

SHOT TO DEATH.

A Young Man Killed by Another at Union Station.

HAD BEEN FRIENDS

A Seemingly Playful Affair Ends in a Tragedy. Both the Men Were From Leesville, and Were Good Friends Before the Fatal Shooting.

The Columbia State says James Trotter, a young unmarried farmer of the Leesville section was shot through the heart at the Union station in that city at 4.45 o'clock Thursday afternoon by William Mitchell, about the same age and also of Leesville, the two being fast friends. Dr. Smith of Wards, who happened to be present at the time of the tragedy, pronounced life extinct in the wounded man in less than ten minutes, death resulting from a fatal hemorrhage.

The weapon used was a .38 caliber bullet entering straight from the front. Trotter had been drinking, but the arresting officers say Mitchell was perfectly sober. He gave an excuse for the shooting that Trotter continued to slap his face, after he had several times said him to quit and after walking away from him. Eye witnesses say the two men appeared to be jesting, Trotter striking at Mitchell in play, as the two were waiting for a train home. A woman relative was the first to Trotter's side.

Mitchell gave himself up promptly to a plain clothes man, and was carried to jail in the hurry up wagon. He appeared to be not the least disconcerted. His family is about the most prominent and influential in Leesville. He is the son of Mr. Crowell Mitchell of that place. Trotter was unmarried. Both bear good reputations.

The killing occurred in the presence of a large number of people, the station being crowded inside, on the veranda, in front and under the sheds downtown. The shot was fired from the veranda overlooking the sheds immediately in front of the colored waiting room. Perhaps two thousand people were at the station waiting for special or regular trains home.

Young Trotter was a cousin of Alvin D. Trotter of this city. The first train from Leesville to the undertaking establishment of Funderburk and Matteson at 10 o'clock this morning. Those who saw the shooting and who were summoned as witnesses are: Dr. W. B. Bates, John McCuller, Jr., J. Brown, Willie Ballard, George E. White, White Smith, George Edwards and others may be called upon to testify.

Only a Cow.

Five trainmen were killed at Seaton Hill, when a heavy double header derailed and struck a cow, which the Railroad struck a cow, says the Chicago Inter Ocean. The locomotives and eleven freight cars loaded with grain and lumber, were piled in a heap beside the track. A cow was lying on the ties between the rails and was struck from the front by the engine, standing about it. As the sound of the whistle of the approaching train the standing cattle scattered away, but the forward locomotive struck the cow lying down. The animal was crushed under the wheels of the pilot truck and rolled along the ties for a distance of about 100 feet, its body slipping and pieces of bone threw the front locomotive from the track. The derailed locomotive rolled down an embankment, drawing the second locomotive into the ditch, where the two machines piled up, crushing the engineers and the firemen.

Negro Fatally Shot.

The Columbia Record says Eugene Simkins, colored, was shot and mortally fatally wounded Thursday morning by Dave Blain, also colored. The shooting occurred in the home of Lincoln street, occupied by Dr. Durham, colored, who was not present at the time. The two negroes are relatives of the doctor, and were on a visit to him. Both are from Elyfield, having come to the city Tuesday. Exactly what led to the shooting is not clear. The two men were in the room, and were drinking. A white man named Holland, also appears to have been about. The first known of the affair was when Simkins was seen to come out of the house, go into an alley running from the street and fall.

Crazy Officer.

At Madrid, Spain, a naval officer named Omedo who manifested evidences of insanity lately, has been removed to an asylum. Omedo was attempting to invade the United States. Omedo served aboard the cruiser Quondro lost in the battle of Santiago and it is believed his mind was unbalanced at that time.

Used Mail Bags.

The Belgian government discovered some time ago that the leather bags used for the mails in the Congo Free State were often stolen. Investigation proved that natives in the postal service took them, cut the bottoms and gave them to their wives to be worn as clothing.

Eight Drowned.

A steam launch containing ten Philadelphians collided in the Delaware Sound on Sunday with a barge and was sunk, seven of the party being drowned.

AGAIN UNDER FIRE.

Charged That Estimate Was Held Up for Two Hours.

For the Benefit of New York Speculators. Director North Issues Emphatic Denial.

The census bureau issued a bulletin Wednesday placing the cotton ginned in the United States up to October 18 at 4,940,728 bales, round bales being counted as half bales. The statement is based on reports made by the bureau's special agents in the field.

No estimate is made of the total crop for the year, but figures are given out concerning crops of former years. These figures show that up to this date in 1904, the product of the gins had reached a total of 6,417,894 bales, out of a total of 13,693,279 bales for the year. In 1903, the total production was 10,045,615 bales and the ginning output up to October 25, 3,706,248; 1902 the total was 10,827,168 and the output to October 25, was 5,683,000. Today's report covered 28,374 ginneries and the statements upon which it was prepared were supplied by telegraph in 702 special agents in the field, most of them representing one county each.

The fact that the bulletin was not issued until 2 o'clock, two hours after the usual time, caused some complaint from brokers in different cities, and some of these which reached the bureau report have been delayed from time to time, were of a sensational character. They are summarized in the following from Secretary Hester, of the New Orleans Cotton Exchange:

Hon. S. N. D. North, Director of the Census, Washington, D. C. Much disappointment and dissatisfaction here at delay in issuing ginneries' report to 2 p. m. Beach & company, of New York, wire Heyward, Vlek & Clark, of New Orleans, as follows:

"David Miller has just made the statement to the effect that the ginneries' report has been delayed from 12 o'clock to 2 o'clock, so as to allow more time to certain parties to sell cotton and says he will stand by the above."

One rumor here is that the report will show, counting round bales as half bales being, 6,100,000. All kinds of rumors are being spread and parties are selling the market down in order to sell something wrong in your bureau. I send this because I think it proper you should know it. David Miller, referred to, was the receiver of Sully & Company, and is a prominent member of the New York Cotton Exchange.

Inspectors Reports.

Dispensary inspectors here, after according to an order issued by Commissioner Tatum a short time ago, must be prepared to swear to the accuracy of their report on each dispensary checked up. This order is the result of the discovery that many shortages occur by the use of dummies or half empty cans that have been checked by inspectors as full cans. Mr. Tatum said to day that after the shortage in Charleston and a recent one in a town in the upper part of the state he was convinced that the inspection heretofore has been perfunctory. He discovered that cases supposed to be full could contain only one half the amount of medicine as they are supposed to contain. This happened some time ago with a dispenser in Fairfield county. All inspectors were then notified that every box must be inspected and the inspector absolutely satisfied that the seals had not been broken.

Burned in a Hotel.

At Hot Spring, Ark., six bodies were taken on Thursday from the ruins of the Railroad Hotel, corner of Elm and Olive streets, which was gutted by fire. Two are unidentified, charred beyond recognition. The dead bodies of Harry Bradley, a waiter, Edward Snyder, a porter, Mrs. Mack, a musician; A. L. Mann a railroad conductor, believed to be from Denver, Col., and two unknown men. There may be other bodies in the ruins. The hotel was a two story frame building, containing thirty rooms, all but one empty, which were occupied by from four to four parties. It was patronized by invalids and cripples, who were under treatment. The fire is believed to have been caused by an exploding lamp. There was only one narrow exit, that being a stairway, and dozens were compelled to jump from the second story. One man, Fred Owerson, of Hot Springs, was probably fatally injured.

Cruel Science.

Now comes Dr. Valentine Malpasso, of Paris, who says it is dangerous to shake hands on account of microbes. Only the other day another celebrated physiologist announced that kissing is dangerous for the same reason. If these scientific doctors don't let up they will destroy all the pleasure of courtship. Just think of courting a good looking girl with kissing and playing hands eliminated!

TALE OF THE SEA.

Details of Wreck of Schooner Van Name and King.

LEFT CHARLESTON

On the Third Day of October and Was Wrecked Two Days Later Off Cape Lookout. Two Sailors, Who Were Saved, Tell a Horrible Tale.

Clinging to a piece of wreckage with the fast falling strength of their weakened bodies which had known no nourishment for five days, their throats aching with a thirst of fire, their burning eyes blinded by the salt of the sea, and their minds tortured by the memories of the self destruction of their hunger maddened shipmates, William Thomas, aged 29, and William E. Warner, also 29, both colored and members of the crew of the three-masted schooner Van Name and King, were picked up off Cape Lookout, after being five days adrift on a raft, by the Steamer E. Kelly, a schooner which arrived at Boston some days after being wrecked.

The Boston Globe says such a tale as these men told is unparalleled in fiction. "No sturdier craft had cleared the port of Charleston that day and no happier crew had set sail with prospects of a brighter voyage than when the Van Name and King, Capt. William A. Maxwell, lumber loaded and bound for New York, hoisted her canvas to the fresh blowing breeze on Tuesday, October 3, and headed oceanward.

The schooner was speeding along under full sail when on Thursday morning the market down in order to sell something wrong in your bureau. I send this because I think it proper you should know it. David Miller, referred to, was the receiver of Sully & Company, and is a prominent member of the New York Cotton Exchange.

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CLOSE CALL.

President Roosevelt in Danger by the Collision of His SHIP WITH ANOTHER.

Although inconvenienced by the Accident and Delay the President was Unmoyed by the Mishap, and Renewed His Voyage Aboard Another Vessel.

A dispatch from New Orleans says at 11 o'clock Thursday evening a rough confusion of signals, the fruit steamer Esparta collided with the light-house tender Magnolia, which was conveying the President, Secretary Lobb and Dr. Rixey to the cruiser, West Virginia. The rail and port bow of the Magnolia were damaged and two or three holes made in the hull below the water line. No one was hurt. The Magnolia immediately on being struck was beached, her bow beached high and dry. After a careful examination of the damage to the vessel, it was evident there was no danger and the president and his party went to bed.

Maj. Craigbill of the United States engineers was aboard the Magnolia. His ship, the Ivy, a sister ship of the Magnolia, had preceded the Magnolia and was some distance ahead. A boat was immediately put off for the nearest telephone, about a mile and a half away, and the order given to head the Ivy off at Pilot station and have her return for the president and his party. The transfer was made at 3 o'clock Friday morning. The vessel got under way immediately and the West Virginia was boarded on schedule time.

The first news of the accident reached New Orleans by telephone early Friday morning in an appeal for help from Capt. Rose of the United Fruit company's steamer Esparta, which came from Nairn, La., near where the collision occurred. His report gave no details of the accident, but mentioned that the Esparta was due to arrive Friday at Chalmette. The weather was fine, with comparatively little wind on the river. Immediately upon the receipt of the news communication was opened with the lower part of the coast where the West Virginia and the light-house tender Ivy were located. The Ivy reached the pilot station at 1 o'clock the operator at Pilot Town was rung up by Maj. Craigbill, the government engineer, with orders that the Ivy should be sent to 60 mile point with all possible speed. The Ivy immediately got under way and covered the 40 mile run in 1 hour and 15 minutes. Secretary Lobb and Surgeon Rixey, with their baggage, were at once transferred and the Ivy proceeded down the river. At 8.15 the Ivy passed Pilot Town on her way down, signalling that the president and party were on board and that all were well.

The president was in the West Virginia at 9.40 and the president and party returned from sea after putting President Roosevelt on board and stopped at Pilot Town. Those aboard reported that the West Virginia had sailed at 10.05. They said that the president was in excellent spirits and unshaken by the accident, and that the president, absolutely worn out by his strenuous experience in New Orleans, was fast asleep. He had turned in shortly after the vessel left New Orleans. The two ships were in contact in the west shore when they came in contact and the party avoided running into each other. The president of the Esparta struck the Magnolia in the port bow.

It was not known to what extent the Magnolia had been injured and there were great nates in pushing her ashore. Both vessels grounded but the Esparta got off under her own steam and was found not to have suffered any damage. The president showed no excitement when informed of the extent of the disaster, though he was somewhat annoyed by the probability of a delay because it was evident that the Magnolia could not proceed on the river. He dressed immediately and then of the party hurriedly made arrangements for his transfer to the Ivy, which was intercepted and brought back to the scene of the accident. Except for the loss of some sleep, the president suffered nothing by the collision. With the whole party transferred to the Ivy, that vessel was speeded down the river, meeting with no further mishap.

The United Fruit Company, by which the Esparta is chartered issued the following statement Friday night: "The Esparta sighted a vessel, the Magnolia blew two whistles, signifying her intention of passing to starboard, which was answered by the Esparta, which latter vessel continued on up the river and at the time of the collision was within 100 feet of the west bank of the river. About two minutes after the Magnolia blew a first signal, she blew one whistle, signifying her intention of changing her course and crossing to the inside of the Esparta. The pilot of Esparta, seeing the danger in such action, blew whistles and also the danger signal of two whistles, signifying the danger of such a move on the part of the Magnolia, as the pilot of the Esparta was aware of the fact that there was not enough room between the vessel and the bank of the river for the Magnolia to pass, as he had taken his ship as close as possible so as to leave plenty of room in the middle of the river for the Magnolia, and had the Magnolia adhered to the original signal and intention of passing to starboard we have passed clear as the river was over

TEMPERED AND FELL.

This is the Confession of Edward George Cunliffe.

Edward George Cunliffe, the Adams Express employe who disappeared from Pittsburg, Pa., with \$101,000 in cash, was arrested at Bridgeport, Conn.

He made a confession and expressed his willingness to return at once to Pittsburg. He declared that the money which he took is intact and that it could be recovered, but declining to tell until his return to Pittsburg, where it is hidden. On his present arrest, the detectives followed him to the city of Bridgeport.

Detectives traced Cunliffe to Bridgeport. All the hotels were watched carefully, but Cunliffe was not arrested until late in the forenoon, when he was seen walking down Middle street. Cunliffe made no attempt to deny his identity and offered no resistance.

"Five minutes after I took that money I was sorry," said Cunliffe, "but it was too late to do anything. What can you expect from a man getting a salary of \$65 a month and handling thousands of dollars a day? I was tempted and I fell. I have handled larger sums. I remember once when I had \$250,000 in cash. It was tempted, but I thought it over, and decided to be honest."

"The night I left Pittsburg, I rode in a sleeper on the way to New York and I stuck my head out of my berth and saw Slater pass by. Slater is our local manager at Bridgeport. I thought Slater was coming back, but I knew that he did not see me and that I had the money with me in my cash, I thought I would take the chances."

"I want to go back to Pittsburg, restore the money and throw myself upon the mercy of the courts."

Foraker's Gloom Works Busy.

Senator Foraker is certainly entitled to the championship bill as the greatest "republican gloom discoverer" of the day. It was Senator Foraker who discovered that a vote against the currency bill would mean a vote in favor of republican supremacy in the nation. It was Senator Foraker who discovered that if the rotten Durham republican machine is defeated in Philadelphia it will threaten republican supremacy in the nation.

"Defeat Foraker and you threaten the welfare of the American workingman," shouts the excited senator. "Defeat the republican city ticket in Philadelphia and our republican institutions totter to their fall!" he shouts in excited tones. According to the excited senator the defeat of Foraker will wipe out the tariff, break down the tariff walls, destroy the gold standard, reduce the treasury to a pauper and create a grand financial panic. All this would be wonderful if interesting if true, but being only laughable the senator adds to the gaity of the times by his frantic declarations.

SUICIDE AT SON'S FUNERAL.

Chief Stricken Father Shoots Himself at Coffin's Side.

"I cannot let him go alone," cried Herman Schultz Wednesday afternoon as he lingered beside the body of his son, Otto, who killed himself by inhaling gas on Tuesday. The funeral services were in progress at the Schultz home, 233 Wyckoff avenue, Williamsburg, New York. Before any one could divine his intention composed himself and was resigned. The boy's body was placed in the parlor where a large number of relatives and friends of the family gathered. Mrs. Schultz, her three daughters and two sons were at the head of the coffin with the father.

Prayers and the singing of hymns had ended and a long line of persons filed by the coffin taking a farewell look at the face of the boy. Schultz was the last. He lingered until Undertaker Poth began to draw the lid of the coffin over his son's countenance. Then he shot himself.

Most of the women in the house fainted or became hysterical. Dr. Moore came with an ambulance from the German hospital, but he found that the old man had died instantly. After a hasty conference with members of the family the funeral of young Schultz was postponed. Father and son will be buried together.

Boy Bigamist.

The youngest bigamist on record reached the Mississippi penitentiary Friday in the person of William Gray. Gray is only seventeen years of age and has been married more than a year, and leaves two wives and a baby in his home county of Tippah. He will not rejoin them until 1907. In the same gang was Gus Stack, also of Tippah county, eighteen years old, sentenced to twelve years in the penitentiary for arson and robbery, and Will Jones, of Marshall county, who although only twenty-one is serving his second term in the penitentiary, this time for burglary. The three are said to constitute the youngest penitentiary gang ever known.

Pleasant Incident.

At Mobile, Alabama, Judge Semmes, son of the great Admiral Raphael Semmes, commander of the "Alabama," by the Civil War, Presented Roosevelt, in behalf of the citizens, with a gold badge. In responding, the president said that one of his uncles was an officer on the "Alabama" and another uncle built the vessel.

Steamer Lost.

A dispatch from Cleveland, Ohio, says all hope for steamer Kaluga has been given up by the owners. It is supposed to have gone down with the crew of seventeen in the recent storm

DAYS OF PIRACY.

Are Not Passed Yet According to New York Police.

A Small Sloop Captured Which Made Evidence of Robbery Along The Atlantic Coast for Years.

A dispatch from Newport, R. I., says sensational developments are likely to follow an expected arrest of Henry A. Jackson, of Plauton, owner of the sloop Dorado, which was captured in the bay on Saturday afternoon and found full of loot. She is now called the Pirate sloop and Jackson, the Pirate Skipper. Although search has been made in several cities in New England for him, no clew has been obtained.

It is thought that when persons begin to claim articles in the Dorado, there will come to light a startling series of thefts from houses and yachts along the coast from Maryland to Rhode Island. There is, too, a suspicion that something very like a clew to the shooting of Mrs. Walter C. Morrill, in Greenwich, Conn., will develop. Chloroform, dynamite and nitroglycerine are aboard the Dorado, and it has been suggested that the sloop may have figured in a bank robbery in Bridgeport.

Shoriff Anthony hopes the owner of silver marked Arbuckle will claim it, and that the owner of solid silver hand mirrors marked "E. H. A." will call for it, and linen marked "Julia M. Wood" and "Mrs. H. R. Tool," also has been found.

The sheriff learned that the owner of the outboat Jessie, in which one of Jackson's supposed associates came to Newport last Saturday evening, is C. J. Burlingame, of the Edgefield Yacht club, of Providence. Anchors, chains, and other trappings were taken from boats of the Edgefield club and charts from Henry T. Hammond of that club.

Many pawn tickets indicated that the pirates stole cheaply what they took, a great amount of stuff going to pawn shops in New York. Bills of wine of all kinds indicated that they were well. Among papers was found the bill of sale of the Dorado to Jackson, dated December 16, 1904, showing the sloop had been sold to him by Frank Olliffe, of St. Helena, Md., for \$50.00.

Another paper was a recommendation of Jackson as a steady, industrious and reliable man written by F. L. Lovings of No. 50 West 115th street, New York. It was on paper of the New York Telephone company and is dated January 28, 1905.

There also are pictures of Thomas Foley, a leader of Tammany Hall. It is apparent that Jackson entertained the pictures of the pictures in the summer, it is thought these pictures were stolen then.

The Dorado was libelled today by F. A. Conell for damages to his launch, which, it is said, was stolen by Jackson. She is an old fashioned launch about 30 feet long and in good condition.

Trainman Killed.

A dispatch from Greenville to the State says a fatal injury surrounded by his fellow trainman, Charles Smith, colored, told in disconnected sentences how he was fearfully mangled while coupling car at Gants siding four miles from the city on the C. and G. division of the Southern railway, and before he had completed his story, death had relieved the unfortunate man's suffering. While coupling cars at Gants on north bound local freight No. 12, Smith caught between the bumpers of two cars and his whole trunk was fearfully mangled. The brakeman cried for help, and Conductor Beam and a colored train hand went to his relief. It was discovered that Smith had received mortal injuries, but all haste was made to bring the wounded man to the city. It was placed aboard the caboose and at once brought to the city, but the poor fellow died two miles from the city after relating the manner in which he was injured.

Burglars Early Wednesday Morning.

Burglars early Wednesday morning blew open the safe in the bank of Riceville, and stole \$6,000, and after a running fight with a posse of citizens in which the cashier and two citizens were wounded the burglars escaped. For more than an hour the town was practically at the mercy of the robbers, who openly walked the streets shooting at everything, apparently taking their time in leaving town. Two charges of dynamite were exploded before the safe was open. R. R. Ransom, who ran into the street. As soon as he appeared the robbers opened fire. This aroused other citizens. There were seven in the cracksmen's party.

Complimented by President.

The little girl referred to in the following from the Charlotte Chronicle lives in Spartanburg with her parents on South Church street. Mr. Matthew is a traveling man. When the president turned to take his seat, Miriam Matthew, a great granddaughter of the "Spartan Hero" John Boy of Charlotte and daughter of Pincney Matthew of Spartanburg, S. C., advanced and presented him with a tremendous bouquet of flowers. The president bowed, picked up the little girl, flowers and all, and held her up high in his arms. "Here is the best product," he said.

Indecent Postcard.

George McDowell, the Spartanburg youth who mailed an indecently suggestive picture postcard to a young woman was convicted recently in the United States district court at Greenville. The card, which was mailed by young McDowell with the federal authorities was offered in evidence. It bore no writing save the address, but when it was handed to the jury with the other papers in the case they required only a few minutes to find a verdict of guilty. In the indictment it was described as "too indecent to be spread upon the records of the court."

FIRST VISIT.

Of El Hagy Abdullah Aly Sadik Pasha to America.

AWED BY NEW YORK.

He Comes to This Country to Pave the Way for Diplomatic Relations Between Abyssinia and the United States of America. What He Thinks of New York.

El-Hagy-Abdullah Aly Sadik Pasha, prince of the Mohammedan church, general of the Abyssinian army, minister of commerce and envoy of Emperor Menelik to President Roosevelt, arrived on the Cedric at New York recently.

He comes ostensibly in regard to the new treaty of commerce between this country and Abyssinia, but actually to pave the way for permanent diplomatic relations.

England, France, Germany and Italy have representatives in Abyssinia, but Menelik has never sent diplomatic agents to those nations. Sadik Pasha's mission is to study the possibilities of closer relations with Europe and America. He has come to America after a stay in Berlin, Paris and London. Menelik is especially interested in the United States and has already given a home for a legation at Adis Ababa, the capital. In case this country cares to establish one.

The Pasha is a man of striking personality. His color is ebony, but he has clear chiseled features and the small feet and tapering fingers of the Arab.

He speaks no European language and travels with an interpreter. On the steamer he wore European costume, save for a red fez, but as soon as he reached the Hotel Breslin he donned an Oriental costume of wonderful colorings and wore a turban. After four hours of prayer the Abyssinian envoy went for a drive, then returned to the hotel, where he held an informal reception.

He was met at the steamer by William H. Ellis, C. Dellinger, Hugh Creighton and John Madigan. Among the caller at the hotel were General James S. Clarkson, and others.

"If the emperor could only see this through some one's eyes!" exclaimed the Pasha on his return from Central Park. The crowding of women on the street cars and the tall buildings impressed him most.

"I did not have time to see them," he answered. "I was busy counting the stories of the buildings." Some one remarked that there was one building thirty-two stories high.

"There are there," he said. "I will say my prayers in the roof of that house tomorrow."

Sadik Pasha, who is the head of all the Mohammedans in Abyssinia, is exceedingly devout and devotes four hours of each day to prayer.

He has one wife and two thousand slaves. He is exceedingly sensitive on the subject of his children. When some one asked him how many children he had, he swept out of the room, deeply offended. His interpreter explained that the question was thought to bring bad luck and that he was not sure of the number of his children, but it was in the neighborhood of two hundred. He was brought back only when an American ignorance had been explained to him.

One of his first inquiries was for J. P. Morgan, and he will pay Wall street a visit. When his interpreter mentioned the subject of loans Sadik shook his head with dignity and said Abyssinia had no such thing as debt.

"The visitor was asked, 'What is your vision of the American future?'"

"Give me a chance," was the interpreted answer. "I have yet tasted only the cocktail and found my pleasure, but the rooms that go up (meaning elevators) are too fast for my stomach."

Sadik left part of his suite in England through the miscarriage of a valise containing his own money to the president. Two of his men were sent back to London from Liverpool to get the missing bag and bring it by the next steamer.

Sadik's guide in New York is William H. Ellis, who accompanied Frederick Loomis on the voyage in which Loomis mysteriously met his death by drowning while en route to Abyssinia. The envoy has with him some magnificent specimens of ivory and two stuffed tigers, presumably presents for the president. When asked if they were for Mr. Roosevelt, Sadik replied diplomatically: