

HUNTINGTON AN ARTFUL DODGER.

But He Squirms Under the Hot Fire of Morgan's Questions.

THOSE BURNED BOOKS.

Managers of the Contract and Finance Company Took No Chances.

FRYE COULD NOT SAVE COLLIS.

Clever as He Is, the Railroad Magnate Makes Some Very Peculiar Admissions.

WASHINGTON, D. C., Feb. 18.—The examination of President Collis P. Huntington of the Southern Pacific Railway, by Senator Morgan, was resumed this morning before the Senate Pacific Railroads Committee.

The books were burned, Mr. Huntington said, because the company was disincorporated and there was no use in keeping them, as the accounts were closed.

He said he had suggested to Mark Hopkins that the books be destroyed, but did not remember that there had been any reference in his conversation with Hopkins to the clause in the California constitution regarding the personal liability of stockholders.

Senator Morgan—Did any lawyer advise you to destroy these papers?

Mr. Huntington—I think not. It was a mere casual matter. We did not regard it as serious.

Senator Morgan—It becomes serious here. I should like very much to have the books here now.

Mr. Huntington—I should like very much for you to have them, but in view of the fact that they are not in existence I don't see how in the world you are going to get at them.

Morgan then read the resolutions adopted at the mass-meeting held recently in San Francisco to protest to Congress against the extension of the debt of the Pacific railroads, and Mr. Huntington said it must have been a very large and enthusiastic meeting, for he had been informed there were just fifty-two persons present at what he termed the Supto meeting.

The call had been issued to all the counties in the State, and but five of them were represented there. The representation was largely confined to San Francisco and Oakland.

Morgan having mentioned the names of James H. Barry, Charles C. Terrill and John M. Reynolds as members of the anti-funding committee appointed at a meeting held in San Francisco last year, Mr. Huntington said contemptuously that he wondered whether they were on the tax list of San Francisco.

"They may not be," Senator Morgan said, "but you know that it is written that the poor shall inherit the kingdom of heaven."

"I do not know," Mr. Huntington remarked in an indifferent way.

"And I expect you will never find out," the Senator remarked.

"We will see," said Mr. Huntington, hopefully.

"Yes, we will see," Senator Morgan said. "Do you know either of these gentlemen?" he asked.

"I do not know that I do," said Mr. Huntington. "I take it they are not among the merchants or bankers of San Francisco."

"They may be common people," Senator Morgan remarked.

In the same connection Morgan spoke of the earnestness of the protest coming from San Francisco.

"There is nothing in it," Mr. Huntington said, "all so earnest as Adolph Sutro was when he told me that if I did not build a road to his place, where he has a drinking-saloon, a bathhouse, a gambling-house and rooms upstairs, and build it right at once, he would fight me in Washington and fight me everywhere. That was an earnest matter."

Huntington afterward spoke of Messrs. Sutro, Estee, Cannon, Gibson and others as being "as uncanny a crowd as a farmer ever found in his henroost at night. All these charges emanated from the same parties," he said.

Morgan, recurring to the building of several branch roads by the construction companies, asked how one of the roads was paid for.

"By issuing bonds. They were very nice bonds," said Huntington.

"I don't care whether they were very nice or not," snapped Morgan. "Confine yourself to answering my questions."

"I can't answer your questions," said Huntington. "I can't remember exactly how much it cost to build the Copperopolis branch."

"No, of course not," said Morgan; "your memory is very bad. You have a way of not remembering and of saying 'I think' and 'don't know.' Why can't you state a few facts?"

Recurring to the destruction of books of the Contract and Finance Company Senator Morgan intimated his belief they had been destroyed so that the directors could not be held liable.

books in order to shield us from personal liability."

At another point in the examination Huntington boasted that the roads constructed by him in the West had "built up the country."

Morgan—Yes, and you got very rich out of your benevolence, did you not?

Huntington—Well, I may not be as benevolent as some but I meant well and thought I was doing a big thing to build up the Western country. I have often parted with my money very easily.

Morgan (interrupting)—You can spare us that energy on your own generosity. We do not care to hear it. Of course we know it was not money you were after, but you worked for glory.

Huntington—No, sir. I have never worked very much for glory. [Laughter.] Soon afterward Senator Morgan forced Huntington to admit that Stubbs, as joint agent for the Southern Pacific and Central Pacific, could divert traffic from the Central to the Southern route, unless shippers otherwise directed.

Morgan—Then Mr. Stubbs could have sent most all of the freight over your Southern route to the impoverishment of the Central road if he had wished?

Huntington—Well, no, you see, that is, I suppose—

Morgan (interrupting)—You must not try and get away from the facts and don't base your statement on mere suppositions. We want facts. Now, you admit you were heavily interested in the Southern Pacific and only had about 4000 or 5000 shares of the Central Pacific stock.

"I think about that much," replied Huntington.

Morgan—You think so. Don't you know? You seem to know very little about your own business.

Huntington—It is difficult to remember so far back.

Morgan—Well, you think you had that much and admit you had heavier interests in the Southern Pacific. You have been vice-president and president of the Southern Pacific and Central Pacific companies?

Huntington—Yes.

Morgan—Has it not been your policy to send as much freight as possible over the Southern Pacific?

Huntington—We have shipped much heavy stuff over the Southern route, but forty-nine out of fifty cars have gone over the Central route. I have been ambitious to encourage fruit-growing and to give them as good rates as possible, so much so that New Jersey and Delaware fruit-growers have complained that cheap introduction of California fruit into these States damages the business. Rates over neither of our roads have been high, only twelve mills per ton per mile for freight and less than two cents per mile for passengers.

Morgan—The Southern Pacific is a very much longer line than the Central Pacific?

Huntington—Yes, sir; almost twice as far from San Francisco to New Orleans than from San Francisco to Ogden.

Morgan—Your interest was then to secure the long haul if you could? Would you have dismissed Mr. Stubbs if he had not sent considerably more traffic via the Southern than by the Central route?

Huntington—No, I think not.

Morgan—But you would have lost money by his so doing, and you certainly would not keep an employe who caused you such financial loss. The two roads were competitors, were they not?

Huntington—Yes, to a certain extent.

Morgan—How much did the Southern Pacific formerly pay for its lease of the Central road?

Huntington—We paid \$1,300,000 per year, but when we ascertained that the Central road could not earn enough to pay us back that amount the agreement was made that the Southern Pacific should not pay more than the Central earned per year.

Morgan—Did not the Central Pacific earnings decrease because your agents diverted traffic to your own road, the Southern Pacific?

Huntington—No. The results shrank as a result of competition of the overland roads.

Morgan—But how do you account for the fact that Southern Pacific rates did not shrink also?

Huntington—I do not know.

Morgan—Was it not to your interest to divert traffic to the southern route?

Huntington—I always wanted to be fair.

Morgan (interrupting)—I am not asking about your great generosity. That is very well known (sarcastically).

Morgan inquired about Huntington's Atlantic steamships, and whether these lines were not established in the interest of the Southern Pacific.

Huntington—Yes, sir.

Morgan—Now, what have you ever done to get business for the Central Pacific route? You say you have been its chief executive officer.

Huntington—Well, we had our agents in New York—

Morgan—I am not asking about your agents. I am inquiring about your own individual efforts.

Huntington—Oh, I never solicit any freight or passenger business myself. [Laughter.]

Morgan—Oh, don't be so narrow, Mr. Huntington. You understand well enough what I mean. Then you haven't made any personal efforts to build up the Central road?

Huntington—Oh, yes; I have improved the roadbed, rolling stock, laid new rails, and—

Morgan (interrupting)—I am not speaking of the physical road, and you know it. I shall assume that your attempts at evasion are sufficient answers to my questions.

AN OLD MAN'S REVERIE.



"I really can't remember."

Morgan—You cannot evade my question in that way. That won't do at all.

Huntington—I had long tried to establish a good line of steamers between New York and Liverpool.

Morgan—In the interest of the Southern Pacific?

Huntington—To a certain extent.

Morgan—But you can't say what you have done for the Central Pacific. Did you expect the latter road to prosper when you did nothing for it and everything for its competitor, the Southern route?

Huntington—The Central Pacific is in very good physical condition. Forty-nine-fiftieths of the fruit has been sent over it.

Huntington indignantly denied the assertion made at the convention in San Francisco to the effect that he, Stanford, Hopkins and Crocker had made \$200,000,000.

He denounced it as a lie, as well as the assertion that they had derived from the City and County, State and general sources four times as much as it cost to construct the road.

Morgan inquired how much money earned in railroading had been put into the roads.

Huntington—I think I was worth about a million dollars when I commenced railroading, but after completing the Central Pacific I was considerably poorer on account of the heavy accumulation of debts.

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SIXTY MINERS ARE ENTOMBED.

Most Disastrous Explosion of Firedamp in a Coal Pit.

NO HOPE FOR WORKMEN.

All Those Laboring Underneath the Ground Meet Death Instantly.

WRECKED AND SET ON FIRE.

The Vulcan Mine at Newcastle, Colo., Will Have to Be Abandoned to the Flames.

NEWCASTLE, Colo., Feb. 18.—The Vulcan coal mine, located in the hogback, just below town, was completely wrecked and set on fire by a terrific explosion shortly after 11 o'clock to-day and all the workmen in the mine were instantly killed.

About sixty men, including foremen and coal operators, were in the several rooms along the slope when the disaster occurred, and so severe was the explosion that not a single man could have survived the shock or the fire which immediately ensued.

The old Vulcan mine was abandoned some years ago because of fire, and this new mine will doubtless share a similar fate.

With the exception of a few bosses the killed are Italians, but in the confusion and excitement of the day it has been impossible at this time to make a complete roster of the names of the unfortunate.

The town of Newcastle was shaken as if by an earthquake by the explosion, and a dense black cloud obscuring the site of the Vulcan mine and workings indicated only too plainly what had occurred.

The entire population rushed to the scene to behold the surface workmen in the midst of a thick cloud of dust trying in vain to start the work of rescuing their unfortunate fellow-laborers within.

The earth had settled perceptibly about the hillside, and the dense mass of black smoke issuing from crevices in the upheaved mass gave evidence that the coal vein had surely been set on fire by the explosion. Women and children rushed shrieking and screaming to the scene, adding to the confusion. The mine owned by the Colorado Fuel and Iron Company, two and a half miles away, was promptly closed down, and all hands hastened to assist Superintendent Herrcke of the Vulcan in the work of rescue, but it was quickly seen that little could be done.

Herrcke with several men had torn away the broken timbers at the landing, and had rushed into the slope soon after the explosion occurred with wet sponges on their rostrils, only to be driven back again by the deadly fumes.

A special train was sent to the mine by the Colorado Midland Railway Company with medical assistance, prepared to care for the wounded if any were rescued, but

the sun went down behind the mountains before any progress could be made.

The force of the explosion may be imagined when it is known that the buildings and trestle at the mouth of the slope were completely wrecked, a hole 100 feet square carved out of the hillside at the mouth of the incline, while timbers two feet square were blown into the Grand River, 400 feet away.

One miner was on his way down the slope when the explosion occurred, and his mangled remains were subsequently found several hundred feet away from the mouth of the slope.

There were 140 men employed in and about the mine at the time, and about sixty were at work under ground this morning. The present Vulcan mine has been opened only about two years. State Coal Mine Inspector Griffith was here February 8, and pronounced the mine in better condition than it had ever been before.

An immense fan in the slope, which was about 500 feet in depth, seemed to afford complete ventilation, and every possible precaution was taken to prevent an explosion of the gas known to exist in the mines of this district.

It is believed that a half-lighted fuse ignited the gas in one of the new rooms while the men were blasting down coal. The old Vulcan mine has been abandoned for several years and was in no way connected with the present property, a new slope having been driven into the hillside.

The Vulcan Fuel Company operates the property, which is owned by the Atchison, Topeka and Santa Fe Railway Company, with headquarters at Topeka, Kans. Just at this time the mine was being worked to its full capacity, the output being from seventeen to twenty cars per day.

The entire slope is filled with debris, and it is now plainly evident that many days must elapse before the bodies of the entombed miners can be rescued. Since darkness fell the smoke seems to have perceptibly diminished, and it may be that the fire will not destroy the property as was first feared earlier in the day, but the force of the explosion was sufficient in itself to practically destroy the mine, and new workings will have to be started.

The latest estimates place the number of men in the mine at sixty or more, and not one escaped death.

The names of the company men were only known to the pit boss, James Harrison, whose body lies with his head comrades in the bottom of the ill-fated mine, and can only be ascertained by the recovery of the bodies. From the lamp list and information gained from those above ground, the following thirty-eight are positively known to be among the killed:

James Harrison, pit boss; Tom Larrigan, fire boss; three brothers, Joe, William and Abe Dore; Peter Patricio, Daniel Morris, Gabriel Gleese, Frank Rossio, Baptist Chowcett, August Mattee, John Scaif, Alex Scaif, Philip Racha, Peter Brewer, Frederic Sigmond, Antonio Patricio, John Factori, John Coughlan, William Webb, William Hagertry, Dominic Matteno, Frank McGourly, Robert Cattle Jr., Alex Reno, Frank Simonic, Robert Seitzger, Jacob Jenkins, Domino Ozello, John Otieno, James Fraegna, Domino Possetti, Peter Tappero, Antonio Tappero, Andrew Rolando, Peter Magento, Antonio Martino and David Evaro.

Most of these men leave large families.

RECEIVER BURLEIGH ARRESTED.

Charged With Embezzling Money Collected for a Firm.

MINNEAPOLIS, MINN., Feb. 18.—Andrew S. Burleigh, receiver of the Northern Pacific Railway for Montana, Idaho and Washington, was given a very disagreeable surprise this evening on his arrival here from Tacoma, in the shape of a warrant in the hands of Detective Michael Hoy of Minneapolis, charging him with the misappropriation of \$5100 belonging to George

R. Newell & Co., the Minneapolis wholesale grocers.

The latter charge that Burleigh made collections for them in the West to the amount named, but failed to turn over the money. Mr. Burleigh refused to talk on the matter, merely saying the suit was part of a scheme to harass him as receiver.

CUTTERS AND TRIMMERS STRIKE.

It Is Expected That Nearly Fifteen Thousand Clothing-Workers Will Soon Quit Work.

CHICAGO, ILL., Feb. 18.—Hirsch, Elson & Co., clothing-manufacturers, to-day reported that nearly 100 more men had joined the striking cutters and trimmers since yesterday. The situation is so serious that within forty-eight hours a general strike of the Clothing-cutters' and Trimmers' Union, involving 12,000 to 15,000 workmen and women, is expected by the union men as well as by the employers. C. P. Kellogg & Co. were unable to operate their establishments to-day because twenty-five men joined the strikers. The same number walked out of Guthman, Uhlman & Siberman's factory, and smaller numbers quit work in other factories. Hirsch, Elson & Co. expect all their 400 employes to be on strike to-morrow night, when a decisive meeting of the union will be held as to calling a general strike.

Cutters and trimmers want the manufacturers to keep the agreement made with the union as to hours and wages and shop regulations, while the employers say that they are simply resisting the arbitrary edicts of the union and intend to say hereafter what wages they shall pay and the hours their men shall work.

WEDDED AT CASTLE HILL.

Mrs. Amelia Rives-Chandler Becomes the Wife of Prince Troubetzkoi or Russia.

RICHMOND, VA., Feb. 18.—At Castle Hill, Albemarle County, the home of the bride, Mrs. Amelia Rives-Chandler, the authoress, was at 3 o'clock to-day married to Prince Troubetzkoi, a Russian nobleman. The affair was very quiet and great efforts were made to keep the time of the event from the public.

The ceremony was performed by Rev. Paul L. Menzel, D.D., of this city, a German Lutheran minister, and was according to the form of the Episcopal church. Miss Gertrude Rives, sister of the bride, was maid of honor and Allan Potts of this city was best man. The bridesmaids were Miss Landon Rives, sister of the bride; Miss Bessie Martin of Richmond; Miss Julia Magruder, the authoress, and Miss Eleanor Page of Keswick.

Only the immediate family of the bride and the white and colored tenants of Colonel Rives' place witnessed the ceremony.

The groom arrived at Castle Hill about a week ago. The couple will remain at Castle Hill until the 29th inst. and then sail for Europe.

TWO INDIANS FREEZE TO DEATH.

Winnegobes Drink Too Much Firewater and Wander Away on the Prairie to Perish.

PENDER, NEBR., Feb. 18.—News was received this evening that three Indians, living in the vicinity of Big Horse Wagon, on the Winnegobes reservation, secured two or three gallons of whisky at Pender yesterday, and after filling themselves with liquor proceeded to have an old-time war-dance, stripping to the skin for that purpose. After thoroughly exhausting themselves they fell in a drunken stupor and finally wandered out some distance on the prairie, where they were found by a party of white men, frozen to death. The inside facts are hard to ascertain, owing to those interested wishing to cover the matter up. Bootleggers, it is claimed, furnished the whisky.

CARNEGIE BLACKBALLED.

The Pittsburg Millionaire Shut Out of the Cleveland Chamber of Commerce.

Refused Honorary Membership and Denounced as an Oppressor of the Poor.

CLEVELAND, Ohio, Feb. 18.—Andrew Carnegie, the Pittsburg millionaire, was refused honorary membership in the Cleveland Chamber of Commerce to-night. Mr. Carnegie has long been an active correspondent of the chamber and has spoken before it on two occasions. The cause of his turndown has created a sensation in this city.

When J. W. Cowles presented Carnegie's name L. A. Russell delivered a bitter speech against Carnegie, whom he denounced as an oppressor of the poor and challenged any one to dispute the statement.

The Chamber of Commerce is a dignified body, but the scene which ensued was much like a squabble in a political convention. Some business men sided with Carnegie, but more opposed him.

Amid much confusion a secret ballot was ordered, with the result, as announced by President Wilson M. Day of the chamber, that Andrew Carnegie had been blackballed from membership in the Cleveland Chamber of Commerce.

The action of the chamber is an immense surprise to the general public, as it was supposed the business men here looked upon Carnegie as a sort of commercial demi-god.

DOWN AN EMBANKMENT.

Wreck of a Passenger Train on the Vermont Central Road.

BELLOWS FALLS, VT., Feb. 18.—A passenger train on the Central Vermont road went down a forty-foot embankment near Ludlow, Vt., this morning. A number of trainmen and passengers were seriously injured.

The wreck was caused by a broken rail. The baggage-car, mail-car and one coach went down the embankment and were smashed. The engine was left on the ties. Six or eight passengers, besides the trainmen, were hurt. The most seriously injured is T. J. Baker, employed by the railroad as a carpenter, and it is doubtful if he can live. This is the third train to go off the track within twenty-four hours within a mile of this place. The rails are damaged by the excessive cold.

BRADY MAKES A FULL CONFESSION.

The Ex-Bandit Describes in Detail the Yolo Train Robbery.

SACKS OF GOLD CACHED.

Found the Money Missing When They Returned to Take It Away.

FELL INTO HARMEN'S HANDS.

Sensational Evidence at the Examination of the Man Who Squandered the Loot.

SACRAMENTO, CAL., Feb. 18.—The examination of John P. Harmen, the tramp who found the loot of the Yolo train robbery, and who had been posing as an enemy millionaire in San Francisco until captured in that city ten days ago, was commenced in Judge Henry's court to-day. The proceedings created more than ordinary interest from the fact that Brady, one of the participants in the robbery, who was brought down from the Folsom penitentiary to testify, made a confession of the manner in which the robbery was performed and detailed in full all the incidents which occurred. This is the first time Brady admitted complicity in the robbery.

A large crowd was in attendance at the hearing. The defendant, who is represented by ex-Senator F. S. Sprague, is a short, stocky, well-dressed man, whose face indicates that he possesses more than usual cunning. His hair is gray and scant, and he wears gold-rimmed glasses that tend to give him a rather aristocratic air. The morning session was consumed in hearing the testimony of the various agents of Wells Fargo & Co. as to the amount of coin that had been shipped on the train that was stopped, and the story of J. D. Paige, the express messenger on the train.

In the afternoon Convict Brady made his appearance in the courtroom and was placed upon the stand. He testified that his name was Harry Williams, but that he was better known as Jack Brady, gave his present residence as Folsom, and then continuing he said:

"On the night of the 11th of October I and a man named Brown held up the overland train about six miles from Sacramento, in the direction of Davisville. We had secreted our arms the night before near the scene where the robbery took place and left the city shortly before dark to walk to the spot. On the way we met and stopped a trackwalker, who we stood up, and after taking his watch and money we made him stop the train. He did so, not daring to resist, as he was almost frightened to death.

"Brown went on one side of the train and I on the other. I heard Brown say: 'Come out of that, you!' and then saw the engineer get down from the engine. Then I made the fireman get down and we all went back to the express car. We told the messenger to open the door, but he refused and began firing through the door. Then Brown and I fired back through the door, and in a minute or so the messenger seemed to think better of it and opened up. Then we all piled into the car, and while I held the messenger up, Brown went through the local boxes. Then we compelled the messenger to open the safe and Brown took out four sacks of money, and while doing it the messenger looked at him, and Brown said: 'Turn around there or I'll fix you,' and he obeyed.

"We took six packages in all, making the engineer and fireman carry them to the engine, which we uncoupled from the train. Then we got on the locomotive and pulled out. We kept going until we came to a sign which said, 'One mile to the drawbridge.' Here we stopped, took the money off and then, reversing the engine, sent her back toward the train. We then went into the thick brush a short distance, dug a hole and planted the larger sacks, retaining the smaller one, which contained about \$1000 or \$1700. Then we hid our arms about twenty or thirty feet from where we buried the stuff and skipped.

"At that time we both had bicycles and had no trouble in getting away. We came back six different times after hiding the money, but of course could get no trace of it. We always came on bicycles, concealing them in the brush while prosecuting our search."

After being arrested Brady had gone to the spot where the money had been secreted with Detective Thacker. He then, by aid of a rough diagram, showed where the robbery had occurred and the money been secreted, claiming that he had been told by the real robber. The hiding-place of the money was just 150 steps from the track. On the stand to-day Brady said that he and Brown had carefully laid their plans for the robbery, but were greatly surprised to find they had captured such a large amount. He had shot into the car for the purpose of frightening the messenger and with no idea of hitting him, as it would do good to do that.

While he was testifying Brady acted as though he was proud of being a train-robber and rather enjoyed the notoriety he had achieved. He appears hale and hearty, as though prison life agreed with him, and he showed no hesitancy in answering any questions which were propounded to him.

Ex-Senator Sprague, who is conducting Harmen's defense, is in doubt as to whether he will introduce any testimony on the part of the defense or not, and the examination will probably be concluded to-morrow.

Fresno Boy Killed.

FRESNO, CAL., Feb. 18.—Citrook Tateosian, aged 9 years, died to-day from injuries received while trying to jump onto a freight train while it was running rapidly.