

# Gainesville Daily Sun

VOL. XXIII, NO. 226

GAINESVILLE, FLORIDA, WEDNESDAY, OCTOBER 31, 1906

TEN CENTS A COPY

## SCORES OF PEOPLE KILLED IN WRECK

### Three Electric Cars Plunge From Bridge Into River.

#### 100 PERSONS WERE ON THE CARS

#### Every Person in First Two Cars Were Drowned—Forward Coach Broke Through Guard Rail—Thousands of People Visit Wreck Scene.

Atlantic City, N. J., Oct. 30.—At 11 o'clock Monday 51 bodies had been recovered from the wreck on the electric line of the West Jersey and Seashore railroad, which dashed through the drawbridge at Thorougfare Sunday and one car had been recovered. How many remain in the other car is not known.

It is believed that possibly not all of those drowned may ever be recovered.

Atlantic City, N. J., Oct. 30.—As the details of Sunday's terrible wreck on the electric line of the West Jersey and Seashore road developed during the night, the disaster became more appalling. The total number of persons whose lives were snuffed out almost instantly, is probably sixty-six, with nearly a score injured, several of whom, it is thought, will die.

Forty-eight bodies already have been brought to the surface. There were ninety-one persons on the train, fifteen passengers and seventy-six fares. Twenty-five of this number have been accounted for, which, with the bodies recovered, bring the total up to 73. This leaves 18 persons not accounted for, and who are supposed to have been drowned. It is possible that some of these may never be found. At police headquarters Monday morning it was stated that the effects found on bodies were not sufficient to permit identification of more than six and that identification will have to be made by personal inspection. All of the bodies are being embalmed.

The early morning trains brought many persons from Philadelphia and other points, who were anxious to learn if a dear one had been swept to death by the awful disaster.

The wreck occurred at the drawbridge which spans the thoroughfare, a small waterway about 1 mile outside of this city, just on the eastern edge of the meadows and was directly due to the draw falling to work properly. The fishing schooner Sinbad which was recently wrecked off Winter Quarter Shoals light, a short distance from the Delaware breakwater, had just passed through the draw bridge. As the schooner was entering the draw, the electric train hove in sight and started across the meadow from the direction of Pleasantville. Before the draw had swung into position the three cars, which were running at a high rate of speed, dashed onto the trestle. With a lurch the forward car left the rails and dashed into the guard rail, the other two cars following. At the point where the cars jumped the track the top of the trestle is nearly 20 feet high. The first two cars were instantly submerged, but the third car of the train caught on an abutment and remained suspended. It was this car from which nearly all of the injured escaped.

The news of the disaster was quickly telegraphed to this city and in less than an hour the work of rescue had begun.

At the time of the accident the tide, which rises about 10 feet, was running in and the work of the divers was necessarily slow. It was not until several hours later that the divers were able to make any progress, and then the awfulness of the tragedy became more apparent. When the two cars struck the bottom of the waterway, they stood almost on end, and the first man to descend reported that the victims were packed in the lower ends of the submerged cars so tightly that it was difficult to move them.

One by one the bodies were brought up, carried to a waiting train and laid side by side, later to be borne to this city and placed in the Empire theater.

Thousands of persons quickly gathered

at the scene of the disaster and a score of boats soon surrounded the spot where the cars disappeared, but they were unable to render any aid.

At the morgue the scenes were pathetic. Persons who had friends on the ill-fated cars, crowded about the door and with difficulty were restrained from forcing their way into the building. One of the most heart-rending incidents was furnished by Frederick Renkert, who lost his entire family, a wife and two children. Benckert was not informed of the accident until too late to catch a train, and he hurried here in an auto. When he saw the bodies of his wife and two little boys lying side by side on the floor, Benckert collapsed and had to be carried from the building.

Walter Scott, motorman, was killed because of his anxiety to spend a part of the day with his wife here. It was Scott's custom to run only as far as Millville, but he had swapped runs with another motorman and his death was the result.

Prosecutor Albertson, Coroner Gaskill, Captain Woodruff and Chief of Police Maxwell, superintended the removal of the bodies from the scene of the disaster. As each body was brought up to the surface it was searched and the effects taken in charge by Captain Woodruff. The valuables were placed in packages and numbered and a number corresponding was placed on the body.

The drivers were completely exhausted by their continued efforts and were compelled to suspend operations a short time before daybreak. Their work was particularly arduous because the wrecking crews, which had been summoned to the scene of the accident, were unable to raise the submerged cars.

An attempt was made to cut the first and second cars asunder and lift a single car out of the water, but the cables broke the first attempt and at the second the already twisted car buckled. The attempts to lift the coaches were temporarily abandoned and all efforts were directed toward getting the bodies of the victims out of the wreckage. When it is certain no more bodies are in the tangled and twisted coaches, they will be broken up and pulled ashore.

General Manager W. W. Atterbury, of the Pennsylvania Railroad company, which company owns the line on which the accident occurred, is here, but thus far has declined to make a statement with reference to the wreck. He intimated that a statement might be looked for later.

#### Believed To Be Dead.

Philadelphia, Oct. 30.—Miss Martha Hirsch, of this city and Arnold A. Tedesco, a New York traveling man, a friend of the Hirsch family, are believed to be among the dead. Together the couple started for Atlantic City Sunday afternoon and they did not return last evening as planned, nor has anything been heard from them since. P. Angruso, a member of the Royal Artillery band, who is reported among the dead, is safe in this city. He did not accompany the musicians Sunday, but loaned his coat to a member who was without a uniform. The latter was drowned and was identified as Angruso, his name being in the coat.

#### Hearing Is Adjourned.

New York, Oct. 30.—Hearing on the demurrer interposed in the prosecution instituted by the United States against McAndrews and Forbes in the called tobacco trust prosecution, was adjourned Monday until Nov. 5 by Judge Howe in the United States court here. The adjournment was ordered by agreement of counsel.

#### Woman Mysteriously Killed.

Jacksonville, Fla., Oct. 30.—Word has been received here of the murder of Mrs. Holder, at Double Sink, Levy county, Florida, 20 miles from Bronson. No particulars could be learned except that there were no eye-witnesses. County officials have left Bronson to hold an inquest.

#### Nashville Pastor Resigns.

Nashville, Oct. 30.—Robert T. Bruce, pastor of the Immanuel Baptist church, this city, has resigned his pastorate to accept the position of educational secretary of the board of missions of the Southern Baptist convention, with headquarters at Richmond, Va.

## RIVAL GANGS FIGHT BATTLE FOR RAILWAYS

### Railway Employees Clash Near Louisville.

#### ELECTRICITY USED ON ONE GANG

#### Men Seeking to Tear Up Track Were Knocked Out by Electricity—Four Hundred Men in a Hot Fight Near Louisville, Ky.

Louisville, Ky., Oct. 30.—A pitched battle, in which electricity, picks, shovels and fists were used as weapons and in which 400 men participated was fought by rival track-laying gangs of the Louisville and Nashville railroad and the Louisville and Eastern Electric railway, Sunday. About two-score of the combatants were severely shocked or battered up, but none was seriously wounded.

The fight took place just east of Beards, a station 20 miles east of Louisville, where a gang of 100 Louisville and Eastern men attempted to lay their track across the Louisville and Nashville line. They had only partially finished their work when 300 Louisville and Nashville men appeared and started tearing the rails up.

A general battle followed immediately, during which the Louisville and Eastern men resorted to the novel experiment of charging the rails they had just laid with electricity from a trolley wire. When the Louisville and Nashville men applied their crowbars to the charged rails a score of them were knocked stiff. All, however, soon recovered.

County officials of Oldham county put an end to the fight and arrested two dozen of the leaders on each side. An armed truce prevails and it is expected that the right of way question will be taken into the courts.

#### Asleep by Dead Woman.

New York, Oct. 30.—Clinton C. Clark, 21 years of age, a sailor on the United States battleship Indiana, was arrested when he was found asleep on the grass in Riverside park and near by the lifeless form of an unidentified woman. A corner's physician who performed an autopsy on the woman's body said that in his opinion she had been murdered. Five of the ribs had been broken and there were bruises on the shoulder. Clark was held as a suspicious person. He told the police that he had been drinking and could not remember having been in the company of the woman. Clark enlisted in the navy at his home in Columbus, O., two years ago.

#### Want Direct Vote of People.

Manila, Oct. 30.—Among the recommendations to the proposed election law by the assembly of the provincial governors is one that governors of provinces and delegates to the assembly be elected by direct vote of the people; that the suffrage be widely extended; that the amount of taxes be reduced; that a qualification of the voter shall be to read and write the dialect of his province as well as Spanish and English. The election law now before the commission provides for the choosing of an assembly the first of the year.

#### Inspecting Immigration Conditions.

Naples, Oct. 30.—T. V. Powderly, of the United States immigration service, who is in Europe on a special mission, is now inspecting the immigration conditions at this port, especially with the view of ascertaining whether the United States regulations on the subject are enforced.

#### Thos. Gleason Drops Dead.

Savannah, Oct. 30.—Thomas F. Gleason, former commander of the Georgia Grand Army of the Republic, dropped dead at his home here Monday. He was on the staff of several commanders-in-chief of the G. A. R. He was a native of Albany, N. Y.

#### Secretary of Royal Arcanum.

Boston, Mass., Oct. 30.—William O. Robson, supreme secretary of the Royal Arcanum, died of pneumonia Sunday, aged 73 years. He was elected supreme secretary in 1877 and has held the office ever since.

#### NOTED SAFE BLOWER LOCATED

#### Gus DeFord Who Is Wanted in South Carolina.

Charleston, S. C., Oct. 29.—In local federal court circles, interest centers in the reports from New York that the notorious Gus DeFord, who is wanted for trial for safe blowing and robbery of many postoffices and banks in South Carolina, has been located in that city.

DeFord was one of the leaders of the several gangs of yeggmen who began to operate in South Carolina at the time of the Charleston exposition and continued to blow safes until a couple of years ago, when Postoffice Inspector Gregory and other officials of the government succeeded in rounding up the last of the yeggmen.

There are 19 of the gang now doing time in the federal prison at Atlanta, the greater portion of whom were tried at the Charleston sessions of the federal courts. DeFord has been much hunted. He was arrested for safe blowing in New York a little over a year ago, but the authorities did not have a good case against him and decided to turn him over to the federal court authorities in South Carolina. While in charge of a New York marshal enroute to Charleston, he jumped from the window of a car at Cades, and made his escape.

#### Refused to Marry; Fatally Shot.

New York, Oct. 29.—Laura Osten, of East Orange, N. J., 23 years of age, was shot and it is believed mortally wounded while riding in a cab with Louis R. Brown on Broadway. Both are members of prominent families. Brown, who is 21 years old, and also a resident of East Orange, was arrested. According to the police, Brown attempted to kill himself, but was prevented by an officer. Brown is alleged to have said that the two had quarreled over the woman's repeated refusals to marry him. Miss Osten met Brown by appointment, and they dined. Later Brown summoned a cab and drove up Broadway. The cab driver, who said he had heard the couple quarreling, was attracted by a muffled sound, and climbing down, opened the door. As he did so the woman fell to the street unconscious.

#### Smith Wanted Pitcher Bayne.

Atlanta, Oct. 29.—Irad Alva Bayne, the one-time Atlanta player who committed suicide at Fort Valley Saturday, lived until this week, he would have been drafted by Billy Smith for the 1907 Firecracker team. Bayne passed through Atlanta last week on his way to Macon, and called to see the local manager, who was not in his office at the time, but Manager Smith was then trying to arrange a deal to bring him to this city, first by a sale and then afterwards deciding to draft him, and the draft would have gone through this week. Bayne was in Atlanta last summer, and married an Atlanta girl here. Billy Smith states that he would go to Macon to attend the funeral should the services be held there.

#### Will Pay Losses.

Berlin, Oct. 29.—Some of the German fire insurance companies which have not paid the losses which they sustained as a result of the San Francisco earthquake, have now determined to do so. The Berlin Fire Insurance company, at a general meeting of the shareholders, has decided to increase its capital by \$625,000 and pay its losses, and the Prussian National Fire Insurance company has voted \$625,000 to pay its San Francisco losses.

#### May Lynch Negro.

Memphis, Oct. 29.—A special from Ripley, Tenn., says that late Sunday night four officers raided a crap game near Hills Point. When the officers entered the building where the game was going on, George Estes, a negro, drew a revolver and shot and killed Officer Henry Saseley and probably fatally wounded Officer John Bowers. The negro was captured. It is reported that a mob has quietly formed and an effort will be made to lynch the negro.

#### Damaged by Fire.

Little Rock, Ark., Oct. 29.—The town of Fertia, Ark., was damaged by fire Sunday night, to the extent of about \$50,000. A high wind was blowing and the village was without fire apparatus.

## SOLDIERS APPROACH BAND OF INDIANS

### Only a Question of Time Redskins

#### ARE FORCED TO SURRENDER

#### Or Else They Will Be Annihilated the Calvary Which is Advancing All Sides—Utes Ask Cheyenne Aid.

Butte, Mont., Oct. 30.—The Miner from Sheridan soldiers are now approaching the renegade Ute Indians from different directions and it is only a question of time until the reds are forced to surrender or are annihilated by the cavalry from Ft. Keogh, troops from Ft. Meade, northwest, two from Ft. Buford, out of Gillette, closing in from the southeast, two from the same place, and two companies of infantry from Ft. McKenzie from the west.

Utes are traveling northwest according to a report Monday, yet passed the Big Powderhorn. The band of Indians is making for Cheyenne across the river now looks as though the several miles of on-coming military will arrive in the vicinity of 50 miles north of here, by at least, in which event a battle probably be fought in the Tongue river near that place. Ashland is 12 miles from the Cheyenne reservation. Utes have already sent couriers to Cheyennes for help in case of resistance to the regulars.

#### Meeting Is Arranged.

Knoxville, Tenn., Oct. 30.—In response to a telegraphic appeal from good offices in the hope of about a settlement of the strike in the local shops of the Kern Railway, the Knoxville trade received the following from H. B. Spencer, general manager of the Southern Railway: Hensley, secretary Board of Knoxville: Your telegram. The company and its officers appreciate the interest of Knoxville in the machinists' strike and we are desirous of settling it promptly and equitably. It has been agreed at the suggestion of the Hon. Seth Low, chairman National Civic Federation, that the president will meet the president of the machinists' association, local committees of the machinists' week early in an effort to make adjustment. H. B. Spencer, local shops are still idle.

#### Tribute Paid to Mrs. Davis.

Washington, Oct. 30.—A tribute to the memory of Mrs. Davis was paid in Congress Monday in the presence of 600 members of the organization of the Daughters of the Confederacy and 200 special guests. Two surviving members of the confederate congress, John Wright, of Tennessee, delivered memorial addresses.

#### Anti-Japanese Sentiment.

St. Petersburg, Oct. 30.—The vote Vremys in a leading anti-Japanese-American relations that "yesterday's friends have to quarrel" and asserts that anti-Japanese sentiment has been in the United States in response to the anti-Americanism in Japan, a friction which may be fanned into war.

#### Putajanes Attack Boats.

Manila, Oct. 29.—The Putajanes attacked boats carrying supplies on the Surigao river, killing and wounding one. The Putajanes were killed. The boats were saved. Troops are now pursuing the Putajanes.

#### Will Not Visit American.

New York, Oct. 29.—The Polish minister, will not visit America this winter. The minister is the incomprehensible of the going.