Get in Touch With 25,000 Readers Daily. Use The JOURNAL Want Ads.

OFFICIAL FROM WASHINGTON—Fair Tuesday and Wednesday, light to fresh south winds.

The Pensacola Journal.

To reach all of the people, use both the DAILY and the WEEKLY JOURNAL.

VOL. XI.—NO. 84. PENSACOLA, FLORIDA, TUESDAY MORNING, APRIL 7, 1908. PRICE, 5 CENTS.

BALDWIN COUNTY SUNDAY LYNCHING

Black Fiend Suffers for Awful Crime on Young Wife.

YOUNG BRIDE WAS THE VICTIM

"Trusty" Sentenced to 15 Years for Manslaughter, Brutally Ravishes Young Woman and is Hanged by 75 Determined Avengers. Lynching Was Conducted 20 Miles from Bay Minette.

Special to The Journal.

Mobile, Ala., April 6.—Walter Clayton, a negro convict "trusty" at the stockade at the Hand Lumber Company, at Dolive, Ala., was lynched about 10 o'clock Saturday night by 75 determined men. The crime was criminal assault on Mrs. Joseph White, a white woman, and the scene the lynching about twenty miles from Bay Minette, the county seat of Baldwin county.

The criminal assault, successful in its purpose, was committed upon the person of Mrs. White about 3:30 o'clock on Saturday afternoon. It was particularly brutal in its character, and the timely appearance of the young woman's brother-in-law prevented the negro fiend from adding the crime of murder to the first deed. The negro was serving fifteen years as a convict for manslaughter committed in this city on Christmas eve, 1906, his victim having been John McKenzie, a white plumber, whose throat had been cut from ear to ear when the corpse was found early Christmas morning near the corner of Broad and Congress streets.

According to the statements of citizens of Bay Minette and vicinity yesterday, the negro Walter Clayton stole a Colt's pistol from under the pillow of one of the convict guards. He was under the influence of liquor to a certain extent and visited the home of Joseph White, at Rosington, six miles below Loxley, near the Dolive convict camp in Baldwin county. The negro found Mrs. White, 21 years old, and a wife since last November, at home alone. He beat her over the head with the pistol and accomplished his fiendish purpose. He laughingly told her he would repeat the crime and then kill her. At that juncture the woman's brother-in-law entered the lot and the negro ran back to the convict camp, where he was captured.

As soon as Clayton was taken into custody he was placed on board a work train and carried to Bay Minette for safe-keeping. He was in charge of Sheriff Tom Booth and Deputy Sheriff Fuller of Dolive. At the depot the officers and their prisoner entered a buggy and drove rapidly to the jail, the negro being handcuffed to Deputy Fuller. As they started to enter the jail yard seventy-five men arose from behind the board fence and overpowered the officers, relieving them of their prisoner. The negro was loosed from the white man and taken to the scene of the lynching, about twenty miles below Bay Minette, in the vicinity of his crime.

A rumor was in circulation in Bay Minette yesterday afternoon that Clayton sullenly admitted his crime against Mrs. White when the sheriff and his deputy started to take him to the house for identification by his victim. With an oath, he is reported as having said he had committed the crime and advised the officers to take him to jail. It was rumored the negro was dragged to the scene of the lynching at the rear of a wagon, a rope having been tied around his neck. Up to 4 o'clock yesterday afternoon the sheriff had been unable to locate the body of the negro, and was still searching the woods in the vicinity. The lynching had been orderly conducted and no excitement prevailed in or around Bay Minette yesterday afternoon. A stranger in the place was unable to hear a word of discussion of the fiendish crime of the negro and the lynching that followed.

Walter Clayton is reported as having boasted to Mr. Warren White, father-in-law of his victim of Saturday afternoon, that he had killed John McKenzie in this city on Christmas eve, 1906, and laughingly told of having cut that victim's throat almost from the body with a dull pocket knife. Mr. Warren White corroborated this statement yesterday afternoon.

Story of the Crime.

Mr. Warren White, father-in-law of the unfortunate young woman, tells the following story of the crime and capture of the criminal:

"Saturday afternoon my son and myself were sawing up wood three-quarters of a mile from home. We live three-quarters of a mile distant from the Hand Lumber Company's camp at Rosington. As near as I can figure out the time the assault happened at 3:30 o'clock. A negro, whom we found afterwards was Walter Clayton, went to Joe White, my son's house and there found his wife indoors. He was somewhat intoxicated and knocked Joe's wife down four times with a big heavy revolver. She then tried to run and he pointed the revolver at her and

(Continued on Second Page.)

LISBON SCENE OF REIGN OF TERROR; MANY ARE KILLED

By Associated Press.

Lisbon, April 6.—Seven persons were shot to death and 50 others wounded, by soldiers last night after the voting elections in this city was ended.

Roting was widespread. Such was the confusion during the violent conflict between the populace and the municipal guards, that the gaurdsmen, mistaking infantrymen who had been called out, for members of the mob, fired a volley into them, seriously injuring three soldiers.

The night was one of terror for Lisbon, which seemd to be aflame with seething revolt. Bands of men ran wildly through the streets, brandishing weapons, while the sharp crack of rifles was heard in various sections of the city.

Waiters Strike at Bryan Dinner; Guests Without an Eating List' to Commoner

By Associated Press.

Denver, Colo., April 6.—William Jennings Bryan closed a day of activity tonight by addressing 850 persons in the spacious Eliches Temple banquet hall, in addition to hundreds of others who filled every seat in the galleries. The banquet was arranged by the Bryan Democratic club of Colorado, and its president, former Congressman John S. Shaffroth, presided.

Everything was in readiness to serve when 50 or more waiters engaged became involved in a dispute with the caterer, and struck. After parleying for an hour or more this portion of the affair was abandoned and the speech was begun without the guests having eaten anything.

Anti-Trust Law Amendments Don't Suit Samuel Gompers

By Associated Press.

Washington, April 6.—The statement of Samuel Gompers, president of the American Federation of Labor, that organized labor would rather endure the Sherman anti-trust law, as applied by the supreme court in the hatter's case, than submit to the registration as proposed by an amendatory bill drafted by the Civic Federation, was one of the features today of the hearing of that bill before the house sub-committee.

The chief speaker was Professor Jenks, who made it plain that so far as the National Civic Federation was concerned, they desire no change in the Sherman law that would authorize interstate boycott as defined by the anthracite coal commission.

Gompers declared that organized labor did not want its contracts with employers to be passed on as to their reasonableness or unreasonableness by commissioners and that they would rather that labor submit to the law as it no wstands. A further hearing was postponed until April 16.

ILLINOIS TO VOTE ON LIQUOR TODAY

84 of 102 Counties Will Decide Whether Demon Rum Shall Remain Within Confines or Not—Both Sides Are Confidently Predicting Victory in Today's Fight.

Special to The Journal.

Chicago, April 6.—Today saw the formal closing of one of the most spectacular and vigorous campaigns waged in this state since the civil war. The sole issue had been the licensed saloon, and in 84 out of the 102 counties of Illinois the votes will be called upon tomorrow to decide whether the dramshops shall continue their existence within the confines of various local option districts as defined by the state law which became effective July 1, 1907. About 1150 of 1205 townships of the state and about 1500 cities and villages are affected. In addition the "saloon question" has reached seven other counties in one form or another.

The closing days of the campaign, which has been waged practically since last November, have been marked by many unusual features. The Anti-Saloon League has made most of its fight with the churches and schools as a nucleus, and, as a consequence, women and children have played leading parts in many communities.

The saloon and brewery interests have worked with unflagging energy. Speakers have been imported, and mass meetings have been held nightly. Personal Liberty Leagues have been organized to combat the prohibition organization.

Both sides are claiming victory tonight. Alonzo E. Wilson, chairman of the Illinois Prohibition Committee, said in a formal statement:

"It is probable that more than 3000 saloons will be put out of business and less than 5000 square miles in this state will be territory where saloons will be licensed. Fifty counties will be 'dry,' and the anti-saloon majority n the popular vote wil be more than 1000,000.

"Yet, the Tuesday vote wil be only a skirmish. The real battle will be fought in November. The country districts are crying 'clean up Chicago,' and state prohibition will be the issue of the next struggle."

Daniel Lobe, president of the Traveling Men's Liberty League, has this to say:

"The public is beginning to realize that temperance is one thing, abstinence is another, and that coercon, as both these so-called reformers aim, is a third. Our men report that many towns are in fear of having their leading industries threatened by the enactment of sumptuary laws which will harm glass works, woodworking establishments and kindred institutions, to say nothing of breweries and distilleries. I am confident that citizens will think twice before being carried afay by pail reformers who seek to destroy and give nothing in return.

"They are learning that taxes will be raised in some cases as high as 33 per cent, and that prohibition, as enforced in Maine, Kansas and some of the Southern states, has been a potent factor in the increase of crime and in the consumption of the vilest kinds of liquors. They are learning, too, that the prohibitionist is narrow, stubborn and selfish, advocatng his conception of reform solely for the purpose of furthering his own ends."

Milton is Sworn in

By Associated Press.

Washington, April 6.—William H. Milton, of Marianna, Florida, was today sworn as the successor of the late Senator W. J. Bryan of that state.

JOHN BULL'S NEW PREMIER

Herbert H. Asquith's Accession Means Many Changes in the Constitution.

By Associated Press.

London, April 6.—Herbert H. Asquith, chancellor of the exchequer, left for Biarritz, the French watering place, tonight, upon summons from King Edward. In his letter of resignation to the king, Sir Henry advised his majesty to summon Asquith. The latter, in fact, has no rival for the leadership of his party.

His accession to the premiership will undoubtedly sooner or later lead to sweeping changes in the constitution of the late ministry. In view of the present condition it is believed the new premier will content himself with the only absolutely necessary changes.

EMPLOYES' LIABILITY ACT PASSED BY HOUSE

Littlefield, of Maine, Casts Only Opposing Vote to Sterling Bill.

PROVISIONS OF ACT AS PASSED

House Democrats Permits Regular Order of Business to Be Pursued—Senate Passes Army Bill Appropriating $100,000,000 to the Military.

By Associated Press.

Washington, April 6.—With only one vote against it, that of Littlefield of Maine, the house today, under a suspension of the rules, passed the Sterling employer's liability bill, after 40 minutes of debate.

In brief, the bill establishes a doctrine that railroads engaged in interstate commerce are liable for personal injuries received by employes in the service of such carriers, abolishes the strict common law rule of liability, which bars recovery for personal injury or death of an employe restrained by the negligence of fellow-servants.

Contributory Negligence.

It is also relaxes the common law rule which makes contributory negligence a defense to a claim for such injuries. A provision, however, diminishes the amount of recovery in the same degree that the negligence of the injured one contributed to the injury. The bill makes each party responsible for his own negligence and requires each to bear the burden thereof. As passed by the house, the bill was transmitted to the senate, where, upon motion of Senator Dolliver, it was laid on the table subject to being called up any time.

Other House Business.

Beyond the forcing roll-call on approval of adjournment the democrats in the house today offered no obstruction to the orderly transaction of business. Several important bills were put through with practically a unanimous vote. The bill establishing a naval station at Pearl Harbor, against which Sherman of Ohio stood alone, was also passed.

Army Bill Passes.

The army bill, carrying an appropriation of nearly $100,000,000 passed the senate today, practically as reported by the committee on military affairs. The only amendment applied and carried was the appropriation of $20,000 for a system waterworks at Ft. William Henry at Harrison, Montana. The bill materially increases the pay of enlisted men and officers of the army.

A resolution by Senator Foraker calling on the secretary of war for the names of all former soldiers of the Twenty-fifth infantry who were discharged without honor on account of the Brownsville affray, and who have applied for reinstatement, was adopted.

TAFT REPLIES TO MR. BRYAN

G. O. P. Presidential Possibility Discusses Issues and the Philippines.

By Associated Press.

Omaha, Neb., Apri 6.—Secretary Taft, in speaking tonight at a banquet given by the McKinley club, took occasion to place before the people the real issues of the campaign, as he knows them, and incidentally to reply to William Jennings Bryan, when the democratic leader criticised the action of McKinley and Roosevelt administrations for their policy in the Philippines.

Taft stated that Bryan was not consistent in his utterances, because he had been the means in a large degree of bringing about the signing of the treaty of Paris, whereby the Philippines came under the control of the United States, and that Bryan is now criticising the action of the administration because of its efforts to teach the Filipinos the art of self-government.

Twelve hundred persons were seated at the tables, which formed a huge letter "T." During the banquet hour the band struck up "Dixie," bringing a chorus of cheers from the gallery and causing Taft to remark that "Some of our democratic friends were present with us tonight." William Allen White was introduced as the man who wanted to know "what was the matter with the Kansas. He spoke on the "American Business Man."

BASEBALL RESULTS. YESTERDAY'S GAMES.

The results of the South Atlantic League yesterday were as follows:

Augusta 5, Macon 1.

Jacksonville 1, Savannah 0.

Charleston-Columbia; rain.

PENSACOLA ELECTRIC COMPANY AND ITS EMPLOYES LOCK HORNS

Street Car Employes' Statement of Their Position in the Matter.

THEY REGRET INCONVENIENCE

Question of Suspension and Report Three Times a Day is Explained—"Clear Receipts for Money Turned in By Conductors Not Provided For.

The stret car employes gave out the following signed statement of their position in the difficulty:

"Pensacola, Fla., Apr. 6, 1908.

"To the Public:

"We, the members of the Amalgamated Association of Street and Electric Railway Employes of America, Division No. 234, have been put to a hard test by the Pensacola Electric Company through its new superintendent of transportation, and we wish to come before you clean and explain our differences. Heretofore when a man has been laid off for some violation of the company's rules the time was his own to do with as he saw fit. Now he is compelled to report at the car barns three times daily, without pay.

"We claim the rights of free men to earn what we can during such time, or if our circumstances permit to remain at our homes.

"We deeply regret that we have put you to the inconvenience we have, but we feel we are right, as our agreement has been violated by the company, some seven days ago, when the said company enforced a rule without complying to Section 11, that reads as follows:

"'Section 11. All notices rules and orders not appearing in the book of rules or supplements thereto shall be posted in the official bulletin book in the company's barns or other reporting offices as there may be, and when possible forty-eight hours before becoming effective. These notices shall also be posted for a reasonable length of time on the bulletin board at the car barn.'

"In reference to this rule the manager, Mr. J. W. Leadley, in conference with the Hon. Mayor, Mr. C. C. Goodman, and a committee from the association, said he would dispense with this rule, and we thought that he would stand by what he said and was satisfied; but he did not stand by his decision and this is not the first tme he has not stuck to his promises, for he promised a committee from the Chamber of Commerce that he woud give the conductors a clear receipt for the money that they turned in. Up to the present time he has never done so, but they want the conductors to give receipts for transfers. They have about two thousand receipts up to the barn to use, but they are no good in my estimation for they read: 'Conductor, Bag and Said to Contain.'

"We asked him, 'suppose a man turned in $10.70 and when opened they only found $9.70 in it—who would be responsible,' and he said he did not know. Now fair-minded people, you can see under what difficulties we are working under. We take the pleasure to thank you for your kindness in the past.

Very respectfully yours,

A. SARRA,

Secretary No. 234.

Additional Statement.

Editor Pensacola Journal.

As chairman of the executive committee of division No. 234, I desire to make the following additional statement as to the position of the employes:

On March 26th the association invited Manager Leadley to attend a meeting of its associaton to confer on the uniform proposition. During this time I broached to Mr. Leadley the subject of the new suspension rule, inasmuch as it had been placed in force on one of our members, and asked him if he did not think it unreasonable to suspend a man and then make hm report to the car barns three times each day. He replied that it was being done in other places, but after some argument Mr. Leadley agreed that it would not be enforced. We were satisfied, but a little later Mr. Leadley or his superintendent suspended two more men and compelled them to report, which is a clear violation of section 15 of the agreement, which provides that all rules must be posted.

On Thursday night, April 2, a special meeting of the association was held, and the new rule discussed. I was then ordered by the association to call Mr. Leadley up, which I did at 2 a. m., and ascertain if he intended enforcing the new rule, and obtain his reply. He refused to give me a definite reply, and I so reported to the association. I was again ordered to call up Mr. Leadley, which I did, after much delay and annoyance. However, I finally got him to the phone, and put the question directly up to him, and his reply was that he would dispense with the rule, and re-

(Continued on Page Three.)

The Mayor Calls Upon Company for Service as Required by Franchise.

COMPANY MAKES A VAGUE REPLY

Says That It Will Do So as Soon as Possible to Secure Men to Take the Places of Those Who Are Out on a Strike—May Be Three or Four Days.

Yesterday morning, when Mayor Goodman came down to the city hall, and noted that the Pensacola Electric company was not endeavoring to give a service over its lines, he immediately took steps to get into communication with Manager Leadley and remind him of the fact that the company must provide a service as required by its franchise.

The following letter was sent the manager:

"Pensacola, Fla., April 6, 1908.

"Pensacola Electric Co., City.

"Gentlemen: I notice that your cars are not being operated this morning on all lines of the city.

"As mayor of Pensacola I hereby demand that you shall renew and continue the operation of your cars in accordance with the provisions of your franchise ordinance.

"Let me have your answer in regard to this matter today.

"Respectfully,

"C. C. GOODMAN, Mayor."

Request for Aid.

A short time afterwards the mayor received the following from Manager Leadley:

"Pensacola, Fla., April 6, 1908.

"Hon. C. C. Goodman, Mayor of Pensacola, City.

"Dear Sir: Several of the late employes, motormen and conductors, who are now on a strike, have gone down the line of this company on the bay shore line with the avowed intention of preventing the operation of the company's cars on that line, and it is apprehended that they will consummate their purpose by violence, if necessary, and I herewith request that you give me a sufficient number of policemen to see that cars are operated.

"This request, of course, applies only to the prevention of violence and the operation of cars within the city limits.

"Respectfully,

"JNO. W. LEADLEY, Manager."

Protection Furnished.

The mayor replied to the manager's communication at once, and in this letter again called for a reply as to the resumption of service, his letter being as follows:

"Pensacola, Fla., April 6, 1908.

"Pensacola Electric Co., City.

"Gentlemen: Replying to your communication of this date requesting police protection against violence in the operation of your cars, I have to advise that Marshal Sanders has been instructed to give you all the protection that may be necessary, and I have been advised by him that he, and the men under him, have given proper attention to this matter up to this time.

"If there have been, or may be, any acts of violence committed contrary to the ordinances of the city, kindly furnish me with evidence and I will do what I can in the matter.

"I now take the liberty to again request that you give me a reply to the communication which I sent your company this morning.

"Respectfully,

"C. C. GOODMAN, Mayor."

Soon As Possble.

Mr. Leadley's reply, which reached the mayor last night, is as follows:

"Pensacola, Fla., April 6, 1908.

"To the Hon. C. C. Goodman, Mayor, City.

"Dear Sir: The Pensacola Electric company is in receipt of your letter of April 6th, demanding that it shall renew and continue the operation of its cars in accordance with the provisions of its franchise ordinance.

"On its behalf, I beg to say that it will resume operation as soon as it is possible to do so. At the present moment, all of its employes have struck, and there has not been an opportunity to replace them with others. The company will make every effort towards such replacement within three or four days, and you can be assured that nothing will be left undone to fulfill the obligation of the company to run at the earliest possible moment its cars.

"It is probably due to you, as the representative of the city and of the public, to state the situation as it stands between the company and its former employes, in order that, as it believes will be the case, the company may be exonerated by you and by fair public opinion of any charge of having improperly produced this strike.

Statement of Case.

"The company, on January 18, 1908, entered into a contract with the Amalgamated Association of Street and Electric Railway Employes of America, Division No. 234, for the rendi-

(Continued on Page Eight.)

Men Went Out On Strike Sunday Night, Tying Up All Cars.

A BAYSHORE CAR SEIZED YESTERDAY

Strikers Took Possession, Bringing Car to the City and Running It Into the Barns of the Company—Mayor Wants Cars Operated.

The Pensacola Electric Co. and the members of Division No. 234, Amalgamated Association of Street Railway Employees, who have been operating the cars of the company, have locked horns in a struggle which does not promise of an early settlement. The trouble between the company and employes, which had been brewing for several days, culminated Sunday night at 7 o'clock, when the men then on duty ran their cars into the barns of the company and left them. For the remainder of the night, and throughout yesterday there was no street car service in Pensacola, and those residing in the suburbs of the city were put to no little inconvenience in reaching their homes.

One Car Seized.

The only line over which the company attempted to run cars was the bay shore line to Fort Barrancas. Sunday night two of the inspectors of the company took charge of this car and made the trips after the men had gone out, while yesterday morning this service was resumed.

The car had made two or three trips to and from Fort Barrancas, when it was seized by striking employes, who brought it to the city, then took it north to the car barns where it remained just long enough for the company to put two signs upon it bearing the words "U. S. Mail." It was then again sent out, with the two inspectors serving as motorman and conductor and made the remander of the trips unmolested.

But Little Disorder.

When the car was taken from the two inspectors it was accompanied by but little disorder. A crowd of twenty or thirty men left the city and walked to a point near what is known as Yate's corner. There they stopped and waited the incoming car from Barrancas. In the crowd was President McCain, of the local division, and when the car was seen approaching it was flagged down. The motorman brought the car to a standstill and as soon as he did the front end was boarded by a number of the strikers and the controller taken from his hand. The conductor had been relieved of his position by a striker. With the strikers in charge of the car, it was brought to the city and after the passengers had alighted, was taken north to the barns and left.

The remainder of the day passed without incident, insofar as interference wth the bayshore line was concerned. Groups of strkers and their sympathizers, however, gathered in various portions of the city and the strike was the subject of conversation throughout the day.

Cause of Trouble.

The cause of the trouble, it seems, was from the posting of an order to the effect that employes of the company, should they be suspended for any period of time, would be compelled to report three times each day to the car barns for service in case the superintendent desired their services.

This, the men objected to a week or ten days ago, and they state the manager agreed to rescind the order, but failed to do so. Consultations between the mayor and men and then with the manager failed to bring about an adjustment and Sunday night after getting, through the mayor, a final statement from the manager that the order would not be rescinded, the men ran the cars into the sheds and quit.

Efforts to Abitrate.

After the men had quit the cars Mayor Goodman and Secretary Waterman, of the Chamber of Commerce, endeavored to get the company and men to submit to arbitration. They worked upon this proposition for a number of hours, but without result, Manager John W. Leadley declining in the final consultation to treat with the men, claiming they had violated the contract or agreement, and he would not recognize the union as a body, but was willing to treat with them as individuals.

A Hopeful Outlook.

For a little time Sunday night just after the cars had been run in, it looked as if a speedy adjustment by arbitration would be effected, the cars to run pending arbitration, but these hopes were soon dissipated, and the efforts of Mayor Goodman and Secretary Waterman, of the Chamber of Commerce, came to naught, owing to a sudden change of base on the part of the Electric company on two matters. The story of the short-lived hap-

(Continued on Page Eight)