

PASSENGER TRAIN LOST ON SIDING

Stands at Lillington Twelve Hours

AND PASSENGERS SUFFER

Special Train Sent to Bring Passengers From Wreck at Fayetteville to Raleigh, Turned Loose by Dispatcher's Office and Finally Unannulled — No Information for Passengers or Public.

Bringing passengers who had spent practically twenty hours aboard between here and Fayetteville, the first train from that town since about 10 o'clock Friday morning, the Raleigh, Charlotte & Southern No. 34, pulled into the union station last night at 7:30 o'clock, two and a half hours late. The train due to arrive here at 4:55 Friday afternoon and the one due here at 10:05 yesterday morning had been annulled. There were two causes for the delay, first, a wreck near Fayetteville and, second, lack of a dispatcher to issue orders for the operation of a train north of Lillington. Practically twelve hours out of the twenty had been spent on the side track at Lillington, where for something like six hours yesterday morning about a dozen passengers impatiently waited, afraid to leave the cars lest the train leave them, while no information could be had from the crew as to whether the delay was for half an hour or all day.

Derailed by Sand.

The wreck was caused by a bank of sand which had been swept on to the track just north of Fayetteville by the heavy rains of Friday. The engine went into the ditch, while all the cars were derailed. No person was injured. The train had started from Fayetteville practically on time, at 2:10 p. m. The passengers either walked or rode in hacks back to town and awaited developments. Up until 9 o'clock that night they could get no information as to when a train was expected to proceed to Raleigh. At about 8 o'clock an extra train and crew had been sent from Raleigh to the scene of the wreck to bring the passengers here that night. It was expected that this train would reach here at 2 a. m. Saturday, and it was so stated on the bulletin board at the union depot. Finding it impossible to get any information at Fayetteville, a Raleigh lady, who was one of the passengers on the wrecked train, called her husband here by telephone and inquired if any train was expected to come through that night. The statements of the train dispatcher and the bulletin board were repeated to her. Upon this information, she, along with the other passengers, came out to the scene of the wreck through a heavy rain, starting about 11 o'clock.

The Start From Fayetteville.

About midnight the train from Raleigh arrived. After considerable unexplained delay the train started, backing slowly to Lillington, which point was reached between 3 and 4 o'clock yesterday morning. There the train was sidetracked. And there it remained. All inquiries by passengers were met by members of the crew with a stereotyped "I don't know." After having stood there for hours, the passengers were informed that the delay was caused by inability to get orders from Raleigh.

Tieup Was in Raleigh.

In the meantime efforts were made by interested parties in Raleigh to get telephone connection with the dispatcher's office, but to no avail. No one answered the phone. Inquiries were made of the ticket agent at the union depot far after midnight as to when the train was expected, and he did not know it was late, although the bulletin board had been proclaiming for seven hours that No. 34 was expected at 2 a. m. He called the Norfolk Southern office for information and received the reply that they knew "nothing about it."

Two o'clock came, three, four and five, and still the bulletin board proclaimed "No. 34 expected 2 a. m. Finally, sometime in the morning the "2 a. m." was rubbed from the bulletin board and the regular morning train was bulletined "due 10:05 a. m.; expected 10:05 p. m." Soon after the latter hour the station master announced that the morning train had been annulled and there would be no train from Fayetteville until 4:55 p. m. After that hour had arrived, the time was moved up to 6:25 and later to 7:15. The train arrived at 7:30.

Sixteen Hour Limit Reached.
At Lillington, near the middle of

the day yesterday the conductor announced to the worn-out passengers that the train had been annulled because of the expiration of the sixteen-hour crew law limit, and that it would not proceed. It had been standing there since about 4 a. m., the passengers without any information as to when it might proceed. Then they went up town and got dinner, the first meal since Friday night supper.

Between 3 and 4 o'clock in the afternoon, the train proceeded as an extra, arriving at Raleigh at 6:30 and brought all the passengers who had been on the wrecked train, except the Raleigh lady, who happened to be the only woman among the stranded number. She says she begged the conductor to allow her to come on that train, but he stoutly refused, and she was left to wait for the next train. When she arrived here, she had spent twenty hours coming 64 miles, most of the time on the side track at Lillington, while her family in Raleigh had been advised from Fayetteville that she left there at 11 o'clock Friday night.

No report was ever made in Raleigh as to what had become of the train expected at 2 a. m. and nothing was known of the tie-up at Lillington until it was reported by incoming passengers last night.

REFLECTIONS FROM THE SOLDIERS HOME

By HENRY BLOUNT.

Another old hero in the Soldiers' Home on Sunday morning, after a long life of seventy-eight years of toil and struggle and worry and fatigue, "crossed over the river" and found "rest under the shade of the trees." And so, we announce that James T. Watson, father of that true and devoted daughter, Mrs. W. G. Thomas, of Raleigh, laid down the cross of care and suffering on Sunday morning to pick up the crown of peace and ease and rest, and comfort, and walk with angels in the paradise of God, for he held in his hand that key of faith that would open for him the door to the temple of blissful immortality. And now, relieved from all the ills and pains of earth, he enjoys the comfort and the raptures of the higher and purer and brighter and happier birth.

With the exception of the above dark, sorrow-shaped shadow of "Israel's Black Wing," there has been nothing to dim the brilliancy of the radiantly rippling current in the musically flowing stream of affairs that is pouring through "the Home," for under the wise and tactful direction of the well-poised and admirably equipped superintendent, the kind-hearted and sympathetic Capt. W. S. Lineberry, so efficiently aided by that model wife, one of the most lovable women on this earth, the current of affairs has been flowing smoothly and tranquilly and peacefully along fragrant banks fringed with flowers of comfort, and with every murmuring ripple glistening with the radiance of delight, for in this well conducted and admirably managed Home every comfort is most bountifully supplied, and every reasonable wish most fully gratified. And as these fame embalmed old heroes approach life's sunset they have peace and happiness, for they realize that in these comforts they are having they are not receiving alms as given to paupers, but receiving tribute given to heroes for deeds of valor done, where battles were fought and brilliant victories were won. And as they descend the hill of time and are passing under the tree of old age they hear in its leafless and withered branches the song birds of happiest memories singing their sweetest carrols as a soothing lullaby to eternal slumber, to that peaceful repose as sweet as the petals that sleep in the petals of the rose.

That brilliant polished type of a perfect gentleman, the very clever and high-toned Ben King, once a traveling man with the reputation of selling more goods than any other salesman on the road from North Carolina, is now an inmate of the Home in consequence of his shattered health. And as an evidence of his popularity and the strong esteem he has upon his comrades, he was last week elected "Orderly" of the "Home" for a term of three months, and he entered upon his duties on Monday. The duty of an "Orderly" is to have charge of the reception room, look after the visitors and play the agreeable generally, which Ben King will most gracefully and felicitously do, for he is a crowned King in the realm of politeness, and reigns with regal dignity on the throne of affability, for he is by birth a gentleman, and by culture, travel, and polish these inherent qualities and graces have been brought into highest development, and thus he is most felicitously fitted for the position that he will so signally adorn with his seductive virtues.

Danger Not Imminent.

"Better go home, Jimmy. Your mother is looking for you."
"Has she got the hairbrush with her?"
"No."
"Then I guess I will play a little longer."—Louisville Courier Journal.

NEW INCOME TAX REVISED RULES

Issued by United States Treasury Department

DEDUCTIONS AT SOURCE

One Per Cent To Be Deducted From All Incomes Accruing and Payable Under Certain Conditions — Guarding Against Duplication or Withholding of the Tax.

(By the Associated Press.)

Washington, Oct. 25.—The Treasury Department tonight issued the finally revised regulations for deduction of the new income tax at the source, on interest maturing on bonds, notes and similar obligations of corporations, joint stock companies or associations and insurance companies classed by the department under the general terms of "debtor" for collection purposes.

The regulations embody various forms of certificates as to ownership, exemption, partnership, etc., and are technical in terms. Because of the short time allowed for the interpretation of the law and the issuance of these regulations, bringing the date so near November 1, when the deduction must begin, it is temporarily provided that on November 1, 1913, and for 15 days thereafter, interest coupons presented to a debtor need be accompanied only by temporary informal certificates.

A tax of one per cent will be deducted at the source beginning next Saturday from all incomes accruing and payable to every United States citizen residing at home or abroad and to every person residing in the United States, though not a citizen, which income may be derived from interest upon bonds and mortgages or deeds of trust or other similar obligations. Certificates claiming exemption may be filed by bondholding individuals.

There are detailed provisions to guard against duplication or the withholding of the tax. The coupons or registered interest must be accompanied by certificates of ownership signed by each holder of bonds or obligations of each debtor.

Debtors whose bonds may be registered must deduct the normal tax of 1 per cent from the accruing interest on all bonds before sending out checks for the interest to registered owners or before paying such interest upon interest orders until proper certificates claiming exemption are filed with the debtor or its fiscal agent.

The tax shall not be withheld, the regulations provide, on coupons or registered interest maturing and payable before March 1, 1913 (correct), though later presented for payment.

All persons, firms or corporations undertaking for accommodation or profit, the collecting of the coupons or checks or bills of exchange for payment of interest or dividends upon foreign obligations must obtain a license from the Internal Revenue Commissioner and give bond. Those licenses first receiving foreign items for collection will withhold the one per cent tax and endorse that fact to relieve subsequent holders or purchasers from withholding the tax.

Failure to obtain license or comply with the regulations is made punishable by a \$5,000 maximum fine or one year maximum imprisonment, or both.

WATER COVERS FACE OF THE EARTH.

Four-inch Rainfall—Mill Dams Are Broken and Bridges Washed Away.

(Special to The News and Observer.)

Wilson, Oct. 25.—News reaches this city that the dams of Barnes, Farmers and Finch's mills are broke, and that creeks, canals and ditches are overflowing. While the dam at Wiggins' mill is intact, water covers the face of the earth. Many bridges have been washed away and cotton has been badly damaged.

One old resident says: The rains of Friday and Friday night were the heaviest ever in this section; that a fountain in his front yard that was dry before the downpour was three inches in water, and that the fountain was protected by large trees. It is his opinion that four inches was the rainfall in Wilson.

The Gait.

This is the way he speed along.
At forty miles an hour—
This is the way he walked back home,
When busted was his power.
—Judge.

DYNAMITE WIPED OUT NIGHT FORCE

Five Men Killed and Others Injured in Mine Explosion Near Lynchburg, Virginia.

(By the Associated Press.)

Lynchburg, Va., Oct. 25.—The premature explosion of a charge of dynamite and powder, which was being rammed for blasting this morning shortly before 2 o'clock, practically wiped out a night force in one of the mines of the Piedmont Manganese corporations, owned by a New York and London syndicate, six miles east of Lynchburg. As a result of the explosion five men were killed and two are injured, one probably fatally. The injured are in a hospital here.

The dead: Floyd and Calvin Freeman brothers, Chas. Johnson, and Adolphus Gills, negro, and William Gohne, white.

The injured: Felix Tucker, white, wounded about the head, will recover; Charles Wilson, negro, left side face badly lacerated, cut under right eye and fracture of skull at base, may die.

NEGRO MURDERED

Fatal Quarrel in Barton's Creek Township—Negro Shoots and Kills Another

As a result of a quarrel, Charles Holman, a negro employed on William Ray's farm, about fifteen miles from Raleigh, is dead, and John Rogers, another negro, is wanted for murder. The killing took place yesterday at Mr. Ray's farm in Barton's Creek township. Rogers fled soon after the shooting for parts unknown and nothing has been heard of him since.

The full particulars of the shooting are not known, but it is said that following some angry words by both men, Rogers pulled a pistol from his pocket and shot Holman before he was able to seek protection. The shooting was witnessed by several persons and a coroner's verdict was not necessary. Both of the negroes, it is said, were employed on Mr. Ray's farm.

A search of the surrounding country was made in an effort to locate the negro murdered, but no trace of his was found.

WILL RECLAIM 100,000 ACRES.

M. E. Chappel, of Wilson, in Charge of Mattamuskeet Lake Drainage District.

Wilson, Oct. 25.—Work on the Mattamuskeet lake drainage district, awarded A. D. Willis & Company has begun. M. E. Chappel, of this city, with the Brett Engineering Company (who made the survey) has been appointed resident engineer and left last Thursday for Swan Quarter to take over the supervision of the district. When completed, one hundred thousand acres of farm lands will be ready for the plow.

QUARTER SAVES DEFEAT.

Marshall, of Penn. Runs 80 Yards For Touchdown.

Philadelphia, Pa., Oct. 25.—Marshall, University of Pennsylvania quarterback, saved the Red and Blue from a defeat at the hands of the Carlisle Indians this afternoon. He ran 80 yards for a touchdown after receiving the kickoff in the third quarter and then kicked the goal. The contest resulted, 7 to 7. During the entire game the Quakers were completely outplayed.

Guyon broke through for a touchdown, from the fifteen yard line and Garlow kicked goal.

PURDUE ELIMINATED.

Chicago Wins By Drop Kicks By Russell.

Chicago, Ill., Oct. 25.—Pete Russell, Chicago University quarterback, today wrecked Purdue's hopes for the Conference championship. His two drop kicks scored the only points in a hard fought game which the Maroons won, 6 to 0.

Poor generalship was partly responsible for Purdue's defeat. The last part of the last quarter was practically a procession toward Chicago's goal through forward passes, but there was not time to score.

The result of the game and the tie to which Purdue held Wisconsin last week makes Chicago favorite for premier honors in the "Big Nine."

Because Argentina boasts of 100,000 German residents is no excuse for any one trying to put Colonel Roosevelt in Dutch.—Doodletown Ha! Ha!