton further explained one of the reasons for recalling bill was to change certain phraseology which he pointed out.

Mr. Fleming advocated the recalling the terms pointed out he would not have voted for it in that shape. Mr. Daniel stated that if there was tor who objected member of the conference he would willingly retire from it. He had not sought the appol If the object of the me in to recall the bill is prompted by a disfaction over the complexion of * commission on conference, then why not say so, If it is only to correct an error, or use of a term, that can be ratified by

he conference committee. Mr. Buxton: "I also have an mendment which I wish to offer. Mr. Hicks thought that if the majority wished to recall the bill hought it ought to be recalled. He Hicks) knew the bill would not be ffective when he voted for it, because of the \$1.500 per mile earning provis on (that being based on interstate and not intra-state earnings) but votd for it with the belief that it would pe remedied in committee of confer-

Mr. Breese opposed recalling the bill. and gave his reasons. Mr. Mitchell also opposed the motion o recall the bill. Let the bill go on

o conference, and when we get their eport we can act more definitely. Mr. Blair declared that the purpo of the conference committee was to we to get a compromise when a con-'erence committee is appointed, comosed entirely of men who think one vay, and all of them in opposition to the bill adopted and seed by their own branch of the le lature?"

He had great respect for the three nen named as conferees-Daniel, Aythey they would do what they believed to be right, but being opposed to what the senate did, what chance did he senate have in a conference controsed of such committeemen? Every nember of the senate conference nittee was opposed to the bill we bassed, and of course a majority of hose appointed in the house would be on this question. It would be senate on this question. It would be a one-ided affair, in which the position of the majority of the senate would have to advocate or representative, unless the should be one of the box.

se can readily agree-against the te. And of course the senate w of agree to what the confe-tommittee agreed to, so all this consumed by such a committee onsumed by such a commit onference would be actually. Mr. McLean: "I am opposed (Continued on Page Five.)