

HOLDS UP TRAIN

Robbers Seize Registered Mail and Make Good Their Escape.

TWO BANDITS DID JOB

Second Section of Robbed Coast Line Pursuing Detectives' Special Flyer Came up as Robbers Fled—Wrecked Shortly Afterward by Southern Railway Freight.

The Atlantic Coast Line train which left Savannah for Charleston twenty minutes late Tuesday morning at about one o'clock was held up and robbed a short distance from Hardeeville just before day Tuesday morning. The train was running in two sections because of the heavy passenger traffic and the express car which the robbers were believed to be after was carried on the second section and escaped. The robbers, however, captured the mail car and secured several sacks of registered mail.

D. H. McRoy, the night operator in the tower at Hardeeville, states that the train reached his station in good condition and he gave it the signal to go ahead. Shortly after the train got away from Hardeeville and before it had gotten out of sight, it stopped. He was surprised to see this, as it had no signal to stop at that point. Just about that time the second section of the train arrived from Savannah and McRoy advised the crew to go ahead and find out what the trouble was with the first section. Arriving at the spot where the first section had stopped, the train crew found the utmost confusion reigning.

The robbers, two in number, had forced the engineer to stop his train, and, covering the flagman and the conductor with pistols, they made the flagman open the mail car, after it had been detached from the train and run some distance. Here two mail clerks were found at work and they were made to give up two bags of registered mail. The robbers then made their escape. As quickly as possible, Savannah was notified of the robbery and a special train, consisting of an engine and two cars, with several Coast Line officials and detectives, was en route to the scene within an hour.

The special train is in charge of Engineer L. E. Rawls and a conductor. The Coast Line and the Southern use the same tracks out of Savannah to Hardeeville, and while en route to Hardeeville, the train with the detectives on board ran into a freight train of the Southern Railway. The wreck delayed the arrival of the officials and the detectives for some time and they did not reach the scene of the robbery until several hours after it had occurred. The robbers, it is believed, boarded the train at Hardeeville, as the dispatcher thinks he saw two suspicious-looking characters get aboard at that point.

He thinks they got between the two front coaches and from there made their way to the tender and to the engine. The train that was held up was in charge of Engineer J. E. Farris of Charleston, Conductor Damon of Florence and Fireman Abe Williams, colored. Engineer Farris says, in his report to the officials of the Atlantic Coast Line, that as he was leaving Hardeeville he looked around and the two men had climbed into the cab and had him covered with revolvers. They ordered him to go ahead and after getting just north of the north switch ordered him to stop. They made him and his fireman get down on the ground on the left side of the engine. One of them stood guard over them while the other looked after the others. Conductor Damon went up to the engine on the right side and was shot at by one of the men and made to go to the postal car and have the postal clerks come out, the robbers threatening to blow up the car if they did not do so.

Ed. Dozier, the colored porter, came up shortly after this and he was also held up by the robbers. The engineer and the postal clerks were put on the engine and Farris was made to pull ahead a short distance with the postal car. The clerks were then made to put all the registered mail into bags. A large, stout man appeared to be the leader. Bloodhounds were dispatched to the scene from Beaufort and Hampton counties, with officers. Another special train, carrying the special agents of the Atlantic Coast Line, United States postal inspectors and railroad officials, has been sent from Savannah to the scene of the robbery. Orders were also issued by the railroad officials to prevent any one from going about the place, if possible, until after the bloodhounds have reached the scene. The robbers are supposed to have gotten fifty-five registered packages.

The engineer and firemen of the first special train jumped when their train ran into the freight and the fireman was painfully hurt. Another feature of the robbery was the scare the passengers on the local Coast Line train, leaving Savannah at 5:40 o'clock Tuesday morning, got just this side of Hardeeville. The train was going along at a good rate of speed, when suddenly there was a loud report and everybody jumped up, believing it was held up, too. Pistols were drawn and the passengers determined to protect themselves at

all hazards. There was almost a panic for a time, until it was found that the noise had been made by a torpedo, which had been placed on the track to warn the train of the delay to the second section of the held-up train.

BREAKS RECORD

Estimate Puts Yield of Cotton at Nearly Fifteen Million Bales.

MORE THAN EVER KNOWN

All But Four of the Cotton-Growing States Establish New Production Records—Figures for South Carolina Indicate Crop of Nearly Million and Half Bales.

The total production of cotton in the United States for the season of 1911-'12 will amount to 7,121,713,000 pounds (not including linters), of 14,885,000 bales of 500 pounds, gross weight, according to the first official estimate of the size of the crop issued at 2 p. m. Tuesday by the crop reporting board of the United States department of agriculture and made up from reports of the correspondents and agents of the bureau of statistics throughout the cotton belt.

Heretofore the record cotton crop was that of the year 1904, when 13,433,012 bales, exclusive of linters, were grown. Other large crops were those of 1906, which was 13,273,809 bales, and 1908, when 13,241,799 bales were grown. In point of value, however, the crop of 1910, which was 11,608,616 bales, exclusive of linters, was the record one, the fibre being valued at \$820,320,000 and the cotton seed at \$142,860,000, a total of \$963,180,000 as the aggregate value of the cotton crop of that year.

Conditions early in the growing season this year led to the belief that the crop would be one of record proportions. First estimates of the yields, based on the condition figures, placed the probable production well toward the figures of the biggest crop heretofore grown. The acreage on which cotton was planted this season was estimated by the department of agriculture to be 35,004,000 acres, a greater area than ever before planted to cotton in this country. This vast area exceeded the previous record of acreage by more than 2,500,000 acres, there having been planted 32,444,000 acres in 1908 and 32,403,000 acres last year. In the record production year of 1904 only 30,053,793 acres were planted.

Scorching hot and excessively dry weather during the middle of the summer caused considerable damage to cotton in many parts of the cotton belt. Later in the season weather conditions were distinctly favorable in most parts of the belt and the crop improved. The hot weather and drought, however, were responsible for a smaller yield this year than experts early in the season predicted as a result of the record acreage and splendid growing conditions then prevailing. One result of the hot weather was that the crop matured about two weeks earlier than usual.

The estimated production by States, in 500-pound bales, exclusive of linters, with the acreage and yield comparisons for 1910, and the record years of 1906 and 1904 follows:

Year	Bales	Acreage
1911	14,885,000	35,004,000
1910	11,608,616	32,403,000
1906	13,273,809	31,374,000
1904	13,433,012	30,053,793
Virginia		
1911	23,000	37,000
1910	14,815	34,000
1906	16,195	47,199
1904	13,862	36,000
North Carolina		
1911	935,000	1,587,000
1910	706,142	1,511,000
1906	579,326	1,274,000
1904	703,760	1,306,968
South Carolina		
1911	1,480,000	2,705,000
1910	1,163,501	2,626,000
1906	878,181	2,389,000
1904	1,151,170	2,531,875
Georgia		
1911	2,560,000	5,119,000
1910	1,767,202	4,970,000
1906	1,553,638	4,510,000
1904	1,887,853	4,227,188
Florida		
1911	73,000	284,000
1910	58,949	268,000
1906	55,945	285,000
1904	79,171	267,372
Alabama		
1911	1,600,000	3,815,000
1910	1,194,250	3,633,000
1906	1,261,522	3,658,000
1904	1,448,157	3,611,731
Mississippi		
1911	1,195,000	3,454,000
1910	1,262,680	3,420,000
1906	1,530,784	3,408,000
1904	1,798,917	3,632,458
Louisiana		
1911	1,195,000	3,454,000
1910	1,262,680	3,420,000
1906	1,530,784	3,408,000
1904	1,798,917	3,632,458
Texas		
1911	4,280,000	10,868,000
1910	3,049,409	10,350,000
1906	4,174,206	8,894,000
1904	2,145,372	8,255,491
Arkansas		
1911	915,000	2,446,000
1910	821,233	2,375,000
1906	941,177	2,097,000
1904	930,665	2,051,185
Tennessee		
1911	420,000	822,000
1910	331,947	783,000
1906	306,037	814,000
1904	329,319	881,341

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Roosevelt's Friends Start the Trouble by Opposing Taft's Choice for Head of Campaign.

HE WILL GO

Which Claims that the Senator is Sure to be Ousted From the Senate—Many Former Supporters of the Illinois Man Said to be Wavering in Their Allegiance.

A dispatch from Washington says William Lorimer, of Illinois, charged with holding his seat in the United States senate through the corruption of a legislature, will be expelled by a majority of not less than eight. The majority vote may be as much as fourteen. A careful poll of the senate made by a New York paper justifies this statement.

Just so sure as the day comes when the vote is taken on the resolution declaring Lorimer not entitled to his seat, that resolution will be adopted. Friends of Mr. Lorimer realize his fight is hopeless. On the best information the final roll will stand: Against Lorimer.

Republicans—Borah, Bourne, Brewster, Brown, Burton, Clapp, Crawford, Cummins, Dixon, Gronna, Jones, Kenyon, LaFollette, Lodge, Nelson, Page, Poland, Root, Smith (Mich.), Sutherland, Works. Democrats—Bacon, Bryan, Chamberlain, Clarke, Culberson, Davis, Gore, Hitchcock, Kern, Lea, Martin, Martine, Myers, Newlands, O'Gorman, Overman, Owen, Percy, Pomerene, Rayner, Reed, Shively, Smith (Ga.) (Smith S. C.) Stone, Swanson, Taylor, Williams. Total—49.

For Lorimer. Republican—Bradley, Bandedge, Briggs, Barnham, Clark, Crane, Culmon, Curds, Dillingham, Du Pont, Gallinger, Gamble, Guggenheim, Heyburn, Lippitt, McCumber, Nixon, Oliver, Penrose, Perkins, Richardson, Smoot, Stephenson, Warren, Wetmore. Democrats—Bailey, Bankhead, Fletcher, Foster, Johnston, Paynter, Simmons, Smith (Md.) Thornton, Tillman, Watson. Total—36. Doubtful. Republican—Townsend, McLean. Democrats—Chilton, Gardner, Johnson.

Lorimer is not entitled to vote on his own case and a vacancy exists in Colorado, thereby reducing the number of voters to 90, of which a quorum is 46. Giving Lorimer all the senators now held to be doubtful, the anti-Lorimer forces will have three more than a quorum and a majority of eight.

It is generally believed by senators that Mr. Gamble will change his views and join those who believe Lorimer should be ousted. This would make a clean-cut majority of ten against Lorimer on that ballot. In his own state Mr. Gamble has been severely condemned for his vote on the Lorimer case, and it is believed he will not again call upon his head the wrath of his constituents.

Senator Cullum also will think very seriously over the situation before he again votes to sustain Lorimer. In talking privately to his colleagues he is quoted as expressing great dissatisfaction over his previous vote and many senators believe that unless strong political pressure from Illinois is brought to bear, he will be found in the other column. He unquestionably wants to vote the other way. The only question is, "Will he have the nerve to do it?" Even Bailey, chief defender of Lorimer, is studying present developments very closely. In a speech made when the question for a second inquiry was pending he admitted that if the facts deduced justified a change of positions he would accept.

Texas people have strong views on the Lorimer case, and although he is going out of public life Mr. Bailey still has his ear on the ground. COMES FROM CUBA TO JAIL. J. W. Harper Killed Sumter Hackman Last Christmas. A dispatch from Sumter to The State says it became known Tuesday that Friday J. W. Harper had quietly surrendered himself to Jailer Owens and is now in jail. Harper killed Eddie Boss, a negro hackman, last Christmas night. He made his escape, his get-away occasioning a great deal of talk and a police investigation by a committee of council. Harper subsequently wrote the sheriff, under a postmark in Cuba, that he would come to Sumter for trial, but nothing more was heard of him until he secretly surrendered Friday. His attorneys have notified Solicitor Stoll that they will apply to Judge Gary Thursday for bail.

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CHASE OF BOLD THIEF

ROBBED A STORE WHERE LITTLE GIRL WAS CLERK. After a Long Run, One Rascal Was Shot, Captured, But the Other Made His Escape.

THEY WILL WIN

Outlook Bright for Democrats if They Ad pt Progressive Platform, WHICH THEY SHOULD DO

This Is the Assurance Given the New York World by a Majority of the Democratic Leaders in and Out of Congress, Who Are Divided on Wilson and Harmon.

The New York World says many Democrats of high standing in political life all over the country have within the last few days answered for The World these questions: "What are the prospects of the success of your party candidate for the presidency if existing conditions continue as at present?" "Who in your estimation should be the candidate of the national convention of your party in order to enlist the support of the majority of voters in your state?" "What, in your judgment, should be the issues upon which your party should make its appeal to the voters of your state for their support?" "Do you believe that a 'conservative' or a 'progressive' policy would best contribute to the success of your party?"

"The answers show that Democrats everywhere are eager for the campaign, sure of their issues, and wholly confident of success. The World herewith presents them succinctly: "The tariff reform, said everyone, is the paramount issue. "Progressive, rather than a conservative policy was in the platform of the majority. "Where choice of candidates was given it was singular to note that Governor Woodrow Wilson, of New Jersey, and Governor Judson Harmon, of Ohio, ran even, with Champ Clark a good second; Representative Oscar W. Underwood and Governor Thomas R. Marshall, of Indiana, next and scattering mention made of Senator John W. Kern, Governor Joseph W. Folk, of Missouri; Governor John Burke, of North Dakota; Governor Eugene N. Foss, of Massachusetts.

"Any good progressive Democrat, was the answer of a surprisingly large number. Supporters of Woodrow Wilson. "Woodrow Wilson was the first choice of these men among others: "Senator John Sharp Williams, of Missouri; Senator Chamberlain, of Oregon; Senator Martine, of New Jersey; Senator L. Owen, of Oklahoma; Congressman R. P. Hobson, of Alabama; Congressman Claude V. Stone, of Illinois; Congressman Eugene F. Kinkaid, of New Jersey; Congressman Charles B. Smith, of New York; Congressman John H. Small, of North Carolina; Congressman C. D. Carter, of Oklahoma; Congressman Rufus Hardy, of Texas; Congressman W. R. Smith, of Texas; State Chairman Alex Sweek, of Oregon; State Chairman J. B. Thompson, of Oklahoma; Editor Josephus Daniels, of Raleigh, N. C.; State Chairman H. S. Martin, of Kansas. Some Harmon Supporters. "Judson Harmon was the first choice of these men: "Congressman J. D. Post, of Ohio; Congressman T. T. Ansberry, of Ohio; Congressman Isaac K. Sherwood, of Ohio; Congressman William A. Ashbrooke, of Ohio; Congressman Alfred G. Allen, of Ohio; Congressman Steven B. Ayres, of New York; Congressman James P. Maher, of New York; Congressman Francis Burton Harrison, of New York; Congressman John Lamb, of Virginia; Congressman George F. Burgess, of Texas; Congressman Ben Cravens, of Arkansas; State Chairman William O. Venties, of Tennessee; State Chairman J. S. Williams, of Texas; National Committeeman Edwin O. Wood, of Michigan; ex-Senator Henry D. Monev, of Mississippi; ex-National Chairman William F. Harry, of Pennsylvania. Champ Clark's Friends. "Among Champ Clark's "first and only choice" supporters are: "State Chairman N. F. Reed, of Iowa; Congressman Charles F. Bookler, of Missouri; Congressman William P. Borland, of Missouri; Congressman James E. Ellerbe, of South Carolina; Congressman Ben Johnson, of Kentucky. "Congressman Oscar W. Underwood of Alabama, has the strong support of Senator Joseph F. Johnson, of Alabama, the Alabama congressional delegation and he is often mentioned as a "dark horse" elsewhere. "Governor Marshall, of Indiana, has the strength of a "favorite son" and the hearty endorsement of Governor Lee Bruce, of Oklahoma, among others."

Big Fellow Wriggles Out. A bar of soap aided James Howe, alleged bank robber, in escaping from jail at Nortonville, Kansas, Tuesday night. Howe weighs 230 pounds. By removing his clothing and soaping his body he was able to wriggle through a hole only twelve inches square. Sixteen Person Killed. At Oporto, Portugal, sixteen persons were killed and thirty injured by the derailment of two cars which fell into the river Douro.

WIFE'S DREAM SAVED HIM. True Story About the Briceville Mine Explosion. A Briceville, Tenn., dispatch says Hugh Larue, a miner employed in the Cross Mountain mine, in which there was an explosion Saturday, believes he owes his life to a dream his wife had Friday night. When he awoke Saturday morning and prepared to go to his daily task in the mine, Mrs. Larue told him she would not prepare dinner for him to carry to the mines, as she did not want him to work that day. She then recited a dream she had, giving this as her reason for asking that her husband stay out of the mine. Mrs. Larue said that Friday night she dreamed she saw scores of miners, with their heads blown off, being carried out of the mine entrance; that she and her little children (and she has several) stood at the mine's mouth, watching the horrible sight. Despite the fact that he had not missed a day from his work for many months, he was prevailed upon Saturday to remain out of the mines. It was only a short time after Mrs. Larue told of her dream until the explosion was announced. With tears of joy streaming down her face, she embraced her husband and thanked God that she had had the dream Friday night.

AGED MAN KILLED BY TRAIN. John Ferguson Struck Dead by Seaboard Passenger Engine. At Rock Hill John Ferguson, sixty-nine years old, who lived near Catawba Junction, was killed Tuesday afternoon by being run over by a Seaboard passenger train. Mr. Ferguson lived near the Seaboard tracks on the plantation of John T. Spencer, and for some reason or other was coming along the track. Just where he was walking there is said to be a very sharp curve, and as the train, running at a good rate of speed, turned this curve, it was close upon Mr. Ferguson. Being very deaf he did not hear the whistle and was struck and almost instantly killed. VETERANS OF LOST CAUSE. They Are Rapidly Passing Away in State of Texas. A Houston, Texas, dispatch says at the rate the Confederate veterans and pensioners are dying throughout the State, it will not be many years before there will be no more need for an appropriation for Confederate pensions. According to the manner of determining the deaths by the department, there has been an average of between 200 and 300 deaths among the veterans during each three months. For the present quarter, however, the number of deaths has reached 700 or more. Fearful Bomb Explosion. At Diggs, Bolhium, a bomb explosion during a cinematographic exhibition, Tuesday caused two deaths and injured 63 persons. Eight of the victims had their legs amputated. Honors the Woman. Col. A. S. Horne, a prominent resident of Durham, N. C., has given ten thousand dollars for the erection of a monument to the women of the Confederacy at Raleigh, N. C.

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