140 ARE DROWNED

Crew and Passengers Die in Sight of Land

LIFE SAVERS UNABLE TO HELP

Rotterdam Steamer Berlin, With 141 Passengers and Crew of 50, Wreck ed Off the Hook of Holland, Every Soul Aboard With One Exception Disappearing in Mountainous Waves.

London, By Cable.-The Rotterdam mail steamer Berlin, from England, with 141 passengers and crew, was wrecked off the Hook of Holland, at the entrance of the River Maas, leading to Rotterdam, shortly before 6 o'clock Friday morning, and with one exception all on board perished.

A terrific southwesterly gale was blowing right in shore and drove the Berlin on a sand bank close to the northern jetty as she was trying to enter the new waterway. Heavy seas quickly pounded the vessel to pieces. She broke in two, her forepart sinking immediately, while the I doomed passengers and crew could he seen for a brief space of time clustered on the afterpart. Then the afterpart slipped off the ledge and disappeared in the mountainous waves. Tugs and life boats, when the alarm was first sounded, promptly put out to the assistance of the Berlin, but the violence of the gale and the heavy seas made it impossible to approach the wreck, and the helpless would-be life savers saw the steamer break up and the crew and passengers washed away without being able

The Berlin left Harwich at 10 o'clock Thursday night, upon the arrival there of the London train with the greatest number of passengers who subsequently lest their lives. The steamer should have reached the Hook of Holland at 6 o'clock Friday morning and would have then proceeded

All on Board Drowned.

As the Berlin was entering the waterway at the entrance of the river Maas, she apparently became unmanagable on account of the force of the wind and was driven ashore. The alarm was given and life boats from the shore went to the assistance of the steamer, but the seas were so high that the boots were unable to approach the Berlin close enough to take off any of the passengers or crew and the life boat men had to sit helpless while the steamer pounded until she broke in two and every soul on board was earried down. The steamer apparently struck off and sank immediately, while her afterpart could be seen for a considerable period of time afterwards.

The waterway in which the disaster occurred is a new one on the north side of which is the pier and railroad station. The steamer must have been within a few miles of tying up after her rough passage across the North Sea when she was overtaken by the disaster. Land was but a few yards away, and except in the roughest weather those on board the Berlin could have been rescued without difficulty especially as the waterway is navigable at all tides.

New Ambassador Arrives.

Washington, Special. - Honorable James Bryce, the new British ambossador to Washington, accompanied by Mrs. Bryce, arrived here at 4:30 o'clock Thursday afternoon. They were met at the station by Mr. Esma Howard, counsellor of legation and charge d'affaires, and the entire embassy staff and ladies, who extended them a hearty greeting. The ambassador and his wife were immediately driven to their temporary apartments in Stoneleigh Court, while the repairs to the embassy are being completed

Rates for Exposition.

West Palm Beach, Fla., Special .-The Southwestern Passenger Association adopted rates for the Jamestown Exposition and special tourist rates, but these will not be publishuntil revised by the proper authorities. Otherwise only routine matters were considered and the association

Fatally Injured by 12-Inch Gun.

Pensacola, Fla., Special.—Harry L. Leonard, a first-class gunner of the Twenty-fifth Company of Coast Artillery was perhaps fatally injured at Fort Pickens by the firing object of one of the 12-inch rifles. One of the primings failed to ignite the charge, and after waiting a few minutes Leonard inserted a new primer. The gun fired just as Leonard was leaving the breach block, throwing him some distance away. His skiull was fractured, two ribs broken and he was otherwise bruised. His home is in Chicago.

Will J. Duffffy is Dead. Norfolk, Special.—Will J. Duffy, one of the prominent theatrical managers of the country, died at St. Vincent's Hospital, Norfolk. He was afflicted with double pneumonia. At the time of his death he was manager of the "Squaw Man," a Liebler & Co. production, which was playing at the Academy of Music here. Duffy arrived here from Lynchburg Sunday

afternoon.

DOINGS OF CONGRESS

What Our National Lawmakers Are Doing From Day to Day

Smoot Holds His Seat.

With the gallaries packed and the crowds extending out into the corridors, the vote on the question of s uter Reed Smott's retention of his seal was taken after an entire afternoon had been devoted to the conclusion of the detate. The final vote stord 42 to 28 in favor of Smoot. Fighteen Senators were paired on the question, bringing the actual vote recorded and paired up to 51 to 37 in favor of the retention of the Utah Senator. The entire strength of the Schate was either recorded or paired, with the exception of but two Senators-Mr. Smoot himself and Mr. Wetmore, of Rhode Island, neither of whom wica.

Throughout the entire speechmaking Senator Smott listened attentively, but when the voting began he retired to the Republican cloakroom and there awaited the result.

At the conclusion of the voting there was a rush of Republican Senators to the cloakroom to congratulate Mr. Smoot. A large number of members of the House followed and then the Utah Senator was patted on the back and his hands were shaken in hearty fashion by the men who expressed their admiration of his bearing in the long and trying ordeal through which he has passed. On the floor of the Senate and in the gallaries it was many minutes before order could be restored.

The final vote on the proposition to expel the Mormon Senator was as follows:

Alden Smith, of Michigan; total, 9. Democrats-Bacon, Berry, Camack, Clarke, of Arkansas; Clay, Culberson, Dubois, Frazer, Lattimer, Mc-Creary, McLaurin, Money, Newlands, Overman Pettns, Rayner, Simmons, Stone and Tillman. Total, 19, Aggregate, years, 28.

Nays, Democrats -- Blackburn, Clarke, of Montana; and Daniels, of Virginia; total, 3. Republicans-Aldrich, Allee, Ankeny, Beveridge, Bulkeney, Burkett, Burnham, Clark, of Wyoming; Crane Curtis, Depew, Dick, Dillingham, Dolliver, Flint, Foraker, Frye, Fulton, Gallinger, Gamble Heyburn, Hopkins, Kean, Knox, Lodge, Long, McCumber, Millard, Mulkey Nelson, Nixon, Penrose, Perkins, Piles, Spooner, Sutherland, Warner and Warren. Total, 39. Ag-

gregate nays, 42. Pass River and Harbor Bill. The Senate passed the River and Harbor Appropriation bill, carrying a total appropriation og \$92,720,472. All the committee amendments were

agreed to. The bill as passed carries the appropriation for the completion of the 35-foot channel, 600 feet wide, up the Patapsco river to Baltimore.

Grazing on Public Lands. It was conceded by Senators in charge of the agricultural appropriation bill in the Senate that the grazing lease provision will be eliminated from the bill on a point of order. Several Senators desire to make speeches on the provision before it is stricken out, otherwise this action

would have been taken at once. The reading of the agriculture bill was completed after most of the day had been spent in debate on the forestry system and the grazing provision. There is to be decided objection, according to Senator Lodge, on several provisions relating to the bureau of chemistry of the Department of Agriculture, and these were passed over. An amendement as agreed to at the suggestion of Senator Nelson which will add \$5,000 each year to the appropriation for agricultural colleges until the total amount for each state for these colleges shall be \$50,000 annually. The annual appropriation at present for agricultural colleges is \$30,000.

The salary of the assistant secretary of the department was increased from \$4,500 to \$5,000.

The provision for the survey of the White mountain and Appalchian mountain water sheds, to ascertain the feasibility of making a forest reserve, was also passed over for dis-

The session throughout the day was devoted to the agricultural appropriation bill, and it is understood that this measure will be again considered with the idea of getting final action on the measure.

Senator Dephew presented the following resolution. It was ordered printed and went over.

"Resolved, That the committee on finance be authorized to investigate and report what legislation, if any, may be necessary in relation to the deposit of public moneys and the issue or currency to prevent conditions of abnormal and dangerous rates of interest at certain periods of the year and provide such elasticity in the currency that it will be more responsive to the conditions of busi-

Unofficial Return Indicate a Victory

for Mayor Dunne. Chicago, Special- Unofficial returns from the Democratic primaries indicate a victory for Mayor Dunne with 655 delegates, former Mayor C. H. Harison with 239, Roger C. Sullivan with 62. Four hundred and ninety-four delegates are necessary and was taken to the hospital in the for a choice. The city convention will be held February 23.

What Our State Lawmakers are Doing Raleigh.

Considering the Revenue Bill.

At noon the House resolved itself into a committee of the whole and considered the revenue bill, Royster in the chair. Doughton, chairman of the finance committee in charge of the bill, said there had been no changes in the sections up to 5 of the present act, and these were adopted without reading. A slight amendment by the committee to section 6, regarding the inheritance tax, was adopted. From that section to section 23 there was no change from the old law and there was adoption without reading. Section 23, requiring the tax-payer to send certificates of income to the corporation commission was changed so that it is to be sent to the tax-lister. Section 27 was amended so as to include exhibitors of moving pictures and magic lantern pictures in the \$2 per day class for taxes, provided they do not give continuous performances. There was prolonged debate over the committee amendment to section 29, imposing a tax of \$300 instead of the present \$200 on circuses. Gallert offered an amendment making the tax the same as at present, and fervid speeches in behalf of circuses privileges for the people and in support of the amendment were made by him and Bickett, Galloway, of Greene, Kennedy and Peel. The amendment was defeated.

Having reached section 35 without material amendment of the committee's report, the committee of the whole arose, the House resumed its session, MacRae being speaker pro Yeas , Republicans - Burrows, tem, and Chairman Royster reported Clapp, Dupont, Hale, Hansbrough, the progress of the committee and the Kittridge, La Lallette and William the adoption of the bills up to section Consideration

Fridey morning. The Senate bill to authorize street and inter-urban railways to build and maintain water power plants passed and the House adjourned.

A short session of the house was held at night, during which only bills, on which there was no contest. was considered.

Preston's Immigration Bill Passed. At 9 o'clock Preston's immigration bill came up as special order. Speeches in opposition to any immigration of any kind were made by Stevens, Peele and Price, of Rockingham, contending that the searcity of labor was a blessing in disguise by decreasing the products of farm, shop and factory and enhancing their prices, while labor could command higher wages and be more independent, and immigration would injure laborers by competition. Strong arguments for the bill were made by Preston, Neil, Me-Doughton, Laughinghouse, Rae. Blount, Parson, Galloway, Julian and

Clifford. The Rate Bell. McLean then spoke about his own bill, providing a flat 2-cent rate for the big railroads and a 3-cent rate for the others. Daniel declared that McLean by his own argument, had proved his own bill illegal, that Daniels' was illegal. He said further that McLean had taken parts of his own bill from parts of the House bill and that two sections of McLean's bill and Daniel's bill were alike, so that McLain was really opposing his own bill. Reid sair at first hes tood for to two-fare rate, but now thought this would complicate the situation and might invalidate the law and was convinced that it should be only one rate. The only question is how much shall the reduction be. It must be substantial. The substitute of Daniel pleased him better than any other bill before the Senate and he would support it. He answered Mc-Lean's argument that the bill interfered with inter-State rate, saying that interfereing with these and prescribing them are but two very different things, and that North Carolina ought to get its just proportion of the rates charged from points in the State to points out of it and from points without to points within,

Mason declared that Gaston county people paid more money for freight n 10 days than for passenger fares in a year. He offered an amendment to Graham's bill fixing first-class fare at 2 1-4 cents, second-class at 2 1-4, leaving the remainder of Graham's bill as it now stands. Aycock spoke in support of Daniels' substitute. He said that no opponent of rate reduction had introduced a bill to reduce freight rates, though it was now within two weeks of the end of the session. He said he had asked the railway officials to reduce the freight rates and remove the discriminations against North Carolina while the Legislature was in session, but that the railways had not done this and would not do it until forced.

Holt said he deplored the sending out by lobbyists the impression that this was a Legislature of Communists and Socialists, while it was a very conservative body. He regretted the statement by Senators that vested rights of stockholders of railways would be destroyed and their property confiscated. He opposed leaving the matter with the corporation commission, saying the people and the Democratic party had put the responsibility upon the Legislature which ought not to try to shift the duty. Me-Laughlin had stated that no Sepator who paid \$2,000 a year for freight would be willing to vote for 2 1-4 cent rate. McLaughlin said he paid \$10,000 a year for freight and Thought a passenger rate of 2 1-4 cents fair and just and what the people wanted. He attacked the railways for their neglect of North Caro-

their triffic would greatly increase.

He declared that the proper regula- | per mile of road. tion of these public service corporations was the only question before the passenger earnings per mile of Cleveland, Northampton, Gates

the American people today. The discussion was here ended, the ; the rates now in use. chair stating that there was 75 bills to be ratified. Webb offered a resolution that at 3 30 Friday all debates the pending railway shall close bills and a be taken. This resoham and H sed by Pharr, Gra-and was lost, only Webb voting 8 it. Seventy-five bills were r. 1 and at 2:15 the Senate adjou on On Friday the Senate passed the rate bill, only 3 votes being cast against it.

The Rate Bill Debate. The Senate took up the discussion of the passenger rate bill. Mitchell said he regretted the disposition of many people in North Carolina to unpugn the motives of the legislators in reaching conclusions on this subject, and believed the people wanted only what was fair and right. He admitted there was a popular demand for a reduction but declared it was his opinion that 2 1-2 cents was the proper figure and begged the Senate to look at the proposition from a business instead of a political standpoint, as the railways had to meet the same problems which confronted the people of the State. With a great labor, and the State demanding lower freight and passenger rates, better service, and better equipment, and that no man could see justice in all these demands at once.

McLean spoke very sharply in criticism of the report in The News and Observer of his speech, the statement having been made that he stood for a cheese paring" reduction.

At this juncture a resolution came over from the House and was immediately adopted for a joint ballot for trustees of the State University. Lovill, who has introduced a sub-

stitute bill referring this entire matter to the corporation commission, spoke for the development of his sec-

Drewry said the question of passenger rates was an issue in the campaigns of Wake, his opponent taking position for a 2 1-2 cent rate, but that he had not made declaration as o what rate he would vote to fix, but had promised to hear the matter discussed and then give his verdiet. At first he favored a flat rate, but now favored the Graham bill for two fares. Odell said he was satisfied the Senate was not sufficiently informed to make a proper passenger rate at present, as it cannot be acenrately said exactly what the railways in the State are earning, and it was impossible for a legislature in 60 days to learn the matter so thoroughly as to know exactly what should be done, but the Democratic party had placed the responsibility apon this Legislature and the Senate must fulfill the party's promises. Graham spoke for the committee's bill and demanded the previous question, but allowed McLean to offer an

amendment. Amendments and Substitutes.

McLean's amendment provides that the corporation commission may, for such time as it thinks proper, permit railways of 100 miles or less and all new or independent roads, to charge not over 3 cents per mile. This adopted. McLean's substitute was lost 11 to 27. Lovill withdrew his substitute, Daniel's substitute was lost, 18 to 27. Blair offered a substitute for one class passenger fare, not to exceed 2 1-2 cents, though the corporation commission may allow roads under 100 miles long not to exceed 2 3-4 cents. This was lost, 6 to 34. Graham's amendment, embodi-

ed in the committee bill, was adopted. Graham's amendment to his own bill makes section 3 apply to roads earning as much as \$1,500 per mile. So if earnings are less than that amount three cents can be charged. The amendment was adopted to go into effect July 1st, 1907.

The vote on Daniels' bill was ayes, 18; noes 27. The House bill was put on reading. Webb moved to substitute the Graham bill for the House bill. This was done. The Graham bill then passed its third reading: Ayes, Aycock, Ballenger, Blair, Brown, Burton, Buxton, Carter, Daniel, Davis, Dawes, Dickey Drewry Efird, Fleming, Godwin, Graham, Harrington, Hicks, Holt, Howard, King, Kluttz, Long, Lovill, Mason, Mauney, McLaughlin, McLean, Mitchell, O'Dell, Ormond, Perrett, Pharr, Polk, Redwine, Reid, Reinhardt, Rives, Seawell, Stubbs, Turner, Webb, Wilson, Wood; total, 44. Noes: Ballamy, Breese, Greer; total, 3.

Text of the Rate Bill. The following is the text of the passenger rate bill as it passed the

Section 1. That the passenger rates fixed by the corporation commission be reduced for first-class fares from three and one-quarter cents to two and one-half cents per mile, and second-class fares from two and threequarter cents per mile to two cents. Section 2. That all railroads carry-

ing passengers in North Carolina shall issue interchangeable mileage tickets for 500, 1,000, 1,500 and 2,000 miles to be used by the purchaser thereof in transportation of any person or persons who may choose to travel on said ticket.

Section 3. That the foregoing sec-

THE N. C. LEGISLATURE lina, saying if they would give bet- tions shall apply only to those railearnings per mile of road exceed eepted unless the question of eo.apul-Long said he hailed from a county \$1,500; and if not so much, then the sory attendance be left to a vote. The which knew the Democratic party first-class fare may be three cents per excepted counties being Bertie, Chow- fruit Vessel Goes to Bottom had a paltform at the last election mile and the second-class fare two an, Currituck, Greene, McDowell, Ireand that this promised lower railway and one-half cents per mile, but only dell, Pasquotank, Union, Johnston, rates and relief from railway extor- for those trains which in operation Yancey Twrell, Granville, Brunswick, tion and injustice upon the people. do not pay \$1,500 passenger earnings Onslow, Polk, Halifax, Rowan, Nash,

road do not exceed \$1,000, may charge Stokes, Jackson, Caswell, Pamlico

Section 5. That the railroad companies affected by this act shall put of the bill. the passenger traffic rate herein prescribed into operation on July 1, 1907. Section 6. This act shall take effect from and after its ratification.

Compulsory Education Bill. The bill providing for compulsory attendance on public schools 16 weeks each year under certain conditions came up for consideration, Dilling, the author of the bill, spoke in support of it, saying he hoped it would get the same vote given the bill for the care of the insane of the State, that is a unanimous vote. He declared that in spite of the criticisms from the North and East of factory conditions in the South, the mill men of North Carolina had done more and were willing to continue to do more for the betterment of the conditions of their employes than from any other class of employers in the State.

Chairman Blount, of the committee on education, explained the bill, say ing that it was so flexiable that compulosry education would be required only in counties which saw fit to adopt it, upon petition of citizens, Speaking of the necessity of some such laws in certain sections of the State, he declared that investigations showed that the largest number of children of school age who failed to attend schools were in the cities or larger towns, where first-class graded schools werei n sight of their homes. Statistics showed that last year there were 40,000 children of school age who could not read and write, and 144,000 children of school age who did not attend the public school that year. He read other statistics of the illiteracy, showing that the ratio of decrease was not as great as it should be. He appealed in behalf of children whose parents were illiterate and did not eare to make use of the advantages for educating their children and urged that in aid of such children the bill be passed.

Discussing the principle of compulsory attendance, Blount said nearly every State in the Union had this law and so did every country in Europe except Turkey and Spain. He referred to the great need for such a law here and to the demands, requests and petitions for it from all over the State, from labor organizations, from councils of the Junior Order, from educators, from heads of great manufacturing plants and their employes, and these were told of to show the urgent demand for a mild law requiring attendance on the

Midyette opposed the bill, saying the grandfather of the election law and the constitution was sufficient incentive to compel attendance on the schools, and that it had done more than anything else to arouse interest in education and that there was no sort of trouble in securing attendance in eastern North Carolina. The theory of compulsory education was all right, but the practical applieation of such a law would not do for his people. He opposed it as concentrating too much in boards of education, but said, however, that if the provision of the bill whereby the board of any county could require compulsory attendance, in that county, or in districts only, upon petition by a certain proportion of the voters, was stricken out and this matter left to a vote of the people, he would support the bill.

Stevens offered an amendment exempting Union from the operations of the law and spoke against the compulsory law theory, saying educationenforce such a law down the throats of the people.

McNeill, supporting the bill, said his only objection to it was that it was not an absolutely compulsory law for the entire State. Galloway, of Greene, opposing the bill, deelared that the proposition to take charge of the children, even in the matter of education, would be bitterly resented, and that the effort to force parents would greatly retard the present voluntary educational progress. Parsons supported the bill, saving it was as mild as it could be and was prepared i by the most conservative of men, consecrated to the plan of bettering the entire people, men he was not only willing to trust with education, but to look atfer any matters. He expressed his willingness to also trust his county board of education.

The Bill Passes. Further speeches for the bill were made by Manning, Bickett, Kennedy and Douglass, the latter reading statistics showing great benefit of such a law. In Macon county the school attendance had increased 35 per cent and in Raleigh had greatly increased, without a single prosecution. Dilling called the previous question. All amendments to the except one proving that the law should not apply to territory already under the compulsory school attendence law. Bill passed second reading 91 to 9, those voting against it being Crawford, Eringhause, Galloway, of Green; Johnson, of Johnston; Morgan, Rose, Royster, Stevens and Vann.

On third reading Representatives | work,

lina, saying if they would give bet-ter facilities for travel in this State road companies where the passenger amendment that is counties be ex-Camden Catawba, Lincoln, Columbus, Section 4, That all railroads where Swain, Wilkes, Clay, Davie, Chatham and Martin, Blount appealed to members not to follow the lead of enemies !

Rate Bill Agreed On.

The House committee on public service corporations, after three weeks' consideration of all the freight rate bills, Saturday night completed its work and finally agreed unanimously on a substitute bill, which will

be reported to the House Monday. There were a number of new bills introduced, among the number one to establish a tuberculosis hospital in the State and provide for its main-

OVER 60-FOOT PRECIPICE

Escape of Occupants of Famous 18-Wrecked at Mineral Point Little Short of Miraculous.

Pennsylvania special, the famous 18- six-mile eddying current, turned dihour New York-Chicago train of the here Saturday about midnight. None but one, John P. Kline, of Joliet, Mt., probably fatally injured. The train of water, Practically all the 54 passengers on the train were more or less hurt Ten of the injured were taken to the Altoona Hospital, and the others were able to continue their journey.

The escape of the occupants of the train from death was little short of miraculous. The train was running at the high speed of more than 50 miles an hour when the last three cars of the train, Pullman sleepers, suddenly left the rails. They turned down twice, then slid down the 60foot embankment into the Conemaugh river. The ears went through the heavy ice, but there was little water in the river so that there was no

danger of drowning. The wreck it is thought, was caused by the dropping of the brake rigging on the first sleeper following the locomotive and combination car. The rigging lodged under a tie, derailing the following cars. The locomotive and combination car remained on the track.

Artist Killed in Office.

Chicago, Special - Webster H. Guerin, alias Louis Fisher, proprietor of the Harrison Art Company, was shot and killed in his office at La Salle and Van Buren streets by Mrs. Flora McDonald, wife of Michael C. McDonald, a millionaire, who was for many years the Democratic political "boss" of Chicago. The motive of the killing is not exactly known, Mrs. McDonald became hysterical, and was unable to make a connected statement. From what she said, however, it is believed that for some time Guerin had obtained money from her by the threat of making certain disclosures to her husband.

The Lyric Theatre Burned.

Altoona, Pa., Special.-The Lyric Threatre conducted at Keith's vaudeville house was destroyed by fire Sunday. The fire is supposed to have al enthusiasm had no right to try and | been-caused by crossed electric wires on the stage. The house was opened last November. The loss is about \$90,000. Ex-Congressman J. D. Hicks and D. J. Neff, whose law offices were in the building, lost \$10,000 in their office furniture and law library. Several other occupants of the building lost heavily. The insurance is only standing as to a land deal. Brown Wm. W. Redding, of Dixon, Ill., a visitor to the city, was stricken with paralysis, and is in a serious condition at the Altoona Hospital.

Longshoremen's Strike Renewed.

Norfolk, Va., Special.-The strike of the longshoremen employed on the foreign shipping which arrives here. was renewed when some 200 men loading and unloading the British steamship Hestia and the German steamship Wollgunde, quit work. The longshoremen insist upon an increase in wages of five cents per hour, making a total general pay of about 25 cents per hour. If the strike continues the vessels may be taken to Newport News to complete their eargoes.

Machinists Ask For More Pay.

Norfolk, Va., Special-Machinists employed at the Norfolk Navy Yard will send a committee to Washington in an effort to secure an increase of in an effort to secure an increase of pay, according to the recommendation of the general wage board which was rejected by the War De-

of Mississippi

THE DEAD ARE ALL JAPANESE

The French Cruiser Kieber Rams the American Fruit Steamer Hugoma at New Orleans Steamer Goes to the Bottom in Five Minutes and Seven Coal-Passers and Piremen, Chiefly Japanese Are Drowned

New Orleans, Special.-The American fruit steamer Hugoma was sunk in the Mississippi river in front of the city. It is reported that she was in collision with the French cruiser Keber, and lives have been lost,

Captain Lewis, of the Hugoma, said-that seven coal-passers and firemen had been drowned on his versel, Most of them were Japanese. James O'Neal of New York, suffered a broken leg from the impact. The Hour New York- Chicago Train eruiser was but slightly damaged.

The Kleber, just arriving from Havana, was rounding a sharp turn Johnstown, Pa., Special. - The and the Hugoma, drifting with the rectly into the man-of-war's path. Captain Lewis, of the Hugoman, says. Pennsylvania Railroad, was wrecked that his signal was mistaken by the at Mineral Point seven miles east of warship. The latter struck the fruit ship amidships on the port side, nearof the passengers were killed, and ly cutting the vessel in two, and within five minutes the Hugoma plunged to the bottom in more than 100 feet

crew also escaped serious injury, Several of her crew scrambled upon the bows of the emiser before the latter backed free, while others lowered boats and one of two jumped into the river. The launching of boats was extremly difficult, for when they struck, the Hugoma rolled far to starboard, remaining there until the eruiser backed, when the fruit ship immediately listed to port and began to go down,

The Hugoma was bound for Porto Rican ports, carrying a cargo of rice, flour and cross ties. The vessel was of small tonnage and was built in 1901 at Wyandotte, Mich., and is owned by the New York & Porto Rico Steamship Company.

News in Brief.

The presence of a spot on the sun covering 3,500,000 square miles is announced by Prof. John A. Brashear, of Allegheny Observatory

Premier Bond, of Newfoundland, a a long speech arraigned the Imperial Government for its course on the fisheries question.

Samuel Granato, of Tacony, caused the arrest in Philadelphia of Savario Romane, on the charge that 10 years age he stabbed to death Guichia Granato, Samuelo's father.

President Roosevelt in a special message urged that the government retain the ownership of its coal and timber lands.

On a point of order the item for the Solomon Island drydock was stricken from the Naval bill in the House, Hundreds of woman suffragists

stormed the House of Commons in an effort to gain admittace, and some were severely hurt by mounted police, The agreement of the French government to the modification of church leases may end the trouble between

church and state. \$1,973,00 for Alabama Schools.

Montgomery, Ala., Special.-Bills appropriating an aggregate of \$1,-673,000 to educational institutions of the State were passed by the House, This is in addition to \$300,000 a year already put at the disposal of the common schools.

Killed Cousin Over Land Deal.

Concord, Ca., Special.-Harvey J. Crouch, a young farmer, living near Gay, Ga., was shot and killed this morning by his consin, George P. Brown. The shooting is reported to have been the result of a misunderpartial. While running to the fire, claims self-defense. Cronch leaves a wife and one child.

Brazilian Ambaesador Speaks.

Buffalo, N. Y., Special. Jotpuim Vabuco, embassador from Brazil, was the guest of the Liberal Club here Tuesday. Mr. Nabuco was formerly the Brazilian minister to England and was president of the third interns- . tional conference at Rio Janeiro. Taking for his copie "Trade refationg between North and South America." Mr. Nabaco reviewed the rapd strides toward continental con fraternity in the western hemisphere and prophesied even closer relations between the republics of the two Americas.

Dispesary Commission Holds Its Initial Meeting.

Columbia, Special.-The State dispensary commission held its initial partment. Forty or 50 machinists commission was in conference with will be dropped from the rolls at the | the Governor and the attorney genernavy yard on account of lack of at and made a trip to the State dis-