

STORM

Sweeps The Coast
Known Effects

CUTS COMMUNICATIONS

All Wires Within Storm Swept District Blown Down by the Gale Sweeping Along at Sixty Miles an Hour.—Charleston, Beaufort, and Georgetown Isolated.

Sweeping in from the South Atlantic ocean a gale of semi-tropic origin Sunday roared up the coast of Georgia and South Carolina, isolating South Carolina seaports and causing damage the extent of which can be known until communication is restored. The gale, reported to be blowing 60 miles an hour at Savannah, completely cut off Charleston and Beaufort and isolated Georgetown, at least so far as communication with this section is concerned. The damage so far reported is of a minor character but the true extent of the injury caused by the storm has not yet been determined. On Sullivan's Island and the Isle of Palms, suburbs of Charleston, the waves came up unusually high, causing a general exodus of summer visitors.

A dispatch from Savannah says suddenly appearing off the coast of South Carolina and Georgia Sunday morning, a storm that had reached a mile a minute velocity at Savannah venting its force on plate glass windows, signs, street lamps, and trees put all wires between Savannah and Charleston out of commission and at an early hour isolated that city and Beaufort, S. C.

Very high tides are reported from Tybee Island and early before the wires were lost from Beaufort, S. C. Efforts to get into communication by wireless with Charleston also failed and nothing is known of the extent of the damage there. There is a very large number of Savannahians who formerly resided at Charleston and there was considerable uneasiness apparent there Sunday night on account of the failure to hear from that city.

Blazing rockets were sent far into the murky sky above Savannah Sunday night warning inhabitants of exposed islands along the Georgia coast.

No communication was to be had with Charleston yesterday. No train on the Southern road had been able to leave the city up to last night. It was said that the union depot and some miles of trestle had been destroyed by the storm at Charleston. The last boat leaving Sullivan's Island Saturday night was crowded and left people on the island. Since then no further news has been received. The trains that should run from Charleston come from Summerville instead.

RACE CLASH AVERTED.

Negro Bell Boys Ambush a Hotel Sightseeing Party.

An altercation between a hotel clerk at the Elder House, in Indian Springs, near Jackson, Ga., and two negro bell boys indirectly led to the killing of Jesse Shingley and the serious wounding of Robert Connor, by shots fired from ambush, supposedly by the two bell boys from the hotel, about dark Saturday evening.

Two negroes were arrested by Sheriff Crawford and taken to Atlanta, but all indications are that they had nothing to do with the crime, their names being similar to the two bell boys in question. Among a certain element there was some talk of lynching and race trouble but later Sheriff Crawford made the statement that there was nothing to fear.

In Jackson groups of men are talking of the tragedy, but as well as can be learned no one has contemplated violence. One of the bell boys has made a clean getaway. In Indian Springs one would hardly know that there had been a killing, except that outside of the hotel servants there is not a negro to be seen in a public place. They are also sticking to their homes in Jackson until possibility of trouble blows over.

The two men who were shot were not connected with the sheriff's office. They were a party of six from Jackson, who were driving to Indian Springs. The two fugitives wanted for threatening the life of the hotel clerk earlier in the day, hid in the thicket to watch for the coming of the sheriff from Jackson, and probably mistook the civilians for the officers.

Shingley fell at the first shot and was deserted by his freighted companions. He bled to death in the road. Connor fell wounded from his buggy, several yards up the road. The others hid in the woods. They were not found until Deputy Knowles heard of the shooting and found them in the road. As the two bell boys had evidently left the county and other negroes are not blamed for their action, feeling has died down completely.

Saloons for Birmingham.

Jefferson county, Ala., of which Birmingham is a large part Thursday voted to return to the legal sale of liquor by licensed saloons by a majority which may go to 2,000 votes.

GREAT DROUGHTS

THAT HAVE VISITED THE WORLD IN YEARS GONE BY.

Some of the More Notable Ones Mentioned and the Harm Some of Them Did.

Frederick J. Haskins tells of the great droughts that have visited the world and the harm they did. He says the causes of droughts, like various other phenomena of nature have never been explained. They have happened from time to time since the beginning of the world, and in former years have brought a far greater suffering to mankind than they are ever likely to cause again. When the crops of a nation fail a famine ensues, unless some provision has been made to prevent it.

The first great drought on record in the United States took place in New England in 1749. Historians record especially the suffering of the cattle which could not find food in the dried up pastures.

In some places the ground dried up and cracked open in deep fissures. The fish died in the dried up streams and ponds.

This drought also extended as far south as Pennsylvania, for colonists in that state imported hay from England to feed their cattle at a cost of three shillings per hundred-weight. Owing to the difficulty of obtaining food many farmers that year slaughtered their cattle and subsisted during the winter upon the meat thus secured, often having to eat it without bread of any kind, since the grain crop was almost a total failure.

A second drought in New England took place in 1762 which caused even greater suffering than the first. It is claimed that at this time there was absolutely no rainfall from May 7 to July 30. Public fasts were proclaimed and in most of the churches in Boston.

At Falmouth and other towns almost continuous services were held for a week in the different churches to pray for rain. It is said that in this drought thousands of cattle perished and that the loss to the colonists fell even up to the time of the Revolutionary war.

Previous to the drought of this year, the full extent of which cannot yet be estimated the greatest drought in the United States in the century culminated in the Mississippi and Missouri valleys in 1894 and in the Great Lake regions and along the Atlantic coast in 1895. This drought of 1894 was a culmination of difficult rainfall for 1893.

The average deficiency of the rainfall during the drought throughout the country amounted to 5 inches of the annual precipitation. Notwithstanding this dry weather, there was a normal yield in the wheat crop throughout the country, and almost normal in corn in 1894, although both crops fell a little short in 1895. The average yield for corn in the latter year stood at 19.4 bushels per acre instead of 23.5 which was normal and the shortage in wheat that year amounted to about 10 per cent.

In 1881 there was a great drought in the Missouri valley from July to September which extended to various other parts of the country. In Indianapolis, that year, the rainfall from June 22 to August 30, a period of 70 days, was less than 1-1/2 inches while from May 15 to June 4, preceding, a period of 21 days, it was less than 1-2 inch. During this drought vegetables and the staple crops suffered severely.

There was also a great loss of life among cattle, which were often turned loose to find food and water. Springs and wells, which had always run freely ran dry that year and in many parts of the country the water famine took a very serious aspect. Services to pray for rain were held in different churches in a large number of cities. In many towns the water supply was only available for a few hours each day and its use was greatly restricted.

Aside from its effects upon the crops a great drought throughout a country with as large manufacturing interests as the United States has a very appreciable effect upon many branches of trade. During the droughts of 1895, 1894, and 1891, many factories were shut down for months because of the failure of the water supply.

In some of the Southern States the manufacturing interests are being materially affected by the drought. At Charlotte, N. C., scores of factories were shut down for several days until a means of supplementing the water supply could be devised.

Charged With Murder.

Charged with connection with the death of Hattie Purcell, the 15-year old daughter of William Purcell, H. C. Cox was held to the Criminal Court at Miami, Fla., without bail Thursday, after a preliminary hearing before Justice McCall. The girl's father, William Purcell, will have a hearing in a few days.

Postal Bank at Greenville.

Postmaster General Hitchcock Saturday at Washington designated 50 more postoffice of the first class as postal savings depositories among them being: Montgomery, Ala., Athens, Ga., Greensboro, N. C., Greenville S. C.

NEW DEVELOPMENT

MORE ABOUT THE ADOPTION OF THE SCHOOL BOOKS.

Exchange Price Must be Fixed. Florence County Trustees Denounce New Adoption.

While official confirmation is lacking, it is said that members of the State board of education will face an interesting situation at its next meeting, with reference to several publishing houses which it is said may refuse to accept the ruling of boards on the matter of the exchange price.

It is said that representatives of several book companies will appear before the board asking that the adopted exchange price schedule be put in. To put in the first exchange price would cause the board to rescind its last action, which eliminated the B. F. Johnson company.

The State board of education will ask the D. C. Heath Publishing company to change a statement in one of the "Heart of Oak" readers that have been adopted. This action will be taken following the protest by the Confederate Veterans.

At Florence a feature of the meeting of the Florence County School Trustees' association, held at Howe's grove Saturday was the passage of a resolution denouncing the recent school book adoption. The resolutions, besides criticising the board for making the changes, goes on to "inform our State Superintendent of Education that we can not and will not require the patrons of our schools to conform to the change."

J. E. Swearingen, State superintendent of education, who was present, said that he fully appreciated the spirit of the members of the association, as his feelings were the same.

NEW NAVAL TEST.

Will Supplementary Armor Decapitate Point of Projectile?

Delivery is expected at Indian Head, Md., in the course of a few weeks of a target, which has been under construction for some time at the Norfolk Navy yard for the purpose of testing what is called the decapitating theory of armor for battleships.

This theory is that if a supplementary sheet of armor about an inch thick attached outside of the regular armor, the outside sheet will have the effect of destroying the soft nose or cap of the shell, which, thus deprived of a great portion of its penetrating power will flatten itself out upon the second impact and do no harm.

The cap which is placed upon shells includes certain greasy material which protects the sharp end of the projectile from being broken by contact with the steel plates, which it is intended to pierce.

If the decapitating theory proves successful in the tests, which are to be held at Indian Head, it is believed that the result will be a considerable saving in armor, as well as a great gain in the defensive power of battleships. Should the outside decapitating sheath do what its inventors expect of it, only a few inches of armor will suffice to resist the shell on the blunted second impact.

Some of those who are skeptical about the new device lay emphasis upon its unwieldiness and its ugliness but Admiral Twining and the bureau of ordnance are of the opinion that accomplishment of results in actual warfare is the principal purpose of battleships, and that if the decapitating theory turns out to be well founded, the necessary sacrifice of gracefulness should be cheerfully made.

LANDMARK OF WASHINGTON.

Jefferson Davis' Home While Secretary of War.

The old home of Jefferson Davis while he was secretary of War was relinquished Saturday by the militia division of the war department, which had occupied the historical structure since the division was created several years ago. The Davis home is one of the landmarks of the capitol, standing on the corner of 18th and G streets.

The new home of the militia division, located at the intersection of Pennsylvania Avenue and 17th streets, diagonally across from the war department proper is also a notable old building. When the citizens of the District of Columbia exercised the franchise and were ruled by a governor, this structure was the municipal palace, containing all the executive offices of the local government. It is a little yellow brick brick structure, and today makes a sorry comparison beside the magnificent marble edifice containing the office of the District commissioners.

Royalists to Invade Portugal.

Gen. Bastos, commander-in-chief of the Portuguese forces on the northern frontier Friday informed the minister of war, according to the newspapers at Lisbon, the capital that well equipped royalists in Galicia are about to invade Portugal. A steady enlistment they say is going on in the north of Portugal where the whole population are monarchists owing to the attitude of the republic against the church.

DEATH ON TRAIN

Thirty-Seven Killed and Sixty Injured at Manchester, N. Y.

COACHES LEAVE TRACK

While Speeding Over Trestle Six Cars of Train Carrying G. A. R. Veterans From Rochester Encampment Fall From Trestle to River Forty Feet Below.

At least 37 persons are believed to have been killed and more than 60 injured as a result of the wrecking Friday of Lehigh Valley passenger train No. 4. Speeding eastward beyond the train ran into a spread rail on a trestle near Manchester, N. Y. and two day coaches from the rear section plunged crashing downward, striking the east embankment 40 feet below like a pair of projectiles.

The wreck was one of the most disastrous ever recorded on the system. Crowded with passengers, many of whom were war veterans and excursionists from the G. A. R. encampment at Rochester, the train, made up of fourteen coaches, drawn by two mogul engines, was 40 minutes late when it reached Rochester Junction and from there sped eastward to make up time before reaching Geneva.

Following is the list of the dead at the Shortsville morgue:

T. C. Madden, Trenton, N. J.; E. Pangburn, veteran, Brooklyn; A. M. Hunsucker, Vineland, Ont.; Charles Hicks, Newark, N. J.; R. S. Ucle, Southfield, N. J.; Mrs. A. E. Sudleick, Buffalo, N. Y. Helen Pownall, address unknown; C. P. Johnson or Dr. Johnson, Philadelphia or Cleveland; Mrs. C. P. Johnson; Joseph Hickey, address unknown. The remainder of the dead were unidentified.

The dead at Rochester: D. M. Belt, veteran, Los Angeles, Cal.; Henry Becker, brakeman. The other dead at the Manchester morgue are seven women two girls, four men and a boy. On some are trinkets with initials, but in many cases there is little to work upon.

The engine and two day coaches had just passed the centre of a 400-foot trestle over Canadaigua outlet, 150 yards east of the station at Manchester, at 12:35 o'clock when the Pullman car Austin, the third of a long train, left the rails. It dragged the dining car with it and the two day coaches and two Pullmans. In this order, followed. All bumped over the ties a short distance before the coupling between day coach No. 237 and the rear end of the diner broke. The forward end of the train dragged the derailed Pullman Austin and the diner over safely, after which both plunged down the embankment and rolled over.

The free end of an ill-fated Lehigh Valley day coach, in which most of the victims were riding, with a grand trunk day coach, stripped the rear guard of the south side of the trestle and plunged to the shallow river bed more than forty feet below.

The end of the first day coach that went over struck the east embankment of solid masonry, and with the other sixty-foot car behind it, both shot against the wall with terrific force.

Both cars were filled with passengers. In a few moments the cars lay a mass of battered wood, metal and glass under which a hundred men, women, and children, many of whom were killed instantly, were buried. The greatest destruction occurred in day coach No. 237. A dozen persons later were taken dead from the second day coach, which after following the first car over snapped its rear coupling and thus saved the rest of the train from being dragged along.

This second day coach struck on the bottom and stood end up, the rear end projecting a few feet above the top of the trestle. All of the passengers in this car were piled in a tangled mass of broken seats at the bottom of the car.

Indescribable pandemonium followed. The Pullman car Emelyn, which remained on the bridge with one end projecting over the gulch, and several cars behind it derailed and in serious danger of going over the mass of wreckage below, were soon emptied of their passengers, who aided by gangs of railroad employes from the big freight yards at Manchester, rushed to help the injured. It was several minutes, however, before anybody reached the cars at the bottom to help the victims.

The cars did not catch fire. Axes were secured and body after body was reached and carried by rescuers knee deep in the river bed to the bank on the west side of the trestle. There the dead and injured were laid out on the ground and a field hospital was established.

It was more than an hour before many of the injured could be removed and special trains from both Geneva and Rochester brought physicians, nurses and medical supplies. Hundreds awaited treatment and the railroad station at Manchester, a cider mill and an ice house were used to give temporary shelter and treatment to the suffering.

It was necessary to chop through the sides and bottom of the day coach at the bottom and the work of

CONFESSES MURDER

KILLED FATHER, MOTHER AND HIS BROTHER.

At First He Stoutly Denied Any Knowledge of the Crime, but Later He Confesses.

After having been pressed by continuous questioning for almost 30 hours in the jail at Booneville, Ind., William Lee late Friday made a written statement in which he said he had killed his father, Richard Lee in self-defense, after the father had murdered his wife and younger son, Clarence.

The bodies of Lee's father, mother and brother were found in their burning home early Thursday and Lee was charged with the murder. After young Lee's statement Friday, Sheriff Seales, fearing the prisoner would be lynched secretly took him to Evansville.

Lee, who is twenty-two years old, calmly reiterated his story that he knew nothing of the circumstances of the killing of his family until late Friday afternoon, when he suddenly said: "I have something preying on my mind." Calling for paper and pencil he wrote as follows:

"I was awakened by a noise and went into the bedroom where my father, mother and brother slept. As I opened the door I saw that my father had murdered my mother and brother. My father sprang at me, axe in hand, exclaiming, 'I will get you too.' I grabbed the axe away from him and hit him over the head with it. I could smell kerosene and I found oil had already been poured over the bed. Just because matches were handy and I did not know what else to do, I set fire to the bed clothing and then gave alarm of fire."

After he had completed the statement he said: "I didn't know what else to do when I set the place on fire. I didn't know how the thing would look." The streets about the jail were crowded all day with townspeople and farmers.

The county officials said they placed no faith in his statement. The motive ascribed by the officials in charging Lee with murder is that he wished to obtain money with which to be married to Mina Taylor. Cash amounting to \$100 said to have been in the Lee house Wednesday has not been found. The lives of Richard and Clarence Lee were insured for \$700. William Lee is known to have quarreled with his parents because they opposed his marriage.

William Lee, of Evansville, Ind. 22 years of age, confessed late Saturday night that he murdered his father, Richard Lee, his mother and younger brother Clarence and then set fire to the house in the hope of concealing the crime, at Booneville, Ind. early Thursday morning. In verbal and written statements to Sheriff Davis in the jail. Lee said his motive was anger because his parents would not consent to his marriage with Mina Taylor, of Newburg, which he had planned for Thursday evening and would not give him money with which to begin housekeeping.

When the confession was made public officers started with Lee in an automobile to the State reformatory at Jeffersonville to prevent possible mob violence. Lee had made a statement that he had killed his father in self-defense with an axe after his father had murdered his wife and younger son, but Sheriff Davis pressed the restless prisoner, for "the true story" and Saturday afternoon he wrote a haltingly worded confession.

removing the victims moved with painful slowness. Death had come swiftly to many, a large number of the dead had their skulls crushed in when they were thrown against the car seats and projections. The mortality was high among the older passengers most of whom were veterans of the War between the Sections and their wives.

The wrecked train was in charge of Conductor James Hillock, of Geneva, with Engineers Bowman and Callan on the engines. Conductor Hillock had just stepped from the dining car to the next car in front when the dining car left the track. He pulled the signal for brakes and both engineers responded instantly. Engineer Bowman of the second engine was leaning from his cab window and as he turned on the brakes he looked backward to learn the cause of the trouble and saw the cars toppling off the bridge.

Passengers in the cars which remained on the track gave prompt assistance. Appeals for doctors and nurses were sent to the nearby places and special relief trains were run from both east and west. So great was the number of injured that there was work for all.

Will Pool Tobacco Crop.

Representatives of 60,000 farmers of the bright belt of Virginia and North Carolina, allied with the farmers' Educational and Cooperative union, in executive session at Greensboro, N. C. Friday entered into an agreement to pool the 1911 tobacco crop until a price of not less than 15 cents per pound is obtained in any section; the "bright" grade of tobacco will be held for twenty cents. Delegates to the meeting will, upon returning to their respective counties, work to have all the farmers join the pool.

DEATH AT RACES

TWO DEAD AND ABOUT THIRTY SLIGHTLY HURT.

While Automobile Races Are in Progress Grandstand Collapses, Injuring Spectators.

The 305-mile road race at Elgin, Ill., won by Lon Zengel in a National with Harry Grant second and Hugh Hughes third, was not accomplished without its toll of death and injuries. Dave Buck, the veteran Chicago automobile racer, and his mechanic were killed as the result of an accident to his Pope-Hartford. Buck had his back broken but lived until Saturday night. Sam Jacobs, his mechanic, died instantly, his neck being broken. Buck was within 11 laps of the finish, going 64 miles an hour when his right forward wheel threw a tire. The machine turned a complete somersault.

Another accident in which thirty persons were hurt, mostly slightly, occurred after 11 o'clock, while the first lap of the race was on, several sections of the recently built circus seats giving away. A thousand or more persons were precipitated to the ground.

When the stringers by which the seats were supported gave way the boards spread out like a pack of cards and the spectators were shunted in a huddle at the bottom. Four sustained broken legs, among them a daughter of Senator Lorimer, but the others escaped with cuts and bruises. From time to time during the remainder of the day warnings were shouted through megaphones to the remaining spectators not to jump to their feet in moments of excitement. Many left the grounds after the accident.

The cars on the course at the time of the accident were stopped as soon as they reached the repair pits, but a new start was soon made.

ENDS LONGEST FLIGHT.

Atwood Alights in New York After Flying from St. Louis.

Sailing serenely over New York's water crafts, ocean liners and ferries, Harry N. Atwood, the Boston aviator, arrived in New York on his aeroplane Friday, the first man in history to travel as far as from St. Louis to New York by way of Chicago, in a heavier than air machine.

Atwood's safe landing on Governor's Island, after flying down from Nyack, N. Y., above the Hudson river through a fog which made him only dimly visible to the million eyes that watched him, was a notable incident in the annals of aeronautics. He not only broke the record for the world, covering 1,265 miles in an air line, or perhaps 100 more miles with his detours, but he flew all the way in the same biplane and with no important mishaps. Atwood's flight is comparable only to that made by fast trains, for he covered the distance in an actual flying time of 28 hours and 31 minutes.

Atwood's final lap in his journey was a glide 25 miles from Nyack, N. Y., where he had stopped overnight. He landed, dapper and smiling, hatless and hungry, in the arms of a handful of United States army officers and men who hailed him as America's greatest aviator. "Well, I'm glad it's ended," said Atwood, as he stepped from his machine.

GREENVILLE COMPLAINS.

Says Railroad Discriminates Against Her Interests.

Unjust discrimination against Greenville in favor of Atlanta and other points in the South were alleged in complaints filed Saturday with the interstate commerce commission against the Southern railway and the Old Dominion Steamship company. The Lipscomb-Russell company of Greenville says it is compelled to pay a rate of 60 cents per 100 pounds on roasted coffee shipped from New York while Atlanta enjoys a rate of 56 cents a hundred, although it is the more distant point.

The Gilreath-Durham company of Greenville alleges that the same defendants exact a rate of \$1.14 a hundred pounds on lamp goods from New York to Greenville, while the rate to Atlanta is only \$1.05. Both petitioners ask that Greenville be accorded the same rates that are accorded to Atlanta. The matter will be considered at an early date.

Saw Mill Destroyed.

The large saw mill plant of McIver brothers, near Irmo, was completely destroyed by fire at about 10 o'clock Saturday night, entailing a total loss of \$5,000. A shingle mill nearby was also completely destroyed. The fire is thought to have originated from the boiler. This was one of the largest saw mill plants in Lexington county and the loss so complete as no insurance was carried.

Unfortunate Captain Paroled.

Capt. William M. Vanschaik, who was commander of the excursion steamer General Slocum when it burned at Hell Gate on June 25, 1904 with a loss of a thousand lives was paroled by the United States Government Saturday and returned to his home in New York that night from Sing Sing prison.

DEATH IN RUSH

Moving Picture Film Explodes Terrifyingly Audience.

WILD RUN FOR DOOR

In Fierce Rush for Doorway Men, Women and Children Are Piled Ten Feet High in Exit—Operator Succeeds in Checking the Raging Flames.

Twenty-five persons were killed and over 600 injured Saturday night when a moving picture film exploded in the Canonsburg, Pa., opera house. Immediately following the flash of the film some one shouted, "Fire!" There was a rush for the exit and in a moment there was a writhing, screaming mass of humanity 10 feet high in the narrow stairway leading to the entrance of the theatre. Most of the dead were smothered. A majority of the audience was composed of women and children. In the fierce rush for the exit, they were thrown from their feet and trampled upon. Others were thrown upon them and those at the bottom of the human pile were suffocated.

When two volunteer fire departments reached the theatre the sight staggered them. Those of the audience who had escaped from the building and other spectators drawn to the scene were rushing about the front of the building. No one it seemed, was making any effort to aid the struggling mass within the theatre.

The firemen pushed into the building and practically threw persons into the streets. The dead were laid in a row along the sidewalk. Relatives fought and struggled to break past the guards and reach the victims.

Within a few moments after the film flashed and the panic started the fire whistles were blown. Practically the entire population of the town responded and packed in narrow Pike street from which the fatal theatre entrance led. All of them were apparently terror-stricken and could give little aid. The only cool persons were the fireman and several members of the police force.

For several minutes after the explosion the audience, numbering about 1,500, was unaware of the accident. The operator heroically fought down the flames and succeeded in extinguishing them. Then, almost suffocated, he opened the door of the little box and staggered out. With the opening of the door, a dense cloud of smoke poured into the auditorium.

At this moment some person yelled "Fire!" Then started the rush for the lone doorway leading to the narrow eight-foot stairway. At the stairway they collided and jammed into probably two hundred persons who were awaiting the end of the performance to take the places of those who had seen the show. Immediately the narrow stairway was packed and jammed ten feet high with the dead and dying.

WANTS RECOGNITION.

Issue Between Harriman Lines and Blacksmith's Union.

A conference between Julius Kruttschnitt, of the Union and Southern Pacific railroads, and J. W. Kline, international president of the Blacksmith's Union, was held at Chicago, Thursday without any steps being taken toward a settlement of difficulties involving 25,000 shopmen employed by the Harriman lines.

The representatives of the railroad interests and the labor organizations were in conference several hours. Both Vice President Kruttschnitt and President Kline declined to discuss what was done at the conference, but it is said that the entire subject of the railroad's refusal to recognize the union's federation instead of individual unions was considered in length. It is said Vice-President Kruttschnitt is following instructions of the directors of the lines in refusing recognition of the federation.

The roads involved in the present discussion are: The Union Pacific, Southern Pacific, Central Pacific, Oregon Short Line, Houston and Texas Central, Oregon Railroad, and Navigation company, Los Angeles and Salt Lake Railroad, Shop workers of the Illinois Central railroad have a similar grievance.

Many Cars Jump the Track.

Train No. 76 through freight from Jacksonville to Columbia was wrecked at Whaley, several miles north of Blackville early Saturday. Seventeen freight cars were thrown from the track. Several cars were completely demolished. No one was hurt. The train was in charge of W. H. Heins, conductor who resides in Columbia. The cause of the wreck has not yet been determined.

Uncle Sam Not Consulted.

Torpedo practice by the German cruiser Bremem in Buzzard's Bay, without permission from this Government, is regarded by officers of the navy at Washington, as a breach of international etiquette and a fit subject for a protest to Germany. The matter, however, they declared is largely a "State department affair."