

Fair and Colder Tonight.
Temperature Below
Freezing.

The Washington Times

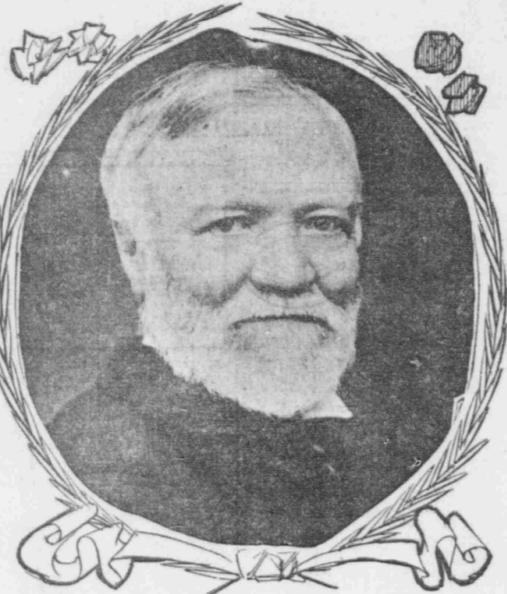
LAST EDITION

NUMBER 4586.

WASHINGTON, FRIDAY EVENING, JANUARY 4, 1907.

PRICE ONE CENT.

Carnegie's Gift To Peace Bureau For Home Here



ANDREW CARNEGIE,

Who Will Erect Building in Washington for Republics of North and South America.

PLANS STRUCTURE FOR WASHINGTON COSTING \$750,000

Bureau of American Republics on Site Which Cost \$200,000.

Andrew Carnegie has made the republics of the New World a gift of \$750,000 for the construction of a building in Washington, where it is hoped the peace of the hemisphere will be safeguarded and maintained. Announcement was made today that the ironmaster had given this princely sum to the Bureau of American Republics, the international association for mutual progress among the sister powers of North and South America, which has grown to such important proportions within the last few years, and which was given so much encouragement by the recent swing round the southern circle by Secretary Root.

All the associated republics have "chipped in" for the purchase of a site for the building Mr. Carnegie will erect, and, it is expected, the work of actual construction may be begun within a few months. The bureau has been occupying rented quarters on Lafayette street for many years, and each twelfth-month has found the space obtainable adjacent to the offices more and more cramped.

Hon. John Barrett, formerly minister to Colombia, is the present chief of the bureau. He was elected to the position by the representatives of the republics two or three weeks ago.

Congress some time ago appropriated \$200,000 for a site for the bureau's home, and the South American republics have contributed about \$50,000.

THE WEATHER.

It is still very warm for the season in the Atlantic and Gulf States, and there has been another great rise in temperature in the Northwest and extreme West. In the upper lake region, the central valleys, and the Southwest there has been a decided drop in temperature to a little below normal conditions.

It will be much colder tonight and Friday in the East and South with fair weather, except snow flurries along the lower lakes and in the Eastern mountain districts.

Steamers departing today for European ports will have strong southwest to northwest winds, with rain, to the Grand Banks.

TEMPERATURE.
9 a. m. 59
12 noon 59
1 p. m. 57

DOWNTOWN.
(Registered Atfield's Standard Thermometer.)
9 a. m. 62
12 noon 64
1 p. m. 59

SUN TABLE.
Sun sets today 4:51 p. m.
Sun rises tomorrow 7:19 a. m.

TIDE TABLE.
High tide today 11:25 p. m.
Low tide today 6:33 p. m.
Low tide tomorrow, 6:56 a. m., 6:21 p. m.

HARPER'S FERRY, W. Va., Jan. 4.—South rivers cloudy.

Who Is Responsible

IRRESPECTIVE OF EXTRA-NEOUS MATTER AND SIDE ISSUES, RESPONSIBILITY FOR THE FRIGHTFUL CALAMITY AT TERRA COTTA HAS NARROWED DOWN TO OPERATOR PHILLIPS AND ENGINEER HILDEBRAND.

SWEARS TRAIN RUSHED PAST A RED SIGNAL

Operator Says Death-Dealing Cars Ran 50 Miles an Hour.

Engineer Causing Terra Cotta Wreck Should Have Stopped.

Operator Phillips, who was on duty in the Takoma block tower on Sunday night, was the principal witness before the coroner's jury this morning.

He swore most emphatically that he displayed a red target for Engineer Hildebrand on train 2120, which passed his station at 6:31 o'clock. He was rigidly cross-questioned at this point by Coroner Nevitt, Assistant District Attorney Turner, and members of the jury. He left the stand with the positive statement that he had the red signal displayed for the extra train.

Phillips said Hildebrand did not blow his signal before reaching Takoma.

He declared the extra train was going fifty miles an hour when it passed Takoma.

Phillips said he was powerless to do anything to avert a wreck after 2120 passed his station.

Phillips was on the stand for about an hour, and many of the questions asked by the coroner were suggested by Commissioners Macfarland and West.

Block Sheet Makeup.

Assistant Division Operator McCauley was recalled as the first witness. He said he was familiar with the block sheets and knew what the figures meant. The sheets contained records of the trains passing Silver Springs, Takoma, and University.

Witness said in the first column on the sheet was shown the number of train; second, number of cars; third, the name of station which reports the train passing; fourth, the station the train will pass next; fifth, the time the train passes out of the block; sixth, the color of light or flag on front of engine. A white light or flag is used to show that a train is extra. McCauley then told of the use of red, green, double green, and white lights at block towers at night. C on a clear signal, G means green signal was given. W means white signal displayed.

From the sheets read it was shown that 2120 was displaying a white light on either side of the cow-catcher.

"To whom did the operator at Takoma telegraph that 2120 passed his red light?" "To University."

"If Takoma got word that 2120 was passing Silver Springs why did he throw out the red light?"

"Because red is the normal signal at Takoma and it is only extra to white when everything is all right."

Operator Duntrow, of Silver Springs, was recalled.

After identifying a sheet as the one he used on Sunday night he said: "The operator at Takoma should have displayed a red light for 2120 unless he knew 66 had cleared University."

"Did you receive anything from Takoma that indicated that 2120 had gotten anything other than a white or clear signal there?"

"No."

"Before Takoma could give a white light the operator would have to know that 66 had cleared University?"

Witness said there are five telegraph keys in his office. Four of them are in use.

Duntrow said after a train had gotten 200 yards beyond his station the clear signal was changed to red.

It is not unusual to receive "good night" from operators on the sheets, said witness in response to a question from Assistant District Attorney.

"When you let 66 pass your block you notified Takoma didn't you?"

"Takoma and Forest Glen."

The Block Messages.

"I sent 'O. S. S. G. K. A. F. M. extra 2120 6:28, S. A.', which means 'report of Silver Springs to Takoma and Forest Glen, extra train 2120 passed Silver Springs at 6:28.'"

"What did you get from Takoma next?"

"K. A. S. G. extra 2120 6:31, meaning Takoma called 'Springs and reported that 2120 passed Takoma at 6:31.'"

"There was nothing in the message to show that 2120 passed anything other than a clear signal there?"

"The report doesn't say white, green, or red."

"But the message meant to you that it was a clear signal?"

"Yes."

"If nothing had happened would you not have thought that the message from Takoma meant that the track was clear to University?"

"That was a question suggested by Mr. West."

"Witness replied, 'Yes.'"

Duntrow said: "As far as I remember I do not recall anything else in the message."

"Should Takoma have called University and reported that 2120 passed the red light?"

"Yes."

Operator M. W. Phillips, of Takoma next took the stand. He said he lived at Takoma Park, District of Columbia.

Handed a sheet he said: "That is a sheet showing the trains I handled at Takoma from 6:30 a. m., December 30 to 12:35 a. m., January 1."

"What are your duties?"

"That of a telegraph operator and station agent. I sell tickets, handle express, deliver freight, keep accounts. I block trains at Takoma. I get west-bound trains by University, through Takoma to Silver Springs."

(Continued on Third Page.)

Marlboroughs Are Reconciled, King Acting as a Peacemaker Between the Duke and Duchess

Principals in Domestic Strife That Has Been Ended by King of England.



THE DUCHESS OF MARLBOROUGH AND HER TWO SONS.

DUKE OF MARLBOROUGH.

Both Admit Some Fault To Monarch

Her Possessions Will Go Back to Blenheim Castle.

LONDON, Jan. 4.—The Duke of Marlborough and the duchess, formerly Miss Consuelo Vanderbilt, have sunk their differences and forgiven each other their bitterness, it was stated today, in well-informed circles, and once more are united.

The Marlboroughs' reconciliation was accomplished by no less a personage than King Edward himself. Thus the remarkable spectacle has been furnished of royalty intervening in the domestic affairs of an American girl to set her right with her husband.

The "uncle of Europe," as King Edward has come to be called, used his tact as a peacemaker almost to the degree of strenuousness in order to prevent a permanent rupture between the duke and duchess, both of whom he always has regarded as his personal friends.

After laboring with each, the King was, it is said, at last successful in getting both to agree to meet the other for a little talk. They had not spoken a word to each other and only met each other in the most formal way at such social affairs as were absolutely impossible to escape, since the duchess' angry separation from her husband.

Both Admit Faults.

But the King had a lengthy talk with both duke and duchess. Each, it is understood, admitted to King Edward that there were faults on both sides. The duke and duchess met on Boxing Day for the first time since their quarrel. The meeting is reported as having been a diffident one, but explanations were forthcoming. Some sort of an understanding was quickly established, and King Edward, it is said, was shortly afterward informed that there would be no separation.

It is nearly three months now since the duke and duchess furnished Mayfair with the sensation of the season by agreeing to disagree. King Edward tried to avert the scandal, but the duchess displayed obstinacy, and the King's friendly offices proved futile. The duchess told the King that it was simply impossible for her to get on any longer with the duke, that she neglected her shamefully, and that she was determined once and for all, to assert herself.

This attitude on the part of the duchess left no room for mediation of any sort.

The revolt of Anna Gould is believed to have inspired the duchess, but determined as she had become on forcing an issue, the duchess was not prepared to endure the publicity that attended Anna's case.

My cousin came into the store and asked for a cigar. He refused to pay for it and started to leave the place. I grabbed his hat to prevent him from going out, and as I did so he drew a revolver and fired. Then he turned the gun on himself.

Antonio Abdo, of Hamata, about eighteen years old, of 82 1/2 Eighth street northwest, is dead, and Oscar Fillah, another Armenian, is lying in a serious condition at the Emergency Hospital as the result of a shooting affair about 1 o'clock this afternoon in a small fruit store at Twelfth street and New York avenue.

It is believed that the shooting was done by Abdo, who intended murdering Fillah and then committed suicide by turning the revolver on himself. Oscar's mother, Mrs. Sattu Fillah, was in the store at the time, but up to 2 o'clock this afternoon the police have been unable to get any lucid statement from her. As yet no motive has been discovered.

Both Men in Blood.

shots were heard by several persons in the neighborhood of the store. A colored man was the first to reach the door of the fruit stand. Looking through the window he saw Fillah staggering across the room and fall in a heap on the floor. When the

Shoots Cousin, Commits Suicide

Young Man Wounds New York Avenue Storekeeper After Quarrel in Fruit Store.

Statement of Fillah.

Fillah was huddled up on the floor, writhing in agony, and attempting to stop the flow of blood from the wound in his side with his hand. Captain Williams, with several policemen from the First precinct station, arrived shortly after the shooting occurred. The ambulance from the Emergency Hospital was immediately summoned and the injured man removed to that institution. When Coroner Nevitt arrived he ordered Abdo's body removed to the morgue.

Were Business Partners.

Inquiry among the Armenians acquainted with the two men develops the fact they had formerly been in business together, and it is believed that business differences may have been the cause of the homicide. The only eyewitness to the killing is the mother of Fillah, the wounded man, who is also an aunt of the suicide. She is wild with excitement, and has to be held to prevent her beating her brains out against the walls. Opium has been administered to quiet her, all efforts of the police so far being futile in obtaining a statement of what transpired just prior to the tragedy.

\$1.25 to Baltimore and Return

via Pennsylvania Railroad, every Saturday and Sunday. All regular trains except the "Congressional Limited." Tickets good to return until Sunday night.

Adv.

Owing to failure of block operators to communicate with the dispatcher, the whereabouts of a train is unknown to him for five or ten minutes.

—Testimony at Interstate Commerce Commission Inquiry.

SYSTEM OR MEN CAUSE?

Commissioner's Inquiry to Place Blame for Wrecks.

Dispatcher Dent Says Operators Work 12 Hours.

Look Into Southern After Terra Cotta Affair.

Acting under a general resolution passed by Congress in the last session providing for an inquiry into the operation of the block system, the Interstate Commerce Commission today began what promises to be a most thorough investigation of the recent terrible wrecks on the Southern and Baltimore and Ohio railroads. It is the purpose of the commission to ascertain, if possible, whether the system was at fault or whether the blame lay wholly with the employes.

Commissioner Clements conducted today's hearing, the wreck at Terra Cotta, D. C., on the Baltimore and Ohio last Sunday night being the first subject taken up. L. M. Walters acted as counsel for the commission, and John G. Wilson, assistant general attorney for the Baltimore and Ohio, appeared for that road.

Dispatcher T. F. Dent, of Camden Station, Baltimore, was the first witness. He stated that no block operators work more than eight hours, but added that certain operators, known as "copy men," work twelve hours a day. He said that under the rules of the road two trains must not be admitted to the same block without special instructions from the dispatcher.

Dent stated that at times, owing to the failure or inability of block operators to communicate with dispatchers, the whereabouts of a train is unknown to him for from five to ten minutes; that should the wires be busy with other trains at times he is unable to communicate with dispatchers to report the passage of a train.

"When do you exercise your discretion in issuing special orders to a train running behind its schedule?" asked Mr. Walters.

"When a train is at least three or four hours late."

"Had Silver Springs or Kensington notified you of the passage of No. 2120 before Takoma Park?"

"Cannot say as to Silver Springs, Kensington having advised me that they supposed to report immediately on passage of trains."

Operator Reprimanded.

"Have you ever reported a case where an operator has failed to respond to a call?"

"Yes, in one instance; that of the operator at Relay."

"Was he discharged?"

"No, he was reprimanded."

"Have you known of any other instances where an operator has failed to respond, and, if so, has it happened recently?"

"Sometimes it happens that there is a delay of three or four minutes before response is received, but the operators are usually prompt."

"Do mistakes often occur in your handling of trains?"

"I haven't had any."

Witness admitted that he couldn't say why he failed to report operators who had failed to immediately report the close of an office. He said the operator at University works until 7 p. m.

Dent said he had record of 2120 passing Silver Springs before receiving report from Takoma saying that it had passed a red block. He immediately asked University whether 66, the passenger, had passed, and learned that it had not. The operator at Takoma kept office open and reported at 6:30 the passage of 2120. Dent said he could not say whether he was absent from his office in the meantime.

Examined the Signal.

The operator at Takoma told Dent that after the passage of 2120 he went out to examine the signal and to see if the train had stopped below the station. This accounted for his failure to report its passage promptly. The trains were within six minutes of each other at Takoma.

"Did not the danger of allowing trains to approach so closely occur to you?"

"No, sir. This occurs daily under the proper operation of the block system."

"Were you notified of 2120 passing Takoma before or after the accident?"

"I think I was after the accident occurred."

"Would you have reported the fact that 2120 passed the red block?"

"Yes, I always take record of this and report the occurrence."

"Have you ever put upon your train sheet the record of the violation of any rule by an engineer or trainman?"

"I do not remember having done so."

"Is this the first case of such violation of rules?"

"No."

"Adv."

(Continued on Second Page.)