

The People

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CAMDEN, S. C., THURSDAY, OCTOBER 25, 1906.

\$1.50 Per Year!

DEAD BY HUNDREDS

Great Storm Seriously Wrecks Gulf Cities

GREAT DESTRUCTION REPORTED

Coral Formation Near Line to be Followed by Flagler Railroad Extension Across Straits to Key West in Some of Terrible Loss of Life, Tidal Wave Sweeping the Inlets Clear of Inhabitants and Killing 25 Out of 100 Persons on Steamer St. Lucie, of Tampa.

Miami, Fla., Special.—The report of the loss of the steamer St. Lucie, Captain Bravo commanding, has proven true. One of the extension steamers arrived in port, bringing 60 wounded, who were taken to the hospital. It is said there are 228 dead bodies, which will be brought up. It is believed now that a portion of the Florida Fish & Produce Company's fleet were drowned. Captain Adams sent one of their boats to look for the men and on their return they reported no signs of the fleet. The fishing nets were strewn upon the shore.

All 250 Islands Lost.

Captain Bravo says that he anchored on the lee side of Elliott's Key, 25 miles south of Miami, and that soon after a tidal wave engulfed the island. He says there were 250 residents on the island, all of whom were lost. The St. Lucie was crushed by the same wave and of the one hundred persons on board 25 were killed. Captain Bravo was seriously injured.

The St. Lucie's home port was Tampa, Fla. She was built in Wilmington, Del., in 1888, and was of 105 net tonnage, 122 feet long, 24 in breadth and over four feet depth. She was usually manned by a crew of 13. The St. Lucie had formerly been in service an New Haven. Details were lacking.

Fort Pierce, Fla., Special.—The conductor on train No. 98, just in from Miami, reports terrible destruction there by the hurricane. Fully 100 houses were blown down and the city is in a demoralized condition. The handsome churches of the Episcopal and Methodist denominations were both blown down. The concrete jail was leaning with danger of turning over and the prisoners had to be removed. The car sheds are down and the top was blown off the Pensular & Occidental steamer sheds. A two-story brick building, occupied as a saloon, completely collapsed.

Hurricane Hits East Florida.

St. Augustine, Fla., Special.—Frequent messages have been received at the wireless telegraph station here giving the progress of a severe hurricane which swept from Cuba to the lower east coast of Florida. Early Thursday morning the storm was reported in the vicinity of Havana, doing great damage there, but details are lacking. Later the storm reached Key West, blowing down small houses and trees, being particularly severe along the water front. As the day wore on the storm reached Jupiter, where it is stated the wind blew 70 miles an hour. Wires are down south of Jupiter and no wireless report has been received from the Miami district. The storm is fast moving in this direction. Residents on Anastasia Island have been warned and some of them have moved over to this city.

\$750,000 Iron Ore Deal in Alabama.

Birmingham, Ala., Special.—It is learned here that the Republic Iron and Steel Company has purchased a big tract of ore lands on Red Mountain, west of Birmingham, from Mark L. Potter, of Brooklyn, N. Y. The property is rich in hematite. The consideration was something like \$750,000.

Investigating Condition of Murphy Branch.

Asheville, N. C., Special.—As a result of complaints of poor service from people residing along the Murphy line of the Southern Railway, Corporation Commissioner Rogers passed through Asheville for Murphy for the purpose of making a thorough investigation of existing affairs on the Murphy line. The complaints from people on the Murphy line have been forwarded to the corporation commission and it was decided that investigation of conditions should be made.

Flemings to South Carolina.

Brussels, By Cable.—Two hundred and fifty-eight skilled Flemish weavers, with their families, left Ghent for Bremen from whence they will sail on a steamer of the North German Lloyd Line direct for Charleston, S. C. They form the first installment of a considerable immigration movement arranged under the auspices of the government of Belgium and the authorities of South Carolina.

FURTHER TORNADO WORK

One of 40 Survivors of an East Coast Railway House Boat Describes Terrible Experience During Storm When Boat Turned Over Twice, Each Time Reducing the Number of the Living.

Key West, Fla., Special.—Survivors from one of the house boats of the Florida East Coast Railway extension along the keys tell a harrowing tale of death and destruction during the storm of Thursday.

W. P. Dusenbury, civil engineer in charge of the work on Long Key, who miraculously escaped death, arrived here on the Russian steamer Jennie among other survivors rescued. He says house boat No. 4, on which were 150 men, was struck by the storm at 5 o'clock Thursday morning and was driven out into the Gulf through Tank's Channel. At 6 o'clock the house boat began to leak up, and as the great waves hit their men, singly and in bunches of two or three, would be washed into the sea and drowned. Some went below for protection, but at the top of the boat was carried into the waves and pieces, 30 or 40 of the men being crushed in the collapse, the others grabbing timbers to save them from drowning. Engineer Dusenbury was in the boat, but succeeded in getting a log, and floated until Friday night, when he was rescued. On one piece of timber 16 men were clinging and were hanging to another. The side of the house boat was propped with men. It turned over three times, each time reducing the number.

The Russian steamer Jennie sighted the wreckage and succeeded in rescuing the 49 men who were brought here. Three other steamers with searchlights were picking up dead and living when the Jennie left the scene.

There was another house boat with 150 men on board at Long Key, which Mr. Dusenbury thinks was also swept to sea.

There were in all 10 boats at Long Key, mortar mixers, dredges and other boats engaged in the work.

The survivors were furnished food and clothing from the East Coast Railway commissary here and were given medical attention. The extension work of the railway along the keys was not damaged.

Burton Starts For Jail.

Abilene, Kan., Special.—Joseph Ralph Burton, formerly United States Senator from Kansas, whose sentence to serve six months in the county jail at Fronton, Mo., recently was upheld by the United States Supreme Court, left his home for St. Louis, where, on Monday morning, he will surrender to the District Court prepared to go to jail. He was accompanied by Mrs. Burton and their adopted daughter, who will live in Fronton during Mr. Burton's incarceration. Sunday evening numerous townspeople called on Mr. Burton to bid him goodbye. He seemed thoroughly cheerful and laughingly said to a reporter: "I've paid my laundry bill and looked after some other small matters, but I don't suppose that would interest the public."

Sunk by Mine, 180 Drowning.

London, By Cable.—A dispatch received here from Vladivostok by Lloyd's agency says the Russian wooden sailing steamer Warjagin struck a floating mine and foundered on Oct. 20. Some of her passengers and crew were saved, but 180 persons were drowned. Another message received by a news agency says two hundred passengers perished on board the Warjagin, only one being saved.

Hurried From Gadsden.

Gadsden, Ala., Special.—John Mosley, the negro arrested charged with the murder of Engineer Joe Cobb at the steel plant, Sunday, was hurried to Amston. Threats of lynching were heard all day. Cobb was very popular here and in Alabama City, where he lived. The engineer was brainied with a hammer.

Sulphur Water Floods Town.

Sar Salvador, By Cable.—Telegraphic communication with interior points has been restored and news of the disaster wrought by the terrible storm which has swept over the country is being received. Over 100 persons have been drowned in Catepanue. A vast quantity of sulphur water was thrown out of the Cuda volcano and inundated the town of Panchimelo, killing most of the inhabitants. From other points also reports of terrible devastation are coming in.

Configuration Visits New Zealand.

Wellington, New Zealand, By Cable.—The biggest configuration in the history of the city occurred early Sunday. The Union Bank was completely destroyed by flames, and the new building of the Bank of New South Wales was gutted. The Commercial and Trocadero Hotels and several insurance and other business houses also were destroyed.

COTTON CONDITIONS

Crop is Much Shorter Than It Was Thought to Be

BADLY DAMAGED BY STORMS

Mr. E. D. Smith, of South Carolina, After a Tour of Cotton Growing States, Holds to Opinion That Cotton Crop of This Year Will Not Exceed if Equal That of Last Year—Storms, Rains, Frost and Boll Weevil Responsible.

Columbia, Special.—Mr. E. D. Smith, president of the South Carolina Cotton Association and field agent of the general cotton association, returned from a trip over the cotton belt and gave out an interesting statement of his observations. Mr. Smith says: "Since September 25th I have visited every cotton State, winding up at Orangeburg, S. C., Monday, October 8th. My trip, therefore, covered a period in which the Gulf storm that covered eastern Louisiana, all of Mississippi, Arkansas and Alabama occurred. The conditions, as I found them previous to the storm, did not warrant the expectation of a yield very greatly in excess of last year. The effect of the storm can never be fully estimated until the final yield of the crop is known. There certainly has never been a more disastrous storm in its effect upon cotton in the history of cotton growing. In the States where it raged worst at least 60 per cent of the entire matured crop was open; the fields were white from Alabama to Texas. In the low lands the cotton was beaten down, and over large territory water from three to five inches deep covered the ground and a great amount of cotton not yet open was submerged and all the open cotton that was beaten out was ruined. The continued wet weather, subsequent to the storm, caused a great deal of sprout in the boll and rotting of the plant was greatly impaired by the force of the wind and the effects of the rain. Since then the unprecedented cold wave, accompanied with killing frost, has practically covered the entire eastern half of the cotton belt.

DEAD BY THOUSANDS.

As Result of Terrific Typhoon Which Visited Hong Kong Sept. 20th and Lasted Two Hours, 10,000 Lives were Blotted Out Entirely—Steamer Which Escaped Brings Fearful Story of Unprecedented Disaster.

Victoria, B. C., By Cable.—Ten thousand lives were blotted out, 17 steamers and sailing vessels were wrecked or badly damaged, over 1,000 junks swamped, turned over or battered to pieces against the stone walls of the Praya, 80 per cent of lighters, launches, yachts, houseboats and small crafts were entirely destroyed, many wharves wrecked and many damaged, as the result of the typhoon lasting but two hours at Hong Kong on Sept. 18, according to advice brought by the steamer Empress of Japan, one of the few vessels to escape the disaster, which arrived Monday.

The Kowloon sustained the heaviest loss, but all sections of the Hong Kong and Hinterland suffered. There were 24 Europeans among the killed. The others were Chinese, mostly and junk population.

On the approach of the typhoon the junks skurried for shelter, colliding with each other, cutting down yachts, houseboats, etc., striving through the driving rain to reach Causeway Bay.

Thousands soon were thrown into the sea, lashed to a fury, with the waves 20 and 30 feet high. The wind blew the junks around and sent them swirling and twisting to be dashed to pieces against the Praya, where hundreds of junks and sampans were dashed to matchwood and the mangled bodies of the crowds battered against the stone walls with in sight of those on shore powerless to lend them aid.

The storm ceased as quickly as it began. The sun shone then on the scenes of unparalleled destruction on Hong Kong. This typhoon exceeded all others experienced there in its severity.

Five Men Killed

Chynoweth, Wyo., Special.—Five men were killed in a head-on freight collision on the Union Pacific railroad at Ridge, near Laramie, Wyo. The collision was caused by a misreading of orders.

By Wire and Cable.

The Navy Department of the Y. M. C. A. is to receive the gift of a building at the navy yard at Norfolk, Va., from John D. Rockefeller, similar to that erected at the Brooklyn yard, by Miss Helen Gould, at a cost of \$300,000.

The battleship Dreadnought on her trial trip steamed 22 1/4 knots an hour.

The great scarcity of missionaries was brought out at the centennial meeting of the American Board of Commissioners for Foreign Missions.

West Virginia was allowed to present a demurrer to the suit of Virginia in regard to the division of the State debt.

Owing to the appearance of yellow fever at Cinfuegos the immediate removal of the American marines has been ordered.

Chairman Shoups announced that the contract for constructing the entire Panama canal would be let to a single bidder at a percentage basis.

A Protest Adopted.

New Orleans, La., Special.—A protest against the decision of the Panama Canal Commission for half rates for canal supplies exclusively from New York and San Francisco, was adopted Tuesday by the directors of the New Orleans Progressive Union, which protests vigorously against such, as being discriminatory and seriously detrimental to the interests of the Port of New Orleans and the whole Mississippi valley.

MRS. DAVIS DEAD

Widow of Confederate President Passes Away

DIED SUDDENLY IN NEW YORK

Relict of the Confederacy's President Passes Away in Her Apartments in a New York Hotel, Attended by Close Relatives and Her Physicians.

New York, Special.—Mrs. Jefferson Davis, widow of the President of the Confederacy, who had been ill for a week at the Hotel Majestic, in this city, died at 10:25 o'clock Tuesday night. Death was due to pneumonia induced by a severe cold which Mrs. Davis contracted upon her return from the Adirondacks, where she had spent the summer months. Although grave fears were felt from the first, Mrs. Davis' wonderful vitality, which brought her safely through a similar attack a year ago, gave hopes of ultimate recovery until Monday night, when a decided change for the worse was evident and the attending physicians announced that the end was near.

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FUNERAL OF MRS. DAVIS

"First Lady of the Confederacy" Lovingly Laid to Rest Beside Her Distinguished Husband.

Richmond, Va., Special.—On Friday the remains of Mrs. Jefferson Davis were laid to rest here by the side of her husband. The ceremony was simple and impressive. The tributes of flowers were rich and varied. The number present was small.

Church Services Simple.

At 3 o'clock the casket was taken into the body of the church, which was packed with people, and the funeral service was begun. This was conducted by Rev. Robert Forsythe, rector of the church, assisted by Rev. Dr. J. William Jones, chaplain general of the Confederate veterans; Rev. Dr. James Power Smith, who was Stonewall Jackson's chaplain; Rabbi Galisch, of Bethabara synagogue, Richmond; Rev. Dr. Landon R. Mason, Rev. Dr. W. V. Tudor, and Rev. Dr. N. A. Seagle. The service was of a simple character, the hymn being "Just as I Am," "How Firm a Foundation," "Abide With Me" and "Asleep in Jesus."

Must Provide Bulletins.

Raleigh, N. C., Special.—An order effective Nov. 1 has just been made by the Corporation Commission with a view to eliminating the much complained of evil of indefinitely unexplained late trains by requiring bulletined explanations of conditions and causes. The order is to the effect that all railroads shall provide bulletin boards on which shall be posted the arrival and departure of trains thirty minutes before they are due. If a train is late the board shall show as nearly as possible when it is expected. If indefinitely late the cause of the delay shall also be bulletined and also announced to the passengers on board of the trains together with statement of possible duration of delay.

Funeral of Rev. Sam Jones.

Cartersville, Ga., Special.—In the presence of a large congregation impressive funeral services were held Thursday afternoon over the remains of the Rev. Sam P. Jones, the evangelist, in the Sam Jones Tabernacle here. Bishop C. M. Galloway, of Mississippi, presided and was assisted by many prominent ministers. The body will be taken to Atlanta, where it will lie in state in the State capitol until afternoon, when it will be placed in a receiving vault to await the completion of the Jones family vault here.

Pythian Supreme Lodge Elects Officers.

New Orleans, Special.—The Supreme Lodge, Knights of Pythias, elected the following officers: Supreme chancellor, Charles A. Barnes, Jacksonville, Ill.; Supreme vice chancellor, Henry P. Brown, Cleburn, Tex.; Supreme prelate, Leo A. Caro, Grand Rapids, Mich.; supreme keeper of records and seals, R. L. White, Nashville, Tenn.; supreme master of exchequer, Thomas M. Mares, Wilming-ton, N. C.

Revenue From Telephones.

Nashville, Special.—In its report to the comptroller the Cumberland Telephone and Telephone company, reports 30,135 instruments in the state on which the privilege tax at 40 cents each is \$8,873.40. Of this number 6,928 are in Davidson county and 6,436 in Shelby county. The East Tennessee company reports 8,970 instruments, the tax being \$3,215. Hamilton county has 4,137 of these and Knox 2,968.

Taft Homeward Bound.

Norfolk, Va., Special.—The Battleship Louisiana, bearing Secretary Taft and party homeward bound from Havana, Cuba, passed in the Virginia Capes accompanied by the battleships Virginia and New Jersey. At Hampton Roads the party will board the Dolphin and proceed to Washington.

Ten Men Burned To Death.

Birmingham, Ala., Special.—Ten men were burned to death, two others perhaps fatally injured and a third slightly hurt in the fire which destroyed the boarding house of Mrs. E. E. Wattle, on Third avenue, between 2 and 3 o'clock Friday morning.

Nashville Sallonist Arrested.

Nashville, Special.—Sol Cohen a well known local saloon keeper was arrested by a United States deputy marshal, having been indicted by the federal grand jury on the charge of refilling bottles on which the stamps had not been destroyed.

A Terrific Storm.

Norfolk, Va., Special.—With a wind blowing between 35 and 40 miles an hour and seas rolling almost mountain high at times, no sailing vessels but few steamships were venturing outside the Virginia Capes. Up to noon no tidings had been received in Norfolk from the lost whale-back barge Berkshire, with her imperilled crew.

THE LIFE OF MRS. DAVIS

Was a Notable Figure in the Days of the Old South.

Varina Howell Jefferson (Mrs. Jefferson Davis) was born in Natchez, Miss., May 7th, 1826. She was the granddaughter of Governor Richard Howell of New Jersey and daughter of William Burr and Margaret (Kempe) Howell.

She was educated at Madame Grelland's school, Philadelphia, and by private teachers at home. She was married February 25th, 1845, to Jefferson Davis, of Warren County, Miss. He was elected to Congress



MRS. VARINA HOWELL JEFFERSON DAVIS.

November, 1845, and resigned June, 1846, to go to the Mexican war, from which he returned severely wounded and they returned to live at his Briarfield plantation, Davis Bend, in Warren county, Miss. She was with her husband in Washington where he was United States Senator 1847 to 1852; Secretary of War 1853 to 1857; United States Senator 1857 to 1861 and in Richmond during the time he was president of the Confederate States 1861 to 1865.

Mrs. Davis' old home was Beauvoir House, post office, Harrison County, Miss., although for reasons of health she has resided in New York for a number of years.

"The First Lady of the Confederacy"

Mrs. Varina Jefferson Davis, who passed away recently, held a tender place in the regard of the Southern people, both for her personal qualities as a noble, high-minded woman, and as the devoted wife of the distinguished soldier and statesman, the Hon. Jefferson Davis, President of the Confederate States of America. Daughter of William Burr Howell, of Natchez, Miss., and granddaughter of Gov. Richard Howell, of New Jersey, she was born May 7, 1826, and on February 25, 1845, married Jefferson Jefferson Davis, then a planter of Warren county, Mississippi, being his second wife. Soon after her marriage her husband was elected to Congress, and in 1846 he resigned to go to the Mexican War, in which he was severely wounded. He became Senator in 1847-52, Secretary of War in 1853-57 and again Senator in 1857-61, during which successive periods Mrs. Davis resided in Washington and enjoyed the distinction obtained by her husband as a weighty speaker, statesman and head of an important department of the Government. During the years 1861-65 she was "First Lady" of the South, her husband being the first and only Executive of the Confederate States, and sustained with grace her position as leader in the aristocratic society of the Confederate capital. With the fall of the Confederate Government in 1865 began a chapter of sorrow and suffering of which she had her full part along with her husband, sharing his imprisonment at Fortress Monroe when permitted to do so. Her conduct at this time endeared her to the Southern heart, the tragedy of her life appealing to a people who were themselves at that time in thousands of desolate homes enduring similar privations and indignities.

After the release from Fortress Monroe the ex-President and his wife returned to England (1867-78). They returned later to Memphis, Tenn., where the ex-President was in business (1870-78), after which, in 1879, he retired to his estate at Biloxi, on the Mississippi Coast, for the remainder of his days. Here Mrs. Davis lived in the production of the historical work, "The Decline and Fall of the Confederate Government."

After her husband's death, in 1889, Mrs. Davis obtained a needed increase of income by her writings, retaining her property in Mississippi, but residing, for reasons of health, in New York. Among her books is "Jefferson Davis: A Memoir. By His Son." Of her six children—four sons and two daughters—but one, Col. survives her. One of her sons, it is of interest to note, was educated at Belair, Md. Her death removes one of the most prominent personages of the period of the Civil War. It may be observed that ex-President Davis long survived President Lincoln, General Grant and most of his other principal opponents, and Mrs. Davis outlived about all the rest.

SAM P. JONES DEAD

Most Widely Known American Preacher and Lecturer

DEATH FROM HEART FAILURE

Noted Revivalist and Lecturer Dies of Heart Disease in Sleeper Through Arkansas on Route to Cartersville, Ga., to Attend Family Reunion on His 59th Birthday—Complained of Nausea, Drank a Glass of Hot Water and Fell Back, Dying—Wife and Daughters With Him.

Little Rock, Ark., Special.—The Rev. Sam P. Jones, the well-known evangelist of Cartersville, Ga., died early Monday of heart disease in a sleeping car on train No. 4 of the Rock Island Railroad near Perry, Ark. Mr. Jones had been conducting a most successful revival at Oklahoma City, I. T., and left there Sunday night for his home in Georgia. He desired to attend a family reunion it being the 59th anniversary of his birth.

Mrs. Jones and his two daughters, Mrs. Annie Pyron and Miss Julia Jones, were with him when he passed away.

Mr. Jones arose from his berth in the sleeper about 5 o'clock and complained of nausea. He drank a glass of hot water and immediately afterwards collapsed.

Rev. Walt Holscomb, who had been associated with Mr. Jones for a number of years, took the dying man in his arms and in a few minutes the evangelist reached his last. The body was embalmed and was sent to Cartersville.

Life of Mr. Jones.

Rev. Sam P. Jones was born in Chambers county, Ala., Oct. 16, 1847, and was reared in Cartersville, Bartow county, Ga., where he resided at the time of his death. His father, Captain John J. Jones, was a lawyer of note in Georgia, distinguished for his intelligence and integrity, social qualities and consistent piety. He prepared his son for the legal profession, which he entered in early manhood with the fairest prospects and promises of success.

After a life of wilderness and social excesses his father's death-bed became the scene of his reformation, and in October, 1872, in Atlanta, Ga., he was received on trial in the North Georgia conference of the M. E. church, South. This step astonished his friends, who did not believe he could ever succeed in the ministry. His first appointment was the Van Wert circuit, in Barto and Polk counties, Ga., which he served three years. In 1876 he was sent to Desoto circuit, where he remained two years.

In 1880 he was appointed agent of the North Georgia Conference Orphan's Home, when the home was under great financial embarrassment. He not only relieved the home from debt and saved it from financial ruin but raised money and erected additional buildings, put the institution upon a career of greater usefulness and prosperity.

Since that time he has been engaged in evangelistic work, having held revivals in all parts of America, from Washington to San Francisco and from the Lakes to the Gulf. His power over men was marvellous and his power over vast assemblies phenomenal. He despised the mere oratorical, but possessed the eloquence of earnestness and action, the fire and glow of passion, the surprises of thought, which, expressed in the language of the "hop and the field" and illustrated by the common facts of life, made him the most sensational preacher who ever stood in an American pulpit.

It is safe to say that no other man in America was more popularly known and extensively recognized than Sam Jones. For thirty-five years he has been constantly before the American people, speaking all over the country. He was known far and wide and was just as successful in his efforts in one part of the land as any other.

There was no limit to his energies. He would speak in one state one day and in another the next. He traversed the entire country in his tours.

As an evangelist he was successful and had the power to attract men by the sheer force of his personality.

As a public speaker he was even more successful. He was able to command a monumental salary. On the American stage he held a unique position which has never been approached. He was witty, sarcastic and demagogic, and yet his most bitter satire was relished even by those at whom it was aimed. He was perfectly understandable and none but he could denounce in terms so bold and so unmistakable the prevailing evils of the day and the particular individuals engaged in any unholy traffic.

His death will cause universal sadness.