

263,343 was the TIMES' circulation for last week.
The STAR'S circulation for last week was..... 169,975

The Evening Times

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ONE CENT.

SEABOARD LINE PURCHASED

New York Syndicate Sops the Rate War.

BAY LINE ALSO WAS SOLD

Interesting Story of the Deal Made on the Way to Portsmouth—The Old Management to Step Down and Out at Once—Good Prices Obtained and the Stockholders Are Happy.

The Seaboard Air Line has been sold, but the Southern Railway did not buy it. Col. George B. Thomas and Thomas B. Ryan, New York, representing a syndicate of that city, are the purchasers.

The old Bay Line of Baltimore goes with the sale, and thus ends a bitter rate war which has existed for several months.

The purchasers secured a controlling interest by paying a heavy sum. The amount agreed upon is about \$1,500,000, though the par value is but \$1,000,000, and the stock has lately been quoted in the market at \$750 a share.

The details of the affair have been kept secret, and at the office of the Seaboard Air Line in this city no information could be secured about the transaction. They had heard of the sale, but no more. There is, however, an interesting story regarding the whole deal which has been learned. It is stated that on a Bay Line steamer which left Baltimore Monday night for Norfolk and Portsmouth there were present at B. Curran, Hoffman and Co., the Baltimore agent, and also a number of stockholders.

Among the latter was Gen. John Gill, president of the Merchants Trust and Deposit Company of Baltimore, who had led fight to obtain a controlling interest in the property and upset the management.

THE MEDIATORS.
Among the passengers were two gentlemen who were neither stockholders nor directors. They were Thomas F. Ryan and George B. Harvey, the principals in the deal which Gen. Gill had for several days been laboring so hard to carry through. As all the parties were on the same boat it was not long before they got together. Gen. Gill, with his holdings, his proxies and his options had 2,700 shares of stock, but he needed nearly 4,000 more to carry his point. How to get them was the question. It was time for diplomacy. Messrs. Ryan and Harvey were brought into the conference with Messrs. Louis McLean and Judge L. R. Watts, three of the Seaboard's directors, who represented a pool of 4,000 shares of stock.

They were willing to sell, but did not think \$100 a share, the par value, was enough for the stock, though \$110 a share had been having a steady \$15 for quite a while. Gen. Gill, as the representative of Messrs. Ryan and Harvey, had offered \$100 a share if a control of the road could be secured.

Seeing the consummation of the deal in sight, the New Yorkers raised their figure, and offered \$110 a share. Then the bargain-making began. The holders of the 4,000 shares wanted to sell, but they wanted the minority stockholders protected. As a means to this end, they asked that the offer which had been made to them be extended to the minority stockholders of the New York company. They agreed to take all the stock at the same price, and then all the stockholders present assented to the sale.

Next, as a part of the deal, was taken up the purchase of the stock of the Baltimore Steam Packet Company. The offer of the old Bay Line steamer, this line, as is well known, is operated as a part of the Seaboard Air Line, yet it is a separate and distinct corporation. A large part of the capital stock of \$400,000 is owned by the Seaboard and Roanoke Railroad, the parent company of the Seaboard Air Line. The Baltimore stockholders wanted to be taken into the deal, and the New Yorkers agreed to pay for their stock something like \$1,500 a share, though the par value is but \$1,000,000, and the stock has lately been quoted in the market at \$750 a share. The sale was then made by Messrs. Ryan and Harvey agreeing to take the property on the conditions named, buying all the stock of both companies, conditioning only that an examination of the books of the companies should be made to show the correctness of the reports as to the condition of the property.

BIND THE BARRIERS.
Next morning a heavy cash payment was made by the purchasers to bind the bargain. Consequently, when the meeting was called there was nothing to cause any bitterness or bad feeling. The purchasers had acquired the property more easily than they expected and the sellers had received satisfactory prices for their stock.

The old officers of the company were, of course, re-elected, pending an examination of the books and the final payment on the stock. This will be completed within a month, and then President Hoffman and his board of directors will step down and out, and the New Yorkers will name a new president and board of directors, who will take immediate control of the property.

Mr. Hoffman, who was a heavy Seaboard stockholder, is said to be thoroughly satisfied with the sale. As to Mr. St. John, no one seems to know where he stands in the shuffle.

As the deal now stands, the New Yorkers have for less than one and three-quarter million dollars secured control of a railroad system extending a distance of more than one thousand miles. The case, it is positively stated, is not in the interest of the Southern Railway. Yet it is known that the relations which exist between Messrs. Ryan and Harvey and the Southern Railway people are such that there will be no bitter antagonism between

the two companies and the rates will be restored.

A dispatch from New York says that Thomas F. Ryan last night said that he would not deny the report that he had bought for himself and others a majority of the stock of the Seaboard and Roanoke Railroad Company. The Seaboard and Roanoke owns a controlling interest in the various roads that compose the Seaboard Air Line.

Mr. Ryan and Gen. Thomas have made other purchases of other railroad property in the South recently, including the Port Royal and Augusta and Port Royal and Western Carolina and have consolidated the two lines in one system, the new company operating as the Charleston and Western Carolina. The importance of this transaction lies in the assurance of peaceful readjustment of the relations between the Southern railway and certain of its competitors, who have been responsible for radical disturbances in rates.

ROSEBERY SURPRISED ALL

His Resignation as Leader of the Liberals Entirely Unexpected.

Harcourt's Succession Will Not Solve the Trouble—Prediction Made That Chamberlain Will Be Leader.

London, Oct. 8.—In the political clubs it was not expected that Lord Rosebery would resign the leadership of his party at present, despite the agitation against him. The advanced Liberals desire a more progressive and aggressive policy, though a large section of the party approve Lord Rosebery's coolness in a time of feverish excitement.

Many Liberal members of the House of Commons wired to the offices of the Liberal party in Westminster today asking for information in regard to Lord Rosebery's withdrawal, and received the reply that the ex-premier's letter of resignation was wholly unexpected, not even Mr. Ellis, the Liberal whip, to whom his letter of resignation was addressed, having had a hint that it was impending.

The resignation of Lord Rosebery is the sole topic of discussion in the Reform and National Liberal clubs, where it is assumed that Sir William Harcourt will succeed to the leadership, though many of the rank and file say that will not solve the situation. These persons predict that within a few years the progressive opinion of the country will compel the present Liberal leaders to go with their hats in their hands to Mr. Chamberlain and accept his leadership upon his own terms.

London, Oct. 8.—The Star, in commenting on the resignation of Lord Rosebery from the leadership of the Liberal party, says: "Lord Rosebery has resigned and Sir William Harcourt resigns in his stead. The Liberal party will never again be led by a peer. Mr. Gladstone chose Lord Rosebery as his successor to the leadership, and it is Mr. Gladstone who has unwittingly deposed him."

Mr. T. P. O'Connor, M. P., says in his paper, the Sun: "Lord Rosebery never had a fair chance. Whenever he indicated a policy it was immediately thrown over by his supposed colleagues. Nevertheless, everybody knows that Mr. Gladstone stood outside of the painful intrigues, odious backbiting and miserable personalities, which defiled and wrecked the Liberal party since its resurrection."

The Evening News says: "Lord Rosebery has played the man. He declines to lead a party, the ragging and baiting of which was always lurking at his heels. Sincere ignorance has betrayed the radical reactionists into believing that it is at present 'wallowing.'"

The Echo says: "Lord Rosebery throughout has taken a common sense view of the eastern and western situation, while the other Liberal leaders have taken narrower and more emotional views. Lord Rosebery's resignation will strengthen Lord Salisbury."

The Dublin Freeman's Journal says: "Lord Rosebery daily gave striking proof that his views of the foreign policy differed from those of his party. His retirement is not a surprise. It is his arrival on the road toward that which he has long been traveling."

DAUNT'S ROCK LIGHTSHIP GONE.
Eight Men Were on Her When Swept Out to Sea.
London, Oct. 8.—Further reports of the gale show that it was severely and greatly increased during last night and that an immense amount of damage has been done to property along the coasts, while the damage to shipping must be very heavy.

The Daunt's Rock lightship, at the entrance to Queenstown harbor, was missing this morning, having been carried away from its moorings by the terrific gale which swept the channel and the Atlantic during the night. The lightship had on board a crew of eight men, Yessels were sent out this morning to search for her, but up to this time no trace of her has been discovered.

The gale along the Welsh coast was of unprecedented severity and the damage done is very great. Hundreds of yards of the Porth Cayle Esplanade have been swept away completely and the country is flooded for a mile inland. The lower part of the town of Port Madoc is also flooded.

CHARGED WITH ASSAULT.
Thomas Brown Arrested on a Serious Charge.
Thomas Brown, colored, fifty-two years of age, was arrested this morning by Policeman Pat Creaghe on the serious charge of criminal assault.

The complainant is Mary Simpson, colored, twenty-four years old, who resides at No. 32 McCullough street.

Brown is a leader in the Government Printing Office stables, and the young woman alleges that he entered her room while she was asleep.

The prisoner protests that he is innocent.

Cut With an Ax.
Matthew Myer, a telephone lineman, employed by the District government, was engaged in cutting down a pole on M street, between Twenty-fifth and Twenty-sixth streets northwest, yesterday afternoon, when the ax glanced, the blade striking him in the head and cutting a deep gash. He was treated at the Emergency Hospital.

Claim It Was Accidental.
Policeman Harries of the Fourth precinct reported to Lieut. Vernon this morning that Michael Green, a saloon keeper at No. 617 Fourth and a-half street southwest, attempted to kill Harry Moran by firing a pistol at him last night. Today both Green and Moran claim that the revolver was discharged accidentally.

ME AND GEORGE.



CONTEST FOR LOVING CUP

Life Underwriters Will Read Essays Tonight.

VISIT TO THE TREASURY

Delegates Under Pilotage of Treasurer Morgan Make a Tour of the Building in Which the Money Is Stored—Interesting Paper Read on the "Dignity of a Profession."

The delegates to the seventh annual convention of the National Association of Life Underwriters were shown in an interesting way the money stored in the Treasury building.

An invitation was read from United States Treasurer Morgan for the delegates to inspect the Treasury and offering his services as guide. The invitation was accepted and this afternoon at 2 o'clock the delegates were shown the money.

Mr. H. R. Hayden, editor of the Weekly Underwriter, read an interesting paper on "The Dignity of a Profession." Mr. Hayden deprecated the fact that through the actions of some members of the life insurance fraternity there has been found necessary in most of the States to enact laws to stop certain dishonorable practices in the transaction of insurance business.

Continuing he said:
ON A HIGHER PLANE.
"I am not all pessimistic. I know that the business of life insurance is today on a higher and better plane than ever. It is a good old orthodox minister in Connecticut that he always began his long prayer on Sunday morning in this wise: 'O Lord, we come to Thee because we have no where else to go.'"

"It was a doubtful compliment to the Almighty, though spoken in all seriousness. The hurdle of men who years ago came into life insurance because they had no where else to go, have found other places or have been taken hence to the great benefit of the business and to the joy and relief of honest and earnest workers."

"Much of the improvement has come through associations of underwriters. I should not be here today if I did not believe that what remains to be done will always receive your cordial help."

"When the clergyman and the lawyer and the legislator meet you at your festive gatherings, in the after-dinner sugar rush, is so certain to give you about the dignity of your profession may the dignity which you have given it incline them to a generous emulation in their own chosen walks of life."

"There is but one sure way to furnish this example to others. I have purposely drawn my illustrations of the truth I desire to impress upon you from other professions, and have left untouched the many mixed questions that cause you to despair sometimes of your own. But I am sure that you will be able to make the application without exposing to the public gaze any of your own shortcomings. You get, or should get, here something of inspiration to sustain you in your personal work, but it is that personal work which gives character to this association, and which imparts dignity to your profession."

CALEF LOVING-CUP CONTEST.
The reading of the paper was frequently interrupted by applause, and at its conclusion a vote of thanks was tendered the speaker.

The report of the executive committee on the essays for the Calaf loving-cup, was read. This cup is offered as a prize by President Calaf, to be awarded each year for the best essay written by a member of the National Underwriters' Association, on a subject selected by the executive committee. The cup is awarded to the local association, of which the successful competitor is a member.

The reading of the essays and the awarding of the cup is one of the most important features of each year's meeting. The last year's papers upon the subject "How can the treasury's report be made more beneficial to the members and of greater good to the association?" will be read at this evening's session.

The subject for the ensuing year will be: "What can individual members do to advance the power and influence of the local association?"

Owing to the absence of several members of the finance committee the reading of the treasurer's report was deferred until tomorrow morning.

NO BLOWS BELOW THE BELT

Mr. Hutchins Fears Mr. Davis May "Foul" Him.

DISAGREE ABOUT DEBATE

Col. Kalfbus and Mr. Gates Wrangled for Two Hours Over the Conditions Regulating the Proposed Political Joint Discussion and Each Accuses the Other of Being Afraid.

The Democrats of the District are now claiming that in Mr. Stibson Hutchins they have a champion whom none dare to meet in political debate.

That gentleman's representative, Col. Thomas B. Kalfbus, and Cyrus V. Gates, the representative of Mr. Henry E. Davis, who accepted Mr. Hutchins' challenge to a joint debate after Mr. H. W. Warner refused, got together last evening to make arrangements for the meeting.

Two hours were spent in wrangling. An impartial listener to the accounts of the conference, as given by these two gentlemen separately, might conclude that "one was afraid and the other dauntless." At any rate, they failed to agree on any important point in the series of propositions submitted by Mr. Gates in his letter published in The Times last evening.

Col. Kalfbus said this morning that the debate is now off, so far as it depends upon his again meeting the unrepentant and timid Mr. Gates. Mr. Gates says he had a conference with his principal, Mr. Davis, today, and that that gentleman declared they will force the fighting with Mr. Hutchins, et al, and that the debate shall take place on any conditions that the opposition may name; he will yield everything, however unreasonable, for the sake of the meeting. Unquestionably and unalterably, Mr. Davis is eager for the fray. Mr. Hutchins, in a letter, indicates that he, too, smells powder.

HIS CONFERENCE A FAILURE.
Col. Kalfbus expressed his version of the meeting with Mr. Gates in a letter this morning. His defense of that letter, in a personal interview today, is interesting.

"I made a plain statement of the case, as I told Mr. Gates I should do," said he. "We sat there and wrangled for two hours. He was unreasonable, and I think he wanted that his side wants to meet ours."

"The most serious point of difference was on the changing of the question. As proposed by Mr. Hutchins, the debate is to be on the subject of silver and gold. Now Gates says Mr. Davis wishes to discuss the free coinage of silver at the ratio of 16 to 1. That is unreasonable. Doesn't the question 'Silver and Gold' include everything? I positively refuse to meet Mr. Gates again. Everything I proposed he had some objection to, though I think the minor matters could have been adjusted by compromise if the serious matter of the question itself could have been settled."

Mr. Gates explained to a Times reporter his position. His statement, by an amusing coincidence, was almost identical with that of Col. Kalfbus.

"Our meeting was a dispute over every important question involved in the conditions proposed to regulate the debate. Col. Kalfbus had so many objections to my plans that I think it shows his side doesn't want to debate. It is evident that they want to get out of it. As for the question for debate, it is plain to anybody that the greatest distinctness of statement is required to insure an intelligent joint discussion."

"Gold and Silver" doesn't mean anything. We simply want the question clearly defined beforehand. I could do nothing with Col. Kalfbus, for he was unreasonable. But we will force the fighting. Mr. Davis instructs me to yield everything to them and demand a meeting."

The two letters issued today, one by Col. Kalfbus and the other by Mr. Gates, are presented below, and Mr. Hutchins himself simplifies matters in a plain letter addressed to his second in the proposed political duel.

COL. KALFBUS' LETTER.
Mr. C. V. Gates, who, it was understood, was authorized by Mr. H. E. Davis, to arrange for a joint discussion on the gold and silver question between Mr. Stibson Hutchins and Mr. Davis, met me at my office, No. 1424 E street northwest, this evening, and we discussed the question in detail from 6 until 8 o'clock without result.

DU MAURIER IS DEAD.

Fine Artist, But Made Most Famous by His Novel "Tribly."

George Lewis Palmells Du Maurier, artist and author, was born in Paris March 6, 1834, and educated in that city, but was a British subject. His grandparents on his

father's side were "emigres" from France during the reign of Terror.

He went to England at the age of seventeen, and studied chemistry under Dr. Williamson at University College, London. Afterward he studied painting in Paris under the famous M. Gleyre; also in Antwerp and Dusseldorf. He first began to draw on wood in England for one of the weekly papers for Punch and the Cornhill Magazine, and subsequently he joined the Punch staff.

Since that time his weekly drawings made him one of the best known and most admired of contemporary artists and satirists.

Mr. Du Maurier has illustrated "Esmond," "The Story of a Feather," "Black-eray's Ballads," and many other books. He was also an associate of the Royal Society of Painters in Water Colors. A special exhibition of his works was held at the rooms of the Fine Art Society in 1885.

In 1881 Mr. Du Maurier published a novel, "Peter Rabbit," in Harper's Magazine, and in 1894 his novel, "Tribly," appeared. The opening pages of his latest work, "The Marston," appeared in the October number of Harper's Magazine. Mr. Du Maurier has lectured occasionally on subjects connected with his work as an artist.

Contractor Must Pay Damages.
Edward Gorman has been required by the Commissioners to reimburse S. S. Daisch & Son in the sum of \$12,900 damage, sustained by the firm through the falling of a horse into the Broadwood road sewer. A cave-in, which caused the mishap to the horse, is declared to have resulted from defective work done by Gorman in changing the lateral of Daisch & Son's mill from the old to the new sewer.

Hanna Must Make Affidavit.
Cleveland, Oct. 8.—Hon. J. M. Hanna called at the rooms of the board of elections yesterday and asked the privilege of registering, as he expected to be absent in Chicago until the day of election. The necessary books happened to be out at the time, and Mr. Hanna will be obliged to send an affidavit from Chicago to the effect that he is a voter in Cleveland.

12-inch stock boards \$1 per 100 feet. The finest lumber. We keep everything in mill work—lumber and builders' hardware. F. Libbey & Co., 6th and N. Y. ave.

Try Institute Business College, Eighth and K; best in Washington; \$25 a year.

Continued on Second Page.

GEN. SHERIDAN DEAD.

At One Time Recorder of Deeds Here and Wealthy, But Became Poor.

Gen. George A. Sheridan, once famous as a campaigner and for some years recorder of deeds in this city, died at the National Soldiers' Home, in Hampton, Va., early this morning of Bright's disease.

He has been an inmate of the home for about a year and a half. Although at one time in his career he was worth as much as half a million dollars, he was almost destitute when he applied for admission to the home.

He entered the civil war as captain of the Eighty-eighth Illinois Volunteers and was promoted by stages to the rank of general for bravery in action.

At the close of the war he was appointed collector of the fourth district of Louisiana, which position he occupied many years. He leaves two children, one a daughter, who is a well-known newspaper writer of Boston, and a son, in New York city.

GUAYAQUIL'S GREAT FIRE

Many People Burned and 30,000 Made Homeless.

Twenty-Five Millions' Worth of Property Destroyed With Only Two Millions of Insurance.

New York, Oct. 8.—Mr. Miguel Valverde, consul general of Ecuador, received a telegram this morning, which stated that the great fire in Guayaquil had been finally subdued. The loss is estimated at \$25,000,000, while the total insurance is but a little over \$2,000,000.

Mr. Valverde has received several dispatches yesterday and today regarding the great conflagration. He says that the fire started about midnight Tuesday and spread very rapidly, despite the efforts of the fire department.

A number of persons were burned or killed during the progress of the fire, but the exact number is not yet known. The loss of life was heaviest in the vicinity of the city hall, which blew up with a number of volunteers were making heroic efforts to prevent the fire from reaching it.

The fire broke out in the best section of the city and destroyed the custom house, business houses and stores, churches and many dwellings. The Malencon, the principal business street, has been laid waste by the flames.

Fully 30,000 persons, nearly one-half of the city's population, are homeless. Great destitution prevails, many persons being without food and without even necessary clothing.

Consul Valverde's advisers state that the fire was probably of incendiary origin, and that the investigation is left to the police. Prompt punishment will be meted to the offenders, should they be caught.

NEW YORK REPUBLICAN CLUBS.

Convention of State League Has Landed From Many Prominent Men.

Syracuse, N. Y., Oct. 8.—The convention of the State League of Republican Clubs convened here at the Albion this afternoon. The convention was called to order by President George F. Green of Elmhampton, and then followed the appointment of the preliminaries for the evening work for the present campaign, and the adoption of strong resolutions endorsing the national and State tickets and the gold standard.

The executive committee of the league met this morning and finally agreed upon the preliminaries for the evening work. President Green has received letters and telegrams from Hon. William McKimley, Governor Morton, Hon. T. C. Platt, Marquis A. Hanna, Senator Matthew S. Quay, Hon. Thomas B. Reed, ex-President Benjamin Harrison and other prominent Republicans, expressing regret at their inability to attend the convention. Governor or Morton says in his letter that it is an encouraging sign of the times that party lines are obliterated in this contest, and Democrats join the Republicans to maintain the stability of the national finances and the credit of the nation.

TWO SURRENDER THEMSELVES.
Jim Wells and Joe Thomas Prefer to Be Tried Before Squire Lane.
Jim Wells and Joe, alias "Skinny" Thomas, Jackson City gamblers, will stand trial tomorrow morning before Squire Lane, and Justice Edham, for violation of the anti-gambling law.

Wells and Thomas are the only two out of the twenty-six gamblers against whom warrants were sworn out by John C. Nelton who have been arrested. Following the continued delay in the trial of the gamblers on the old warrants and the alleged inability of Sheriff Palmer to execute the new ones, Judge Chester recently appointed Mr. Sipple, of Del Ray, a justice of the peace to try the cases.

Wells and Thomas surrendered themselves to the sheriff, preferring to risk a trial before the present tribunal than to take the chances of a heavier sentence in case of conviction before Justice Sipple.

None of the others have yet been apprehended. The trials will take place in "Square Lane's" "down-town" office at 10 o'clock tomorrow morning.

GRADE CROSSING WRECK

Locomotive and Electric Cars Collided at Alexandria.

TRAIN CONDUCTOR HURT

Absence of the Gatekeeper Led to the Accident—Two of the Mount Vernon Line Coaches Smashed—The Engine Badly Damaged—Arrest of the Engineer.

Two electric cars and a Pennsylvania locomotive were smashed and Conductor Travis L. Farley of the Mount Vernon electric road was slightly hurt in a wreck at the Fayette street, Alexandria, crossing of the Pennsylvania track with the Washington, Alexandria and Mount Vernon line.

The accident happened about 6:45 a. m., when there was no watchman on duty and the gates were up. Flagman Henry Burke of the electric road had started ahead, it is said, to guard the crossing, but Motorman Munford, by some misunderstanding, failed to stop to allow him to do this.

The wrecked locomotive was bringing in from Quantico the express train due here at 7 o'clock. Engineer John Graham, of No. 615 Sixth street southwest, was in the cab, and Fireman John Jeff, of South Capitol street, at his side.

Both streets are rather narrow and the buildings come up close at the four corners. When the locomotive was about thirty feet from the electric track the train bound for Mount Vernon crossed in front of it, and in a twinkling there was a crash of breaking timbers, a clanking of iron and a confused vision of the big black engine knocking the bright yellow electric cars into the air and breaking one of them into kindling wood.

THE COLLISION.
The force of the collision wrenched the locomotive from the track and landed it, with an electric car across the cowcatcher, ten feet away, against the curb. The blue figure of a railroad man rolled out of the electric train upon the rough cobblestones and lay motionless in the street. Other trainmen jumped to the street and ran up with the bystanders.

Mr. George G. Brown, who works for Somerville & Co. here, and is an old railroad man, was one of the first. He called for help, and with the aid of two or three took the injured man to his room in the hotel at the corner and called for a physician. The man proved to be Conductor Farley.

The physicians made an examination, but found no bones broken. Farley complained of his shoulder hurting severely, and had a scalp wound at the back of his head, which was bleeding, considerably. He was stable, however, to come home two hours later, and will probably be all right again in a day or two. Motorman Munford and Brakeman Henry Burke were unhurt.

The rear trucks of the electric car smashed and dented the cab of the locomotive on the left, breaking the woodwork and shattering the window. Fireman Jeff was standing on that side, but jumped back and escaped injury.

There were no passengers in the middle electric car, which was torn almost in two. One or two in the rear car, which was only slightly damaged, got off with a bad shaking up and a scare.

The passengers in the express train were severely jarrred and several thrown from their seats, but nobody hurt badly. They were taken to a train on the Henry street track of the Pennsylvania road and brought on to Washington, arriving half an hour late.

BLOCKED THE ROAD.
A big crowd gathered about the wreck, and the electric road was blocked for nearly an hour. The train due in Washington at 7:45 did not arrive till 8:40. Other trains were delayed only a few minutes. At 9:30 o'clock the Pennsylvania road engine crew hitched a cable to the derailed locomotive and dragged it back on the tracks and across the electric road out of the way. Some big dents in the smokestack, a broken cylinder, and some bent rods made up the damage in addition to the breakage on the cab.

A hole fifteen feet wide from bottom to roof, fringed with broken timbers and sheathing, showed the force of the collision on the electric car as it lay careened against the curb on the east side of Fayette street. The trucks and part of the projecting roof lay at the corner on the west side of the street. The cars on the north side of the street were carried away in the wreck. The total loss to the two roads will not exceed \$15,000.

Engineer Graham, who was having his first accident, said: "I didn't notice the gates. I was too busy looking at the cars. I didn't see them till it was too late. I was running at an ordinary rate, not to exceed ten miles an hour."

Engineer Graham, who was waiting for the electric train, said: "I noticed the engine when about twenty feet from the corner. The electric cars just ran in front of it. I am an old miller and I don't think the engine was going over six miles an hour. I could easily have jumped from the train. I told Mayor Thompson when asked to put it ten miles, certainly not more."

EYE-WITNESSES' STORIES.
Greer Rogers, doing business near the scene, said: "Plenty can tell you the train was running fast. I gave the names of men who seen it to the electric road man. You for the Pennsylvania?"

"No, I'm a reporter."
"I ain't got nothing to tell no newspaper." Mr. Rogers is said to have stated to other.

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Flooding, \$150 per 100 feet, all one width. F. Libbey & Co., 6th and N. Y. ave.



D. L. Hendrick of This City, Who May Be Chosen President of the Underwriters' National Association.



Gov. Atkinson, Re-Elected Chief Executive of Georgia by Probably 40,000 Majority.