

DEAD IN WRECK OF TRAIN

Misunderstanding of Orders Results in Awful Catastrophe

ANY PERSONS INJURED BADLY

Accident Train on the Concord Division of the Boston & Maine Railroad Crashes into a Freight Train with Terrible Results.

White River Junction, Vt., Special.—A fearful head-on collision between the southbound Quebec express and a northbound freight train on the Concord division of the Boston & Maine Railroad, four miles north of Canaan station Sunday, due to a misunderstanding in train dispatcher's orders and a demolished passenger coach were taken 24 dead and dying and 27 other passengers, most of whom were seriously wounded. Nearly all those who were in the death car were returning from a fair at Sherbrooke, Quebec, 160 miles north.

The List of the Dead.

Those identified up to 6 o'clock at night were as follows: Timothy Shaughnessy, Castle Bar, Quebec; Mrs. Shaughnessy; Miss Annie St. Pierre, Verte, Quebec; Fred M. Phelps, Ochiltree, Texas; Mrs. A. E. Warren, Haverhill, Mass.; Mrs. F. C. Blake, South Corinth, Vt.; Mrs. Margaret Largy, Manchester, N. H.; Mrs. Philip Gagnon, Sherbrooke; Miss Barrett, Manchester, N. H.; Miss Alvera Giron, Nashua; Mrs. Webster, a dressmaker living in Massachusetts; L. L. Conron, Somerville, Mass.; Infant child of Irving Gifford, Concord, N. H.; Mrs. E. L. Briggs, West Canaan, N. H.; John G. Dunan, Bethel, Vt.

Those Seriously Injured.

The most seriously injured, who were taken to the Margaret Hitchcock Hospital at Hanover, N. H., includes an unknown boy with both legs broken, arm torn out and head injured, dying. The other known injured are: Mrs. S. Saunders, head and back injured; Mrs. C. N. Saunders, Nashua, wounds on head; Miss Saunders, Nashua, contusions on face; Miss D. Saunders, Nashua, internal injuries; Fred Saunders, Nashua, shoulder injured; Mrs. Hester Saunders, Brocton, Mass., head and back injured; Charles St. Pierre, Isle Verte, Que., internal injuries; Arthur Laques, Millbury, internal injuries; E. A. Batehelder, Somerville, ankle broken; Philip Gagnon, Sherbrooke, internal injuries; John Barrett, Manchester, N. H., head and breast injured; Miss Abby Jansen, Nashua, broken frontal bone.

The Southbound train was made up at Sherbrooke, where it picked up the sleepers from Quebec and two cars on the way down. It consisted of the baggage car, passenger coach and smoking car in that order, with the sleepers in the rear.

The northbound train, which left White River Junction at 10:30 a. m., 40 minutes late and followed the freight train by the Montreal express over the Central Vermont. The Quebec express is known as No. 23 and the Montreal train as No. 24.

Meanwhile a northbound freight train known as No. 267, had arrived at Canaan, 18 miles down the road, at 4:30 a. m., on time. According to W. R. Ray, Jr., division superintendent, J. R. Crowley, the night train dispatcher at Concord, sent a dispatch to John Greeley, the night conductor at Canaan that No. 34 was one hour and 10 minutes late. The freight train, showed after the conductor distinctly states that No. 34 was one hour and 10 minutes late. Conductor Lawrence, believing that he had sufficient time in the hour and ten minutes to reach the sidetrack at West Canaan, four miles beyond, before No. 30 reached it, ordered his train to proceed. The superintendent declared that the accident was due to the misreading of a cipher after the train had passed the number of the train instead of a four.

GENERAL NEWS CONDENSED

News of Interest Gathered From All Parts of the Country—Paragraphs of More or Less Importance—What the World is Doing.

Serious demonstrations of seditionists have occurred in Calcutta.

The probability of Lieutenant-Governor Chianler's nomination for President is doubted in Washington.

Gen. Luke Wright said Japs viewed the war talk as not even "respectable nonsense."

After an unsuccessful attempt Walter Wellman has given up trying to reach the North Pole by balloons this year.

Russian newspapers denounce the lack of seamanship which is blamed for the grounding of the Imperial yacht Standart.

General Booth, of the Salvation Army, started on his evangelizing tour to Canada and the United States.

Secretary of the Navy Metcalf explained that Secretary Leob denied the Pacific fleet story probably because he didn't know of the decision.

The Interstate Commerce Commission's report for 1906 shows passengers were carried for an average of 2.002 cents a mile.

The Merchants and Miners' steamer Dorchester, ran down and sank the schooner Fannie S. Grovesman near Norfolk.

The negro rioters Burton and Conquest were convicted in the Accomac county court and sentenced to the penitentiary for 10 years.

The great Government pier at Jamestown will be turned over to the Exposition management.

Robert Newton Wildbore, driver of an express wagon in Richmond, will, on November 8, come into possession of an English fortune the value of which is estimated at upward of \$5,000,000.

The new Cunard liner Lusitania made the voyage in five days and 54 minutes, but did not beat the speed record of her German competitors.

D. Willis James, senior member of Phelps, Dodge & Co., of New York, and a philanthropist, is dead.

The San Francisco Health Board offered a bounty for rats in the hope of stamping out bubonic plague.

Oklahoma and Indian Territory have a combined population of 1,408,732 persons.

Forty persons were injured, 20 of them seriously, by a coal-dust explosion in a Wyoming mine.

PITTSBURG HAS AUTOMANIA

Police Say City is "Speed Crazy" and Prohibit Racing

Superintendent McQuaide Declares That the Lives of People Are in Danger at Every Turn.

Pittsburg, Pa.—Greatly aroused over the number of automobile accidents in this city in the last two weeks the police have determined to prohibit automobile races in the future. They believe that racing arouses automobile owners to increase their speed. According to Thomas A. McQuaide, Superintendent of Police, the automobile owners of Pittsburg are suffering from a disease which he calls "automania."

The automobile owners of Pittsburg and vicinity have gone speed crazy. In spite of the fact that several have been killed and many injured in the last two weeks the work of blood and death goes on. The lives of our people are in danger at every turn. The people of Pittsburg are at present divided into two classes, one owning autos who are trying to break their own and other people's necks, and the others who are trying to dodge. We have tried to stop this speeding, but we seem to be powerless. It appears that when a sensible business man of Pittsburg buys an automobile he becomes inoculated with the speed mania, which cannot be checked. We have passed laws, but men who respect every other law laugh at these. The other day I had before me one of the most prominent business men of Pittsburg for speeding his automobile. He seemed very sorry, and I believe he was sincere. He paid his fine and promised never to speed again. When he left my office he got into his automobile and started out the Boulevard at a speed of forty miles an hour. The coroner's jury in the case of Frank Armstrong, who was killed in an automobile accident on Grand Boulevard last week, returned a verdict in which the city was censured for having the boulevard torn up. This in spite of the fact that the repairs were needed, and that there was a warning red light over the work.

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BURTON HEADS THE G. A. R.

Elected Commander-in-Chief—Parade Fatal to Two Veterans.

Saratoga, N. Y.—Charles G. Burton, of Nevada, Mo., ex-member of Congress, was elected Commander-in-Chief of the Grand Army of the Republic at its forty-first annual encampment here. The new Commander-in-Chief was opposed by three candidates, General John T. Wilder, of Knoxville, Tenn.; Charles Burrows, of Rutherford, N. J., and Patrick H. Conroy, of Topeka, Kan. His plurality was over 300. Other officers elected by the encampment were: Lewis C. Grimth, Troy, N. Y., Senior Vice-Commander; William J. Scott, Atlanta, Ga., Junior Vice-Commander; Dr. T. Lane Taneyhill, Baltimore, Md., Surgeon-General; Bishop Samuel Fallows, Chicago, Ill., Chaplain-in-Chief. Toledo, O., was selected as the place of meeting for the next encampment.

As a result of the parade two veterans died. Ensign S. Bunce, Past Commander of John E. Griswold Post, of Troy, N. Y., was stricken on Broadway, dying shortly after from heart disease, caused by exposure and over-exertion. Ell S. Robinson, of Post No. 234, New York City, also died at his boarding place.

NEGRO TROOPS FOR NEW YORK.

Regiment is Ordered to Barracks Near Watertown and Oswego.

Washington, D. C.—General Oliver, Acting Secretary of War, issued an order that will probably cause a commotion in New York, his home State. It provides for the relief of a number of regiments that have been serving in the Philippines for more than the full allotted term of two years, and the point of interest is found in the fact that included in the returning organizations is a negro regiment—the Twenty-fourth Infantry. With the dispatch to the Philippines of the Twenty-fifth Infantry some months ago, the United States was left without any negro troops except a few short-term cavalry men employed in the stables at the West Point Military Academy.

When the proposition was made about two months ago to return the negro troops several strong protests were made to the department by Congressmen and other prominent persons representing communities where, it was reported, these troops were to be posted. General Oliver has settled the matter by ordering these soldiers into his own State.

BALLOON FELL ON GLACIER.

Wellman Made Start For Pole in Teeth of a Heavy Storm.

London.—The Walter Wellman party arrived at Tromsø from Spitzbergen, where an attempt to make the ascent in the airship with which Wellman hoped to reach the pole was made September 2.

A severe storm drove the balloon back upon the glacier, but the car and equipment were saved.

This ascent seems to have been the last desperate effort before all hope was abandoned of making the voyage till next summer.

10,000 GRAY HAired VETERANS IN LINE

Forty-first Parade of the G. A. R. in Saratoga a Stirring Sight.

AGED SOLDIERS MARCH IN RAIN

Traversed a Mile Through Village Streets, While Thousands, With Uncovered Heads, Watched the Faltering Lines and Old Banners.

Saratoga, N. Y.—The Grand Army of the Republic held its parade—its forty-first. Ten thousand limping, gray haired veterans, the remnant of the army, whose scores of thousands passed in review at the national capital when the war was over, braved a driving storm to march once more beneath their battle flags. As un-mindful of the storm as in the days of "61," when youth and vigor and love of the flag knew no physical bounds, these dwindling thousands passed once more in review.

While scores dropped out when the rain began to fall the ranks held their line and braved the driving storm as if again going to their places in the front of battle. The rain poured with steadily increasing force as they marched, but through the drizzling torrents they kept on. Few there were who even held umbrellas. For an hour and more the old soldiers plodded on between lines of cheering people as plucky as themselves, keeping step to the music.

Governor Charles E. Hughes, his military staff, the national officers of the Grand Army and distinguished visitors stood on the reviewing stand, poorly shielded from the driving storm.

When the last rank had passed in review the rain ceased, the skies cleared and the sun broke out. The dripping but undaunted old soldiers found their ways to lodging places, satisfied that such a trifle as a driving rainstorm had no more arrested their onward march than it had in the days of war.

The parade distance was reduced to one mile, the shortest ever for the national encampment. For the first time the parade was limited to members of the Grand Army instead of being open to all survivors of the war.

The village was ablaze with the national colors, covering the fronts of buildings, festooned at every convenient point, strung in rows at short intervals across the streets and completely covering the interior of the great convention hall where the sessions of the encampment were held. One of the features of the parade was the presence of a big flag which covered the body of General Grant on its way from Mount McGregor to the tomb. In custody of the Grenadier Guard, commanded by Colonel A. S. Fowler, of Little Rock, Ark., of which every man was over six feet tall, and each represented one of the forty-five departments of the G. A. R., this old flag brought up the rear.

MAY GET JAMESTOWN SITE.

Believed That Exposition Co. Will Fail to Repay Government Loan.

Norfolk, Va.—No statement was forthcoming regarding the failure of the Jamestown Exposition Company to remit to the Government an account of its \$1,000,000 loan.

It is a foregone conclusion in the minds of many that the exposition will never be able to repay this loan and that the Government will get the site of the exposition for a naval training station.

The exposition is now going along with a good attendance, but the receipts are not up to what had been expected. The explosion is having trouble collecting concession money.

BOY TO PRISON FOR LIFE.

Lad Found Guilty of the Murder of His Friend at Bowdoinham, Me.

Bath, Me.—Sidney K. Preble, fifteen years old, of Bowdoinham, was found guilty of the murder of his friend, Norris W. Heath, at Bowdoinham, on May 11, by a jury in the Supreme Judicial Court. Under the Maine laws the penalty is life imprisonment, for which he was sentenced.

Preble and Heath quarrelled over a dog, and several days later Preble encountered Heath on a country road and shot him in the back, death occurring instantaneously.

TOO MUCH MARRIED

George Brummel's Mistake Gets Him Into a Peck of Trouble.

High Point, Special.—A warrant was served on George Brummel Saturday afternoon charging him with bigamy. Some years ago Brummel and his wife became separated she going West to see relatives. In the meantime Brummel claims that he heard or had good reasons to believe his wife was dead, and therefore married again. But it seems that wife No. 1 was pretty much alive and neither she nor Brummel had secured a divorce. Appearing on the scene here and finding that Brummel was married again, things looked squally for a while, but somehow the matter was kept parleying with lawyers. If No. 1 money her aceusufi.5. siir. was reported that Brummel had given wife No. 1 money to go her way and let him and spouse No. 2 live in peace, but wife No. 1 has turned up again and sues her husband for bigamy. Wife No. 1 now lives in Philadelphia. Brummel is a hardworking man, and a good citizen, and his friends feel for him in his hour of "much marriedness." The case will probably be tried at Superior Court which convenes in Greensboro next week.

\$300,000 Corporation at Red Springs

Among the corporations chartered by the Secretary of State Saturday one of the most important was the DeSoto Land & Lumber Company, with principal office at Red Springs. It is understood this company has purchased or has an option on extensive land, timber and turpentine interests in South Florida and that it is the purpose of the corporation to develop these. The list of Saturday's incorporations is as follows:

DeSoto Land & Lumber Company, Red Springs, to buy, lease and otherwise acquire timber, timber lands, and interests; manufacture, buy and sell naval stores, spirit, rosin, turpentine and tar barrels; build and operate train roads and depots; buy, operate and sell saw mills planing mills, dry kilns, etc.

The authorized capital stock is \$300,000 with \$75,000 already subscribed in shares of \$100 each as follows: J. G. Williams, 140; W. F. Williams, 140; W. J. Johnson, 180; J. Worthy Johnson, 140; R. W. Massie, 180.

Red Springs Bonded Warehouse Company of Red Springs to build and conduct storage warehouses for all kinds of agricultural products especially cotton and to accept these products for deposits and advance money on goods stored or given negotiable receipt for same. The capital stock authorized is \$25,000 with \$2,000 subscribed. The incorporators are Messrs. W. J. Johnson, W. H. Sykes, Red Springs Trading Co., D. W. Townsend, J. L. McMillian, W. J. McLeod, G. H. Hall, Alex. McKenzie, J. D. Gibson, Garrett & McNeill, D. P. McEachern and William Roberts.

Store Burned.

Fayetteville, Special.—Leon C. McDuffie's store at Hope Mills No. 1, was destroyed by fire Saturday night.

Arm In Cotton Gin

Fayetteville, Special.—Lon Andrews met with a bad accident in his father's cotton gin at Rockfish Station. His right arm got caught in the machinery and was fearfully lacerated. He was placed on the afternoon train which passed soon after the accident and taken to Hope Mills. Dr. McGougan happened to be near Hope Mills in consultation with a local physician and he placed the injured man in his automobile and brought him to the Highsmith Hospital in this city.

Crowded to the Walls

Goldsboro, Special.—Not in the history of Goldsboro's tobacco market has there been such a day of tobacco sales as have characterized Saturday. It is the red letter day. Both warehouses were crowded to the very walls—every foot of floor space being taken up, and the auctioneers will hardly get round by nightfall, if at all. The farmers everywhere have at last realized that Goldsboro is the best tobacco and cotton market in the State.

Ten-Hour Work Day

Gastonia, Special.—Because of the refusal of the management of the Loray Mill to grant a demand for shorter working hours; about one hundred employes of the factory have walked out. They held a meeting at which this action was decided on. A ten-hour system was what the operatives demanded. It was at first reported that 300 had left the mill but this report seems to have been exaggerated.



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