

KILLED IN A WRECK.

Accident on Southern Pacific Railway.

SEVENTEEN KILLED AND MANY HURT

People Slaughtered Outright—Train Was Running at a High Rate of Speed.

San Antonio, Tex., Special.—A freight train caused a frightful wreck on the Southern Pacific Railroad, near Max station, 25 miles west of Sanderson, at 6 o'clock Friday morning. From the accounts received here 15 people were killed outright and 23 more or less injured. The dead are: Three children, of Hart Riddle, of Chetopa; Estevan Contreras, Del Rio; Andrew C. Shelly, wife and child, Lorier, Tex.; child of D. E. House, Racine, Wis.; Al Most, engineer, Paso, Tex.; W. W. Prince, engineer, San Antonio; H. Bertschoist, fireman, Paso, Tex.; Chris Keel, contractor, San Antonio; L. A. Boone, Doyleine.

The injured are: Mrs. Mary Koehler, San Francisco, internal injury; A. S. Turner, Blackhawk, Miss., hand crushed; Mrs. E. M. Sheppard, Glenn Mills, La., head hurt; J. Fuller, Washington, D. C., leg and foot crushed; Antonio Lirio, Del Rio, Tex., internal; George Allenburg, Lexington, Ky., hand crushed; E. C. Baker, Angleton, Tex., brisured; Charles H. Hoy, San Antonio, Tex., both feet scalded; A. E. Mosey, Wilby, Tex., scalp wound; J. I. Taylor, Mulberry, Kan., head injured; Mrs. Mitchell, Philadelphia, internally hurt; W. P. Adams, express messenger, internal injuries and badly scalded; Gray Bateman, North Dakota, head and back hurt; Biscoe Rodriguez, Del Rio, Tex., bruised; Lulons Merales, Del Rio, slightly bruised; Antonio Dulon, Del Rio, bruised; M. E. Robert, residence unknown, head hurt; D. P. Havens, El Paso, bruised; A. E. McKenzie, Safford, Ariz., slightly injured; R. J. Todd, Frankfort, Ky., bruised; Thos. O. Crowder, Houston, bruised; Wm. Josephs, San José, Cal., back injured; J. H. Taylor, Birmingham, Ala.; slightly injured; Dr. G. C. Martin, Pecos City, slightly injured; C. W. B. Bennett, St. Paul, Kan., bruised; W. S. Glenn, Blackhawk, Miss., leg broken; Mrs. Annie Wortherst, San Francisco, leg and hand crushed.

The ill-fated train left San Antonio at noon Thursday, 2 1/2 hours late, and at the time of the accident, was running at a high rate of speed in order to make up time. The road at the point where the wreck occurred is in a rough country, the curves being sharp and the grades heavy. It was when rounding a curve that the train left the track, it is said, on account of a broken rail. The hour was 3 a. m., fifteen hours after the train had left San Antonio, showing that it was still behind time. All the passengers were asleep and the shock that followed was the first intimation they had of the danger. The train was going at such a rate of speed that the tender and engine landed 75 feet from where they left the rails. The cars behind piled up against the engine causing a fire and all were consumed except the sleepers.

Signs Bill.

Washington, Special.—The President has signed the bill creating a permanent Census Bureau, and the President, in a letter to the Secretary of the Interior, says: "You will please inform the Director of the Census that his office will continue as heretofore, to be administered as it has been administered, until the 1st of July. On that day he will, with your permission, appoint such members of the present force under him as will constitute the permanent Census Bureau force, appointing only so many as are to be permanently employed. After that date all appointments will be made under the regulations of the civil service."

News to Be Given Out by President.

Washington, Special.—At the cabinet meeting, President Roosevelt requested the members not to talk to newspaper correspondents about matters under discussion at the semi-weekly meetings. It was thought best for the President himself to make public such matters as he deemed proper to be given out. Hereafter the President will do this.

SOUTHERN INDUSTRIAL

New Enterprises That Are Enriching Our Favored Section.

An Immense Water Power.

The Salisbury (N. C.) Sun publishes an interview with Mr. E. B. C. Hambly of Gold Hill, N. C., president of the Whitney Reduction Co., particulars of which have previously been given in the Manufacturers' Record, in which Mr. Hambly gives some details regarding the great work proposed by his company. This includes the building of 6 3/4 mile railroad, now under construction; the development of a water-power planned to give at first 20,000 horse-power, and eventually to be increased to 46,000 horse-power. The plans include the building of a dam across the river, which Mr. Hambly states will be of granite secured from the company's quarries. It will be 1500 feet long, 40 feet high and 50 feet through the base. It is proposed that the power-house shall be 300 feet long and 100 feet wide, and estimated to cost \$200,000, with machinery figured at \$600,000. The company has purchased about 30,000 acres of land in order to avoid any trouble with adjacent property-owners in carrying out its comprehensive undertaking. Included in this is a gold and copper mine, on which it is understood about \$250,000 have been expended in opening up the property preparatory to its larger development when the water-power has been completed. It is intended to utilize this water-power for electric transmission to Salisbury and a number of other towns in the vicinity. The capital for this undertaking has been largely secured in Pittsburg, Mr. George I. Whitney of Pittsburg being vice-president; F. L. Stephenson of Pittsburg, treasurer, and H. L. W. Hyde of Pittsburg, secretary.

\$15,000 Knitting Mill.

R. J. Fisher of Athens, Tenn., writes the Manufacturers' Record giving details of his knitting mill reported last week as to be established. Mr. Fisher has erected a brick building 50x90 feet in size, and has ordered for installation therein thirty knitting machines, thirty ribbers, twelve loopers and auxiliary machines, besides dyeing plant. The product will be about 275 dozen pairs of misses' and children's ribbed hose daily. The cost of the complete plant will from \$12,000 to \$15,000.

Textile Notes.

(From the Manufacturers' Record.) It is stated that a company has been organized to build a 5000-spindle cotton mill at Dunn, N. C.

M. E. Whitehurst, New Berne, N. C., wants addresses of manufacturers of cotton and manila rope.

N. B. Mills of Statesville, N. C., contemplates the erection of a mill to knit fleece-lined underwear.

The report of last week as to the Gaffney (S. C.) Carpet Manufacturing Co. adding 100 looms was an error.

Releigh (N. C.) Hosiery Co., has obtained authority to issue \$15,000-worth of 7 per cent cumulative first preferred stock.

Monarch Cotton Mills of Union, S. C., will build thirty operatives' cottages and a warehouse. This company has a 10,000-spindle and 300-loom mill.

J. Lawrie Sales, 196 Main street, Dallas, Texas, is asking for information and prices on equipment for bleaching to be used in connection with sheeting mill.

Mrs. L. G. Miller of Shelby, N. C., has purchased the Laura Glenn Mills at Shelby, which was sold recently at court sale to John E. Hurt of Baltimore, president of the former company.

An order has been passed by court action for the sale of the Fayetteville (N. C.) Cotton Mills, H. W. Lilly being temporary receiver, with Messrs. C. W. Broadfoot and H. L. Cook as commissioners. The plant has 3120 spindles.

Charter of the Radford (Va.) Woolen Manufacturing Co., has been recorded, naming Geo. W. Mills, president; L. L. Fauler, vice-president-general manager, and Fred Painter, secretary-treasurer.

John Calhoun of Dunbar, S. C., contemplates establishing plant for the manufacture of bobbins and shuttles for textile mills and asks makers of the required machinery to send prices and information.

Opelika (Ala.) Cotton Mills writes that it does contemplate installing additional spindles, as reported last week, but has not made a definite decision as yet. There are now 6500 spindles in position, and 1248 more are proposed.

J. Haughton Thrill, Pittsboro, N. C., contemplates establishing plant for the manufacture of bobbins for textile mills, and is asking makers of the required machinery to send information and prices on the equipment needed.

IN CONGRESS.

Detailed Doings of Our National Law-makers.

HOUSE.

Sixty-fifth Day—The House began the consideration of the bill to classify the rural free delivery service and place the carriers under the contract system. Only two speeches were delivered. Mr. Loud, of California, chairman of the committee on postoffices and post roads, made the opening argument in favor of the bill, speaking for two and a half hours. Mr. Swanson, of Virginia, led the opposition. The debate was interrupted before the close of the session by the presentation of the conference report upon the Philippine tariff bill. Mr. Payne, the majority leader, declined to allow the minority more than 30 minutes in which to discuss the report and this offer was rejected by Mr. Richardson, the minority leader. A filibuster followed and the House adjourned after the previous question upon the adoption of the report had been ordered.

Mr. Loud, of California, began the debate on the rural free delivery bill. He declared that upon the solution of this question would depend whether the rural free delivery service would cost ultimately \$60,000,000 or \$20,000,000 per annum. The rural free delivery service up to this time, he said, had been a political one and it had given many members of Congress their first taste of the sweets of public patronage. He traced the history and rapid growth of the service and its cost, declaring that it was the most extravagant in the public service. At the inception the carriers received \$300 per annum. They now receive \$600. If the salary system was continued they would eventually receive \$800 or \$900. At the present time \$850,000 was being spent for the supervisory force. Mr. Loud charged that a promise had gone forth that if the present system was continued the members of Congress would control the appointment of the carriers in the future as they had in the past.

Sixty-Sixth Day—The House continued the debate on the bill to classify the rural free delivery service, but without action adjourned early, out of respect to the memory of Representative Polk, of Pennsylvania, whose death occurred suddenly at Philadelphia, last night. A committee of fifteen, including Mr. Griggs, of Georgia, was appointed to attend the funeral of the deceased member. The conference report on the pension appropriation bill was adopted.

SENATE.

Sixty-fifth Day—The Senate began the consideration of what is popularly known as the shipping bill. Mr. Frye, chairman of the committee on commerce, made the opening statement in support of the bill. He occupied the floor for nearly two hours, reviewing the measure reported by the committee and dealing with questions which have arisen in connection with its consideration. Mr. Frye's address was largely technical, but his argument was listened to with close attention by Senators on both sides of the chamber. It seemed to him, Mr. Frye stated, that the policy of protection had been vastly beneficial to the American people. The United States, he asserted had no peer industrially. One industry had been without protection—and without protection for 50 years—and what was the logical result? The shipping interests of the country had been neglected in the giving of protection. This country had permitted its inferiors to seize upon the pathways of ocean commerce almost without a struggle.

"It seems to me," said Mr. Frye, "that that picture ought to humiliate and mortify beyond expression any patriotic citizen of the United States who glories in the power and prosperity of his country. It is not alone humiliating—it is absolutely dangerous." Mr. Frye asked who was going to carry the \$487,000,000 of exports in the event of a war between German and Great Britain. "Why," said he, "the farmers and the manufacturers and the wage-earners of the United States would pay a penalty equal to that paid by either of the contending parties." Mr. Frye then sought to show that this condition of things was caused by American wages, which increased the cost of our ships for the foreign trade at least 25 per cent.

Mr. Frye declared that of all steamships in the world of 14 knots and upward, 80 per cent are subsidized by the countries whose flags they carry. Of 16 knots and upward, he said, all but six in the world are heavily subsidized by the countries whose flags they float.

"Are we to submit to this humiliating, wretched condition of things?" said Mr. Frye.

The nations paying these subsidies, he declared, did so for the purpose of extending their trade and for nothing else. "Trade cannot precede the mail," said he. "The mail must precede the trade."

Sixty-Sixth Day—Senator Lodge introduced into the Senate an amendment to the Philippine bill which is now pending before the committee on

the Philippines. It provides that whenever it is certified to the President that the insurrection in the Philippines shall have ceased and peace established, a general election shall be called for the choice of delegates to a popular assembly to be known as the Philippine Assembly. The legislative power, conferred in the Philippine commission in all that part of the archipelago not inhabited by the Moros, or other non-Christian tribes, shall then cease and be vested in a legislature consisting of two houses—the Philippine Commission and the Philippine Assembly.

Fire at Aiken, S. C.

Aiken, S. C., Special.—Fire here early Wednesday destroyed nine buildings, comprising a block in the centre of the city. A gale was blowing and the flames were fought under great difficulties. There were no fatalities. Several people who were in Sunnyside Sanitarium, which was among the buildings destroyed, were injured. Their names have not been learned, but it is certain none is seriously hurt. In addition to the sanitarium the following structures were burned: Lyceum Hall, The Aiken Recorder office and the residence of Mrs. Quash, Miss Fard and J. H. Loomis. A number of stables were destroyed. The financial loss is not large.

Another Snow Storm.

New York, Special.—Another storm which threatened to do much damage started Wednesday morning. The snow was heavy and wet and considerable delay to traffic on elevated and surface lines resulted. On the river the water was so thick that ferry boats were unable to run at more than half speed. The snow was accompanied by a moderate wind. The snow stopped shortly before noon and was followed by sleet. A total depth of 6 inches of snow has fallen.

Fear of a Mob.

Marion, Ala., Special.—As the result of a report that a mob of negroes is marching toward this town, with the intention of attacking the county jail and releasing two negro murderers, one of whom, Luke Sanders, is to hang, citizen soldiery is being organized and at 9 o'clock Wednesday evening 50 men were under arms prepared to meet the negroes. Pickets have been thrown out on every road leading into the town and if the mob appears a serious conflict is feared.

Consuls Flag Fight.

London, By Cable.—Cabling from Tien-Trin, the correspondent of the Standard reports a dispute between the French and American consuls there, arising from the attempts of the French consul to include certain mission properties in the French settlement the American consul, says the correspondent, hoisted the American flag on the disputed buildings. The French consul now threatens to hoist the French flag above the American.

Panic in Tobacco Factory.

New Orleans, Special.—A panic occurred among the 500 girls in the Hordshelmer Tobacco Factory, resulting from an alarm of fire several squares away. A strike occurred some time ago in the factory and there had been a rumor for some weeks that an attempt might be made to blow up the building. When the cry of fire sounded the girls frantically rushed to leave the building and many were trampled and bruised. Bertha Cantress, 17 years old, is thought to be fatally hurt.

Aid for Southern Education.

New York, Special.—Announcement was made that there had been organized in this city an association to promote Southern education, to be known as the General Education Board, and that more than \$1,000,000 had been placed at the disposal of the board of trustees. The underlying principle of the association is to be the recognition of the fact that the people of the Southern States are earnestly engaged in the promotion of public education and that in this effort they should receive generous aid; and to this end, and in pursuance of this and kindred objects, the association will seek gifts, large and small, from those in sympathy with its plans.

The English sovereign, value twenty shillings, was first used in 1628. In 1600 the largest coin in general use in England was the noble, value fifteen shillings.

The German army includes more than 10,000 musicians.

THE CUBAN TROUBLE

President Anxious For Settlement of Reciprocity Matter

THE CABINET SAID TO BE DIVIDED

Many Leaders in the Councils of the Nation Call on Mr. Roosevelt Concerning the Matter.

Washington, Special.—Speaker Henderson and Representative Cannon, of Illinois, called at the White House Wednesday. It was relative to the subject of Cuban reciprocity and the called led to much expectative comment, although no definite details were available on the nature of the conference. Active canvassing continued, preliminary to the third caucus on Cuban reciprocity to be held Thursday night. The most positive claims were made by those opposed to Representative Payne's 20 per cent reciprocity plan, that there was a clear majority against it. Mr. Payne and his associates did not concede this much and expressed the belief that a concession to Cuba would be ultimately granted. It was said in this connection that Speaker Henderson is now favorable to the position taken by the majority on the ways and means committee.

During the day several members of the cabinet were called on by Messrs. Tawney, of the ways and means committee, who has proposed to rebate Payne as a substitute for Chairman Payne's plan, and Morris, of Minnesota. As an outcome of these calls, it was stated that three members of the cabinet, namely, Postmaster General Payne, Secretary of the Treasury Shaw and Secretary of Agriculture Wilson, were hopeful of seeing a solution of the problem which would not endanger any American industry. This was construed in some quarters to show a division in the cabinet, but it was stated by those conversant with the situation that the attitude of the cabinet members did not warrant any such construction.

Later in the day, Representative Tawney called at the White House and had a conference lasting nearly an hour and a half with the President. It developed that Mr. Tawney had told the President that there was little or no possibility for the adoption of the Payne plan by the Republican conference and that if it was adopted some 40 Republican members would not consider themselves bound and would carry the question to the floor of the House, where there would be additional complications owing to the attitude of the Democratic members.

The President is understood to have made it clear that he had no intention at present of sending a special message to Congress on the subject. The President expressed the most earnest solicitude that a satisfactory adjustment be reached by Congress. After hearing from Mr. Tawney, his associates expressed the belief that the President would accept the rebate proposition if Congress would present it to him. They were considerably encouraged to hear from Mr. Tawney that the President was not laying down any emphatic ultimatum in favor of the plan as presented by Mr. Payne.

While these conferences were going on at the White House, Chairman Payne and members of the ways and means committee supporting him were in conference. This brought about no change in their attitude. One of the members stated that he was confident that the Payne reciprocity proposition commanded a majority of the Republican members, but that the minority was so large and was so disposed to carry the contest into the House that Mr. Payne and his friends recognized the seriousness of the situation. However, there was no disposition to accept the rebate plan, as it was stated that this was merely a repetition of the plan proposed by the head of the beet sugar organization two months ago.

Five Men Drowned.

Sacramento, Cal., Special.—Five men were drowned in the Sacramento river on Sunday. The party, consisting of Dr. J. H. Morton, George Nunez, Clarence Casterton, Elmer Ivory and Knight Lillington, left Cortland, down the river in a small boat early Sunday morning. Their boat was found in Tules, four miles below Cortland. Near the boat the bodies of the three first named were found. A searching party is dragging for the other bodies.