

NEARLY FIVE HUNDRED SOULS HURLED INTO ETERNITY BY AN EXPLOSION ON FRENCH CRUISER

Greatest Disaster That Has Ever Befallen French Navy. Doomed Ship Was One of the Finest Figures in Recent Naval Review. Vivid Descriptions of Catastrophe Are Given.

VESSEL COMPLETELY TORN APART BY TERRIBLE JOLT

Ship a Mass of Buckled Plating, Inextricably Mixed With Torn Boilers and Broken Machinery From Stem to Stern.

As further clearing is made of the remains of the French battleship Liberté, whose magazines exploded and tore the vessel to shreds, more dead bodies are being discovered and the death list is rapidly increasing. Already 400 are unaccounted for and it would not be surprising if the number reached close to 500. It is the worst disaster that has ever occurred in the French navy.

that there are others within the broken hulk who can be reached. Exactly from what cause or when the fire broke out has not been established but it is believed that it had smoldered for several hours. Of the vessel's full complement, 742, Capt. Juarez, brother of the socialist leader, and the second officer in command were both ashore on leave as well as 140 officers and men. The command of the ship devolved on the senior lieutenant, who perished. The fire was first discovered at 4 a. m., and the bugles immediately sounded the alarm, the crew rushed to quarters and fought desperately the spreading flames but it soon was evident that the fire had obtained a firm hold. Signals of distress were flashed to the other ships and these dispatched steam pinnaces and launches at full speed to assist in the work of extinguishing the flames and rescuing the men. But their services were of little avail.

TOULON, France, Sept. 25.—The battleship Liberté was torn apart and totally destroyed by an explosion of her magazines today. Three hundred officers and men were killed. The battleship République was badly damaged and the battleships Démocratie and Verité also suffered severely from the masses of twisted iron and armor plate that were hurled upon their decks.

This is the greatest disaster that has ever fallen upon the French navy, and in magnitude is almost without parallel in the annals of the world's sailing ships. The grief which prostrates the fleet and nation is made more intense by the memory of the recent review here, a notable display of France's naval greatness, in which the doomed ship was one of the finest.

The explosion which wiped out one of France's newest and most powerful battleships occurred at 5:53 o'clock in the morning. It was preceded and was the result of an outbreak of fire. The flames spread rapidly in spite of all efforts to master them and reached the magazines beneath the main deck in less than five minutes. The magazines exploded with tremendous violence, sending death and destruction in every direction.

Killed May Exceed 500. While the naval authorities estimate that the killed at 500, it is feared that this figure will be exceeded. It will be necessary to go through the ship's muster rolls, at task of some days, before a full list of the victims can be prepared. A number of men already have been extricated alive from the fantastically torn and twisted mass of wreckage which once was the Liberté, and the hope is strong

WAGE STANDARDIZATION FOR ENGINEERS PURPOSE OF GENERAL CONFERENCE

Thirty-Seven Railroads of Southeast Represented at This Meeting.

NOTHING GIVEN OUT

ATLANTA, Ga., Sept. 25.—For the purpose of securing a standardization of wages for engineers on the thirty-seven railroads operating in the Southeastern states, W. S. Stone, chief engineer, and Fred Burdette, assistant grand chief, of the Brotherhood of Locomotive Engineers are holding conferences in this city with thirty-seven engineers, the chairman of the local brotherhoods of these roads. While the conferences have been in progress for the past three days, it was stated today by Mr. Stone that nothing in reference to the conference will be given out for the present, but that an official statement will be issued at the close of the sessions. It is declared that wages of engineers in the Southeast, the territory east of the Illinois Central railroad and south of the Norfolk and Western, are fifteen to 25 per cent lower than in other sections of the country. It is also pointed out that the wages of Southeastern railroads vary, in some instances as much as 50 per cent. Atlanta is the headquarters for the General Managers' Association of the Southeast, of which C. E. Wickham, president of the Atlanta and West Point railroad, is chairman and for that reason it is believed this city was chosen as the centre for the engineers' struggle.

SPEEDY OCCUPATION OF TRIPOLI DEMANDED IN ITALY BY POPULATION

Socialists However Contend That Government Can't Stand the Expense

PREPARED FOR WAR

CHIASSO, Switzerland, Sept. 25.—According to the latest advices received here all Italy except a section of socialists demands the speedy occupation of Tripoli. The socialists argue that Italy is not sufficiently prepared to stand the heavy expense required to enter colonial competition. Meantime the Italian government is taking advantage of the present opportunity to experiment in the partial mobilization of troops. The entire fleet is ready for war, including the smallest and the oldest ships; the coast fortifications have been strengthened and sixty steamers have been chartered for the transport of 35,000 soldiers, war material, aeroplanes and dirigibles and Red Cross workers. The contingent soldiers kept in service after their time had expired, with reserves called up, brings the standing army to 80,000 above normal. The troops intended for Tripoli are centered chiefly in the Naples, Sicily and Taranto barracks. The expeditionary force in addition to the infantry includes four batteries of mountain artillery. Desiring to have all regions and regiments represented in the expedition the colonels had their respective regiments drawn up and asked that those ready to go should step forward. Invariably all the men advanced, cheering enthusiastically.

PRESIDENT HAPPY AT RECEPTION OF KANSAS RADICALS

Spoke to Largest Crowds Yesterday That he Has Faced During Entire Trip

WOULD LOWER TARIFF UNDER CONDITIONS

Among Other Things Touched Upon Subject of Divorce. Giving Strong Views

KANSAS CITY, Mo., Sept. 25.—President Taft arrived in Kansas City tonight to address the National Conservation congress. He had spent a busy day in southeastern Kansas, making addresses at eleven of the prosperous towns that dot that section of the state. The president was tired but happy over the warmth of the reception that the progressive Kansas had given him. The crowds were the largest the president has faced during any of his travels. Mr. Taft confined himself largely to the virtues of the woolen, free list and cotton tariff bills. He gave his hearers to understand that he was ready and more than willing to sign any bills reducing the tariff if the measure were founded upon the report of the tariff board. This board, the president said, would be ready to report on the woolen schedule the first of December.

"I believe the present woolen duties are too high," he exclaimed amid applause, "and just as soon as I get adequate information I shall recommend their reduction."

Mr. Taft began the day at Coffeyville, and spoke also at Independence, Humboldt, Iola, Garnett, Ottawa, Edgerton and Olatchie.

On Marriage and Divorce. Aside from his tariff speeches the president spoke briefly on marriage and divorce on the prosperity of the people of Kansas and on the trusts. Senator Curtis, Representative Campbell and former Representative

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JURISDICTION AS TO PIPE LINES TO BE SETTLED BY INTERSTATE COMMISSION

Alleged Violations of Interstate Commerce Laws To Be Probed

S. O. IS INVOLVED.

HOUSTON Tex., Sept. 25.—In order to determine which pipe lines are under the jurisdiction of the Interstate commerce commission and whether the rates, classifications, regulations and practices of those companies which are under its jurisdiction are unjust, unreasonable or discriminatory or otherwise in violation of the interstate commerce laws, a hearing was held here today before Commissioner Lane. A. G. Guthrie appeared as attorney for the commission. The hearing is being held on motion of the commission and not as a result of any specific complaint. Attorneys for the independent companies frequently endeavored to make it appear that the Standard Oil company or its auxiliaries had been given advantages by both the federal government and various states, which were denied to the other companies. Commissioner Lane will hear testimony on the question of rate fixing involving Houston, Beaumont, Galveston and New Orleans tomorrow afternoon.

BIG WASTE IN STAMPS

WASHINGTON, Sept. 25.—Thirty-four thousand dollars in postage stamps is wasted every month by the people of the United States.



"BACK TO THE LAND" BATTLE CRY OF CONSERVATION CONGRESS DELEGATES

President Taft Predicts That This Movement Will Gain Much Headway in Next Ten Years—Everything From Land to Children Will be "Conserved" if This Notable Convention Has its Own Way.

KANSAS CITY, Mo., Sept. 25.—The address of President Taft featured the third annual national conservation congress in Convention Hall here today. The president's speech was statistical in its nature and called attention to the urgent need of conserving the farm lands. He predicted that the "back to the land" movement would be larger the next ten years. Improvement of agricultural education, as well as a solution of the problem of increasing the food supply.

While the soil is being stripped of its fertility under present farming methods in many sections the president said he is not of the opinion that the time will ever come when the United States will be unable to feed its own people.

That the conservation movement is making rapid progress in this country was made apparent when representatives of a dozen states made verbal reports at the opening session of the congress today.

Every delegate who spoke brought a report of activity in his section and assured the convention that the campaign for conservation had just begun.

The audience today heard of steps that were being taken to conserve everything from land to children. Even the shrimp was not forgotten in the Louisiana reports and the Maryland delegation added an encouraging word when he said the terrapin was being cared for in his state.

Judge E. B. Lindsey of Denver pleaded for better condition for the child and deplored the movement of boys and girls from the farms toward the city. Other speakers were Henry Wallace, president of the congress; Governor Hadley and J. B. White, a member of the executive board.

Declaring that many farmers of the present day have more faith in moon signs than in agricultural colleges and experiment stations; more faith in ordinary politicians than in college professors and scientists, more faith in yellow journals than in the best agricultural papers, and that the nineteenth century farmer was no farmer at all but a robber of the soil, Henry Wallace, president of the Conservation congress, in his address strongly urged scientific farming as the only means by which the cost of living can be reduced. In part Mr. Wallace said:

"It will be my object in this address not to discuss any phase of the conservation movement exhaustively, but to outline briefly two drifts of population: the drift from the farm to the city, and the drift from the city toward the land and the work of this congress as related thereto.

"Even before the daily press began the crusade 'back to the land,' the movement toward the land had already begun.

"The land hunger is not peculiar to any class of people nor any state. The merchant, the banker, the railroad official of New York and Boston, each longs for a farm, possibly only as a summer home, but is willing to pay for it in investment, in improvement and cost of management, more than it is worth in dollars or ever will be. He, too, is bitten with land hunger. Many small business men of our cities, who cannot hope to secure a farm and live on it, invest greedily in acreage in the suburbs. The man in the factory aims to secure two or three acres on which he can build himself a home.

"The growth of large cities has ceased to be in the business or even in the old residence sections, and is entirely in the suburbs. The same holds true abroad. If men cannot have country life in the country, they are constantly aiming to get as much

as possible of the country in the city. While the steam railroads tend to concentrate population, as they have from the beginning, the trolley lines tend to lure the people back toward the country.

"Latent in the heart of nearly every man, be he man of business, clerk or other employe, or laboring with his hands, there is a yearning desire to have a piece of land to call his own.

Few Get Rich. Comparatively few succeed and become well-to-do. The children of these few become wealthy; their grandchildren usually spend gaily the fortunes they never earned; and naturally the family dies out, at least so far as force and power is concerned, in another generation or at most two or three. The city uses up men and families as it uses up horses. And this is true not only in this but in the older countries as well. All Ireland, for example, except Dublin, and Belfast, has lost population in the last ten years, as also has nearly all of Wales and Scotland.

"All over the country there is the beginning of a great social and industrial awakening. The farmer is beginning to magnify his office, to cut loose from partisan bias, to do his own thinking and act for himself. He is paying better salaries to his school teachers and insisting that the teachers have some relation to the life on the farm. He is buying his own automobiles, and paying cash for them. He is beginning to realize that farm life is essentially different from the life of the town. The movement to organize country life clubs is spreading. The boys and girls are organizing for games. The country church is beginning to realize its mission, and in several states country preachers are taking short courses in agricultural colleges in order that they may teach morals and religion to farmers in terms of their daily life."

ANNA WILLIAMS BOUND OVER ON MURDER CHARGE

Negress Who Is Held For Murder, Remanded to Jail Without Bond.

HENDERSONVILLE, Sept. 25.—Anna Williams, colored, who cut to death Mamma Bridges, colored here Saturday night near the office of Coroner W. R. Kirk while he was holding an inquest over the remains of a negro found dead on the railroad, was given a preliminary hearing this afternoon and bound over to Superior court under the charge of murder. The woman, who it is reported coolly committed that deed and remained on the porch of the house wherein it occurred, until arrested, was remanded to jail without bond. The remains of Mamma Bridges were taken to Spartanburg this morning.



DR. GEO. DENNY PRESIDENT UNIVERSITY OF ALABAMA

Salary Increased from \$4,500 to \$6,500—Governor Will Wire Call.

MOBILE, Ala., Sept. 25.—Dr. Geo. Denny, president of the Washington and Lee university, Lexington, Va., was this afternoon elected president of the University of Alabama by the board of trustees. The governor was instructed to notify Dr. Denny at once of his election, to urge his acceptance and ascertain, if he accepts, when he can take charge of the Alabama institution. The salary of the president was increased from \$4,500 to \$6,500 per year. It is indicated that Dr. Denny may arrange to take charge by the first of next year. A faculty member of Alabama has been without a head since the resignation of Dr. John W. Abernethy June 30 last. Dr. W. B. Saffold, a member of the academic faculty, is acting president.

FREIGHT RATE REDUCED

GALVESTON, Tex., Sept. 25.—Tramp ocean steamships today reduced the freight rate from the port to Liverpool, Bremen and Havre one cent per one hundred pounds. The rate is now 20 cents per these ports. Freight rates on the ocean liners are unchanged at 25 cents per 100 pounds. The slump is due to competition to secure the transportation of the unusually large amount of freight on the wharves.

AMATEUR'S TRAGIC FALL MARRED AVIATION MEET

New York Physician Was Going to Try for His License Ticket Today.

NASSAU BULEVARD, L. I. Sept. 25.—The international aviation meet was marred today by the tragic fall of Dr. J. C. Clark, of New York, an amateur, who was to try for his license tomorrow. He fell 260 feet in his Queen Heriot monoplane, sustaining such injuries that he died at 7:50 tonight in the Nassau hospital. Dr. Clark had not intended to fly today in his machine, which is number 13. This morning, however, after igniting Semionok, the Russian aviator, had flown to Mineola and back in Dr. Clark's machine, the wheels were smashed by a bad landing and the doctor was so concerned over the accident that after repairs had been made he took the flyer up in order to test it. He had flown only 500 yards, rising rapidly, when he seemed to lose control and was dashed to the turf. As the aircraft crashed on the ground it turned over, catching the amateur aviator under it and crushing him. An examination at the hospital disclosed a fracture of the skull, compound fractures of both arms, a dislocated hip and numerous internal injuries. Tomorrow Postmaster General Hitchcock is to fly with Grambo-White to Mineola, carrying several sacks of United States mail in order to test for himself the possibility of aerial mail transportation.

ILLINOIS CENTRAL CLERKS SOUTH OF OHIO WILL STRIKE

If Order Issued by Their President Yesterday Is Obeyed to The Letter

THREE HUNDRED HAVE ALREADY GONE OUT

May Develop Into Sympathetic Movement That would Involve Whole System

MEMPHIS, Tenn., Sept. 25.—If an order issued late today by J. J. Corrigan, president of the Clerk's Union of the Illinois Central, is obeyed, all members of that organization south of the Ohio river will be on strike tomorrow morning. In Memphis not only the clerks but practically every member of the Employees' federation in the local freight sheds and shops of the Illinois Central and Yazoo & Mississippi Valley roads left their desks and tools. The walk-out of the shopmen at Memphis is indicative of a general movement of organized labor on the Illinois Central and its subsidiary lines is believed.

Mr. Corrigan, who has established temporary headquarters in Memphis, explains the walk-out of the clerks as a direct result of the inability of the union officials to effect an agreement with the railroad.

Representatives of the striking employes assert that the tie-up will be complete. E. H. Norris, general superintendent of the Illinois Central, stated that by tomorrow the road would be in a position to cope with the situation. Dispatches from union officials along the line south of Memphis state that the order to strike was obeyed by the clerks almost to a man. At Jackson, Miss., eighty men are reported to have quit work. At Vicksburg 80 went out and at Natchez, McComb City, Yazoo City, Greenwood, Clarkdale and Greenville, Miss., are other points where more than 50 per cent of the men are said to have struck. At New Orleans 200 men are out.

Except at Memphis the strike did not extend to the shopmen today.

MOVEMENT STARTED. NEW ORLEANS, Sept. 25.—What is believed will be a general strike of organized railway clerks of the Illinois

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ANCIENT GRUDGE SAID TO BE RESPONSIBLE FOR VIRGINIA TOWN TRAGEDY

Without Apparent Provocation Man Shoots Doctor Dead in Street.

TAKEN IN CUSTODY.

LOVINGSTONE, Va., Sept. 25.—In the presence of a large crowd of people who had assembled here for court today Dr. J. T. Pettit, a physician of Roseland, this county, was shot and instantly killed by Benj. Hubbard. The shooting created a sensation. Hubbard was immediately arrested and placed in jail to await a hearing. An ancient grudge is said to have been responsible for the tragedy. The shooting took place on one of the principal streets of the town in front of a hotel. Dr. Pettit was walking toward the building where Hubbard was sitting on the porch. As he came nearer Hubbard arose and without speaking a word, according to witnesses of the crime, drew his revolver and fired five shots at the physician. Each of the shots took effect in Pettit's head and he sank to the ground. Bystanders ran to his assistance but when they reached him he was dead. Others took Hubbard in custody.

There was no quarrel at the time of the shooting and as far as is known there had been no recent altercation between them. It is reported that Hubbard shot Pettit because of a grudge which he had harbored a long time. It seems Hubbard's father at one time had called Dr. Pettit to attend a member of the family against Benjamin Hubbard's wishes. Benjamin Hubbard, who shot and killed Dr. J. A. Pettit at Lovingstone this afternoon, was taken to the Lynchburg city jail tonight at 10 o'clock for safe keeping. Six deputies accompanied him in the cross country drive to Shipman and two went to Lynchburg with him. A coroner's inquest at Lovingstone this afternoon fixed the crime upon Hubbard and immediately Judge E. W. Gordon summoned a special grand jury and in less than three hours after the crime Hubbard had been indicted. Hubbard refuses to discuss the shooting but it is alleged, that the trouble was due to Dr. Pettit being called to attend his wife by Hubbard's father 13 months ago. He is said to have vowed then that he would kill the physician.