

THE CAMDEN CHRONICLE.

VOLUME XVII.

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NO. 45.

CARS LEAP BRIDGE—MANY DEAD

Twenty Injured in Wreck Near Atlantic City on New Electric Pennsylvania Railroad Line.

PASSENGERS HELD IN TRAP DROWN

Train Runs Along Trestle, Then Plunges Into Twenty Feet of Water—Rescue Almost Impossible.

Atlantic City, N. J.—Fifty lives were blotted out in an instant here when two coaches from Camden on the new electric line jumped from the trestle bridge over the Thoroughfare and sank in mud in twenty feet of water. The passengers were caught like rats in a trap, and only four men in the two cars succeeded in saving their lives. They burst windows with their hands, and forcing their bodies through the openings came to the surface after the cars had been immersed almost a minute.

The line is known as the West Jersey and Seashore Railroad, but it is the property of the Pennsylvania Railroad. Electricity was substituted for steam only a month ago, and the third rail is used. The run from Camden to this city is made in an hour and a half, and the train was on time.

The most horrible sight of the appalling disaster was that of the third coach, which, having jumped the trestle, was held suspended for thirty seconds by a projecting beam in the trestle. The coach was tipped on one end, and after thirty passengers had escaped the car dropped, and falling into a mud bank was not covered by the water. Several persons were caught in the coach and were drowned. Their cries were heart-breaking. A rescuer, jumping on the roof, caught a woman's wrist through a ventilator and held it until the rising tide claimed her life. When the coach went into the water a fat man was stuck in one of the windows. He was filled with hope when he found that his head was above water. Presently, however, he discovered that the tide was rising, and he made desperate struggles to gain liberty and life. Two men on the roof pulled his arms in vain, and his striving was useless. He grew tired, and with despair, and throwing the water with his arms prayed and begged alternately until the tide swept over him. His body was cut out an hour later. His struggles were so terrible that the flesh on his hands was battered by the wheels of the bridge. Another thing, there were no guard rails along the tracks of the bridge. The coroner is convinced that had there been such guards as even an iron railing along the edge of the bridge all the cars would not have gone into the water. One car hitting the guard railing might have gone through, but the resistance would have been enough, he thinks, to have stopped the second car as a result of the first.

The rails went over as a result of the spreading of the rails. But after leaving the tracks it traveled for 100 yards along the trestle work, and it is believed that Walter Scott, the motorman, had sufficient time to set the brakes and bring the train to a stop. He was seen with his train, however, and the truth never will be known. The tracks were examined only a few days ago, and it was thought they were safe.

The Thoroughfare trestle is one mile long, with a drawbridge in the middle. The drawbridge had been open just before the train ran out on the bridge. A yacht passed through the drawbridge, and the trestle was struck by the structure. A signal was set against him, and he had almost crossed the train to a stop, when the draw was dropped back into position. Had he got the signal, the train would have been stopped. The train gathered momentum at the time the draw was raised, and the rails were about as they are now.

that the passengers began to shout for help. The passengers were seen leaving their seats and crowding toward the doors. Before any of them could get out, however, the two coaches went into the water and instantly sank from sight. The coaches went over at one end of the trestle bridge. There was no protecting guard rail here, and the first coach shot clean out from the bridge and struck the water with its wheels spinning. The second coach was almost perpendicular for a few seconds, when the rear end slipped from the bridge, the car sinking flat in the mud like the first. The coupling of the third car was broken, and it turned almost at right angles to the bridge before it fell. It was the least excited of the passengers who fought their way through the rear door, that finally sent the coach into the water.

A great beam pierced the floor and held the coach in its coils. That all the other coaches did not die was due to the heroism and fortitude of William Wood, a brakeman. After the train jumped the tracks and while it was running along the trestle floor he rushed to the rear of the last car and opened the door. He believed that the train would stop in the water and he opened the only easy avenue of escape. Had he waited the door could not have been opened, as it was strained by the tearing of the wood stanchion at the door until the coach finally fell. He assisted twenty persons to escape through the door, and as he worked he kept calling for everyone to remain cool, as the least excitement or panic might result in greater loss of life. Wood was rescued when being carried away by the tide. He was unconscious when picked up, but was resuscitated by a physician.

Harry Reemer, a young man living in Philadelphia, was instrumental in saving several lives after he had escaped from the front car. Reemer had a remarkable experience. He was walking through the car when the train jumped the trestle. "I felt the coach sink under me," he said, "and as the wheels began to bump I knew that we had left the rails. I steadied myself by gripping the backs of two seats. Every other side of the seats, and it was crowded, was in panic. They sprang to their feet and started for the doors. I saw the water on both sides of us and I realized that if we went over that I would be lost if I could save myself. I held my breath, and with a much deliberation as I could muster I put my head and shoulders through the window, and gripping the edge of the roof with both hands, I began to draw the rest of my body through.

"I was almost clear when a hand closed on my left ankle. I pulled with all my strength, but was unable to break the hold. I thought I would be drowned, and I began to kick in desperation. Whoever had the grip on me must have been wedged between the seats or else must have been so frenzied as to be unable to take the chance offered to escape. I was unable to get free by kicking, and with a last effort, clenching my teeth, I deliberately put my right foot against the wrist and pushed with all my strength. I was successful. Suddenly the hand

stilled. I drew out my legs, and letting go of the roof, I rose without encountering further trouble to the surface.

Reemer was almost exhausted, but he had strength to be favored a life. He had both arms ground in when the third coach fell, the rear platform almost striking him. Reemer was so close to the car that he was covered by the splash. He saw that there were several persons in the coach, and dropping from the pier, with a few strokes he managed to lay his arms across the roof. Then, working along the side of the coach, he kicked in several windows, through which several passengers worked their way to safety. Reemer was taken out of the water by two men in a rowboat. Blood was running from his ears and mouth, but physicians believe he will suffer no permanent injury.

of Philadelphia, an Italian merchant of Philadelphia, met with a terrible death. His end was doubly pathetic by reason of the fact he would have lived had he maintained his presence of mind. He was in the last coach and went down with it. Three fishermen in a skiff attempted to rescue Bono, but the man lost his reason. He got his head through the top of a window, and instead of remaining quiet, he disobeyed the instructions of the men and became violent. In his struggles he was frightened fully out on the broken glass, and the water was dyed with his blood. Finally, he was pulled out by the fishermen, but he died from loss of blood five minutes after he had been hoisted to the trestle. His neck was cut with wounds, and one of his fingers was almost severed.

The dead are: Charles Albertus, Morristown, Pa.; P. Anguroso, member of "Tosca's Band"; Mrs. Wallace Bendish of Easton, Me.; sister of George West, manager of Hotel Walton, Philadelphia; Mrs. Brodsh, identified by her niece; J. P. Dempsey and wife, Camden; Vincente Donelli, member of "Tosca's Royal Artillery Band"; James Egan, No. 2408 Pacific avenue, Atlantic City; Samuel I. Fiel, seventy-two years old, West Washington lane, Philadelphia; David Fried, 1227 Madison avenue, New York City; Laura Lawrence, Eleventh and Broadway, Philadelphia; Mrs. Lawrence's husband was rescued; Frank Monroe and wife of Camden; Pasquale Mazullo, Christian street, Philadelphia; Fran de Saccosco, husband of Royal Artillery Band; Walter Scott, Atlantic City, motorman; Mrs. Selma Wender, No. 218 Federal street, Camden, N. J.; and woman, dressed entirely in black; five bodies not identified; woman, about thirty years of age, identified at wedding with initials "L. P. B. to I. M. G.," also inscription, "Sam to Rachel until death do us part"; middle aged man.

The injured are: Camillo Vita Colonna, Philadelphia, laceration of hands and face; great honor; Joseph Decesri, No. 921 League street, Philadelphia; Joseph De Vito, manager Royal Artillery Band, No. 1151 South Nineteenth street, Philadelphia; John Deagberry, Philadelphia; shock; went home; Duell, Philadelphia, N. J.; shock; in hospital; Carl d'Amato, Philadelphia; shock; went home; Angelo Fanzoni, No. 720 South Clifton street, Philadelphia; Niczarro Fontoni, Philadelphia; laceration of scalp; in hospital; John Fortunato, No. 914 South Plymouth street, Philadelphia; Philip Freda, Philadelphia; laceration of jaw; went home; H. B. Joseph, No. 211 South Clifton street, Camden, N. J.; John E. Kelley, Chester, Pa.; bruises of right shoulder and shock; went home; Nicholas Mastragelo, Philadelphia; laceration of hands; went home; Edward Morgan, Scranton, Pa.; contusion of left hip and back; in hospital; George Medea, No. 2510 North Thirty-first street, Philadelphia; injured; Oreste Roy Nualdo, Philadelphia; contusion of right hip in hospital; Pasquale Petroni; no address; slight laceration of hands; in hospital; Al Revard, near Archbald street, Scranton, Pa.; Oreste Roy, No. 1024 South Eighth street, Philadelphia; F. Rico Sillmon, Philadelphia; slight laceration; in hospital; W. H. Stewart, Wrentham, N. J.; E. J. Tostea, leader of band; went home; Andrew D. Taylor, Camden; employee; in hospital.

The missing are: H. Burch, A. K. Endicott and wife, Camden; Mrs. W. J. Stewart and son, Wrentham, N. J.; J. H. Walsh.

News of the Week

WASHINGTON.

Secretary Wilson left Washington for Iowa to do some political work. The Director of the Mint has purchased 100,000 ounces of silver at 70.61 cents, for delivery at New Orleans.

The Navy Department has ordered the cruiser Minneapolis put out of commission at Longue Point.

Fearing serious friction with Japan, President Roosevelt has sent Secretary McCall to San Francisco to investigate segregation in public schools.

Mr. H. de Mares Van Swinderen, Minister of the Netherlands to the United States, arrived.

Secretary Loeb, who has been enjoying a vacation in Montana, resumed his duties at the White House.

F. H. Steiner, in the Government service since 1857, and for thirty-two years disbursing clerk of the Navy Department, died aged seventy-six.

Secretary Shaw in a conference with the President said he was inclined to think that aid to the market from the Treasury was unnecessary.

The President has decided to stop at San Juan, Porto Rico, on his way back from the canal zone.

OUR ADOPTED ISLANDS.

American troops have been dispatched to a number of towns in Santa Clara, Cuba, to relieve the rugged terrain, which will be sent out to scatter armed bands.

His shipments of raw sugar from the Hawaiian Islands continue.

Ten cases of yellow fever are under treatment in Havana. Dr. Finlay expresses the belief that the epidemic could be stayed.

George Cabot Ward, Auditor for Porto Rico, is trying to build a \$1,000,000 bond issue for the building of roads.

First Lieutenant Robert H. Calvert, of the Twenty-fourth Infantry, U. S. A., was killed by Sergeant Taylor, of the Twenty-fourth Infantry, at Alhera, Province of Leyte.

DOMESTIC.

In a hotel fire at Fourche, Ark., J. B. Colby, a prominent hotel man, of Ada, I. T., lost his life.

Robbers blew open the safe of the bank at Jamestown, Mo., and escaped with \$2700.

The \$200,000 Illinois memorial marble temple to the dead of that State was dedicated on Vicksburg (Miss.) battlefield.

Charles W. Morse has purchased the Anthony steamship line, forging another link in his chain of coastwise vessels.

Five robbers blew open the safe of the bank at Vergennes, Ill., secured \$100,000, mortally wounded Abraham Kimbel and escaped.

After killing J. A. Hilley, a guard, with an axe, William Pain, a colored man, committed suicide by taking acid at the Flat Top mines in West-corn Alabama.

A burglar is declared to have killed Mrs. Lou Fuller at Goshen, Ind., while she was in bed, this being the story told by her husband.

The bodies of three miners who had died from gas were found in the James Mullen mine, at New Philadelphia, Ohio, when the day shift went on.

A grand jury found indictments against thirty coal dealers, members of the Omaha Coal Exchange, on charges of violating the anti-trust laws.

By inserting a tube in her mouth and turning of the gas, Mrs. James B. Pollock, wife of the instructor of botany in the University of Michigan, killed herself at Ann Arbor.

Charged with impersonating a United States recruiting officer, R. C. Smith has been arrested at Mobile, Ala.

An heroic statue of General William Henry Gibson, a famous Colonel of the Forty-ninth Ohio Volunteers, was unveiled at Tiffin, Ohio.

Not having repented of his wrongs, the Illinois Supreme Court has refused to reinstate Charles H. Payson as a member of the bar.

Ralph N. Newton, a New York City broker, dropped dead at his summer home at Sheffield, Mass.

Brigadier-General William Hemmell Bell, U. S. A., retired, died at his home, near Denver, Col.

Samuel Dalton, for many years Adjutant-General of Massachusetts, died at Anuradnagar Sanatorium.

The cornerstone of the new Colt Memorial High School at Bristol, R. I., given by Colonel S. P. Colt in memory of his mother, was laid with Masonic ceremonies.

THE TUESDAY ELECTIONS

A New Congress and Many State Officials Involved

REPRESENT NUMEROUS PARTIES

Tuesday Elections Will Be Held in Forty-Two States and Three Territories—Pennsylvania Has Twelve Tickets Out.

New York, Special.—Next Tuesday there will be elections in 42 States and three territories. Oregon, Maine and Vermont have already elected State officers and members of the sixtieth congress. In 23 of the States a governor and other State officers (in 20 of them also, a legislature) in 10 minor State officers or justices of the supreme court; in two congressmen only, are to be elected. Oklahoma is to vote on a State constitution, and Arizona and New Mexico on joint statehood.

The terms of 30 United States senators—15 Democrats and 15 Republicans—expire March 3, 1907. Virginia, Louisiana, Mississippi, Kentucky and Arkansas have already selected Democrats, and Georgia has a legislature which will elect another, while Maine and Oregon have legislatures which insure the return of Republicans. Of the 22 States in which is to be chosen Nov. 6 a legislature that will elect United States senators, 14 are now represented in the senate by Republicans and eight by Democrats.

A national house of representatives is to be elected—the sixtieth congress—with 386 members. The present house is composed of 250 Republicans and 136 Democrats. Maine has already elected four Republicans, Oregon two and Vermont two.

Fusion in Nebraska.

There is fusion in only one State—Nebraska—where the Democrats and Populists agreed upon a division of the State nominations, though in several other States the Republican or Democratic candidates for State officers have been nominated or endorsed by one or more of the minor parties.

As usual, there is one State ticket—the Democrats—in South Carolina. Pennsylvania leads this year with the greatest number of State tickets—12. Parties are numerous, these having tickets in the field being Independence League, Citizens' Commonwealth City, Referendum, Jefferson, American, Anti-Administration, Republican, Reorganized Republican, and Lincoln Republican. Six of them, however, are confined to Philadelphia.

The Socialists have tickets in 25 States, the Prohibitionists in 23, Socialist Labor in seven, Populists or Peoples' in four, and the Independence league in three, while "Public Ownership" has a ticket in one State.

The number of tickets in the different States is: 1, South Carolina; 2, Alabama, Florida, North Carolina; Tennessee, Washington; 3, Delaware, Montana, Nevada, North Dakota, Rhode Island, Utah; 4, Connecticut, Colorado, Idaho, Michigan, Minnesota, Missouri, Nebraska, Kansas, Wisconsin, South Dakota, Wisconsin, Wyoming; 5, Illinois, Iowa, Kansas, New York, Ohio; 6, Indiana, Massachusetts, Texas; 7, California; 12, Pennsylvania.

Socialist Ticket.

The Socialists have tickets in California, Colorado, Connecticut, Florida, Idaho, Illinois, Indiana, Iowa, Kansas, Massachusetts, Michigan, Missouri, Montana, Nebraska, Nevada, New Hampshire, New York, North Dakota, Ohio, Pennsylvania, South Dakota, Tennessee, Texas, Wisconsin, Wyoming.

The Prohibitionists in California, Connecticut, Delaware, Idaho, Illinois, Indiana, Iowa, Kansas, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, New York, Ohio, Pennsylvania, Rhode Island, South Dakota, Texas, Wisconsin, Wyoming.

The Socialists Labor in Illinois, Indiana, Massachusetts, New York, Ohio, Pennsylvania, Texas.

The Populists or Peoples' in California, Massachusetts and New York.

Union Labor in California, Pennsylvania; "Public Ownership" in Minnesota; Anti-Administration Republican in Texas; Independent Democrats in Colorado.

The Socialists and Prohibitionists have nominated candidates for congress in many districts, and in other labor unions or federations have endorsed Democrats or Republicans who are believed to be favorable to their cause.

New Georgia Railroad Chartered.

Atlanta, Ga., Special.—A charter was granted to the Western & Gulf Railroad Company, with an authorized capital of \$400,000. The proposed new line, which will be 55 miles long, will connect Hawkinsville, Americus and Dawson in southern Georgia, connecting with the Southern Railway at Hawkinsville.

LIGHT FINE FOR OIL TRUST

Taxed With Merely a Nominal Penalty By the Court

\$5,000 INSTEAD OF \$6,000,000

Following Recent Conviction in Ohio Court for Illegal Combination, Judge Banker Imposes "Shiply" Maximum Fine Prescribed by Law for One Day's Continuance of the Offense.

Findlay, O., Special.—In probate court here, Judge Banker overruled the motion filed by the attorneys of the Standard Oil Company for a new trial and imposed a fine of \$5,000 and costs of the prosecution in the recent suit against the Standard Oil Company held here. On motion of the defense, the court ordered that the defendant company be allowed 40 days in which to prepare and file its bill of exceptions in the case, and on another motion by the Standard attorneys the sentence imposed was ordered suspended for a period of 60 days for the purpose of filing a petition on error in this case. It was also ordered that the criminal informations pending against John D. Rockefeller, the Buckeye Pipe Line Company, and the Manhattan Oil Company, be continued until the next term of court.

The fine imposed by Judge Banker was the limit for one offense, though the law stipulates that each day that the alleged combination business is carried on constitutes a separate offense. Taking this view of the statutes, it was possible for the court to impose an aggregate of fines amounting to over \$6,000,000.

Wife-Beater Shot Dead.

Spartanburg, S. C., Special.—W. C. Atkins, a prominent liveryman and business man, was shot and instantly killed by Chief of Police Nelson, at Williamston, 20 miles from Greenville, S. C., and between that place and Anderson. Atkins, it appears, had been beating his wife in a horrible manner and the woman, breaking away from him, rushed out into the street and cried for assistance. Her voice was heard by the officer, who came hurriedly toward the house. When Atkins saw Nelson approaching he drew his pistol and would have doubtless used it if the officer had not drawn first, firing one time. The bullet sped sure and Atkins fell in his tracks. There was considerable excitement at first but everything was about quiet when latest reports were received.

An Atlanta Boiter Fined.

Atlanta, Ga., Special.—T. F. Clements, a young white man, pleaded guilty to a charge of assault and battery in connection with the recent riots and was fined \$300, or six months in jail, by Judge Roan, of the Superior Court. The case was of George W. Blackstock, a stone cutter, charged with assault with intent to murder Mattie Adams, a negro woman Sept. 22, was given to the jury late Monday afternoon. The jury is still out and no verdict is expected before morning. This is one of the cases growing out of the race riots here a month ago.

Timber Railway Sold.

Norfolk, Va., Special.—As the result of suits pending in the Federal courts of North Carolina for the past five years, a decree of sale has been signed by which the Northampton & Hertford Railroad, together with a large and valuable tract of timber land and new mill plant, will be sold at public auction in Jackson, N. C., Nov. 12. The sale of the property is expected to result in large extensions of the railroad. The properties are estimated to be worth upwards of \$80,000.

Young Brown Held Without Bail.

New York, Special.—Lewis R. Brown, the rich East Orange young man who shot Laura Osten, also of East Orange, in a cab in Broadway was held without bail to await the outcome of the young woman's injuries. The technical charge against Brown is felonious assault. It is believed now that Miss Osten will recover.

Washington With Havana By Wire.

Havana, By Cable.—The signal corps has completed a wireless telegraph station at Camp Columbia and is exchanging messages with Key West promptly. This puts General J. Franklin Bell's headquarters in immediate communication with Washington.

Louisburg Woman Sifted.

Louisburg, Special.—Mrs. W. W. Waddell committed suicide Friday afternoon by cutting her throat with a butcher knife. Temporary insanity due to protracted imprisonment was the cause of the crime.

PRESIDENT IS FOR HUGHES

President Roosevelt Strongly Expresses Himself

PRAISES NEW YORK NOMINEE

First Authorized Expression of President in New York Gubernatorial Race.

New York, Special.—The first public utterance of President Roosevelt touching upon the campaign in this State was conveyed to a Republican mass meeting at Cooper Union in the form of an endorsement of the gubernatorial endorsement of Charles E. Hughes.

Marvyn Braun, chairman of the gathering, read the message which, he said, he had received from the president and which constituted the first authorized expression of the executive concerning the present political contest in New York State.

President Roosevelt, the chairman stated, said: "Any one who believes or who tries to convey the impression that I am not heart and soul for Mr. Hughes, is either willfully or inadvertently laboring under a delusion. I am first, last and all the time for Gov. Hughes, because I know and feel that he stands precisely for the same principles that I stand for.

"I authorize you to make that statement to your friends and my friends on the East Side with all the emphasis that is in you."

Mr. Braun went to Washington to carry to the president the congratulations of the Hungarian Republican club of this city on the anniversary of the president's 48th birthday. The expression from the president was received with great applause.

A week of energetic campaigning for the State tickets was brought to a whirlwind finish, when tens of thousands in this city and throughout the State listened to election arguments, and further stirred by hand and her fire accompaniments, gave vent to their enthusiasms.

Back from a flying trip up-state, William B. Henshaw, leader of the Independence league and Democratic hosts, again took up the local fight, addressing seven meetings in Brooklyn and Queens county before as many people as could get within reach of his voice.

Charles E. Hughes, seeking the governorship on the Republican ticket, made eight rapid fire speeches in as many towns during the day and reached Orleans in time for two more addresses at night. Large and enthusiastic crowds greeted him. Mr. Hughes will spend Sunday in Danversville, and speak at Rochester Monday.

In this city the Republican campaign was pushed with vigor, largely attended meetings being throughout the day. The greater gatherings were at the Grand Central palace and at Cooper Union. Saturday's speakers included former Gov. Frank S. Black, Lieut. Gov. Lynn Bryce and former Mayor Seth Low.

Aged Woman Assaulted.

Columbia, S. C., Special.—A murderous assault was made by a negro on a white woman Monday morning upon two aged ladies, Mrs. Sallie A. Gibson and her mother, Mrs. Julian, living unprotected at their home, 2126 Main street. The negro knocked at the front door and when Mrs. Gibson opened it he struck her with a piece of iron, but in spite of being seriously wounded she put up a game fight and her screams and those of her mother, who retreated to a position under the bed, frightened the negro away. The presumption is that the motive was robbery rather than criminal assault.

James McKinney Arrested.

Los Angeles, Cal., Special.—James McKinney was arrested by detectives on the charge of murder committed in Marion, N. C., last August. He is alleged to have killed a man named Hollifield. McKinney admits that he is the man wanted, but pleads self-defense.

Says Perkins' Charges are Due to Spite.

Warren, Mass., Special.—Wilson H. Fairbanks, the member of the Lewis & Clark Exposition and the Jamestown Exposition commissions from this State against whom charges were made by James M. Perkins, secretary of the Lewis & Clark Exposition committee, in an affidavit read by John B. Moran at a public rally held in Boston said that Mr. Perkins' statements were due to personal spite because Perkins had not been chosen secretary of the Jamestown Exposition commission.

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