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DEATHS IN A MINE

Frightful Explosion Leaves a Mass of Mangled Bodies

THE WORK OF RESCUE DIFFICULT

Mine Inspected by State Official Shortly Before Catastrophe and Pronounced Safe—Modern Devices Used for Protection.

Pittsburg, Special.—The last ray of hope for the rescue of any one of the 125 or more miners who were entombed by an explosion at the Marianna mines of the Pittsburg-Buffalo Coal company shortly before noon Saturday was dispelled when the first rescuing party reached the workings and found the dead bodies scattered about the floor of the mine.

Few if any of the bodies are mutilated and the men were undoubtedly smothered by the deadly vapors which followed the explosion. The bodies have not yet been counted, but it is known that there are at least 125 and the number may be larger. All but two of the bodies in the mine, it is said, are those of foreigners.

No effort has yet been made to remove the bodies from the mine. Instead the rescuers and the mining experts are making a complete exploration of all of the workings to see if they are now safe. This work is expected to occupy several hours.

Pittsburg, Pa., Special.—On the eve of the convention of the American congress, which assembles here next week to consider mining problems in the various States in general and particularly to discuss mine disasters and provide means for their prevention, there occurred shortly before noon Saturday an explosion in the Marianna mine of the Pittsburg-Buffalo Coal company which entombed and almost beyond doubt killed all of the men employed in the mine at the time, the number being variously estimated at from 125 to 300. The uncertainty as to the exact number that prevailed throughout the afternoon continued when darkness enveloped the new mining town from which the owners had expected so much in the way of safety and comfort of the men through the extraordinary study and expense that had been devoted to this feature of the development of the new coal field.

President John H. Jones of the company said that the number of entombed men would not exceed 125, but neither he nor any other officer of the company has been able up to this time to locate the books which contain the names or numbers of employees and show those in the workings at the time of the explosion.

The workings in which Saturday's catastrophe happened are known as the Rachel and Agnes mines, in reality a double mine with underground connections. Construction work was practically finished, and Deputy State Mine Inspector Henry Louttit a few minutes before the explosion had completed a two days' inspection which had revealed no cause for apprehension. He and General Manager Kerr of the company came to the surface in the cage operated in one of the shafts a few minutes before 11 o'clock. Mine Foreman Henry Thompson and two miners entered the cage, and it was started towards the bottom of the 500-foot shaft.

There was an ominous rumbling, then a trembling of the ground round about the mouth of the shaft as from an earthquake and an instant later there was a terrible report and the cage was hurled up the shaft and through the roof of the shaft house the mine foreman and the two men were hurled through the top of the building and far beyond it. Thompson was dead when picked up, while the others, although mortally injured, were hurried to a hospital.

Shattered portions of the woodwork about the mouth of the shaft were blown into Ten Mile Creek, 2,000 feet from the shaft. Portions of at least two other bodies were blown from the shaft and were found in the field nearby. The ventilating fans were put out of commission by the explosion, and for several hours no air could be forced into the mine. Immediately following the explosion a dense volume of smoke issued from the shafts but ceased a short time afterwards.

Rescue work was immediately started but it was impossible to gain entrance to the mine for a long time. The opening up of the shaft was the only solution and for this task there were volunteers in numbers.

Relief parties on special trains from the city including the chief officers of the company and mining experts from the United States laboratories, a mining station, recently erected at Roanoke, and for the finances and de-

needed miners de-

scended the steps inside the shaft and succeeded in reaching the bottom. Here they found further progress barred because the lateral heading from the bottom of the shaft into the mine proper was choked with muck and debris. The largest possible force was at once put to work to open this passage.

There was practically no hope from the first of any of the entombed men being taken out alive but this did not deter the most strenuous efforts to hurry the opening of the mine.

The Fleet Coming Home.

Manila, By Cable.—With the departure from Manila December 1st of the American battleship fleet under the command of Rear Admiral Sperry the sixteen vessels that are making such a remarkable round the world voyage turn their prows definitely for home waters. They have been gone from Hampton Roads nearly a year. If the record established up to the present times is maintained the fleet will return home without serious accident of mishap of any kind.

Twenty-Five Bodies Out.

Pittsburg, Special.—Twenty-five bodies, all but two of them horribly mutilated, were taken Sunday from the mine of the Pittsburg-Buffalo Coal company at Marianna, forty miles south of here, where an explosion occurred Saturday, killing many men and casting into gloom what was until then considered the model mining town of the world.

Immigration Fund Short.

Washington, Special.—Congress will face a deficit in the immigration fund by reason of the extraordinary expenditures by the immigration commission, which has been carrying on its work under an indefinite appropriation. The money to defray the expenses of the commission, which has been conducting investigations into all phases of the immigration question, has been drawn from the regular immigration fund.

Florida Exposition.

Jacksonville, Fla., Special.—January 20 to March 20 are the dates set for the 1909 Florida Exposition Fair and arrangements for the big winter show are already being made. Indications point to an unprecedented rush of Northern tourists to Florida this winter and nearly all of them will probably take advantage of the opportunity to inspect the fair.

Divide Wealth Says Carnegie.

New York, Special.—"The community makes wealth; divide wealth with the community." This is the keynote of an article by Andrew Carnegie to appear in the December number of The World's Work. He shows how the people are the real founders of great fortunes held by individuals and says they should get a goodly portion of these riches when the builders of the fortunes die.

Investigating the Wreck.

New York, Special.—The government began an investigation into the cause of the wreck of the steamer Finance. The Finance had three watertight compartments and only one was punctured; yet the ship sank. Shipping men say that under normal conditions the ship should have remained afloat. Her condition on leaving port will be closely inquired into.

The Pope Slightly Ill.

Rome, By Cable.—Pope Pius had a slight fever and was obliged to remain in bed. Drs. Petacci and Maro Hiafava after a careful examination announced that with proper care and rest they felt sure that no complications would arise. All audiences have been suspended including those of Archbishop Glennon, of St. Louis, and Bishop Allen, of Mobile.

Virginian Railway About Completed.

Norfolk, Va., Special.—General Manager Dupuy, of the Virginian Railway, returning from an inspection of that road, announced that only one half mile of track remained to be laid to make the Virginian an unbroken line from Norfolk to Deepwater, W. Va., 442 miles. The half-mile track is to be laid upon the New River bridge and Bold Branch viaduct, in Belford county, Va. These structures will be finished by January 1st.

NECESSARY TO ESCAPE.

Miss Gushington (entering street car)—Oh, don't get up. Please keep your seat—please do.

Mr. Manhattan—Really, I'd like to oblige you, madam, but I want to get out at this corner.—Judge.

TEST PARCELS POST

Postmaster General Makes a Series of Recommendations

ALSO POSTAL SAVINGS BANKS

Postmaster General Meyer, in His Annual Report, Recommends to Congress the Trial of Both These Features For Many Reasons.

Washington, Special.—In his annual report for the fiscal year ended June 30th, 1908, Postmaster General Meyer gives the total receipts for the year as \$191,478,663 and expenditures as \$208,351,886, thereby showing a deficit of \$16,873,222, the largest in the history of the department, with an additional loss from fire, burglary, etc., of \$37,056. The deficit of 1909, it is estimated, again will exceed \$16,000,000.

Attention is particularly called to a number of improvements in business methods of the department as tending to its advantage and the saving of considerable amounts. Recommendation is again made for the creation of the position of director of posts, at a high salary, and who shall hold office during good behavior, the object being to have a continuity of policies for the benefit of the postal service and the people of the United States.

Necessity of Good Roads.

The necessity for good roads is pointed out in connection with the development of the rural free delivery service. It is suggested that should Congress grant the department authority to utilize rural routes still further by the establishment of a limited parcel post confined entirely to rural delivery routes, it would then be possible to earn additional revenue amounting to millions of dollars and at the same time benefit the farmer by enabling him to have merchandise delivered when ordered by telephone or postal card, which otherwise would not be purchased. "The special parcel post," says the Postmaster general "will enable the farmers to have small parcels delivered at their gates, to live better and to obtain easily the necessities of life." Permission is requested to establish experimentally a limited parcel post in not to exceed four counties in order to demonstrate the practicability of the plan.

The Postmaster General again urges legislation permitting the establishment of postal savings banks or depositories in connection with postoffices.

Stamp-Vending Machines.

Experiments with stamp-vending machines, says the Postmaster General, are still being conducted, with every prospect that the defects which developed in the preliminary tests will add immeasurably to the public convenience.

The campaign of education in the school houses in matters pertaining to the ordinary operation of the postal service, so as to emphasize the importance of careful addressing, the placing of the name and address of the sender on envelopes, etc., is recommended to be continued, so as to save hundreds of thousands of letters and packages from going to the dead letter office, each year, as is now the case.

A marked improvement in the efficiency of the service is noted by the Postmaster General which, he says, is due to the policy of retaining postmasters of all grades whose records have been satisfactory. He believes, however, that the appointments of second and third class postmasters should lie with the Postmaster General, as is now the practice with fourth-class offices. This, he says, would reserve to the President the appointment of postmasters at the more important offices and relieve him of a vast amount of routine work that is a tax upon his time.

Remote Stations Advocated.

The Postmaster General puts himself on record as being decidedly opposed to the law which prohibits the establishment of postal stations more than five miles beyond the corporate limits of a city, although he says, no such restrictions exist with reference to the extension of the free delivery service. The department, he declares, should not be placed in the position of being able to deliver mail from door to door and at the same time being forbidden to supply the district so served with the other usual postal conveniences. The repeal of the law complained of is urged.

Times-Democrat's Estimate of Crop is 12,800,000 Bales.

New Orleans, Special.—The Times-Democrat's estimate on the cotton crop of 1908 is 12,800,000 bales.

ALLIANCE WITH JAPS

Alleged Agreement Over the Control of the Pacific

MAYBE WAR TALK WILL END

United States and Japan Have Arrived at Definite Mutual Program as Regards the Attitude or Policy Toward Problems That May Arise in Pacific.

Washington, Special.—Despite official reticence, information from reliable sources has been obtained of an agreement of far reaching importance between the United States and Japan covering the policy of the two countries in the Pacific.

The agreement is based upon the idea of encouraging and defending free and peaceful commercial development in the Pacific. It contains not only a mutual guarantee to respect each other's territorial possessions there, but defines the attitude of the two countries towards China, binding each to defend by every peaceful means China's independence and integrity, and to give equal commercial opportunity in the Chinese empire to all nations. But more important still the agreement in the event of complications threatening the status quo, binds the United States and Japan to consult each other with a view to acting together.

Articles of Agreement.

The agreement has been drawn up in the form of a declaration and consists of five articles, of which the following is an accurate and faithful description: The first article gives expression to the wish of the two governments to encourage the free and peaceful development of their commerce in the Pacific. The second is a mutual disclaimer of an aggressive design, and contains also a definition of the policy of each government, both as directed to the maintenance of the existing status quo in the Pacific and the defense of the principle of equal opportunity for commerce and industry in China. The third article contains a statement of the consequent "firm" reciprocal resolution of each government, each to represent the territorial possession in the Pacific of the other. In the fourth article the United States and Japan express their determination "in the common interest of all powers" in China to support "by all peaceful means at their disposal" the independence and integrity of China and the principle of equal commercial and industrial opportunity for all nations in the empire. The fifth article mutually pledges the two governments, in the case of "the occurrence of any event threatening the status quo, as above described, or the principle of equal opportunity, as above defined" to communicate with each other for the purpose of arriving at a mutual understanding with regard to the measures they may consider it useful to take.

Hitchcock for Cabinet.

Hot Springs, Va., Special.—Frank H. Hitchcock has been offered and has accepted the position of Postmaster General in the Taft Cabinet that is to be. The official announcement of this conclusion regarding the first Cabinet selection of President Taft, will doubtless not be made until Mr. Taft has completed his Cabinet, at which time it will be announced en bloc. Because of this view of the situation no expression regarding the selection of Mr. Hitchcock was obtained for publication from either Mr. Taft or the Republican national chairman. There were many reasons, it was pointed out, why it was expedient that Mr. Hitchcock's status should be fixed, at least so far as the principals are concerned, and a complete understanding is known to exist between them. As chairman of the Republican national committee Mr. Hitchcock became more familiar than any other persons with the political phase of questions likely to arise at the beginning of the Taft administration, and the knowledge he gained regarding the personnel of the party will be of great service to Mr. Taft throughout his administration.

Plunges Off Memphis Bridge.

Memphis, Tenn., Special.—W. E. Kimball, of this city, unable, it is said, to choose between his wife and Miss Nora Acton, a young woman of Elvondale, Ala., with whom it is alleged he had become enamored, jumped from the Memphis bridge and ended his life, his body being discovered under the bridge on the Arkansas side of the Mississippi river. Kimball and his wife had just become reunited. It was during their separation that he met Miss Acton.

BAD WRECK IN FOG

Four People Go Down Into a Watery Grave

SPLENDID WORK OF RESCUERS

The Georgie, of the White Star Line, and the Steamship Finance, Outward Bound, Come Together in a Fog off Sandy Hook—Three Passengers and One of the Crew of the Finance Find Watery Graves.

New York, Special.—In the thick of a fog off Sandy Hook the stout, steel freighter Georgie, of the White Star Line, rammed and sank the lightly laden Panama steamer Finance, outward bound with 85 passengers, the Finance going down within ten minutes, carrying to their death three of her passengers and one of the crew. The rest of the passengers who included 19 women and 14 children, as well as others of the crew, were rescued by the boats of the Georgie. The freighter was not damaged.

Miss Irene Campbell, of Panama, a passenger who was lost clung frantically to the rail of the sinking vessel and could not be persuaded to release her hold nor were the men who manned the small boats able to forcibly remove her. She was seen clinging determinedly as the vessel was engulfed. William H. Todd third assistant engineer, jumped overboard and was lost. When a roll call of the passengers of the Finance was called, it was found that Charles H. Schweinler, a policeman of Panama, and Henry Muller, a railroad contractor of Panama, had disappeared, and there is little doubt that they were drowned.

The disaster occurred in the main ship channel off Sandy Hook at 8 o'clock in the morning, and as both vessels were groping their way through a fog.

The Finance had weighed anchor and was picking her way down the Swash channel, when Captain Mowbray, who was on the bridge, heard the whistle of an approaching liner. The Finance was immediately put astern and was slowly backing when the Georgie, in-bound from Liverpool, loomed out of the fog and a moment later crashed into the port side and just abaft of the Finance. The prow of the freighter penetrated the side of the Finance nearly ten feet, tearing away an unoccupied state room and leaving a ragged hole through which the water rushed in. The Panama steamer heeled far over to the starboard while men and women, many of whom had been awakened from a sound sleep, were thrown from their berths. Hastily covering themselves with bed clothing they rushed in a panic to the main deck, which was fast sinking to the surface of the water. Many passengers jumped overboard, not stopping even to provide themselves with life preservers. That more were not lost was due to the discipline of the crew of the Finance and the prompt and intelligent work of the sailors from the Georgie.

Immediately after the accident the freighter backed off and anchored, her commander, Captain Clark, in the meantime having ordered the lifeboats lowered. The boats of the Finance were also cut away as quickly as possible, though with difficulty, because of the heavy list of the sinking steamer.

A score or more of those who jumped overboard were picked up by the small boats. Meantime the Finance was settling steadily. To add to the confusion, a moment after the impact there was an explosion of an ammonia tank in the forward hold of the Finance and the fumes drove the engineers and firemen to the decks. William Todd, the third assistant engineer, was partially overcome by the fumes, and staggering to the rail, threw himself overboard. He was not seen again. Probably half of the passengers with the crew, stood by the ship, awaiting rescue, and these were gotten off with remarkable expedition.

War Seems Near.

London, By Cable.—It is generally agreed in well informed diplomatic circles that war in the Balkans is very near and can hardly be averted. The belief is joined in by all the newspapers of London. According to The Daily Telegraph, negotiations between Russia and Austria have progressed to such a point that their failure is a certainty. It is generally believed that Turkey, Serbia and Montenegro have secretly closed an offensive and defensive compact.

TO STATE COURT

Virginia Rate Cases Are Reversed By Higher Tribunal

WILL GO BACK TO STATE COURT

United States Supreme Court Directs That the Railroad Companies The Old Dominion Should Have First Taken Their Protest Against the 2-Cent Rate Law to the Federal Court of Last Resort.

Washington, Special.—Justices Holmes announced the decision of the Supreme Court of the United States in the case of the Virginia Railroad versus the State Corporation Commission of Virginia calling in question the order of the commission fixing a uniform rate of 2 cents a mile for carrying passengers in the State.

The decision reversed the judgment of the U. S. Circuit Court for the eastern district of Virginia but only on the narrow ground that the railroads should have appealed from the commission's order to the Supreme Court of Virginia before seeking the intervention of the Federal courts.

In effect the court directs that the railroad companies take their case to the State court of last resort and that, in order to prevent injustice through the possible application of the statute of limitations, the case be retained on the docket of the United States Circuit Court by which it was originally decided favorably to the roads.

It is not the intention of the decision that the railroads should resort to the Virginia Supreme Court of Appeals and after its decision is rendered, appeal to the Federal Supreme Court, but that if the verdict of the Virginia Court is not satisfactory the roads may resume the proceeding in the United States Circuit Court. On this point the court said:

"If the rate should be affirmed by the Supreme Court of Appeals and the railroads still should regard it as confiscatory, they will be at liberty to renew their application to the Circuit Court without fear of being met by a plea of res adjudicata. It will not be necessary to wait for prosecution by the commission."

In this case the Virginia commission had fixed a rate of 2 cents per mile and was proceeding to publish the rate, and was taking the initial steps to enforce it. Thereupon the railroads went into the Circuit Court of the United States and obtained an injunction against the commission enforcing the rate, on the ground that it was confiscatory. So the bill in this case the members of the Virginia commission demurred, not raising the question of the merits of the 2-cent rate, but claiming that the commission in fixing the rate had exercised the authority and jurisdiction of a court, and that its order was, therefore, res adjudicata, and could not be inquired into or interfered with by the Circuit Court of the United States. It, therefore, denied the jurisdiction of the Circuit Court of the United States to inquire into and enjoin the rate, even though it might be confiscatory.

The Supreme Court overruled this contention, holding that the commission is not a court when making a rate, but is acting legislatively, and is not beyond the reach of the Federal Courts if it violates any provision of the constitution of the United States. Under the Virginia system, however, an appeal is given as of right from the action of the commission making the rate to the Supreme Court of Appeals of that State.

A \$50,000 Fire at Knoxville.

Knoxville, Tenn., Special.—A three-story brick building on Jackson avenue, occupied by the Clark Hat Company, and the Knoxville Implement and Machinery Company, was greatly damaged by fire Monday night, causing an almost total loss of stock to each of the companies. The total loss is \$52,000, insurance \$43,000.

Explosion Sinks Schooner.

Jacksonville, Fla., Special.—The explosion of a gasoline tank on the schooner Marion R., owned by the Florida Fish company, Saturday morning badly injured Jack Cullen, white cook, tore two great holes in the schooner and she sank in the river off the foot of Ocean street. Eleven members of crew had narrow escapes and had it not been that the schooner sank fire would have exploded the main tank, causing a great loss of life. The Marion R. was valued at \$6,000 and is partly covered by insurance.