

# The Raleigh Daily Times

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The Weather—FAIR.

RALEIGH, N. C., SATURDAY, DECEMBER 24, 1910

LAST EDITION

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Double the Number of Paid Subscribers in the City of Raleigh of Any Other Newspaper.  
**A Merry Christmas to all, and May You be Abundantly Remembered by Old St. Nicholas**

## FATAL WRECK OF "PENNSY" PASSENGERS

Six Killed and Many Injured In Head-on Collision In Ohio

### WRECKAGE ON FIRE

Freight Wreck Had Blocked One Line, Necessitating Use of Single Track, and Train Had Stopped at Small Station For Orders, and the Other, Going at Full Speed, Crashed Into It—First Pullman of One Train Telescoped—Wreckage Caught Fire—Farm House Turned Into Temporary Hospital.

(By Leased Wire to The Times)  
Upper Sandusky, O., Dec. 24.—Six were killed and one fatally hurt in a head-on collision between passenger train No. 25 and eastbound express No. 48, eight miles east of here on the Pennsylvania Railroad early this morning. More than 40 persons were injured. Both engines were completely demolished. The first Pullman of the westbound train was completely telescoped between the engine and the other steel Pullmans behind it. It was filled with passengers.

Engineers C. L. Miller and C. C. Greggs, both of Fort Wayne, Ind., were instantly killed, as was also the baggage master of the passenger train.

A freight wreck near Bucyrus earlier in the night had completely blocked the westbound track, necessitating the running of the westbound passenger over the south tracks, on which the express was coming.

When a tower a mile and a half east of Nevada was reached the westbound train stopped for orders. There was a flash of light from the headlight of the express train as it rounded a curve only a few hundred feet away. The express was traveling at the rate of over a mile a minute. Before its speed could be checked it crashed into the passenger train. There was a roar that could be heard for miles in the still morning air as both engines exploded.

The force of the impact was such as to drive the steel Pullmans in the rear of the long passenger train through the shell of a wooden Pullman and a baggage car next to the engine.

Nearly every passenger in the first Pullman was more or less seriously injured, although the heavy express train, aside from the engine, was not badly damaged.

Physicians and nurses from this city were rushed to the scene in automobiles, along with newspaper men and supplies.

The wreckage caught fire and in the darkness shed a red glow over the entire countryside, which, coupled with the detonation of the explosion, aroused farmers from their beds. These hurried to the scene of the wreck through the snow and started

### PLUNGED 500 FEET TO DEATH BELOW

(By Leased Wire to The Times)  
Beckley, W. Va., Dec. 24.—Four men were plunged 500 feet to death today when a bucket in which they were descending the shaft of the New River colliery company at Beckley was overturned.

The dead: Nick Kokula, Michael Danto, John Sosko, and John Ant-nick.

The four were horribly mangled by being shed against the bottom of the shaft and the men were only identified by the numbered tags which they wore.

They were instantly killed, almost every bone in their bodies being broken. Their brains were dashed out and spattered against the walls of the shaft.



Miss Lily C. Waters, of New York, who has become the bride of Cassper Mayer, the sculptor. Their marriage is the culmination of a three year romance. Miss Waters was introduced to Mr. Mayer while visiting the Metropolitan Museum of Art about three years ago. Soon afterward she became his pupil. Enthusiastic in her hope of becoming a noted artist, she soon found her interest in her work was accompanied by a growing interest in her tutor. He showed her the notable figures he was making for the Museum of Natural History, and he soon discovered that her admiration was the best thing he won by his work. When Miss Waters told her parents that Mr. Mayer had asked her to be his wife and that she had said she would, there was swift and vehement objections. Her father prevailed upon her to go to Europe and try to forget. She went. Free from the influence of parents, love had the field to himself, and Miss Waters came home about a year and ten months sooner than her father had planned. Finally the lovers arranged to have the wedding take place and informed the parents the day previous to the ceremony. They were married and after received the parental blessing.

to work digging the imprisoned men and women from the wreckage.

Farm houses were turned into temporary hospitals, where the surgeons and nurses set to work in administering relief to those who had suffered the worst injuries.

The six dead, two unidentified, as soon as their bodies were taken out of the mass of burning wood and twisted steel and iron, were placed at one side of the track and the workers returned to the work of rescuing the living.

Train No. 25 is known as the Chicago special. It left New York at 8:04 a. m. yesterday, and was due to arrive in Chicago at 8:00 o'clock this morning. It was made up of three day coaches, three mail cars, one sleeper, one parlor car and one combination baggage and storage car.

Another report says the wreck was caused by a switch being clogged with frozen sleet and snow. The dead were taken to the Wise morgue at Bucyrus.

### HELD FOR MURDER.

Colored Women Held for Concealing and Possibly Murdering Infant.

(Special to The Times.)

Asheville, N. C., Dec. 24.—At a coroner's inquest yesterday, Bessie Russell, a young negro woman and her mother were held for the concealing of the birth and possibly murdering a recently born infant, supposed to belong to Bessie Russell. The body was fully developed and the coroner found by performing an autopsy that it had breathed. The body was found under the floor of one of the Bingham school buildings and an attempt had been made to bury it after wrapping it in rags.

Some young men were hunting rabbits when they chanced one under this house. In trying to get the rabbit out they found the bundle of rags with the body in them.

### BURLINGTON DEATH.

J. C. Bradsher, Merchant, Dies and Four-year-old Child Burns.

(Special to The Times.)

Burlington, N. C., Dec. 24.—J. C. ("Johnnie") Bradsher, the midget fruit merchant, died at his home of pneumonia yesterday afternoon after two days' illness. Mr. Bradsher was thirty-five years of age and about three feet in height.

The four-year-old child of Mr. and Mrs. B. H. Payne, and its mother, also, were badly burned yesterday. The child was standing with its back to the fire in an open grate when its clothing became ignited. Most of the clothing and the hair of the child were burned before the mother succeeded in extinguishing the flames, while Mrs. Payne's hands were burned to a crisp.

## EIGHT LIVES LOST

### Fire Followed Wreck of Passenger

Passenger Train Filled With Christmas Travelers Collided With Two Locomotives—Forty-seven Were Injured.

(By Cable to The Times.)

Newcastle-on-Tyne, Eng., Dec. 24.—Eight passengers were burned to death today in a fire which followed the head-on collision of a passenger train and two locomotives on the northeastern railroad near Kirby-Stephen.

As the engines crashed together the fire in the locomotives set the wreckage afire and it blazed up, incinerating the bodies of the imprisoned passengers. Among the victims was a child of tender years whose screams were heard for nearly half an hour before life became extinct.

Forty-seven were injured, many of them being severely scalded by escaping steam.

The wrecked train was the Scotch Express, one of the fastest trains on the Northeastern.

The train was running at a high rate of speed when the disaster took place. The front cars of the train crumpled up and the wooden cars were smashed to kindling wood. The crash was heard for a mile and the boilers of the locomotives exploded with a roar which shook the earth.

Upon the train were many passengers hurrying to their homes for the Christmas holidays.

The rescuers worked with savage energy to extract the imprisoned men and women but the flames gained such headway that the wreckage was a seething pyre before all had been taken out.

An hour after the accident railroad officials declared that all the bodies were out of the wreck although the belief prevailed that there were others under the blazing debris.

The weather was very cold and the water which was poured upon the mass of twisted iron and timbers froze.

Houses along the way were turned into hospitals where the wounded were cared for.

Graft in Commissary Department.

(By Cable to The Times.)

Colon, Panama, Dec. 24.—Following an investigation of charges of graft in the government commissary department two men have been arrested. It is reported that the government has been robbed of hundreds of thousands of dollars worth of supplies.

## NO TRACE OF GRACE

### Missing Aviator Probably Lost In Sea

Is Generally Believed That if Aviator Descended on Water of North Sea Safety That He Could Not Have Survived the Gale—Been Missing Forty-eight Hours.

(By Cable to The Times.)

Dover, Eng., Dec. 24.—Although the search for Cecil Grace, the missing aviator, went on today, hope that he would be saved was abandoned. With a gale raging upon the North Sea it was generally admitted that, even if Grace had descended safely and had for a time been able to keep afloat with his cork jacket, the storm would swamp him beneath the waves.

Claude-Grahame White, the famous flyer who won the international aviation cup at New York, was among the first to admit the loss of his fellow aviator.

"With a gale raging the chances for finding Grace of his machine have been lessened to the minimum," declared Grahame-White. At 11 o'clock this morning Grace had been missing for nearly forty-eight hours and nothing had been seen or heard either of him or his aeroplane. The general belief prevailed that the mystery would be solved by the finding of Grace's body on the shore in the North Sea.

The gale which swept the North Sea today blew up in a southerly direction and the water was lashed by a wind that caused huge billows to roll landward.

Ships at sea were notified by wireless to keep an extra keen watch and all of the wireless stations along the coast were notified to keep in communication with coastwise packets so that instant word would be received if Grace were picked up either dead or alive.

The powerful searchlights of the British warships which are engaged in the search and those of the coastwise lightships were kept turned on the water during the night but no vestige of the aeroplane or its operator was found.

The admiral kept a small fleet of naval vessels patrolling the eastern and northeastern coasts of England. Motor boats darted about the coast visiting the remote sections and small islands to ascertain whether the aviator had descended upon any of them.

The fact that Grace's petrol supply would not have lasted him longer than five hours, even if his motors were in perfect working order, made it certain today that he had been down for many hours.

The weather was still hazy this morning, but despite this dangerous condition of the atmosphere, some of the aviators gather here for to compete for the De Forest prize of \$20,000 for the longest sustained flight including a trip over the channel, wanted to take the air and see if they could get a glimpse of Grace from above.

Automobiles were again pressed into service along the seaboard and every part of the coast visited.

### Two Fatally Wounded.

Lexington, Ky., Dec. 24.—In a duel between Chief of Police Edward Samson at Island, Ky., and Max Fuel, who Samson had tried to arrest for disorderly conduct, both were fatally wounded early today.

## NO NEW TRIAL FOR JOSEPH WENDLING

(By Leased Wire to The Times)  
Louisville, Ky., Dec. 24.—Judge Gregory, in the criminal court, today overruled the motion for a new trial for Joseph Wendling, sentenced to life imprisonment for the murder of Alma Kellner.

### Wreck off Hatteras.

Norfolk, Va., Dec. 24.—The Norwegian bark Spero was wrecked off Cape Hatteras in a dense fog today. Wireless reports state that all the crew were saved. The captain of the vessel lost his course in the fog and crashed on a reef. High seas were running at the time and at the first it was feared that the crew of sixteen would be lost.



Mrs. Maeterlinck, ("Georgette LeBlanc"), the wife of the great Belgian poet and philosopher, who has arrived in London. Mrs. Maeterlinck is altogether an extraordinary woman. She is of medium height, statuesque with a reposeful sympathetic manner, was born in Normandy, but has Venetian blood in her veins, and is an accomplished singer. At one time she was the leading star of the Paris Opera Comique. She is a brilliant actress, and has exceptional literary ability. But she is above all an ideal wife. It is extremely difficult to get Mrs. Maeterlinck to say anything about herself, but she will talk about her husband by the hour. "I feel that he is so much more interesting than I," she said. "It seems to me that when one has the happiness to be the companion and friend of a man of the worth of Maeterlinck, of so rare a genius, one has in a sense the task of a guardian; one is in daily contact with a priceless treasure. 'Love and passion pass; my feeling for Maeterlinck is a secret and a sacred thing. I am proud to think that he has written all his most beautiful things since our marriage."

## MANNING HAS RETIRED

### Supreme Court Adjourned Yesterday Until February

Two Opinions Were Handed Down—Justice James S. Manning Retires—When Court Convenes in Early February Judge Allen Will Be a Member.

The North Carolina supreme court completed its work yesterday and adjourned until in early February. The adjournment marked the retirement from the bench of Justice Jas. S. Manning, who will be succeeded by Judge William Reynolds Allen.

During his short service on the supreme court bench Justice Manning has discharged the duties of his high position with unusual ability. There is no question but that Mr. Manning is one of the state's ablest men and lawyers and his retirement to private life will be a public loss.

The next court will consist of Walter Clark, chief justice; Platt D. Walker, George J. Brown, William A. Hoke and William R. Allen, associate justices. Judge Allen, the new member, is a lawyer of great learning and will fill the important position which he was recently elected to with credit to himself and state.

Before adjourning yesterday opinions were handed down in the cases of Moore vs. Meroney and in re Tinner Holley. The court affirmed the judgment of the lower court in the first case. In the Tinner Holley case, the defendant was denied the application for a writ of habeas corpus. This is the case where the defendant claimed that he had been sentenced to serve a term longer than allowed by the statute.

### DEAD NUMBERS TWENTY-FOUR.

Last of the Bodies Recovered From The Chicago Horror.

(By Leased Wire to The Times)  
Chicago, Dec. 24.—With the last of twenty-four bodies recovered from the funeral pyre at the ruins of the Morris packing plant, Chicago today gave itself up to mourning its dead—the flower of the fire department—and providing for the living who are dependent upon the heroes who lost their lives. The city poured out its offerings with lavish hands.

Thirty-seven injured men will spend Christmas in hospitals.

Captain Alexander Lannon of engine company No. 50, died at St. Bernard's Hospital.

At the beginning of the day more than \$125,000 had been pledged for the relief fund and those in charge of the collections for the widows and

## THE STATE'S FINANCIAL CONDITION

The Total Debt Interest and Non-interest Bearing Is \$7,239,550

### TREASURER'S REPORT

Deficit of \$337,267.95 Reported Is Because the Appropriations Were Made Without Due Cognizance of the Estimates Made in 1908—Increased Appropriations Asked for the Soldiers' Home, Deaf and Dumb School of Morganton and the Hospital at Raleigh—\$550,000 of Short Term Bonds Due January 1, 1913, Will Have to be Provided for by the Next Legislature.

The following extracts are taken from the biennial report made to the governor by Treasurer Lacy:

"My report shows that there is no balance to the credit of the general fund of the state. In fact, I have been forced to draw upon the advance payments on account of 1911 to the amount of \$12,118.87, and in addition to this is to be added outstanding obligations of the state amounting to \$337,267.95, making a total deficit of \$349,386.82, as shown in the detailed statements that follow.

The receipts for the two years, not including balance brought forward from 1908, were \$9,440,002.13. The disbursements for the same period were \$10,800,141.31, making the actual disbursements in excess of receipts \$559,139.21.

Estimated Receipts for the Fiscal Years 1911 and 1912.

Atlantic and North Carolina Railway, \$75,996.00; bank stock, \$105,000.00; building and loan association stock, \$10,800.00; corporations, \$190,000.00; express companies, \$11,000.00; fees from departments, \$20,000.00; inheritance tax, \$15,000.00; insurance companies, \$535,000.00; license tax paid treasurer, \$12,500.00; North Carolina Railroad dividends, \$420,028.00; oil inspection fund, \$25,000.00; railroads, \$465,000.00; street railways, light and water companies, \$12,000.00; telegraph and telephone companies, \$46,500.00; taxes from counties, \$2,275,000.00; receipts from other sources, \$25,000.00. Total, \$4,693,824.00.

"These estimates are based upon the income for the past two years, with the estimated increase that may be expected for the incoming two years, and are derived from the sources as provided by the revenue and machinery act.

"The estimate for expenses for the fiscal years 1911 and 1912 are estimates based solely upon appropriations and expenses under existing laws, and no estimate is made for permanent improvements other than the perpetual building appropriation to the three colored normal schools

(Continued on Page Five.)

## RANDLEMAN COTTON MILLS HAVE FAILED

(By Leased Wire to The Times)  
New York, Dec. 24.—The Randleman Manufacturing Company and the Naomi Falls Manufacturing Company, both of Randleman, N. C., have failed and receivers have been appointed for both concerns, according to private dispatches received here from Randleman today.

The failures are attributed to the depression in the cotton milling business. The total indebtedness of the concerns is placed at \$800,000.

### Train Wrecked in Tunnel.

(By Leased Wire to The Times)  
Middleboro, Ky., Dec. 24.—A rock slide in a tunnel wrecked a train on the Louisville & Nashville Railroad here today. Two members of the train crew were badly hurt.