

President Wilson Commutes Sentences of Four Dynamite Conspirators

HARRISBURG TELEGRAPH

LXXXIII— No. 149

HARRISBURG, PA., WEDNESDAY EVENING, JUNE 24, 1914.

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WIDOW OF BEHEADED HARRISBURG ENGINEER ASKS HEAVY DAMAGES

Mrs. Ella Getkin Sues Pennsylvania Railroad Under Federal Liability Law

HEARING AT WILLIAMSPORT

Tries to Prove Negligence Was Shown by Yard Crew in Handling Draft of Cars

Action for damages against the Pennsylvania Railroad for the death of an engineer, brought by the widow, Mrs. Ella Getkin, was begun yesterday in United States court in Williamsport, having been transferred there from Harrisburg. Mrs. Getkin lives at 643 Harris street.

Davis Getkin was driving train No. 58, fast Buffalo and Washington express, on the morning of October 21, 1912. He was beheaded when the train collided with a partially derailed box car at Newberry. The suit was brought under the federal employers' liability law, which excludes negligence of a fellow employee as a proper defense. The case was scheduled for last week; in fact, the jury was struck two weeks ago, but it was not until yesterday that the case was reached.

Mrs. Getkin and her youngest daughter, Ruth, were in court. There are four children, aged from 23 to 28. At the time of her husband's death, she testified, three of them were living at home. Mrs. Getkin said her husband had been a railroad employee for thirty-nine years. For nine years he had run between Harrisburg and Renovo.

The plaintiff scored a point in proving that the run was an interstate one and hence under the jurisdiction of the Interstate Commerce Commission. Efforts during the day after this point had been gained centered in proving that negligence had been shown by a yard crew which was handling a draft of box cars the morning of the accident. C. H. Backenstoe, of this city, and one of counsel for the plaintiff, declared the engine was going fifty miles an hour when it collided with the corner of the car that raked through the cab of the locomotive and killed Getkin. John Hinkleman, yard conductor, testified that a draft of seven box cars had been shoved out on a side track and he had ordered brakes carefully set. He said the cars got away because the brakes were too loose.

Charles H. Bergner, solicitor for the Pennsylvania Railroad, objected and court ordered this part of the testimony stricken out, leaving the jury to determine from the testimony whether the brakes were properly applied or not. The objection was sustained on the ground that the yard conductor could not know whether the brakeman had set the brakes properly or not. William M. Hain, of this city, counsel for the plaintiff, skillfully piloted John Hinkleman, the yard conductor, over the scene of the wreck and much of the plaintiff's case depended upon this testimony.

The case will likely continue several days before a verdict is reached.

WREATH FOR CLEVELAND

New York, June 24.—A committee of the Greater Cleveland Association of which George F. Parker is chairman, has forwarded a wreath to be placed on the grave of the late President-to-day, the anniversary of his death. A committee has been sent annually. The wreath is composed of all the living members of Cleveland's cabinet, Mayor Mitchell, Judge Alton B. Parker, George B. Cortelou and many others.

WORLD'S RECORD MADE

Johannisthal, Germany, June 24.—World's record for a duration flight was made to-day at the aerodrome here by Gustav Gnosser, a German aviator. He remained in the air for 18 hours 10 minutes without making a landing. The best previous record was made by Bruno Langen, on February 3—an uninterrupted flight lasting 14 hours 7 minutes.

Late News Bulletins

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T. R. WILL HAVE MANY BUSY DAYS WHEN HE REACHES OYSTER BAY

Colonel Will Reach Quarantine From Trip Abroad Late This Afternoon or Tonight

CONFERENCES ARE ARRANGED

Bull Moose Spent His Time on Emperor Preparing Pittsburgh Address

New York, June 24.—The second home coming to-day of Colonel Theodore Roosevelt within two months caused almost as much of a stir among Progressive party leaders and friends of the former President as did his first on May 19 from South America. To-day as last month, Colonel Roosevelt's opinions on political questions drew Progressive leaders to this city and for some time the Roosevelt home at Oyster Bay will be the scene of many conferences.

From the Emperor came wireless messages yesterday stating that Colonel Roosevelt had spent much of his time since the big liner sailed in working on the speech he will deliver on June 30 at Pittsburgh. He had entertained a party of friends at tea daily, the message added, and had confined his period of exercise to the early mornings. While on the trip Colonel Roosevelt has been under the care of Dr. Bossius, the ship's physician, and appears to have recovered entirely from the attacks of fever which gave his friends much concern on his arrival here from South America.

Fogs last night and early to-day were expected to cause the Emperor to reduce her speed and she may not reach Quarantine until to-night. Colonel Roosevelt planned to leave the ship at quarantine and go direct to Oyster Bay on board a yacht. Theodore Roosevelt also planned to meet the traveler on the yacht.

ANOTHER AVIATOR KILLED

Schwerin, Germany, June 24.—Another aviation fatality occurred in the German army flying corps to-day when Lieutenant Kolbe was killed by the overturning of the aeroplane he was piloting. Captain Ruff, his passenger, sustained a broken leg.

Chicago, Ill., June 24.—Last night's storm caused no loss of life. The wind was most severe at Watertown, S. D., where it reached the proportions of a tornado, destroyed buildings over thirty blocks and injured twenty-two persons. Wires are down in Wisconsin, Minnesota, parts of Iowa, South Dakota and the upper peninsula of Michigan.

TELEGRAPH'S MOVIE

MAN TO GO UP WITH AVIATOR AT PAXTANG

Will Take Pictures of Throngs Below as He Speeds Upward Toward the Clouds

If air conditions are right and the light is sufficient for the purpose, those who attend the Paxtang Park aviation meet this evening will later have the pleasure of seeing how they

will take pictures of throngs below as he speeds upward toward the clouds.

Quiet prevailed throughout the valley, there being not a sign of disorder in any of the villages where 12,000 men and women were in strike and fully 50,000 others affected.

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