

The St. Tammany Farmer.

"The Blessings of Government, Like the Dew from Heaven, Should Descend Alike Upon the Rich and the Poor."

D. H. MASON, JR., Editor.

COVINGTON, ST TAMMANY PARISH, LA., SATURDAY, JUNE 27, 1908.

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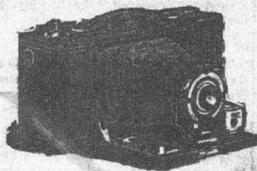
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RAILWAY ACCIDENT.

Dr. G. W. Jones, Representative from Livingston, Killed.

Representative Lewis L. Morgan, Covington, Receives Injury.

The Wreck.

(From The Times-Democrat.)
Baton Rouge, La., June 22.—A heavy freight and log train on the L. R. and N. Co. crashed into the rear end of a mixed passenger and freight train on the Baton Rouge, Hammond and Eastern Railroad at 10:30 o'clock this morning, as the latter train was crossing the intersection of the two roads just above the city, instantly crushing the life out of Dr. G. W. Jones, of Denham Springs, Representative from Livingston parish, and injuring a large number of passengers.

Following are the injured:
Joseph Rogers, conductor on B R H and E R R, of New Orleans, leg broken, will have to be amputated.
A T Muntz, engineer of L R and N Co, side crushed and bruised all over.

Hon L L Morgan, Representative from St. Tammany, head cut.
W. H. Bridges, Corbin, La, head cut.

John and Mortimer Lobelis, Livingston parish, scalp wounds.

Z T Freeman and wife, Baton Rouge; former bruised, latter collar bone broken.

Mrs Freedman, bruised.
S T Hewes, Livingston, foot crushed.

J M Holden, Livingston, head cut.
H R McCulloch, arm broken.

E C Lockhart, Livingston, back hurt.
J W Simmons, Baggage Master of B R H and E R R, back hurt and internal injuries.

E M Bills, Denham Springs, head cut.

Mr and Mrs Nap Brown, of Baton Rouge, former cut in head and face, latter bruised and shaken.

Gustave Kuhnert, of Baton Rouge, bruised, cut and shaken.

The schedule of the Baton Rouge, Hammond and Eastern Railway was changed to-day, and the mixed passenger and freight train from Covington to Baton Rouge arrived at the crossing ahead of the usual time. Passengers corroborate the statement of the train crew of this train that upon the arrival at the crossing the train slackened, blew the crossing whistle and proceeded to cross the track of the other road.

Engineer E H Steeger of the Hammond train states that after his engine had passed the crossing he saw the Louisiana Railway and Navigation train bearing down on him at a high rate of speed, and the only thing he could do was to open wide his throttle and to try to clear his train from the crossing. He succeeded in getting all of his train by except the rear end of the last coach, which was struck by the engine of the Louisiana Railway and Navigation train. The rear platform was torn off and was overturned. Passengers report that there were about forty people in the coach at the rear of the train and about ten people in smoker.

Dr Jones was accompanied by his little son, the latter escaping uninjured. The legislator was killed by jumping off the back platform when the crash came. His body was mutilated horribly in the mass of iron and wood from the wrecked engine and car.

Conductor Rogers of the Hammond train was in the baggage car and was thrown out, falling on his left leg and breaking it between the ankle and the knee so that the bone protruded. From fifteen to twenty-five other passengers received various injuries in the overturning of the coach, some of which may prove very serious. Baggage man Simmons sustained internal injuries which are being watched by his physicians with anxiety.

Wreckers from both roads were wired for and the work of removing the debris began early in the afternoon. The Louisiana Railway and Navigation Company scheduled its train south at 8 o'clock to-night, one hour and thirty minutes late. The northbound train this morning was detained here by the wreck and went no further.

The scene of the wreck was the crossing of the two roads, about a mile north of the city limits. The tracks cross at right angles, the Baton Rouge, Hammond and Eastern Railway running east and west and the Louisiana Railway and Navigation north and south. In the northeastern angle there is a thick clump of trees and wild cane, making the view of the other track from either of the trains impossible.

The Louisiana Railway and Navigation train's engine struck the rear coach of the Baton Rouge, Hammond and Eastern train about ten feet for-

ward of the rear platform, demolishing the wall of the coach entirely at this point and leaving a gaping hole, the coach being turned over on the south side of the track and lying against a slight embankment.

The tender of the Louisiana Railway and Navigation engine climbed up on the engine, the engineer escaping from a narrow space formed in the wreck. A gondola immediately behind the engine was also wrecked. The wreck was not cleared until late this afternoon, permitting the delayed trains to pass the spot.

The Baton Rouge, Hammond and Eastern train left at dusk bearing the remains of Dr. Jones, which were taken to his home in Denham Springs for burial. Many of the wounded returned to their homes on this train.

Dr. Jones' body will be interred at Amite cemetery, four miles from Denham Springs, to-morrow. The House adjourned in respect to his memory and accompanied the body from the undertaking parlors to the depot of the Baton Rouge, Hammond and Eastern.

Dr. Jones was fifty-nine years of age, a native of Livingston parish, and was serving in the Legislature for the second time. He leaves a widow and a number of children.

The blame for the accident is being considerably discussed. The passengers on the Baton Rouge, Hammond and Eastern train state that their train came to a stop and whistled. No one remembers if a flagman was sent out to see if the right of way was clear.

Engineer Muntz was seen in his bed at the Valley House this afternoon and stated that he had no statement to make until an investigation is held. Sheriff Randolph arrested Engineer Steeger of the Baton Rouge, Hammond and Eastern, Engineer Muntz of the Louisiana Railway and Navigation Company and Conductor A. T. Waycot of the Louisiana Railway and Navigation Company and paroled them to appear when needed. Conductor Rogers was taken to New Orleans and no arrest was made in his case.

Commissioner Meredith of the Railroad Commission and Secretary Barrow made an investigation of the wreck this afternoon.

Engineer Muntz stuck to his post until after the crash came. His fire man jumped.

Dr. Camille Bourgeois of this city, who was returning from Covington to this city after spending Sunday at that place, said that the scene was one of indescribable confusion.

The overturned coach contained a large number of women and children, and immediately after the crash those who were not in this coach began extricating the wounded. It is remarkable that out of the entire lot of women and children, with the exception of Mrs. Z. T. Freeman of this city, none of them received serious injuries.

Mr. and Mrs. Nap Brown of this city were on the train that was wrecked. They state that when the engine of the Louisiana Railway and Navigation train bore down upon them someone screamed to run. Some persons ran to the rear end of the car, but at this time their train gave a jerk and Mrs. Brown was thrown from the window and fell outside the train. Mr. Brown was thrown to the floor of the coach. They received many cuts and bruises, Mr. Brown having his head and face badly lacerated.

Those who were not injured gave valuable assistance in the work of rescue and many feats of heroism are recorded by members of the train crew and the unhurt or partially wounded passengers in the wreck.

Convicted of Swindling.

In the next eight or ten days W. B. Shrove and Minnie Lewis, credited with being the cleverest mail scheme operators ever convicted in this part of the country, will be on their way to the Federal prisons, to which they were sentenced last week by Judge Sanders in the United States Circuit Court. The man was sentenced to one year without hard labor at Atlanta, and the woman was given the same term at Nashville. Both were convicted on charges of having used the mails with fraudulent intent. United States Marshal Loisel announced yesterday that while no date has been set, he will leave shortly for the prisoners. The marshal will make the round trip himself, going first to Atlanta and then to Nashville. The couple are now in the Parish Prison.

Their scheme, as exposed by Post-office Inspector Pulsipher, who worked up the case and had them indicted by the Federal grand jury, is said to have been one of the most successful ever worked here. The man and woman pleaded guilty to one indictment of the two returned. As explained by Postoffice Inspector Pulsipher, they advertised, by means of the mails, for women to produce paintings on velvet, under the title of the American Tapestry, Art and Supply Company at 819 Camp street. They agree to pay prices for the work ranging from 35 cents to \$3.75. But before giving the employment or pretended employment, they demanded a deposit of \$3.75, ostensibly for materials, without which they

said the work could not be done. It is said in this way they victimized dozens of women in New Orleans, but more particularly women in small country towns. They did it by sending as the alleged "material," a cheap piece of tapestry worth about 30 cents. They assured those who deposited \$3.75 and accepted the alleged employment, that their money would be refunded, if they were dissatisfied within thirty days. Before that time had elapsed they left the city, and as Postoffice Inspector Pulsipher put it, "forgot to leave any forwarded address." They admitted operating in six places besides New Orleans.

Mrs. Ruleff Suicides.

Declaring that she had nothing to live for after the loss of her eleven-year-old daughter, who died a year ago, Mrs. William Ruleff, aged 27 years ended her life by drinking half a tumblerful of carbolic acid at her home, 2131 Lapeyrouse street, last week. Before she took the acid Mrs. Ruleff stated her intentions to her husband. She also notified several of her neighbors that she was going to kill herself, but no one took her declaration seriously.

Wm. Ruleff, husband of the dead woman, said he married his wife about a year ago and that she was a widow at the time of the marriage. He said that as far as he knew his wife had no cause for worry save for a mental distress induced by brooding over the death of her daughter. Neighbors said that she seemed to possess a cheerful disposition and that no one would ever suspect her of entertaining thoughts of suicide.

Mrs. Ruleff and her husband had a little quarrel, which amounted to nothing, and later the couple made up and became reconciled. When she started to the kitchen to drink the fatal draught, she shouted back to her husband, "good by." When he reached her side it was too late to prevent her from accomplishing her purpose. The Charity Hospital ambulance was quickly summoned and every effort was made to save the life of the woman, but without avail.

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