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BANDITS HOLD UP MAIL TRAIN

OVER 100 PACKAGES OF REGISTERED MAIL TAKEN IN WEST VIRGINIA.

Wheeling, W. Va., Oct. 8.—Posses tonight continued their search for masked bandits who early today held up and robbed a Baltimore and Ohio express train en route from New York to St. Louis, two miles west of Central, W. Va., but up to a late hour no trace of them had been found. One automobile party which returned to Parkersburg, 60 miles from the scene of the robbery, reported that overclothes supposed to have been worn by the men and two revolvers were found in the country back of Tollgate, where they left the engine and mail car, but there was nothing to lead to the identity of the men.

Reports regarding the amount of the loot obtained varied. One report said that Postmaster Sims Powell, of Parkersburg, was advised late today that federal bank certificates were in the packages stolen from the mail car but the amount was not specified.

Officers of Parkersburg who left there early today said they followed clues in several directions without result. They brought back word that two men in an automobile had driven through Middleburn, the county seat of Tyler county. Officers there who made the attempt were unable to stop them.

The local government officials who have been in touch with the situation are of the opinion that the bandits were aware money from Washington was on the train, as it has been definitely learned they demanded the Washington packages of the mail clerks.

Engineer Grant Helms, of Parkersburg, who was at the throttle when the hold-up occurred, said he believed the robbers boarded the train between the engine and the mail car at Central when the train stopped to take on water. Shortly after the train started again two men climbed over the tender and down into the cab, covering him and Fireman T. R. Knight, of Grafton, and ordered that the train be stopped.

The command was not obeyed until after Engineer Helms struck at one of the men, thinking for the moment it was somebody trying to play a joke on him. However, on seeing that the bandits meant business, he stopped the train. One of the men then ordered the fireman off the engine. The two bandits commanded Helms to run his engine a short distance ahead. At the points of their revolvers, Helms was then ordered to leave the cab. Three mail clerks were in the car when the bandits entered and the clerks thought they were some of the trainmen. At the point of revolvers the robbers demanded the registered mail, of which there were about 90 packages on the bench. Two of the clerks, Cecil Plummer and C. R. Phillips, were ordered to leave the car and the train was then run a short distance farther, Haines Huff, clerk in charge of the car, being retained in order to point out where other registered mail was kept. He was then ordered to leave the car also and the engine and mail car were taken on to Tollgate by the bandits.

At Tollgate the two men abandoned the engine and car and got into an automobile which was in charge of an accomplice. They were seen to go in an easterly direction from that place.

The engine and mail car were located near Tollgate by Engineer Helms, who backed them to the scene of the hold-up. The trip was then resumed. When the train arrived at Parkersburg Postoffice Inspector G. W. Newton boarded the mail car and questioned the clerks. It was said the mail clerks declared that more than 100 packages of registered mail had been taken, but that it was impossible at present to estimate the value of the packages stolen.

Inspector Newton said there was considerable currency in the packages. All the clerks on the car continued on to Cincinnati.

The opinion is quite generally entertained among railroad men here that the bandits were experienced railroad men. Engineer Helms said the man who covered him with a revolver told him not to allow too much water to get into the engine.

Policeman Sent to Roads.

In the Superior court at Wilson last week Police Officer Cooper was given three months on the roads by Judge Rountree for assaulting Howard Barnes. One night in June the policeman arrested Barnes for being drunk and pummeled him on the head three or four times with his billie. The jury found that excessive force was used and Judge Rountree severely reprimanded him for his conduct. He declared that a drunken man can be arrested without such a violent assault.

Read our special October subscription offer on the third page.

ANTI-SALOON LEAGUE PLANS REVISION

From the word the Observer has, the proposed prohibition fight against Congressmen Small and Pou, as mapped out by Leader Davis, will be launched, if launched at all, in considerably modified form. It is possible that the organized influences of the league were not familiar with the details as Mr. Davis had outlined them in his letter to the Observer and that they took the same view as did such of the newspapers as were pleased to speak out in the matter. The explanation of Mr. Davis set the league straight with the people, but they are still talking about it. It is the understanding of the Observer that the policy of the Anti-Saloon League will be largely shaped for the future by Mr. Gay, the recently elected field secretary, who is described by the Biblical Recorder as "a leader who is both prudent and aggressive." The mistakes of Mr. Davis in the past appear to have been in the direction of aggressive wildness through overzealousness in the cause. The Republican papers have taken much delight in exploiting his recent letter to the disadvantage of the Democratic party and have lost no chance of turning it to political effort. It was the public criticism of the plan divulged by Mr. Davis that caused the friends of prohibition to enter a word of dissent from turning the organization to such a political use, these friends having been quick to realize the menace that might come into existence for the good of the league. They were concerned more about the welfare of the prohibition cause than about any possible harm that might be done the Democratic party, and steps were taken to rescue the league from any probable damage that should come through going to extremes in a district or state campaign of the character that had been outlined. In the management of the Anti-Saloon League there are too many good politicians to permit of making it a political machine. —Charlotte Observer.

Americans in Big Battle.

A dispatch from Paris to the New York Sun says: As far as can be ascertained at present the Foreign Legion took an active part in the offensive in Champagne, even leading in a part of the attack. There were many casualties. As the American members of the legion have not yet been drafted into the regular French regiments they must have been in the fight. The latest letters received from them say that an attack was expected and that they were preparing for it.

Victor Chapman and Kiffin Rockwell being in the aviation school and Chatkoff being on convalescent leave must have missed the battle, but some 20 Americans are known to have been with the legion at the time and were doubtless in the fray. These included Moriac, Casey, Sweeney, Seeger and Bob Scanlon, the negro boxer.

Dr. David Wheeler, of Boston, whose letters are the latest to arrive, describes his perfect enjoyment of life as a private and says he refused a recent opportunity to leave the service. On the morning of the attack, he says, the officers addressed the men and the army chaplains gave absolution. At about 9.12 the artillery fire ceased and at 9.15 the attack began.

Hoosier Poet Honored on His Birthday.

James Whitcomb Riley, aided by the state of Indiana and the nation, Thursday celebrated one of the happiest birthdays of his life at his home in Indianapolis. He was the particular guest at a theatrical performance in the afternoon and at night attended a banquet given in his honor.

More than 2,000 of the poet's friends greeted him at the theater. A number of his poems had been set to music and these were interpreted by dancers. Some of the most prominent men in the world of letters spoke at the banquet.

One of the unique presents received at the Riley home was a birthday cake shaped and colored like a pumpkin. Crowning it was a layer of frosting. It typified Mr. Riley's poem, "Th' Frost is on th' Pumpkin." A card bore the message that the donor desired to be known only as "Old Aunt Mary." Mr. Riley is 66 years old.

William K. Carr Dead.

William K. Carr, a son of the late Governor Elias Carr, died Friday in Washington, where he had made his home for a number of years. He was 55 years old and is survived by his widow. He also leaves a brother, Elias Carr, of Raleigh, who is connected with the state department of agriculture.

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SEABOARD AIR LINE ROAD PREPARES FOR EXPANSION

Directors of the Seaboard Air Line Railway have approved plans for a consolidation with the Carolina, Atlantic and Western Railway and an issue of a \$200,000,000 mortgage. This is in accordance with the company's policy of financial expansion and constructive expansion announced some weeks ago. An announcement by S. D. Warfield, chairman of the board, says the consolidated company, to be known as the Seaboard Air Line Railway Company, is to have an authorized capital stock of \$100,000,000, the same amount as was authorized by the present company, divided into one million shares, par value of \$100, of which there will be issued \$27,280,000 preferred shares and \$40,041,000 common shares.

New common stock is to be exchanged for an equal amount of common stock of the present company and \$2,280,000 of the stock of the Carolina, Atlantic and Western Railway.

Of the \$27,280,000 preferred stock \$2,280,000 will be exchanged for an equal amount of five per cent, 50-year refunding bonds of the Carolina Company, converting that issue into a preferred stock.

New preferred stock amounting to \$25,000,000 is to be exchanged for a like amount of present Seaboard stock with unaltered dividend provisions.

The Seaboard Air Line owns and operates by lease about 3,100 miles of road. The Carolina, Atlantic and Western Railway, incorporated in South Carolina, operates in North and South Carolina, with a total trackage of about 250 miles.

The Seaboard Railway has for a long time guaranteed the underlying bonds of the Carolina company, whose tidewater connections will make it especially valuable in the consolidation.

Preacher Was Laid Up.

Rev. C. M. Knighton, Havanna, Fla., writes: "For three months I suffered intense pain in the kidneys and back which at times laid me up entirely. I used 1-2 bottles of Foley Kidney Pills and all the pain disappeared. I feel as if 20 years had been added to my life." Relieves rheumatism, backache, sore muscles, stiff joints. Conyers & Sykes.

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