

SKETCH OF WILSON

NOMINATED BY THE DEMOCRATS FOR PRESIDENT

WAS BORN IN THE SOUTH

He is a Man of Splendid Attainments, a High Toned Christian Gentleman, a Spring from the Sturdiest Stock of the South, and Has Made Good in Politics.

Woodrow Wilson, Governor of New Jersey, a man of Southern birth and of unblemished record, has been named by the Baltimore convention to lead the Democratic party to victory in November.

He was born at Staunton, Va., December 28, 1856. Married Miss Helen Louise Axson of Savannah, Ga., on June 24, 1885, and they have three daughters.

When Woodrow Wilson was made the Democratic candidate for the governorship of New Jersey, in 1910, there were many citizens who did not cordially endorse the nomination.

Outside of New Jersey itself, the fact that this distinguished educator had been persuaded to enter public life was generally acclaimed as the beginning of better things in a sadly corrupted commonwealth.

The unpleasant fact was that the men chiefly responsible for Mr. Wilson's nomination, were leaders of the Democratic machine in New Jersey.

All this in view of the happenings of the last nine months, seems rather grotesque, and, in fact, this article was equally ridiculous a year ago.

Probably no American citizen ever went into public life with a more intelligent comprehension of existing evils or higher ambitions to eradicate them.

On both his father's and his mother's side, Mr. Wilson is of Covenanting blood. His father, the Rev. Joseph R. Wilson, a Presbyterian clergyman, was the son of Scotch parents who came to America from the North of Ireland.

While the 12th company, C. A. C. was riding early Thursday morning at Fort Screven, Private Robert S. O'Connell, the company clerk, alone in his office, placed a .32-caliber Colt's army revolver under his chin and pulled the trigger.

GIVES HIM CREDIT

SENATOR TILLMAN LAUDS BRYAN TO THE HIGHEST.

HE IS THE GREATEST LIVING AMERICAN AND DESERVES PRAISE FOR THE GREAT VICTORY.

Senator Tillman, of South Carolina upon his return from Baltimore to Washington gave the correspondent of the Baltimore American an interview characteristically epitomizing his views on the result at Baltimore in its relation to Bryan, Wilson and Clark.

"I think Mr. Bryan has been very much misunderstood and made men very angry because they did not comprehend his actions and utterances. I myself, have felt that he was unnecessarily bitter and unwilling to harmonize the contending elements in the Convention.

He comes out of this battle the greatest American living and will go down in history as a far greater President than I had believed him to be.

Governor Wilson has impressed me as the most intellectual of our younger statesmen and will undoubtedly make a great President.

It is a pity that so good and true a man as Champ Clark should have been betrayed and butchered by his so-called friends.

At another time Judge Jones said, "Those who favor Jones believe in the right of free speech and a fair hearing."

At New Orleans, clapping a love note from his fourteen-year-old sweetheart, Lawrence Blanchard, seventeen, committed suicide by firing a bullet through the paper into his heart when he learned that the girl had killed him and married Charles Antonio, his rival.

While the 12th company, C. A. C. was riding early Thursday morning at Fort Screven, Private Robert S. O'Connell, the company clerk, alone in his office, placed a .32-caliber Colt's army revolver under his chin and pulled the trigger.

CLASH OF CLANS

THE GOVERNOR REFUSES TO SPEAK AT MANNING

JONES HAD A HARD TIME

Crowd Refuses to Allow Either Candidate for Governor to Speak—Judge Jones Gaily Continues—Governor Bleese Makes Several Attempts, then Leaves the Stand.

Honors were even on the howling game at the State campaign meeting at Manning Wednesday. Partisans of Jones and partisans of Bleese were so vociferous and persistent in their attempts to cheer on their respective favorites and to howl down the cheers of the opposition that it was impossible for either Judge Jones or Gov. Bleese to make himself heard.

The cheering and counter-cheering did not cease with the meeting, but continued for some time afterward wherever small crowds gathered about the street corners.

There was a rough and tumble indirect interchange between Gov. Bleese and Judge Jones over the behavior of their followers.

Gov. Bleese advanced to his side and held up his hand for silence. "Fellow citizens," he said, "you have seen Jones men drunk at meetings and nothing was said about it, but when Bleese men holler, the Jones men join in and then say there was a howl down. I beg you, for God's sake, for my sake, and for South Carolina's sake, to give him a fair hearing."

At another time Judge Jones said, "Those who favor Jones believe in the right of free speech and a fair hearing."

A group of young men to the right of the stand, evidently college students who were cheering in unison for Judge Jones, moved over into the center of the crowd, in rear of a compact body of Bleese supporters.

At New Orleans, clapping a love note from his fourteen-year-old sweetheart, Lawrence Blanchard, seventeen, committed suicide by firing a bullet through the paper into his heart when he learned that the girl had killed him and married Charles Antonio, his rival.

CROP NOT SO GOOD

BUREAU REPORT SHOWS A DECREASE IN ACREAGE.

CONDITION OF COTTON CROP IS NOT AS GOOD NOW AS IT WAS LAST YEAR THIS TIME.

The department of agriculture's preliminary estimate of the acreage planted to cotton in the United States this year, which by act of congress was deferred from June to this month and hereafter will be announced annually in July, was made public at noon Wednesday and shows the area planted to be 24,097,000 acres, compared with 26,681,000 acres indicated by the bureau of statistics' revised estimate of last year's planted area.

Condition of the growing crop on June 25 was 80.4 per cent. of a normal condition, as compared with 88.2 per cent. June 25 last year, and 86.7 per cent. the average condition for the past ten years on June 25.

Table with columns for State, 1911, and 1912. Rows include Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Texas, Arkansas, Tennessee, Missouri, Oklahoma, and California.

DESERTS TEDDY FOR WILSON.

MINNESOTA PROGRESSIVES WILL WORK FOR HIS ELECTION.

The Minnesota Progressive Republican league will back Woodrow Wilson, Democrat, in his coming campaign for the presidential election, according to George S. Loftus, president of the league, in a statement Friday.

NORTHWEST FOR WILSON.

SENATOR LA FOLLETTE'S BROTHER SAYS HE WILL CARRY IT.

The World is to be highly commended for its winning fight for Woodrow Wilson," said William T. LaFollette, brother of Senator LaFollette and a leading Wilson supporter of Wisconsin.

Mr. Page is traveling solicitor for the State. He said after the meeting that he came to Manning shortly before noon to call on patrons and make collections, and had engaged in no political activity whatever.

"I am a progressive Republican and I expect to remain one." "The Republican party has only sunk once and is worth saving. The desperadoes at Chicago threw it into the pond of public approval with a bag of stones tied to its neck. It is worth while to drag it out, take off its dead weight and punish the assassins."

LAWSON SUGGESTS A TICKET.

WANTS TEDDY TO PLAY SECOND FIDDLE TO WILSON.

Thomas W. Lawson, in an open letter to Theodore Roosevelt, says in part: "Both conventions prove that the country is in the control of the system and its brutal dragmen, the big bear bosses, and that their control is about to unless their plotting is uncovered and defeated by the extraordinary and courageous efforts of men like yourself and Mr. Bryan."

QUIT ROOSEVELT CAMP

PRaises WILSON AND SAYS HE WILL SUPPORT HIM.

MICHIGAN EXECUTIVE, ONE OF THE "SEVEN LITTLE GOVERNORS," REFUSES TO BOLT THE REPUBLICAN PARTY.

A special dispatch from Lansing, Mich., says Governor Chas. Osborn, in a statement announces that he is against a bolt from the Republican party, praises Woodrow Wilson and advises Col. Roosevelt to abandon the third party movement.

With this the Governor announces a determination to oppose those who controlled the Republican National Convention at Chicago and conveys the idea that he believes Michigan progressives should set about securing control of the party in this State and nominate a progressive State ticket.

"The real Republican party has no candidate for President this year. There has been no nomination. The action of the political freebooters at Chicago is not binding upon the Republican party, even if for a moment they are bearing aloft its stolen banner."

"Col. Roosevelt cannot be eliminated as a great political force by temporary trickery. Bryan was not eliminated by three honest defeats. Roosevelt is a stronger factor than Bryan. His candidacy and the work of the progressive Republicans had more to do with compelling the nomination of Wilson than any one thing the Democrats did."

"Wall Street thought it owned both parties. Harvey thought for a moment that Belmont and Wall Street through him, owned Wilson. Wholesome discoveries have been made. Wilson is not owned by anybody. He will lead the people against overlords in orderly but earnest fashion."

"In Michigan progressive Republicans should organize. Michigan Republicans in great majority are progressives. The Democratic machine in Michigan is for the Wall Street gang, as proven by the Harmon-Champ Clark vote. The final vote of the Democratic delegates from Michigan for Wilson was compulsory."

LAWSON SUGGESTS A TICKET.

WANTS TEDDY TO PLAY SECOND FIDDLE TO WILSON.

Thomas W. Lawson, in an open letter to Theodore Roosevelt, says in part: "Both conventions prove that the country is in the control of the system and its brutal dragmen, the big bear bosses, and that their control is about to unless their plotting is uncovered and defeated by the extraordinary and courageous efforts of men like yourself and Mr. Bryan."

At Vineland, N. J., Tony Tasso, the seven-year-old son of a local farmer, was hurried to the physicians' hospital in a serious condition. Dr. J. S. Malsy immediately operated upon him and found a good-sized bean in the boy's appendix.

WHAT BRYAN SAYS

NOMINATION OF WILSON MEANS A GREAT VICTORY

TALKS OF THE NOMINEE

Woodrow Wilson Fits Into All the Conditions, Declares the Great Commoner, Who Propheesies an Overwhelming Victory for the Democrats in November.

William Jennings Bryan in a statement said that the nomination of Woodrow Wilson on a progressive platform meant an overwhelming victory for the Democratic ticket next fall.

"I am of the opinion that there is no necessity for a new party. The issue is clearly joined for the people. It is Wall Street vs. Wilson. It is even more than that. All of the evil forces of America will finally line up with Wall Street and Mr. Taft."

"The action of the convention in adopting the anti-Morgan-Ryan-Belmont resolution has demonstrated that the Democratic party is not only progressive, but bold enough to throw down the gauntlet to the predatory interests. It is fortunate that Mr. Wilson's nomination was made without the aid of Mr. Murphy. It is no reflection on the many good men in the New York delegation to say this."

"From every standpoint, the outlook is hopeful. The only unpleasant thing about a political fight is that success to one aspirant brings disappointment to others. Those who fall ought to find some consolation in the fact that failure is not always a reflection upon the individual, because circumstances exert a larger influence than is sometimes chosen. Men are available only when they fit into conditions. I decided some two years ago that I did not fit into the conditions as we then saw them, and I was not willing to assume the responsibility of advocating any particular progressive party, because I preferred to try the wisdom of the multitude and partly because I felt that a great deal would depend upon the action of the Republican convention."

"When the Republican convention adjourned it was even more apparent than ever that circumstances required some emphatic action on the part of our convention to insure a consolidation of the progressive vote under our banner."

"The incidents of the convention have in a strange way emphasized the progressiveness of our party far more than I had expected that progressiveness could be exercised, and the convention has decided with rare unanimity that Governor Wilson fits into the conditions that the Republican convention and our convention have joined in creating."

FRANCHISE PROTEST.

The French ambassador Jules Sieberand, Thursday presented to Secretary MacVeagh at Washington a protest from the Limoges chamber of commerce against the termination of the agreement between that body and the United States, which for many years has regulated the appointment of china and pottery importations from the Limoges district of France.

DEMOCRATIC PLATFORM

SUMMARY OF THE VERY STRONG DOCUMENT GIVEN.

IT COVERS EVERY SUBJECT OF IMPORTANCE WHICH HAS BEEN THE SUBJECT OF PARTY DISCUSSION.

Reaffirms party's devotion to the principles of Democratic government as formulated by Jefferson. Declares for a tariff for revenue only and denounces "the high Republican tariff as the principal cause of the unequal distribution of wealth."

Favors vigorous enforcement of the anti-trust law. Demands such additional legislation as may be necessary to crush private monopoly. Declares for presidential preference primaries. Direct national committee to provide for selection at primaries of members of national committee.

Pledges party to enactment of law by corporations and unreasonable campaign contributions by individuals. Favors single presidential term and making president ineligible for re-election. Felicitates Democratic congress on its record, enumerating important achievements, and pledges an adequate navy.

Denounces Republican administration on charge of extravagance and demands return to simplicity and economy befitting a Democratic government. Favors efficient supervision and rate regulation of railroads, express companies, telegraph and telephone lines, and a valuation of these companies by the interstate commerce commission, and also legislation against over-issuance of stocks of corporations. In connection with a demand for such revision of the banking laws as will give temporary relief in case of financial distress, there is a denunciation of the Aldrich bill prepared by the monetary commission.

The present method of depositing government funds is condemned and the party is pledged to the enactment of a law for the deposit of such funds by competitive bidding in state or national banks, without discrimination as to locality. Recommends investigation of agricultural credit societies in Europe to ascertain whether a system of rural credits may be devised suitable to conditions in the United States. Pledges party to enactment of legislation to prevent devastation of lower Mississippi Valley by floods, and the control of the Mississippi is declared to be a national, rather than a state, problem. The maintenance of a navigable channel is also recommended.

Bristling with Democratic progressivism the platform on which the Democratic party will stand during its approaching campaign was completed by the committee on resolutions and awaits only the approval of the presidential nominee to be presented to the convention. From first to last, the committee's deliberations were characterized by the utmost harmony. The unanimous demand was for the most pronounced declarations in favor of progressive politics all along the line, and the only difference of opinion arose over the best method of expressing this tendency. The result is a platform of generally advanced views, although many of them are less radical than the party declarations of other years. The document covers every subject of importance which has been the subject of party discussion.

THEY WILL NOT BOLT.

SENATORS CAN'T SEE NEED FOR ANY NEW PARTY NOW.

Several progressive Republican Senators at Washington, conferring over the situation growing out of the presidential nominations at Chicago, and at Baltimore have voiced the opinion that a third party, in their States was unnecessary. Their several opinions are that electors in sympathy with former President Roosevelt will be on the regular Republican ticket in California and Washington, Kansas, Nebraska, Minnesota and the Dakotas among others. None of the progressive senators has announced any intention of leaving the regular Republican party. Senators Works of California, and Brewster of Kansas have told their colleagues that the progressive element was in control in their States and that there would be nothing to gain by joining in a third party movement. Senator Poindeexter of Washington said he believed that it would be unnecessary to organize a third party in his State.

THREE PEOPLE WERE KILLED.

Life was crushed from the bodies of Mrs. William White, Miss Gladys Richardson and Langford Maddigan, the latter a chauffeur, early Thursday on a country place near Durbin, Mich., when a touring car in which they were riding skidded from the road, overturned, and pinned its occupants beneath.

MANY LIVES LOST

FORTY PASSENGERS ARE KILLED IN A RAILWAY WRECK

MANY OTHERS INJURED

The Signals Obscured by Fog, Cause Given by the Engineer of Express Train, Locomotive of Which, Running at Terrific Speed, Demolishes Ill-Fated Train.

Westbound Lackawanna passenger train, No. 9, from New York, due to arrive at Corning at 4:47 a. m., composed of two engines, a baggage car, three Pullmans and two day coaches, in the order named, was demolished at Gibson, three miles east of Corning, at 5:25 o'clock Thursday morning by express train No. 11, due at Corning at 5:10 a. m. Forty-one persons were killed and between fifty and sixty injured.

Many of the victims were holiday excursioners bound to Niagara Falls, who had boarded the train at points along the line. The wreck was the worst in the history of the road. Its cause, according to Engineer Schroeder, of the express, was his failure to see signals set against his train. The morning was foggy and he said he could not make them out.

The wrecked train stood on the main track blocked by a crippled freight train. There was no tag out, according to Engineer Schroeder. The signals which Engineer Schroeder declared it was too foggy to see were just around a curve. The flying express plunged past them and crashed into the rear of No. 9, bringing death to over two scores of its passengers. Schroeder had taken No. 11, at Elmira, 15 minutes before. It was a few minutes late. The stretch of track from Elmira to Corning is fitted for fast running and he was sending his train along at 65 miles an hour. No. 9 was supposed to be half an hour ahead of him. He had no warning until he made out the rear coach of No. 9 through the fog. Then he threw the reverse without cutting off steam.

The jerk threw the train off the track and the locomotive plunged on to splinter the two day coaches filled with excursionists and tore through the last of the Pullmans. Schroeder said the impact threw him from the cab and landed him on his shoulder on the roadbed practically unharmed. The 100-ton monster continued its plunge through the middle of the train, grinding everything in its path. When finally blocked by the debris, it remained on the roadbed in the midst of the desolation it had caused, while hundreds of persons rushed in every kind of vehicle to lift and pry the dead and injured from the tangled mass of wreckage. Taking advantage of the holiday excursion rates to Buffalo and Niagara Falls, many excursionists had boarded No. 9 at all points from Hoboken, including Scranton, Binghamton, and Elmira. There were also many passengers for the West. By the time Elmira was reached the train carried so many passengers that a second engine was attached, long before extra freight train No. 61, bound from Buffalo, had pulled out of Elmira.

When the heavy grade at Gibson was reached, a drawhead was pulled out and No. 61 was crippled. Signals which she put out stopped No. 9. The first engine was uncoupled and sent to work to push the "dead" engine of the freight into a siding to allow No. 9, and No. 11, which was due in 25 or 30 minutes, to pass. The work was slow, and during the wait many passengers from the day coaches got out. Meanwhile the signals had been thrown against No. 11. These failed to stop the express and the crash followed. Rescuers were only on the scene in time, hundreds of automobiles short lined the highway which led to the wreck and the work of getting the injured to the hospitals and the dead to the morgues was impeded by the blocking of the road.

TWO VERY FOOLISH MEN.

A SHOOTING SCRAPE FOLLOWED A POLITICAL ARGUMENT.

At Kingstree W. B. Stanton was shot Tuesday afternoon by J. E. Pearce, the ball striking him in the left side and ranging down into the hip joint. At this writing it is not to tell whether the wound will prove serious or not. The men are first cousins and both are farmers of good reputation in that county. It seems that both parties had been together and that the shooting grew out of what at first was good natured joking and guffing each other, as to political views. The State campaign meeting was attended with enthusiasm and feeling waxed warm. Both men have families and the affair is much regretted. Pearce has been lodged in jail.

SENATOR TILLMAN TO GOV. WILSON.

Senator Tillman sent the following telegram to Woodrow Wilson: "I have prayed to see a real Democrat President of the United States before I die. If I live till next March, my prayer will be answered. I congratulate you and the country."

MANY OTHERS INJURED

THE SIGNALS OBLSCURED BY FOG, CAUSE GIVEN BY THE ENGINEER OF EXPRESS TRAIN, LOCOMOTIVE OF WHICH, RUNNING AT TERRIFIC SPEED, DEMOLISHES ILL-FATED TRAIN.

Many of the victims were holiday excursioners bound to Niagara Falls, who had boarded the train at points along the line. The wreck was the worst in the history of the road. Its cause, according to Engineer Schroeder, of the express, was his failure to see signals set against his train. The morning was foggy and he said he could not make them out.

The wrecked train stood on the main track blocked by a crippled freight train. There was no tag out, according to Engineer Schroeder. The signals which Engineer Schroeder declared it was too foggy to see were just around a curve. The flying express plunged past them and crashed into the rear of No. 9, bringing death to over two scores of its passengers. Schroeder had taken No. 11, at Elmira, 15 minutes before. It was a few minutes late. The stretch of track from Elmira to Corning is fitted for fast running and he was sending his train along at 65 miles an hour. No. 9 was supposed to be half an hour ahead of him. He had no warning until he made out the rear coach of No. 9 through the fog. Then he threw the reverse without cutting off steam.

The jerk threw the train off the track and the locomotive plunged on to splinter the two day coaches filled with excursionists and tore through the last of the Pullmans. Schroeder said the impact threw him from the cab and landed him on his shoulder on the roadbed practically unharmed. The 100-ton monster continued its plunge through the middle of the train, grinding everything in its path. When finally blocked by the debris, it remained on the roadbed in the midst of the desolation it had caused, while hundreds of persons rushed in every kind of vehicle to lift and pry the dead and injured from the tangled mass of wreckage. Taking advantage of the holiday excursion rates to Buffalo and Niagara Falls, many excursionists had boarded No. 9 at all points from Hoboken, including Scranton, Binghamton, and Elmira. There were also many passengers for the West. By the time Elmira was reached the train carried so many passengers that a second engine was attached, long before extra freight train No. 61, bound from Buffalo, had pulled out of Elmira.

When the heavy grade at Gibson was reached, a drawhead was pulled out and No. 61 was crippled. Signals which she put out stopped No. 9. The first engine was uncoupled and sent to work to push the "dead" engine of the freight into a siding to allow No. 9, and No. 11, which was due in 25 or 30 minutes, to pass. The work was slow, and during the wait many passengers from the day coaches got out. Meanwhile the signals had been thrown against No. 11. These failed to stop the express and the crash followed. Rescuers were only on the scene in time, hundreds of automobiles short lined the highway which led to the wreck and the work of getting the injured to the hospitals and the dead to the morgues was impeded by the blocking of the road.

When the heavy grade at Gibson was reached, a drawhead was pulled out and No. 61 was crippled. Signals which she put out stopped No. 9. The first engine was uncoupled and sent to work to push the "dead" engine of the freight into a siding to allow No. 9, and No. 11, which was due in 25 or 30 minutes, to pass. The work was slow, and during the wait many passengers from the day coaches got out. Meanwhile the signals had been thrown against No. 11. These failed to stop the express and the crash followed. Rescuers were only on the scene in time, hundreds of automobiles short lined the highway which led to the wreck and the work of getting the injured to the hospitals and the dead to the morgues was impeded by the blocking of the road.

When the heavy grade at Gibson was reached, a drawhead was pulled out and No. 61 was crippled. Signals which she put out stopped No. 9. The first engine was uncoupled and sent to work to push the "dead" engine of the freight into a siding to allow No. 9, and No. 11, which was due in 25 or 30 minutes, to pass. The work was slow, and during the wait many passengers from the day coaches got out. Meanwhile the signals had been thrown against No. 11. These failed to stop the express and the crash followed. Rescuers were only on the scene in time, hundreds of automobiles short lined the highway which led to the wreck and the work of getting the injured to the hospitals and the dead to the morgues was impeded by the blocking of the road.

When the heavy grade at Gibson was reached, a drawhead was pulled out and No. 61 was crippled. Signals which she put out stopped No. 9. The first engine was uncoupled and sent to work to push the "dead" engine of the freight into a siding to allow No. 9, and No. 11, which was due in 25 or 30 minutes, to pass. The work was slow, and during the wait many passengers from the day coaches got out. Meanwhile the signals had been thrown against No. 11. These failed to stop the express and the crash followed. Rescuers were only on the scene in time, hundreds of automobiles short lined the highway which led to the wreck and the work of getting the injured to the hospitals and the dead to the morgues was impeded by the blocking of the road.

SENATOR TILLMAN'S PRAYER.

Senator Tillman, of South Carolina telegraphed to Governor Wilson: "I have prayed to see a real Democrat President of the United States before I die. If I live till next March, my prayer will be answered. I congratulate you and the country."