Gainesville Daily Sun

VOL. XXIV, NO. 287 GAINESVILLE, FLORIDA, FRIDAY, JANUARY 10, 1908 TEN CENTS A WEEK

WRECK ON SOUTHERN

Fatal Accident Occurs Near Atlanta, Ga.

TRAIN GOES INTO A BRIDGE

Two Engineers Were Scalded to Death and It Is a Miracle that the Death List Did Not Run Into More than a Score.

Hiram, Ga., Jan. 9.—One man scalded to death, two others fatally scalded, two passengers known to be fatally hurt, three more probably fatally injured, and eighty-odd badly injured, is the result of the most complete wreck ever known on the Southern road, which took place Tuesday afternoon 2½ miles north of here when the second section of the "Chicago-Florida" limited broke through a trestle and went tumbling down an embankment.

That the train did not catch on fire and burn the imprisoned passengers to a crisp is the wonder of the day.

What was the finest Pullman train which ever passed out of Cleveland, Ohio, is half buried in the mud and slush of a Georgia swamp, the brightly burnished engine a mass of scrap iron, the solid vestibule train broken and battered, one car being broken exactly in half, every window broken out, and a useless pile of splintered splendor is what remained.

How every one of the hundred-odd passengers escaped instant death is a mystery, and the fact that the passengers escaped immediate death made them positively happy.

This train, which was due to arrive in Atlanta shortly after noon, left Chattanooga in charge of Conductor Y. R. Norris, of Atlanta, and Engineer Jim Edwards, of Atlanta, the latter being the first to succumb, three hours later.

On the curve run between Dallas and Hiram, a distance of about five miles, and just below the point where the Seaboard, on a high trestle, crosses the Southern tracks on the Chattanooga division, the awful wreck occurred.

The entire train was made up of Ohio people bound for a winter vacation amid the perfumes and flowers of Florida and Cuba. They were scattered throughout the vestibuled train, but the majority were in the dining car in charge of Captain W. H. Fall, of Atlanta.

Just after the track crosses the Seaboard intersection it runs upon an embankment in the middle of which there is a trestle which spans the Copper Mine creek at a distance of ten feet in the air, with the embankment sloping away on either side for forty feet to a lowland of slime and mud.

Just about 2:40 o'clock this train, late, and running fast, hit the curve which is broken by the span over the creek.

Reports vary as to how the accident occurred, but it is generally conceded that the rails spread right after the engine crossed the trestle.

The engine was left a battered mass of iron and brass across the track where it had butted into an embankment and stopped, while each of the coaches, from baggage car to observation compartment, went down the embankment.

The car in the middle of the train, the "Radcliffe," was broken squarely in half. Pullman Car Conductor H. R. Thamer, of Cleveland, was standing in the car and was catapulted into the air, landing in an open field, knee deep in mud, and unhurt, while one half the car went down one embankment, and the other half the other embankment.

Luckily, in rolling down the embankment, the fire in the dining car, always the dangerous source of conflagration, fell with the range toward the ground. This kept the coal in the range and it was soon flooded by Captain Wall, which kept the car from catching fire. Not a single car was left on the tracks, and all had to crawl out of the top of the cars, through the side windows or be cut out of the train by the wrecking crew.

As the engine went over Engineer Edwards, with Chief Engineer Snapp and Fireman Moses Baldwin, were caught in the cab and scalded with hissing steam. Engineer Edwards died in a short while after being rescued, and the other two men in the cab are fatally injured.

In the dining car the escape from death was miraculous. It was tilted at an agle which sent every one of the thirty diners, with the waiters, silverware, cut glass, fod and all, to the lower end of the car, and they all had to leave the car by crawling "up-hill" to a window.

To their injuries was added the horror that the train would catch on fire and they would be burned to death like rats in a trap. In a score or more instances it was impossible for the passengers to leave the cars, either from injuries r being pinned under timbers.

As quickly as possible word was sent to theis place for help, and the wires were made to sing colling for aid from the countryside. Every physician for twenty miles was called to the wreck and special trains run to the wreck from Rome, Dalton and two from Atlanta.

The wreck of the Southern Flyer took place two miles south of Dallas, the county seat of Paulding county, on the line between Atlanta and Chattanooga. It is thirty-three miles west of Atlanta.

NEGRO RAN AMUCK.

Shot White Man, Negro Woman and a Girl.

Mount Sterling, Ala., Jan. 9.—On the second night of January, about a mile south of Pennington, Ala., a negro named Orthellos DuBose went to the house of an old negro woman and knocked on the door. A negro girl,, aged 7, opened the door for him.

Orthellos threw the girl to the floor and cut her throat. He then turned and shot the negro woman, who was about seventy years of age, and she fell in the fire.

The house caught fire about 2 a. m. that day and it is now thought that it caught from her clothing. The next morning two charred bodies were discovered in the ashes of the house.

Not satisfied with this, DuBose went about a mile south of that place and waylaid and shot J. H. Hodges, one of the leading men of this county. The first shot missed, but the next took effect near his heart, and death followed almost instantly. The negro then went to his father's house.

When the officers went to arrest him there next morning, he resisted, but was overpowered and tied by his two brothers.

The feeling was very bitter against the negro, from both white and black. However, Sheriff Wilcox, with a number of deputies, lodged him in the Butler jail.

Mr. Hodges leaves a widow and eight children.

Famous Union Scout Dead.

Nashville, Tenn., Jan. 9.—Captain Dnalel Ellis, aged 79, the celebrated Union scout of East Tennessee, is dead at his home near Elizabethton, Tenn. During the civil war he seemed to bear a charmed life, and though the confederacy set a price on his head he nevertheless succeeded piloting thousands of East Tennesseeans and Western North Carolinans through the confederate lines to Kentucky, where they joined union regiments. After the war he wrote a book of his experiences which had a wide sale. He was a veteran of the Mexican war also.

Charged with Heresy.

New York, Jan. 9.—Rev. John R. Braeur, of the English-Lutheran church of Jersey City Heights, is on trial before a committee of the synod of the church on the charge of heresy. The congregation is largely with the pastor, who is accused of saying that it was necessary to believe the entire Lutheran creed as the church was "free and independent."

Green and Gaynor Arrive at Atlanta.

Macon, Ga., Jan. 9.—United States Marshal George White, accompanied the federal prisoners, Greene and Gaynor, to Atlanta Wednesday morning. The party left Macon secretly on a Southern train for their destination.

THE TRIAL OF THAW

But Three Jurors So Far Sworn in Box.

PREDICTIONS ARE MADE.

Thought that a Jury Will Not Be Secured Before the Middle of Next Week—Net Proceeds of the First Three Panels.

New York, Jan. 9.—Predictions were freely made at the beginning of this, the third day of the trial of Harry K. Thaw, for the killing of Stanford White, that a jury will not be secured before the middle or the latter part of next week.

There were but three sworn jurors in the box when court convened on Wednesday morning, and they represented the net proceeds of the first three panels of 100 talesmen each.

The third and last panel of the original 300 summoned, reported Wednesday, and there was no thought that it would furnish all of the material needed to complete the trial, twelve. As a result, the court ordered that 200 additional talesmen be summoned to report Thursday and Friday morning.

At the first trial, some 370 talesmen were examined before a satisfactory jury was empaneled.

JAPAN TOO CONCERNED

With Other Matters to Think of an American War.

Paris, Jan. 8.—A Paris paper prints an interview emanating, it says, from an "authorized Japenese source," with the object of showing that Japan is so absorbed with mainland of Asia that war with America is impossible.

"The entire attention of Japan," says the interview, "is occupied with China and Corea, where developments are occurring which are giving Tokio the greatest concern. China has just dismissed a number of Japanese instructors who have been replaced by Germans. The Manchurian situation is full of complications. China demands immediately the application of the treaty of Portsmouth which would deprive Japan of the possibility of exercising an efficacious influence in Manchuria."

WAS TRACKED FOR 35 MILES.

Phenomenal Race with Hounds After Escaped Convict.

Valdosta, Ga., Jan. 9.—The phenomenal race made by Charlie Wright, a negro convict who escaped from the county chaingang Sunday and was captured after being chased for thirty-five miles by track hounds, breaks the chaingang annals.

While the guards were not watching closely, Wright made a break for liberty, and was gone for more than an hour before his absence was discovered. When the dogs were put on the track four hours had elapsed, but the hounds had no trouble in picking up the trail. The trail led along through swamps and ponds and up almost to the Berrien county line, and then swerved to the east to Naylor, Ga., fourteen miles east of here, where the quarry was run down and captured. Course taken by him in his flight was fully thirty-five miles.

Have Resumed Operations.

Eufaula, Ala., Jan. 9.—The Eufaula and Harbour cotton mills of the city after having closed down for a period of two weeks, resumed operations. Both plants underwent a thorough overhauling and some improvements and are now running on full time. A strong demand for the products will require a full quota of operatives and an era of prosperity seems to be dawning that has not been experienced in many seasons.

Filed Bankruptcy Petition.

New Your, Jan. 9.—A petition in bankruptcy was filed Tuesday against Louis Witzerhomsen, a wholesale diamond dealer in Maiden Lane, by creditors. Robert L. Harrison was appointed receiver. The nominal assets are in the neighborhood of $200,000 and the liabilities are said probably will not be less than $150,000.

DIED OF BROKEN HEART.

Mother Waited for Boy to Find Him a Deserter from the Army.

New York, Jan. 9.—The absence of her youngest son, John, added another note of pathos to the funeral of Mrs. Mary F. Sweeney, who died the other day of a broken heart.

John was the youngest of the family and his mother's pet. A year and a half ago after his father's death, he disappeared from home, and it was only after months of searching that the mother found that he had enlisted in the navy.

Through the navy department, she then discovered that her boy was ill in the naval hospital in San Francisco. Mrs. Sweeney wanted him at home for Christmas and obtained his release by money which she sent to her son. Christmas came and no word from him, but the mail carrier brought a letter. She looked at it and fainted.

It was her own letter returned and across the envelope was stamped the one word "deserter." From that moment she failed rapidly until she died, the doctors say, of a boken heart.

SUES FOR $1,000 COSTS.

North and South Road Sues Lieutenant Governor Gray.

Birmingham, Ala., Jan. 8.—An interesting aftermath of the legal proceedings of Lieutenant Governor H. B. Gray against the South and North railroad, a part of the Louisville and Nashville system, was the filing in the city court here by the South and North of a suit against Mr. Gray for $1,000 costs.

Mr. Gray, as a minority stockholder in the South and North, sought an injunction against the Louisville and Nashville, restraining it from operating the road on the grounds that minority stockholders were being ignored. The case was carried to the supreme court, and won by the Louisville and Nashville. In seeking the injunction Mr. Gray executed an injunction bond of $1,000, and it is upon this that the road seeks to recover the cost of the suit.

GREAT PREPARATIONS MADE.

Auto Race From New York to Paris by Way of Alaska.

New York, Jan. 9.—The executive committee of the American Automobile association passed a resolution pledging the association's help for the proposed motor race from New York to Paris by way of Alaska, Behring sea and Siberia which is to be run under the auspices of Le Matin of Paris and the Times of New York.

The committee says that when the proper time arrives it will issue a request to all affiliated organizations asking for all help possible for the racers.

Great preparations are being made for the race, and those who have been over the route believe that it is possible for the cars to traverse it. It is expeced tha a number of foreign and American entries will be made. Le Matin organized the race last year from Pekin to Paris which was a huge success.

Goes into Receiver's Hand.

San Francisco, Cal., Jan. 9.—The big department store on Market street, which went under the name of Kragen's, went into the hands of an assignee nominated by the board of trade. The firm is reported to be in debt to any extent from $250,000 to $400,000. The principal creditors are in the east. The board has nominated C. R. Havens as assignee. The value of the assets is unknown.

Clearing House Checks Retired.

Cleveland, O., Jan. 8.—Because of the marked improvement in the local financial situation, the Cleveland clearing house has issued a call for the retirement of 25 per cent of the clearing house checks. The savings banks no longer require notice of withdrawal of deposits.

To Entertain Fleet's Crew.

Rio Janiero, Jan. 9.—The program for the entertainment of the officers of the American battleship fleet under Rear Admiral Evans, has been practically completed. The fleet is expected on Jan. 14, and will remain here ten days.

7 OF CREW PERISH

Unknown Schooner Stranded Off North Carolina Coast.

ONLY TWO WERE SAVED

Captain of the Vessel Among Those Who Were Lost—Disaster Occurred On the Treacherous Diamond Shoals. Was Bound For Charleston.

Norfolk, Va, Jan. 9—A broken message received here over the United States sea coast telegraph wires from Cape Hatteras, on the North Carolina coast, reports the stranding and loss on the treacherous Diamond Shoals of an unknown schooner out of whose crew of seven men, five perished and two were saved.

The message, which fails to give the name of the lost vessel, reports her to have been a schooner bound from Longpoint, Me., to Charleston, S. C., laden with fish scrap.

The captain of the vessel was one of the crew who were lost.

$250,000 FIRE.

Large Furniture House Destroyed in New Orleans.

New Orleans, Jan. 9.—Fire in Royal street, near Iberville, in the heart of the business district, here Tuesday morning caused damage to the extent of about $250,000. The five-story building occupied by the W. G. Tebault furniture house was practically destroyed. Tebault's stock is a complete loss, and three other structures were damaged.

Mrs. Ed M. Land, cashier for the Tebault firm, was badly injured by falling glass while placing valuable papers in the safe. Her face was severely gashed.

The loss falls most heavily upon Mr. Tebault and upon George Denegree, the owner of the building, which was insured for only $20,000.

It has not been definitely determined what was the cause of the fire.

FINANCIAL AFFAIRS.

Reduction of $41,000,000 in Cash Holdings of All National Banks.

New York, an. 9.—According to the monthly circular of the National City bank, $276,000,000 in cash disappeared between the call for the conditions of the national banks responding o last August and he one last month.

This includes a net reduction of $41,000,000 in the cash holdings of all the national banks in the country and a loss of $13,000,000 cash reported by the New York City Trust companies together with the known addition to the circulating medium during this period, including $100,000,000 of gold imported from abroad and $72,000,000 cash released by the United States treasury.

FREIGHT CAR AS A JAIL.

Justice of the Peace Found To Be Unprofitable.

Atlantic City, N. J., Jan. 9—Justice of the Peace Carver, of Elwood, will hereafter look for something more substantial to use for a jail than a freight car. The justice is a terror to motorites, and Tuesday a speeding driver was arrested.

A friend was allowed to run the machine into the city to obtain money to pay the fine and the motorist was locked up in a freight car, the village having no lock-up. When the justice came back from dinner he found the car gone. It had been picked up by a passing train and run to Camden. The motorist telephoned his thanks for his escape to the justice.

Locker Clubs Not Favored.

Macon, Ga., Jan 8.—It is almost a certainty that the locker club will not find support in Macon. Already members of the new city council are working on an ordinance which if passed will exclude them by law. There has not been a single public expression by an individual to the effect that such an organization will be planned.