

## HANGED THE PREACHER

### Elijah Strickland Meets Death at the Hands of a Georgia Mob.

## MUTILATED BEFORE STRUNG UP

### His Alleged Dupe, Sam Hose, Burned to Death After Being Subjected to the Most Horrible Tortures.

PALMETTO, Ga., April 24.—Rev. Elijah Strickland, the aged negro preacher accused by Sam Hose of paying him \$12 to kill farmer Cranford, was captured by a posse of citizens last evening and tried by Judge Lynch and a jury in the woods just back of town. Many speeches were made for and against the prisoner who strenuously denied his guilt. Finally he was strung up several times in the effort to make him confess, being cut down before life was extinct. He steadfastly refused to admit his connection with the murder of Cranford and the mob surrounding the prisoner finally becoming crazed, put the rope once more around his neck, preparatory to swinging him up. Before this was done, however, members of the mob with knives cut off the preacher's ears and fingers, the old man shrieking and imploring mercy, but in vain. Then upon his breast was placed a large placard bearing these words: "We must protect our Southern women." A score of hands seized hold of the rope and drew the struggling victim high up into the air, all dripping with blood from the stumps of his dismembered hands and mutilated head. He writhed and twisted for a few moments and then hung limp, life having become extinct. The mob left him hanging with the placard upon the body and dispersed. This morning the corpse was found swinging from the limb of the tree.

Many persons are searching for a third negro, named Sewell, for the professed purpose of lynching him. Sewell is charged with having said a few days ago that all negroes who had been lynched should be avenged. Intense excitement prevails throughout the state among both the white and colored people and threats are heard on both sides.

NEWMAN, Ga., April 24.—One of the most horrible affairs that has ever happened in this state, occurred yesterday afternoon, when Sam Hose, a negro, was burned at the stake, after his body had been mutilated by having his ears, fingers and other portions cut off. His pitiful pleas for life were of no avail, and over 2000 people shouted with delight as the victim writhed in dreadful agonies amidst the flames, and emitted shrieks which were heard above the shouts of the mob.

After the negro was dead the body of the wretch was cut to pieces and the fragments were carried away by morbid curiosity seekers. Pieces of bones of different parts of the cooked body were sold for sums of money.

About ten days ago Hose stabbed and killed Alfred Crawford, a white farmer near Palmetto, and then outraged the farmer's wife. Since then, until Saturday night, he worked on the Jones brothers' farm, between Macon and Columbus. The authorities have been scouring the country with bloodhounds, but he escaped detention until Saturday, when one of the Jones brothers noticed that Hose had blackened his face.

Being convinced that he might be the man for whom the authorities were looking, the negro was seized and put aboard the train at Macon, with the intention of taking him to Atlanta. At Griffith, a small station, Hose was recognized, and word was immediately telegraphed to Newman that the negro was on the train. When the latter station was reached, a mob surrounded the cars and the Jones brothers were told that the negro could be turned over to the authorities at that place instead of taking him to Atlanta. Hose was given into the care of the mob, who took him to Sheriff Brown and turned him over to that official.

A messenger was then dispatched to the home of Mrs. Crawford to come and identify the negro as the murderer of her husband and her own assailant. By this time the information leaked out that the negro who committed the atrocious deeds was in the hands of the sheriff. Crowds gathered, and Sheriff Brown was prevailed on to turn the negro over to the mob, which he did. They quickly formed a procession and marched to the public square. It is here that Gov. Atkinson, former governor of the state, met the mob and beseeched the members to do nothing disgraceful, but to let the law take its course. "I know many of you, and if you wreak vengeance on the negro I will see that you are prosecuted to the end," he said.

One man raised a revolver, but he was quickly disarmed and hustled to the rear. Several other citizens appealed to the mob to disband, but when they were through, the cry went up, "On to Palmetto! Burn him at the stake!"

The mob then headed for the Crawford home and marched the negro to the front gate. Mrs. Crawford came out of the house and identified the negro.

The lynchers then left with the negro, starting in the direction of Palmetto, when they were notified that a train from Atlanta was speeding to Palmetto, presumably with militiamen.

It was thereupon decided to burn the negro at the first tree, and one was quickly selected. Hose was placed with his back to the tree, and in an instant every article of clothing was torn from his body, and a chain was quickly passed around, binding him securely to the tree.

Hose then confessed to the murder of Crawford, but said that he was paid \$12 by Lige Strickland, a preacher at Palmetto, for doing the deed. He said he did not outrage Mrs. Crawford, and could identify the person who did, if given time.

The crowd would hear no more, and the doom of the negro was sealed. Up to this time Hose was stolid in his demeanor, but at the sight

of knives flourished by members of the mob, he yelled lustily. In a moment, swish went a knife and off fell one of the negro's ears. With barbarous frenzy another ear was cut off and fell into the hands of one of the mob. The negro all the time was uttering the most heart-rending pleas to be killed immediately. His fingers were then cut off, one by one, and they were tossed to the now ory mob. Other portions of his body suffered frightful mutilation.

At this time the cry, "Bring the oil" was raised, and soon the shrieking negro, covered with blood from head to foot, and tugging desperately at his chains, was covered with kerosene. It is stated that one of the men who poured the oil on the negro's head was a northern man, but his identity could not be learned.

Wood was brought and heaped at the feet of Hose, and the torch applied. The flames leapt up and licked every portion of the victim's naked body, seemingly with the same eager intent with which the mob showed when they mutilated him.

Hose, by a tremendous effort, broke the chain which bound his shoulders, and part of his body fell over out of the flames. One man sprang forward and quickly bound him to the tree.

Yell after yell went up, and as the flesh cracked, word was passed to the rear as to the progress of the affair. In half an hour the body hung limp, and death relieved the sufferings of the wretch. The crowd soon dismembered the body and the most sickening details were witnessed as the participants surged forward to get possession of different parts. The tree was cut down, and the pieces carried away as souvenirs.

ATLANTA, Ga., April 24.—The Atlanta Constitution comes out in an editorial today defending the lynchers, and pointing out the horrible atrocities committed by the negro, Sam Hose.

Governor Candler also issues a statement condoning the act of the mob.

### Chairman Jones May Yet Survive.

ATLANTIC CITY, N. J., April 24.—There is a slight change for the better in the condition of Senator Jones, Chairman of the Democratic National Committee, whose health has been a matter of serious concern to his friends for some time.

### Funeral of Racing Judge Clark.

LOUISVILLE, Ky., April 24.—The body of Col. Lewis M. Clark, the famous racing judge, who committed suicide at Memphis Saturday, arrived here this morning. The funeral was held at 11 o'clock and was one of the largest seen in this city in recent years. Among the pall bearers was Henry Watterson, editor of the Courier-Journal.

### Conflict Between Miners Is Expected.

MANSFIELD, Ark., April 24.—It is announced that one hundred and forty negro coal miners are on their way to this place to take the jobs of striking white miners. A serious conflict is feared when they arrive. The strikers vow that the negroes shall not go to work. Threats are openly made that they will all be killed. The governor has ordered that the negroes shall not leave the train anywhere in Arkansas, thus depriving them of the privilege of reaching the mines at this point. The mine owners say that the order will be disregarded.

### Missouri Threatens to Do Great Damage.

OMAHA, Neb., April 24.—The Missouri River continues to rise and is now one foot over the danger line. People in the inundated districts are fleeing from their homes in large numbers.

### Alger Suggests a Call for Volunteers.

WASHINGTON, April 24.—Secretary Alger had a long talk with the president this morning regarding the advisability of issuing a call for 35,000 volunteers for service in the Philippines. This proposition is due to the disastrous engagement yesterday near Quengua, which resulted in the loss of seven Americans killed and forty-four wounded. The secretary was of the opinion that the best thing to do was to throw a large body of additional troops into the Philippines and by an aggressive forward movement sweep all of the rebels from the islands. To do this will require the services of at least 35,000 volunteers in addition to the regular troops now there and enroute to the scene of operations.

### Battleship Iowa Ordered to Puget Sound.

WASHINGTON, April 24.—The navy department today ordered the battleship Iowa to leave San Francisco and to proceed at once to the Puget Sound dry dock, where she will be provided with bilge keels.

### The Coghlan Incident in Berlin.

BERLIN, April 24.—A semi-official note received here today asserts that Secretary Hay, in behalf of the United States, has expressed to the German ambassador in Washington his disapproval of the conduct of Captain Coghlan, of the cruiser Raleigh, in making remarks at a New York dinner, reflecting upon the Germans at Manila. Berlin officials say that the incident can be dismissed on the ground that Coghlan was drunk at the banquet.

### New Brigadier Selected From California.

WASHINGTON, April 24.—The President today appointed Col. Smith, of the First California volunteers, to be a brigadier general of volunteers.

### German Ambassador Objects to Coghlan.

WASHINGTON, April 24.—The German ambassador today called on Secretary Hay, and it is understood that Captain Coghlan's speech was discussed. The ambassador construed the remarks made by the captain as unfriendly and insulting. Secretary Hay, it is said, disavowed his approval of Coghlan's utterances.

It is quite likely that the matter will be brought officially to the attention of Secretary Long by the State department. No reply has yet been received by Long to the letter of inquiry which he wrote to the captain of the Raleigh for an explanation.

### Coghlan Interviewed on His Famous Speech.

NEW YORK, April 24.—Captain Coghlan was interviewed today by newspaper reporters, and when a court-martial was hinted at, he said, "No man can be court-martialed for telling the truth." When told that Chauncey M. Depew had declared that his speech might lead to war with Germany, the captain replied, "Well, tell the senator that I am ready."

### Arrest in the Counterfeiter's Conspiracy.

PHILADELPHIA, April 24.—The second sensation in the big counterfeit money conspiracy came today, when former United States District Attorney Ingham was placed under arrest, charged with having been implicated with Harvey Newitt in the attempted bribery secret service men. Ingham was held in \$10,000 bail for hearing on Thursday. He is charged with trying to get \$10,000 worth of counterfeit \$100 notes placed in a United States sub-treasury in place of genuine money, which was to be abstracted.

## KINGSTON WRECKED

### Now Lies at the Ocean Bottom.

### RESULT OF COLLISION AT TACOMA

#### Out Down by the Glenogle in a Fog Through a Misunder- standing of Signals.

TACOMA, April 24.—A disastrous marine accident occurred in the harbor yesterday morning when the steamer City of Kingston was sunk by the steamship Glenogle. The Kingston was out entirely in two, and the hull sank immediately, while the upper works floated and were beached on the shore. No lives were lost, as boats from the Kingston and Glenogle, and two boats lying in the stream, were quickly utilized, and the twelve passengers and the crew of seventy men were placed on board the Glenogle.

The accident happened about 4 a. m. off Brown's point. A fog prevailed. The Kingston evidently lost her bearings, and thinking that the Glenogle was still at her dock, got in the course of the outgoing vessel. When the Glenogle rounded the point and she loomed just ahead of the Kingston, the latter's officers seem to have become confused.

It is claimed that the Glenogle signaled by whistle for the Kingston to pass outside, but the Kingston's officers probably did not distinguish the signal, and in attempting to pass inside, ran directly across the bows of the Glenogle.

Both vessels were out of their courses, the Glenogle, instead of keeping far out, was running close to the shore.

Confusion followed on the Kingston, but purser John Lysle and the night watchman rushed to the different cabins, and breaking in the doors, aroused every one. The firemen and engineers quickly reached the deck. Many of the crew escaped only in their night clothes, while others who slept near the upper decks had time to grab their clothes. The passengers and crew quickly gathered on the upper deck, and the boats were lowered and they were soon filled with the human freight and taken on board the Glenogle.

The passengers on the Glenogle were thoroughly shaken up by the collision.

Just before the Kingston was departed, one of the officers went below and cut the rope which held the big ram which was always carried in the hold the lead bands of sheep on and off the steamer. The animals took in the situation at once and swam ashore.

It was only about eight minutes after the collision occurred when the hull sank and the upper works floated. They were taken in tow by the tug Victor and beached on the tide flats.

It is remarkable that with a property loss of possibly \$200,000, not one life was sacrificed.

The City of Kingston was in charge of pilot C. B. Branlow and her captain was P. A. Anderson. Pilot Gatter was on the bridge of the Glenogle.

When the Glenogle reached the dock she was found to be in a leaking condition. Several of the plates of the fifth and sixth row from the top were smashed in, and a yawning hole appeared. The collision bulkhead prevented the Glenogle from sinking. Stevedores Cabe and Hamilton commenced unloading the cargo from the two forward hatches. This morning she was unloaded sufficiently to ascertain the damage, which amounted to at least \$50,000.

John P. Hartman, of Seattle, was one of the passengers on board the Kingston. He claims that the Glenogle gave one whistle which was answered by the Kingston. A slow bell was rung on the Kingston, then one to reverse, followed by signal to go ahead full speed. From this, Mr. Hartman thinks that the pilot must have changed his mind and finally decided that he could cross ahead of the Glenogle. When the collision happened, Hartman rushed on to the upper deck and jumped on board of the Glenogle.

Rev. Horace H. Clapham was one of the passengers. His stateroom was struck by the bow of the Glenogle and he was pinned in the wreckage for several minutes. His forehead was out slightly. The hero of the collision was Ben Volkenburgh, Captain Anderson's boy. He awoke the captain by pounding on the door and shouting, "We have bumped." Captain Anderson wanted to know full particulars, but Ben yelled out, "Orders," and the captain quickly told him to "Wake the glory hold."

All sorts of opinions are expressed as to who is to blame for the accident. Attorney A. G. Avery evidently believes that the Glenogle was responsible, and late last night libeled her for \$100,000. The Glenogle is owned by the North American Mail & Steamship company, operating the Tacoma-Olympia line, while the Kingston was operated by the Puget Sound & Alaska Steamship company.

If the fine weather continues, many people will go to Olympia on Sunday next, to help that city celebrate "Dewey Day." Olympia people are doing all in their power to make the celebration a success. They have arranged an elaborate program, and will throw the city wide open to visitors. A special feature of the excursion will be the carrying of wheels free of charge. The roads around Olympia are good, and from that point a run to Tacoma can be had over some of the best roads in the state.

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### Lawton Begins Another Advance Today.

MANILA, April 24.—MacArthur began an advance on Calumpit today. General Hale, with the Fourth cavalry and Nebraska and Iowa volunteers, formed the vanguard and got away before daybreak. MacArthur and Wheaton went with the Montana volunteers along the left of the railroad, while the Kansas volunteers moved forward on the right. Lat this afternoon the vanguard had reached a point one-half a mile from Calumpit. Filipino prisoners say that Aguinaldo, General Luna and other Filipino leaders are at Calumpit with a large force of soldiers. The Americans will attack in the morning. Major Mulford is now in command of the Nebraska volunteers. MacArthur was compelled to abandon Majalos without leaving a garrison there. His force was too meager to permit him to split it. As soon as the soldiers left the Filipino capital the natives began to flock in.

MADRID, April 24.—A Manila despatch says that the Americans are being decimated by dysentery, and that their situation is very serious. It is predicted that they will lose many more soldiers by sickness as the season progresses.

**ADRIFT IN  
THE HARBOR**

### An Accident to the Lorenson.

The schooner Lizzie Lorenson, which is expected to sail soon for the Bering Sea on a cod-fishing cruise, had an adventure this morning which might easily have ended in a catastrophe. The schooner had been hauled out from Schwabacher dock and anchored between Alnsworth & Dunn's fish cannery and the small wharf built a short distance up the railway trestle. A strong wind caused the usually placed waters of Elliott bay to toss angrily. The Lorenson tugged at her cable, which finally parted. Under the impulse of the strong wind she was blown out into the harbor, and as her sails were snugly furled, the crew were unable to control her movements. By a very close shave, the long jib-boom of the schooner missed the cutter Grant, and the schooner went sailing down the harbor.

### ALONG THE WHARVES

Steamer Progresso has arrived from San Francisco, and is loading Black Diamond coal at the south bunkers. The British ship Hutton Hall is being repainted a drab color. She will begin discharging her cargo of general merchandise in a day or two.

United States lighthouse steamer

Manzanita, Captain Gregory, is alongside the White Star dock. She will leave shortly for Quartermaster harbor, where she will go on the dry dock to be overhauled.

Steamer City of Seattle is expected to come over Wednesday from Tacoma, where she has been receiving repairs to her machinery.

Brig Blakeley, which has been tied up at West Seattle during the winter, will leave shortly for the Bering Sea on a cod-fishing cruise. She is now alongside the Madison street bunkers, taking on a supply of coal.

The British steamer Port Albert is due to arrive on June 8 from Australian ports. She will take the place of the Garonne, on the Seattle-Honolulu route. The Garonne sails tomorrow on her last trip to the island this season. Upon her return she will operate between British Columbian ports and St. Michael.

Captain Murchison, of the brig Courtney Ford, will take the schooner Mantle, recently built at San Francisco, to Portland, where he will be relieved by Captain Traynor, of the schooner J. M. Colman. Capt. Murchison will then take the Colman, and Captain Lindholm, late master of the schooner Falcon, will take the Courtney Ford. The brig and the Colman will go to the Alaskan fish canneries.

The tug Fearless, built by the Union Iron works for the Spreckels Towboat company, was completed yesterday, and today the builders gave the new craft a trial on the bay. The Fearless filled all the requirements of her contract and gave entire satisfaction. In a few days she will have another trip for her owners. The vessel is intended for a revenue cutter and will ply on the Yukon river. She was to have been completed last year, but the San Francisco Launch company failed to complete its contract, and its bondsmen had to take up the work. The Bear will take the Nuniweak to St. Michael.