

tion to his present duties as Chief of the Bureau of Yards and Docks. Capt H. B. Robeson was ordered as a member of the

Crowninshield, who will retain command of the schooner St. Mary's. Capt. Robeson will be displaced from his present duty as commanding officer of the schooner on the 29th inst. The Presidency of the Board has been vacant for some time. This action of the Secretary is regarded as showing that the Navy is not doing any work in connection with the Risch cruisers.

Orders have been issued by the Secretary of the Navy for the United States steamship Dolphin, now of the North Atlantic station, to proceed to Valparaiso and report to the United States consul, for duty on the Pacific station. The schooner was sent from New York for a cruise in the West Indies, and was then expected to return to the United States. The assignment of the ship to the Pacific station caused a change in its plans. She left Cienfuegos, Cuba, to-day on her trip around South America, and will return to New York in a few days.

A diagram of the injured portion of the schooner is shown in the accompanying illustration.

bottom of the United States steamship Atlanta, has been received at the Navy Department. It shows that the principal injury was sustained on the starboard side at about the turn of the bilge, although the plates along the starboard strokes were also damaged.

WASHINGTON, Feb. 4.—The statement prepared by the Naval Advisory Board in regard to the cruisers Chicago, Atlanta and Boston, show that the Atlanta was completed at a cost of \$1,000,000 less than the estimates, and the Boston \$300,000 less. The Chicago can be completed at an expense of \$75,000, or \$50,000 less than the cost originally estimated.

GEORGIA.

Lowering Passenger Rates on Railroad.

ATLANTA, Feb. 2.—At the annual meeting of the Atlantic & Western Railroad to-day, J. E. Brown, was elected president. George M. Brown, general passenger agent of the road, wired across the street that the rates would be lowered.

lessens the importance of lowering passenger rates. Rates on all Georgian roads for the first half of 1917 were 25 per cent below the action of the Railroad Commission the rate was reduced to three cents; now, at the instance of Joseph, the rate is 24 cents on the lines of the Western & Atlantic have inaugurated rates still lower, which railroad men will force other roads to do likewise. The instance of Joseph is a good one. It is 24 cents per mile; for 50 to 100 miles, 24 cents; and for all distances over 100 miles, 23 cents. The new rates will go into effect March 1st.

THE EUROPEAN SITUATION

Significance of the Publication of the Austro-German Treaty-Russian Assurances of Peace Must Be Given or Not

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BERLIN, Feb. 4.—While the semi-official press attempts to regard the publication of the Austro-German Treaty as having no official, official and diplomatic circles know that its real aim is to force the Czar to announce that he will accept the German conditions.

terms for permanent peace dictated by the allies. The substance of the treaty has long been known to both the Russian and the French governments. At the time of the exception to the conference of Bismarck and Count Andrássy, at Gastein in August, 1879, confidential disclosures stating the character of the compact were made to the press. The French government was determined to break off negotiations for a Russo-French alliance. The day after the treaty was signed Prince Bismarck made the following statement: "I have just received both the French and Russian ambassadors, withholding only the exact terms of the treaty." Its publication reveals nothing to the French government, and is only a step closer to the people the step was anxiously and repeatedly discussed by Bismarck, Count Kalouky and Herr Von Tirza. The Austrian Ministerial Council, the Emperor's Council of Ministers, and the Imperial Diet of the treaty only last week, upon the urgent representation of Bismarck that the time was opportune. Its appearance at this

Bismarck when he was reproached in the Reichstag for refusing to submit to that body certain diplomatic communications, he said, "matters should have gone so far that nothing but war was likely to be the outcome of the situation." It is a memorable statement, the immense significance of the publication of the treaty as the present crisis will be seen. It is the step which precedes an ultimatum. If Russia is to make any further demands, troops, menacing strategic points on the frontiers, and if pending negotiations for an offensive and defensive alliance with France are to be continued, the ultimatum will not wait the convenience of the French and Russian governments to declare war. The crisis, therefore, means a climax.

Blissfully, this episode in the Russian drama on Monday may escape peaceful interpretation upon the motives of the publication of the treaty, but nothing less than war can be expected.

Czar must give practical assurance of peace or abide by an early war and judging by all that is known of his character and the attitude of his government, the latter is the more probable. The Czar will not yield.

Count Schouvaloff, Russian Ambassador to Germany, is in St. Petersburg, attending to the affairs of his office. He will return to Berlin tomorrow and will see Bismarck before the meeting of the Reichstag on Monday. The debate on the Military bill will be postponed until the 10th inst. The diplomatic movement is quiet upon talking of the Reichstag. All the great parties have agreed to mark their sense of the situation by disposing of the measure without delay. The report of the Reichstag Commission on the 10th inst. that government groups was not accurate, but the Chancellor has seen them separately during the week, and given them convincing assurances of his confidence in the Reichstag. Parliamentary check be placed upon the passage of the measure.

THE CURRENT TENDENCY

The Standard Oil Company Buys Out Its Last Competitor in the West.

St. Louis, Feb. 4.—The entire plant of Wm. A. Rorer & Sons, the last of the independent oil refiners in this city, of which are now in liquidation, including a large oil warehouse and the entire interest of the Iron Mountain Warehouse and Tank Company, was sold yesterday to Wabash, Piercy & Co., the largest independent oil refiner in the Standard Oil Company. Wabash & Co. had run a tank line into Alabama and Mississippi, and practically controlled the turpentine trade in the Gulf of Mexico. The price paid for this plant is not known, but it is supposed to be pretty large, as it disposed of the last competitor of the Standard Oil Company, giving it complete control of the turpentine tankage in this city, and leaves them without any formidable competitor in the turpentine trade in the South.

GEORGIA.

A Horrible Tragedy in Baker County.

By Telegram to the Morning Star.

specialties." In Baker county, your man went to the house of Amos Grant, colored farmer. Finding all quiet at the house closed, he looked around for the opportunity to enter. He climbed from a rope thrown over a projection in rear of the house. Inside he found Grant's wife's body, in bed, and her head resting on a pillow. Grant had been on the floor was the body of the wife's sister. Further over was the body of Grant's 15-year old son. The theory is that Grant was a hand, and that he was killed by a man named him, and that Grant, freed by the thought of her departure, took a club and brained them all while they slept, and then committed suicide.

Compositors employed on the Philadelphia *Times*, about thirty-five in all, struck because the proprietor refused to make his establishment a Union office.

consists of twenty-seven companies, enlisting twelve hundred men; including one cavalry company and two colored companies.