

VOL. XXI

GIVES HIS VIEWS

Senator Tillman Talks on Questions of the Day.

TOURED MANY STATES

Says Plutocrat Press Has Misled People Regarding Real Issues—Thinks That American People Will Never Be "Bamboozled" by Corporation Interests—Says Centralization Will Be Vital Issue in Coming Campaign

Senator Benjamin R. Tillman, after visiting thirty states since the adjournment of congress, and meeting thousands of people, gives the Hearst New Service at San Francisco his observations on the vital questions of the hour and issues that will predominate in the coming presidential campaign. He does not discuss candidates or politicians, because he says he does not know anything about what they are doing in the way of political combinations and tickets.

The one significant transaction or fact that has come to the front since the adjournment of congress last March is the apparent clash, or threatened clash, between state and national authority, in the effort to control corporations and railroads. Ohio, Indiana, Missouri, Nebraska, New York, Pennsylvania, North Carolina and Alabama have passed two or more bills and taken other prominent action in the direction of regulating charges for freight and passenger transportation. Governor Hughes vetoed the New York bill. The Pennsylvania railroad, which owns the state, set about annulling the two-cent fare bill. People of other States felt grateful except in North Carolina and Alabama. United States Circuit Judge Jones issued sweeping injunctions restraining the state officials from enforcing the laws. The constitutionality of the law was not attacked. It could not be attacked, except upon the plea of confiscation.

While the matter was in the public mind, the plutocratic press teemed with editorials and cartoons, all intended to direct the attention of the people to the ghost of state rights, which we were told was shot to death in '61 and '65. The country was led to suppose that North Carolina and Governor Glenn were attempting a revival of the old ante-bellum doctrine. In truth, these organs of Morgan, Harriman, Rockefeller, et al., have attempted to mislead the people and bolster up the Root idea of national authority upon absolutely false grounds.

When Judge Prichard and Jones stand up and proclaim in thundering tones "We are the nation; we have the power and authority to protect vested interests and the state shall not destroy the property of railroads," they wave their arms frantically and the ghost of Calhoun is conjured from under the bed. The bid is to go. People who have eyes and who examined this affair closely, saw, looking over the shoulders of the grinning faces of the railroad magnates—and the judges are mere mannikins, obeying the orders of their former employers.

The American people will never be bamboozled and driven by fake appeals to the national spirit, invoked to protect the Harriman, Morgan, Rockefeller gang in their efforts to compel producers of the country to pay tribute to them and dividends on watered stock.

The usurpations of power by the federal judiciary and the absolute sovereignty by many federal judges in the interests of the trusts and the necessity for congressional action in clearly defining and laying down the jurisdiction and power of federal courts, will attract more attention than the great question of regulating trusts themselves.

Judicial usurpation and trust abuses and co-relative questions—the two are interlocked and one hinges on the other, as President Roosevelt recently recognized when he made the issue in 1904 and 1905, that the railroad rate fixed by the commission should go into effect immediately and stick there till reversed by the courts. Of course, we all know he surrendered on this important point and that Aldrich came off victor. This bit of legislative history turns the light on the striking fact that in North Carolina the attempt was made to do just what the president declared all railroads ought to be compelled to do. But when the federal court butted in and said they could not do it, but they did.

The Root idea of centralization will be the vital issue in the next presidential campaign. The Root idea will be pressed by the Republicans and Roosevelt; the Democrats will, naturally and inevitably, take the other side.

This nation must speak through congress and define the powers of federal courts that are clutching states and everything else by the throats.

RESISTED ARREST.

Man and Woman Wounded by Constable Near Parler.

MADE A HAUL.

Wholesale Arrests of the Alleged Grifters in Pennsylvania.

The long expected arrest of those held to be responsible for the frauds committed in the furnishing and decorating of Pennsylvania's \$13,000,000 capitol were made Wednesday, the attorney general causing warrants to be issued for 14 of the 18 persons and firms named by the capitol investigating commission as being involved in the scandal. Those for whom warrants were issued are: Joseph M. Hudson, architect, and his active assistant, Sanford B. Lewis, both of Philadelphia.

John H. Sanderson, Philadelphia, chief contractor for furnishings. Congressman H. Burd Cassell, treasurer and executive officer of the Pennsylvania Construction company, contractors for steel filing cases. James H. Shumaker, Johnstown, Pa., former superintendent of public grounds and buildings, who received the furnishings.

George F. Payne and his partner, Charles G. Wetter, both of Philadelphia, builders of the capitol and contractors for the \$303,000 attic. William P. Snyder, Spring City, Pa., former auditor general who approved the warrants of the contractors. William L. Matthews, Media, Pa., former State treasurer, who paid the bills of the contractors.

Charles F. Kinsman, Willis Boileau, John G. Neider and Geo. K. Storm, all of Philadelphia, stockholders in the Pennsylvania Bronze company, organized by Sanderson for the manufacture of the \$2,000,000 light fixtures.

Frank Irvine, auditor in the auditor general's office, who audited the accounts of the contractors. Nearly all the defendants appeared during the day, waived a hearing and entered bail for their appearance in the Dauphin county court. The principal defendants were held in \$50,000 bail, which was furnished in every instance by surety companies.

All the defendants are charged with conspiracy to cheat and defraud with the State by making false invoices, which were approved by Huston and Shumaker. Charges of obtaining money by false pretense were also entered against Sanderson, Congressman Cassell, Payne and Wetter, it being alleged they furnished fictitious bills for a greater amount than they were entitled to receive under their contracts.

The action was the outcome of an allegation made by State Treasurer William H. Berry during the campaign of 1905. He startled the State by charging that, according to the State treasury books, the building furnishings of the State capitol had cost \$12,000,000 and not \$5,000,000, as had been generally believed, and that \$9,000,000 went to furnish the building.

He charged that \$5,000,000 of the \$9,000,000 was pure "graft." Gov. Pennypacker, after the charges, and contractors denied the charges, but the agitation for an investigation which immediately began continued until the legislature appointed a commission to investigate the whole affair.

He was taken with typhoid fever on the way back from a trip to Yellowstone Park with his fiancée, who was Miss Joanna Hartung of New York and a party of friends.

On being taken to the hospital, Miss Hartung, to whom he had been married eight years, became his nurse. He succumbed to the disease, but before his death he and Miss Hartung were married.

The wedding took place at 6:30 and he died at 10 o'clock. For three nights previous to his death Miss Hartung did not leave his bedside.

Neither the police nor the American consulates of Switzerland had obtained any trace of Harold W. Telford of Gainesville, Ga., who left Engleberg on August 30 on a mountain climbing expedition.

ROBBED THE STATE.

Some High Officials Charged With Crime—Alleged in the Indictments That Five Millions of the Total Was Purely Graft—The Names of Those That Are Under Arrest for the Steal.

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The theory that he was the victim of an Alpine accident has been abandoned as no unidentified body has been found.

CLOSE CALL.

A Tiger in the Bedroom When Nurse Took in Baby.

FATAL SNAKE BITE

Railroad Section Hand Killed by a Huge Rattler.

The unfortunate man died a few hours after he was bitten by the snake. A letter from Florence to The News and Courier says one day last week section master Matthews, of the Mount Holly section, of the Northeastern Railroad, had his gang of hands at work cutting down bushes on the right of way near a swamp three miles south of Strawberry.

One of the hands, John Jenkins, a negro, was cutting some small sweet gum bushes near the stump of an old tree. All of a sudden he felt something strike him on the leg, and as he looked he saw the head of a monster rattler lying about three feet from him.

Knowing that he had been bitten, he rushed from the bushes and halloed "snake." The other negroes rushed from the bushes and to Jenkins' assistance. It was soon found that Jenkins had been bitten on the leg and he was placed on a hand car and hurried to Mount Holly.

Some whiskey was procured and poured down the negro, who in that time, just seven minutes, was beginning to suffer agonies from the poison. A physician was sent for from Summerville, but it was some time before he could reach the sick man, and the result was that he died several hours afterward.

Mr. Matthews, the section master, as soon as he reached Mount Holly, and after baring the negro's leg, measured the place where the snake had struck his fangs in the leg. Just below the knee, and by actual measurement it showed that the two fangs in the upper jaw measured two inches apart and the distance between the upper and lower jaw, where the fangs entered, was just 1.4 inches, showing that it was an unusual length reptile was of unusual length.

Where the reptile had lain in the bushes he had made a bed some five feet in diameter. An effort is to be made to capture this monster reptile by a party of snake hunters and it is secured he will be placed on exhibition.

Where it lay in its bed and where the negro stood were just two and one-half feet apart, showing that the reptile was of unusual length.

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WILD FANATICS.

Woman Tortured to Death by Dispel Evil Spirits

SUFFERED AGONIES

Before She Was Released by Death. Son, Daughter and Three Others Gave Her Violent Treatment in Accordance With Their Religious Belief—Son Says Mother's Consent Was Secured.

A report from Chicago says five people, members of the sect of Parhamites, are under arrest at Zion City, accused of torturing to death Mrs. Letitia Greenlaugh, 64 years old, a cripple for twenty years with rheumatism, to show their belief in the religion they profess.

The people under arrest are: Walter and Jennie Greenlaugh, son and daughter of the woman; Harold Mitchell, Mrs. Harold Mitchell, and a Mr. Smith. The sect of Parhamites was founded about a year ago, by Charles Parham, and numbers about 200. The members originally belonged to Dowling's church. Their theory of sickness is evidence of the possession of the body by evil spirits.

The condition of Mrs. Greenlaugh convinced her son and daughter and the others arrested that she possessed the evil spirit. They knelt by her bedside and after praying commenced work. The arms of Mrs. Greenlaugh, stiffened by rheumatism were twisted about in order that the devils might be driven out. The cries of the aged woman were considered those of the evil spirit, and were greeted with triumphant shouts.

After a course of this violent treatment Mrs. Greenlaugh not only became so weak she could not use her limbs, but became incapable of making any motions. Then her neck was twisted for some time.

At the coroner's inquest young Greenlaugh testified that his mother's consent was obtained before the treatment was commenced.

The sample of cotton referred to is the result of three years' experiments with an indigenous Indian cotton by J. R. Spence, formerly a member of the Liverpool Cotton association. The product is stated to be strong and wiry, with a staple of 1 to 1.4 inches in length. It is suggested that the sale of the sample indicates important possibilities in the vast cultivable area of India.

There are now considerably over 20,000 trees on Mr. Spence's plantation at Deesa, Bombay presidency, growing to a height of from 6 to 7 feet, full of buds and bolls and bearing cotton daily. The yield of the first year has proved to be 2 1/2 ounces per tree, and as there are over 5,000 trees to the acre, this gives the first year's yield 800 pounds per acre. The second year's crop has proved double that of the first, and it increases every year.

This cotton is claimed to be able to withstand long periods of drought, and has so far escaped the ravages of the troublesome boll worm. The Indian cotton tree does not appear to require much attention after it has been once planted, and it grows to a height of six or seven feet. Its greatest production is in its third year. An effort is now being made in England to organize a company for the production and exploitation of this cotton.

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TERRIBLE DISASTER

On Board of a Large Japanese Battleship.

FAULT OF OPERATOR.

A Heavily Loaded Excursion Train on the Boston and Maine Railroad Returning From the Canadian Provinces Almost Telescoped by a Long and Heavily Loaded Freight Train.

A fearful head-on collision between the southbound Quebec and a northbound freight train on the Concord division of the Boston & Maine railroad occurred four miles north of Canaan Station, Vt., early Sunday, due to a mistake in train dispatcher's orders and from a demolished passenger coach there were taken 24 dead and dying and twenty-seven other passengers, most of them seriously wounded. Nearly all those who were in the death car were turning from a fair at Sherbrooke, Quebec, 100 miles north.

The conductor of the freight train was given to understand that he had plenty of time to reach a siding by the night operator at Canaan Station, receiving, according to the superintendent of the division, a copy of the telegraph order from the train dispatcher at Concord which confused the train Nos. 30 and 34. The wreck occurred just after the express had rounded into a straight stretch of track but, owing to the early morning mist, neither engineer saw the other's headlight until it was too late.

According to W. R. Ray, Jr., division superintendent; J. R. Crowley, the night train dispatcher at Concord, sent a dispatch to John Greely, the night operator at Canaan, that No. 34 was one hour and 10 minutes late. The order which Conductor Lawrence of the freight train showed after the accident distinctly states that No. 30, instead of No. 34, was an hour and ten minutes late. Conductor Lawrence believing that he had sufficient time in the hour and ten minutes to reach the siding at West Canaan, four miles beyond, before No. 30 reached it, ordered his train ahead. The superintendent declared that the accident was due to the mistake in placing a cipher after the three in the number of the train instead of a four.

Those identified up to 6 o'clock Sunday night were as follows: Timothy Shaughnessy, Castle Bar, Quebec. Miss Shaughnessy. Miss Annie St. Pierre, Isle Verte, Que. Fred M. Phelps, Oshkosh, Texas. Mrs. A. E. Warren, Haverhill, Mass. Mrs. F. C. Blake, South Corinth, Vt. Mrs. Margaret Lary, Manchester, N. H. Miss Barrett, Manchester. Mrs. Philip Gagnon, Sherbrooke. Miss Alvina Giron, Nashua. Mrs. Webster, a dressmaker living in Massachusetts. J. L. Conover, Somerville, Mass. Infant child of Irving Gifford, Concord, N. H. Mrs. E. L. Briggs, West Canaan, N. H. John G. Duncan, Bethel, Vt. The unidentified include a boy four years old, a man 40 years old, a woman of 30 years, a man of 55, a man 35, and four others.

Twenty-two of the bodies were removed to Concord during the night. The most seriously injured who were taken to the Margaret Hitchcock hospital at Hanover, N. H., include an unknown boy with both legs broken and arm torn out and head broken, dying. Mrs. S. Saunders, Nashua, head and back injured. Mrs. C. N. Saunders, Nashua, contusions on face. Miss D. Saunders, Nashua, internal injuries. Fred Saunders, Nashua, shoulder injured. Mrs. Hester Saunders, Brockton, Mass., head and back injured. Charles St. Pierre, Isle Verte, Que., internal injuries. Arthur Jacques, Millbury, internal injuries. E. A. Batchelder, Somerville, ankle broken. Philip Gagnon, Sherbrooke, internal injuries. John Barrett, Manchester, N. H., head and breast injured. Miss Abby Jansen, Nashua, broken frontal bone.

At four o'clock Thursday morning Harvie Watts, a lumber man representing a Tennessee firm, walked into the passenger depot at King's Mountain, Ky., and placing his grip upon the floor, called Agent W. B. Vandiver and asked him to open the grip. "I will open you," he fired the grip; I will open you." He fired the grip; I will open you." He fired the grip; I will open you.

Watts fired to the Knobs, north of King's Mountain. Vandiver was a native of Harrodsburg, Ky., and he belongs to a prominent family. An officer later found Watts hiding in a hollow stump. He offered no resistance. When questioned about the murder he stated that he never had seen Vandiver before and was unable to account for his action. Watts was taken to the Standford jail for safekeeping.

TRAIN RUN DOWN

And Many Passengers Are Killed and Wounded.

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The conductor of the freight train was given to understand that he had plenty of time to reach a siding by the night operator at Canaan Station, receiving, according to the superintendent of the division, a copy of the telegraph order from the train dispatcher at Concord which confused the train Nos. 30 and 34. The wreck occurred just after the express had rounded into a straight stretch of track but, owing to the early morning mist, neither engineer saw the other's headlight until it was too late.

According to W. R. Ray, Jr., division superintendent; J. R. Crowley, the night train dispatcher at Concord, sent a dispatch to John Greely, the night operator at Canaan, that No. 34 was one hour and 10 minutes late. The order which Conductor Lawrence of the freight train showed after the accident distinctly states that No. 30, instead of No. 34, was an hour and ten minutes late. Conductor Lawrence believing that he had sufficient time in the hour and ten minutes to reach the siding at West Canaan, four miles beyond, before No. 30 reached it, ordered his train ahead. The superintendent declared that the accident was due to the mistake in placing a cipher after the three in the number of the train instead of a four.

Those identified up to 6 o'clock Sunday night were as follows: Timothy Shaughnessy, Castle Bar, Quebec. Miss Shaughnessy. Miss Annie St. Pierre, Isle Verte, Que. Fred M. Phelps, Oshkosh, Texas. Mrs. A. E. Warren, Haverhill, Mass. Mrs. F. C. Blake, South Corinth, Vt. Mrs. Margaret Lary, Manchester, N. H. Miss Barrett, Manchester. Mrs. Philip Gagnon, Sherbrooke. Miss Alvina Giron, Nashua. Mrs. Webster, a dressmaker living in Massachusetts. J. L. Conover, Somerville, Mass. Infant child of Irving Gifford, Concord, N. H. Mrs. E. L. Briggs, West Canaan, N. H. John G. Duncan, Bethel, Vt. The unidentified include a boy four years old, a man 40 years old, a woman of 30 years, a man of 55, a man 35, and four others.