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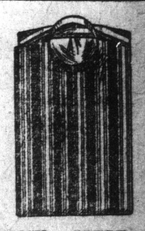

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VOL L., NO. 141 — VICTORIA, B. C., TUESDAY, APRIL 28, 1908 — FIFTIETH YEAR

INVESTIGATION OF PAPER TRUST

The Newspaper Publishers Lay Case Before Congressional Committee

CHARGE COMBINE TACTICS

Say Price Is Artificially Kept Up By the Paper Manufacturers

Washington, April 25.—The actual investigation of the wood pulp and print paper question, involving in prospect an examination into the affairs of the Paper Trust to determine whether or not it is, as alleged by the American Newspaper Publishers' Association, a combination in restraint of trade, was begun to-day by the select committee appointed by Speaker Cannon. Representatives of a committee of fifty appointed by the American Newspaper Publishers' Association arrived in Washington to-day, in response to a telegram sent yesterday by Chairman Mann of the committee, to President Herman Ridder, of the Association, and General Manager M. E. Stone, of the Associated Press, inviting testimony.

The newspaper delegation appeared before the investigating body at 2 p.m. and the presentation of the publishers' case was at once begun by John Norris, business manager of the New York Times. Mr. Norris says that he and his associates appeared as representatives of substantially all the daily newspapers of the United States. "We consume," said Mr. Norris, "at least eighty per cent. of the news print paper used in the United States, and represent the seventh largest industry in the country, an industry that has been menaced by an extraordinary aggregation of law breakers."

"We will," added Mr. Norris, "produce figures to prove our assertion that the papermakers plan to add sixty millions of dollars per annum to the burdens of the paper consumers."

Mr. Norris declared that [illegible] show you [illegible] make a [illegible] and [illegible] [illegible] [illegible] [illegible]

The association, Mr. Norris declared, promised to satisfy the committee that there had been no material increase in the labor cost of paper per ton of output. The increased cost of wood, he said, had been only artifically stimulated by the speculations of these paper makers, and is without justification, and that the annual report of the largest paper maker disclosing an increased cost of production of only sixty-four cents per ton, gives no excuse for the rise of $12 per ton in price, or the threatened additional increase of $10 a ton, making a total addition of $22 a ton.

Mr. Norris charged that the increase was made by the International Paper company in the face of an announcement in 1907 that a famine was due in August—"A famine that came according to schedule." The association, he said, promised to convince the committee "that they have glutted the Canadian mills with orders, and have kept the Canadian laborers employed, while bound together to keep American labor in idleness until the demand for paper should increase.

After Norris had concluded his preliminary statement, the question arose whether the committee would call upon the International Paper company and other manufacturers of print paper in the United States to produce their books for examination.

Mr. Mann, chairman of the committee, said that what the committee desired to get at was whether the publishers claim that the removal of the duty on wood pulp would cause a decrease in the price of print paper, and whether the publishers proposed to support before the committee the charge that the so-called-paper trust is a conspiracy in restraint of trade within the meaning of the law.

Mr. Sims asked whether the removal of the import duty on wood pulp would not be a discrimination against American woods. Mr. Norris replied: "My information is that the spruce supply in this country is largely owned by paper manufacturers, and that they are holding for the future and buying their supply in Canada for the present."

Mr. Norris said the consular board in Canada has fixed the price of print paper at $8 a ton f.o.b. at the mills and said that Canadian companies have been selling their product in the United States at one dollar less a ton, duty paid, than it can be bought for from producers in the United States. He said that the International Paper company and other manufacturers of print paper in the country have been buying extensively pulp woods and timber in Canada.

Insane Man's Suicide

Lindsay, Ont., April 25.—Wm. Lowery committed suicide by hanging himself on Thursday night. No reason can be given for the act other than that he suffered from temporary insanity.

Dynamite Suspects

Oakland, Cal. April 25.—One of two men seen skulking near Big Jim Gallagher's house a few minutes before the explosion on Wednesday night, is under arrest. The arrest is pronounced to be an important one. The suspects' identity is not given.

Heavy Fog at New York

New York, April 25.—A dense fog which settled down over the bay this morning interfered seriously with the movement of shipping, and made it necessary for half a dozen big ocean liners, among them the Arabic, the Lusitania, the President Grant and the Philadelphia, with thousands of passengers from European ports, to anchor off Sandy Hook to await clearing weather.

Dominion Archives Office

Ottawa, April 25.—Edmund Roy, of Levis, well known as the author of French Canadian historical works and other writings, has been appointed assistant Dominion archivist.

Canadian Northern Finances

Toronto, April 25.—Wm. Mackenzie leaves tomorrow for England in connection with the carrying through of certain financial propositions for the Canadian Northern railway.

Murderer's Disappearance

London, Ont., April 25.—Conflicting reports come from western Ontario as to the whereabouts of Moyer the soldier murderer. Tavistock, Maplewood, Ingersoll, Seaforth, Stratford and Goderich are among the places where correspondents say he was seen yesterday or the day before.

Alleged Jewelry Thieves

London, April 25.—William O'Connell, supposed to be an accomplice of Claude Heritier in the theft of jewelry from the residence in New York of Mrs. David P. Morgan, was arrested in Liverpool last night. Like Heritier, O'Connell had a number of loose diamonds in his possession. Heritier's case will come up in the Bow street police court on April 27, and O'Connell will probably be arraigned at the same time.

Ontario Nominations

Montreal, April 25.—The following nominations for the legislature took place in Ontario yesterday: North Huron, J. T Currie, Liberal; East Hastings, A. A. Richardson, Conservative; South Lanark, Hon. A. J. Matheson, provincial treasurer; East Wellington, Major Craig, M. P P., Conservative.

GRANTS MUCH LAND IN AID OF RAILWAYS

Quebec Government Introduces Bill on the Eve of Prorogation

Quebec, April 25.—A bill was introduced by the government yesterday providing for grants of from 4,000 to 6,000 acres per mile for new sections of railway to be built in the province.

A total of 2,376,000 acres of the public domain is included over to railways according to the bill. The government grants the value to the railways of $5,940,000. [illegible] railways of $5,940,000.

The Quebec Central, the Oxford Mountain, the Quebec & Lake St. John (now controlled by the Canadian Northern Quebec railway), the Quebec, Montreal & Southern, the Indian river, Matane & Gaspe, the Canadian Northern Quebec, and the Atlantic, Quebec & Western, and among the railway companies which are to be given grants.

Members of the opposition took strong exception to the introduction of the bill on the eve of prorogation.

Thaw's Case

Poukhkeepsie, N. Y., April 25.—J. C. Graham, of Newburgh, attorney for Harry K. Thaw, appeared before Justice Morchauser in the Supreme court today and secured an amendment to the writ of habeas corpus issued in Thaw's behalf, making it returnable in this city, May 4 instead of May 9, the date originally set for the hearing of argument. The change was made to suit the convenience of witnesses.

GUARD AGAINST RATS IS STILL NECESSARY

Impression Gained By Dr. Underhill on Tour of American Ports

Vancouver, April 25—Medical Health Inspector Dr. Underhill, who has just returned from an official tour of inspection of Seattle and San Francisco, declares it is of the utmost importance in Vancouver and Victoria to guard against inroads of the plague during the coming summer. No cases have lately appeared amongst human beings in the American ports, but rats are being daily captured which are infected with the disease.

Dr. Underhill will insist on maintaining rat guards against steamers, and will have a fumigation of Seattle steamers every few weeks during the hot weather.

CHAPTER OF ACCIDENTS

Three of New Westminster's Residents Injured in Misadventures With Horses

New Westminster, April 25.—Mrs. Edward Coombs, of South Westminster, was badly injured yesterday. She started to open a large gate to admit a horse and buggy. In some way the horse started quickly forward, and Mrs. Coombs was knocked down by the gate being thrown back. The wheels of the buggy passed over her almost at the same moment. Her right leg was fractured and her neck injured.

Two lives were nearly lost in an exciting runaway which occurred on Columbia street yesterday afternoon. Mrs. Parks, of Layton, was badly injured by jumping from the wagon while the horses were dashing along Front street. The horses went on the sidewalk and it was only by a miracle that two women who were walking just in front of them escaped.

L. Pillock, of Bon Accord, was the victim of another accident with horses yesterday by being kicked in the face by an animal tied in its stall. Pillock's lower jaw was fractured and his face is badly cut and bruised. He is receiving treatment at the Royal Columbia hospital.

STEAMER SINKS BRITISH CRUISER

Gladiator Rammed by American Liner St. Paul in the Solent

SOME OF CREW DROWNED

Collision Occurs in Blinding Snowstorm—Cruiser at Anchor

Southampton, April 25.—The American liner St. Paul, which left Southampton on her regular voyage, bound for New York, this afternoon in a dense snow storm, rammed and destroyed the British second class cruiser Gladiator, off the Isle of Wight. The first reports stated that from twenty to thirty of the Gladiator's crew had been drowned, but later intelligence reduced the number of casualities greatly. The exact extent of the disaster, however, cannot be accurately known until tomorrow. No one on the St. Paul was killed or injured.

The bodies of Steward Widgery, Waiter Cowdery and a Maltese steward named Diebbras, all attached to the cruiser, have been brought ashore. One officer, Lieut. Wm. P. Graves, an Irishman, who attempted to swim to land, is missing, and eight injured have been taken to the military hospital at Golden Hill for treatment. It is believed that only a few others are unaccounted for.

The St. Paul left Southampton at 12:30 o'clock. She was an hour behind her usual time of sailing, the delay being due to the belated arrival of the passenger train which was blocked by snow drifts on the trip from London. The weather was comparatively clear in Southampton waters, but immediately the St. Paul turned into the Solent, which runs parallel with the Isle of Wight, she encountered a terrific snowstorm. Capt. Passow and his chief officer, with the American lines regular pilot, were on the bridge, and a lookout man was posted in the bows.

Suddenly a ship appeared immediately in front of them. It was the Gladiator, at anchor. Orders were given on the instant for full speed astern in the endeavor to clear the cruiser, but it was too late. The St. Paul's sharp stem rammed the anchored vessel amidships. She quivered and reeled, and the passengers rushed on deck in great alarm, the women on the verge of a panic. The officers and crew acted with the greatest coolness, and allayed the terror with as fine a display of discipline as though she were the best trained man-of-war. Five lifeboats were lowered within a few minutes to rescue the crew of the Gladiator, which had sustained a death blow.

The cruiser began to sink almost at once. Her men gave a magnificent demonstration of discipline. At the captain's command they formed in line on the deck and stood in ranks while the cruiser settled. In obedience to orders, successive batches marched to the gangways and entered the St. Paul's boats until practically the whole crew had been taken off and landed at Yarmouth, on the Isle of Wight.

The Gladiator's crew numbered 450 men, and Capt. Walter Lumsden, true to naval traditions, was the last to leave his ship. Only a few men then were missing, and it was thought that most of them were saved by a boat which had put out from Yarmouth. Capt. Lumsden on landing at once sent a message to Capt. Passow thanking him for his promptitude in lowering boats and speaking in the most complimentary terms of the conduct of the St. Paul's seamen.

The Gladiator soon settled down. Only her upper works are now visible. The St. Paul returned to Southampton, and her passengers were put ashore seeking accommodation at the various hotels. They will sail by the Teutonic on Wednesday, special arrangements having been made by the American company. The fact that the St. Paul sustained no worse damage than a badly buckled bow and a comparatively small hole on her port side is the most remarkable feature of the whole occurrence. Her injuries were temporarily repaired before putting back to Southampton.

On the other hand, the Gladiator was a protected cruiser, especially designed for ramming. Unfortunately for her, she received the full force of the St. Paul's momentum amidships, and she was cut almost in two.

The storm which was responsible for the collision extends along the whole southeast coast of England, and it is described as the worst since the blizzard of 1881. All the landmarks were hidden by the driving curtain of snow as the St. Paul proceeded on her outward course, and it was exceedingly difficult to locate any sounds of warnings that came through the storm.

Several of the men who were rescued from the Gladiator declare that it was marvelous that the ship was not lost with all hands. One of them said: "We left Southampton this morning in foggy weather. After we passed Hurst Castle and were inside the Isle of Wight, the snow which all that time had been falling, came on thicker than ever. Suddenly there was a terrible crash, and the [illegible] most of whom were below, found on running up the companion ways that the St. Paul had run into us amidships. The cruiser sank in about twenty minutes, and it is lucky that we were not in deep water, for when the Gladiator went over on her beam ends we were not able to launch all the boats. We got out a few, however, and others came from the St. Paul and from shore. To them we owe our lives."

All the men speak in terms of the highest praise of Capt. Lumsden.

The St. Paul reached Southampton at seven o'clock in the evening. Though the damage was severe enough to necessitate her returning, it was amazingly slight in comparison with the damage to the cruiser. In accordance with the admiralty regulations, the St. Paul was proceeding at reduced speed.

The Gladiator was a twin screw protected cruiser of the second class. She was of 5,750 tons, and was 320 feet in length. She was built at Portsmouth in 1896.

Jumped From Window

New York, April 25.—Eugene Munsell, a wealthy manufacturer, killed himself early today by throwing himself from a seventh story window in the Vandyck apartments in West 32nd street, where he lived with his family. He had been greatly worried by financial matters, members of his family declare, and had suffered severely from insomnia. Mrs. Munsell sat up with him all last night, as he was unable to sleep. Early this morning he asked his wife to get him a glass of milk, and while she was out of the room he threw open a window and hurled himself to the street. He was instantly killed.

Sir R. Cartwright's Loss

Napanee, Ont., April 25.—The large foundry, formerly used as agricultural works, and belonging to Sir Richard Cartwright, was destroyed by fire yesterday. A small brick house three blocks away caught fire from flying cinders and was badly damaged.

Rev. Dr. Rochester

New Westminster, April 25.—Rev. W. M. Rochester, M.A., western field secretary of the Lord's Day Alliance, will be touring the coast about the beginning of next month and will address meetings in this city on Sunday, May 10. He will speak principally on the Sabbath question, and will touch at length on the work of the alliance throughout the Dominion.

NELSON SUB-STATION DESTROYED BY FIRE

The City and West Kootenay Power and Light Company Suffer Loss

Nelson, B. C., April 25.—Part of the city power and light sub-station was destroyed by fire this morning just before the noon hour. It is supposed that the starting of one of the street cars from the barn caused a collapse of an overheated [illegible] The bottom [illegible] and took fire, the [illegible] quickly all the [illegible] were badly damaged. [illegible] were saved by the [illegible] The building [illegible] owned jointly by the City [illegible] Kootenay Power & Light Company and the [illegible] Tramway Company. The loss to the West Kootenay Power & Light Company in transformers, switchboards, etc., placed about $12,000, while the joint loss of the city and the tram company will be about another $12,000. The loss is fairly covered by insurance. The electric light and all power is turned off the city tonight, but the gas company's plant by a little extra pressure is supplying the city with all necessary light. Mayor Taylor announced this evening that power and electric light would be supplied as usual tomorrow night.

The police commissioners have appointed Charles W. Young, formerly of the provincial police, chief of the Nelson force. The appointment is an excellent one, and meets with public approval.

Nelson has disposed of its $150,000 school bonds at 96, and the new public school building will be started at once. The city has also been able to arrange for the sale of its power debentures in Toronto, and the sale of the additional $85,000 bonds will enable the installation of the needed second unit at the municipal power plant this summer.

Owing to the fire the Daily News will come out Monday instead of tomorrow morning, as usual.

Stowaway Drowns Himself

Halifax, April 25.—An unknown stowaway who was being deported jumped overboard from the Lake Michigan as she left her dock. No trace of the body has been found.

Haywood Dismissed

Denver, April 25.—William D. Haywood has been ousted by the executive board of the Western Federation of Miners on account of going on a long drunk and his too great activity in spreading socialism.

HOUSE COMMITTEE TO MAKE INQUIRY

Major Hodgins' Charges to Be Sifted—Marine Department Cleansing

Ottawa, April 25.—The correspondence of Major A. E. Hodgins, formerly district engineer on the National Transcontinental, with headquarters at Kenora, in which he charged that the government was paying padded accounts on their portion of the G.T.P., and other irregularities, has called from Chairman Parent of the Transcontinental Railway Commission an unqualified denial. Mr. Parent asks in a letter to Sir Wilfrid Laurier that the charges be investigated by committee of the House, to which the Premier has agreed.

Five members will be appointed to sift the charges to the bottom. Major Hodgins will be summoned before the committee.

One statement made by Chairman Parent is that investigation was made into cases where Grand Trunk engineers differed with the engineers of the commission.

It is understood that as a result of further investigations, Hon. Mr. Brodeur has suspended some of his departmental officials, that of the steward of one of the government steamers has been dismissed for padding accounts and another official of the Marine and Fisheries service has been asked to hand in his resignation.

FIERCE ATTACK BY TRIBESMEN

British Punitive Force From Peshawur Has Some Hard Fighting

A HEAVY CASUALTY LIST

Afghan Assistance to Hostile Tribes Makes Situation Grave

Simla, April 24.—A despatch received here from Peshawur says: "The column was attacked last night, but the enemy were repulsed. There was a heavy artillery fight this morning at Shabkadar, and Gen. Anderson's brigade fought a big engagement. The casualties numbered 62, including several British officers.

"Lord Minto, viceroy of India, and Lord Kitchener, commander in chief of the British forces in India, will arrive here tomorrow, and the British will assume the offensive as quickly as possible."

London, April 24.—The government has been informed of the gravity of the situation in India, but every confidence is felt that the rising soon will be suppressed. Lord Kitchener having made a timely disposition of his forces. The worst aspect of the situation is seen in the apparent complicity of the Ameer, which is regarded in some quarters as an outcome of the recently concluded Germany-Russian compact, which leaves Afghanistan free as a buffer state from either British or European agents. The Ameer's attitude is considered to be less due, however, to any real feeling against Great Britain than to his indifference to the assistance which the Afghans are rendering the fanatical tribes by supplying them with arms, ammunition, etc.

IN UNMARKED GRAVE

Memorial Tablet in Church Clears Mystery in Finding Skeletons

New York, April 24.—The mystery of an unmarked grave containing a number of skeletons, found the other day at Sandy Hook, seems to have been solved. It is now believed the bones are those of a party of Englishmen who were cast away on Sandy Hook in 1783 and buried where their frozen bodies were found. The supposed solution to the mystery is found in this inscription on a tablet in the courtesy of old Trinity church:

"At Sandy Hook lye interred (the bones of) the honorable Hamilton Douglas Hallyburton, son of Sholto Charles, Earl of Morton and heir of the ancient family of Hallyburton of Pitcurr, in Scotland, who perished on the coast with twelve more young gentlemen and one common seaman in the spirited discharge of duty on the 30th or 31st of December, 1783. Born on the 10th of October, 1763. A youth who in contempt of hardship or danger possessed an ample fortune, served seven years in the British navy with a manly courage and seemed to deserve a better fate. This plain monumental stone is erected by his unhappy mother, Katherine, countess dowager of Morton, to his dear memory and that of his unfortunate companions, James Champion, lieutenant of marines; Alexander Johnston, George Paddy, Robert Haywood, midshipmen; Charles Gascoigne, Andrew Hamilton, William Scott, Davitt Reddie, William Thomlinson, William Wood, young gentlemen; George Towers, common seaman. Cast away, all found dead and frozen and buried in one grave."

LITTLE GIRL'S HEROISM

Saves Her Younger Sister's Life and is Crushed by Wheels of Automobile

New York, April 25.—Six year old Marguerite Maroney lost her life in Carmine street today in saving her baby sister, Katherine, from death under an automobile. Marguerite was knocked down by the machine, and two wheels passed over her body, killing her instantly. The two children had been sent to a grocery store by their mother, and were returning with their purchases, Katherine, a little in the lead, when the automobile bore down upon them. The driver did not see them, and Marguerite rushed forward, seized her sister by the shoulders and dragged her back out of harm's way. She herself had no time to escape, and was crushed to death under the wheels.

MINER INJURED

Crawford Thompson, of Ladysmith, Caught by Fall of Coal—Death of Dr. Dykeson

Nanaimo, April 25. — Crawford Thompson, a well known Ladysmith miner, was seriously injured in the Extension mine the day before yesterday, news of which has just been received. While working in place he was caught by a fall of coal, which practically buried him. When extracted his injuries were found to consist of bad cuts and bruises and serious injuries to his chest.

The death of Dr. Dykeson, a retired army surgeon, who has spent the greater part of his life in India, occurred this morning at Denman island. Deceased, who was 74 years of age, has lived quietly on the island for some years.

Fire at High River

High River, Alb., April 25.—A serious conflagration broke out this morning in the store of Behl and Jacobs, which was totally destroyed. The fire was beyond control when the fire brigade arrived, so they turned their attention to saving the buildings on the opposite side of the street, but not before Wilson's furniture store received a good scorching. Loss $15,000, covered by insurance.

Minister Retires

Toronto, April 25.—Hon. W. Willoughby, a minister without a portfolio in the Whitney government, announces his retirement from politics as a result of ill-health.

Railway Rules

Ottawa, April 25.—Representatives of the Canadian railway companies and of the employees' union appeared before the railway commission today to consider the two drafts of the proposed new uniform operation rules for all railways submitted by a joint committee of railway companies and by a union committee respectively. The board finally asked the union to present in writing their objections to the railway companies' rules. These objections will be considered by the board, and if valid will be incorporated in a new uniform code. The memorial of railway men's grievances regarding hours and conditions of labor, train equipment, etc., was promised prompt consideration.

DEARTH OF SURVEYORS

Interior Department Finds High Wages Necessary to Procure Sufficient Supply

Ottawa, April 25.—On account of the difficulty which the Interior department has experienced in obtaining the services of a sufficient number of surveyors to subdivide townships enough to accommodate immigration into the western provinces, an order-in-council has been issued permitting the department to pay $3 a day for work on ordinary surveys and $10 a day for surveyors of block outlines. In the case of inspectors of surveys, whose employment is continuous the pay is to be $9 a day while in the field and $5 when engaged in office work.

ATLANTIC FLEET MOVES NORTHWARD

Arrival at Santa Barbara Yesterday—Will Not Visit B. C. Cities

San Pedro, Cal., April 25.—Early this morning Rear-Admiral Thomas' squadron, consisting of the flagship Connecticut, the Kansas, the Vermont and the Louisiana, weighed anchor and sailed for Santa Barbara, the Connecticut leading with the dispatch boat Yankton, the supply ship Glacier and the repair ship Panther, accompanying the squadron. Off the breakwater the squadron was joined by the second division, composed of the flagship Georgia, the Rhode Island, the New Jersey and the Virginia. The two divisions proceeded in squadron formation to Redondo.

Santa Barbara, Cal., April 25.—The United States Atlantic fleet arrived here this afternoon and anchored at 4 o'clock in two long squadron lines of eight ships each just off State street, the principal thoroughfare of the city.

Rear-Admiral Thomas, at present commanding the Atlantic battleship fleet, received a telegram tonight from Rear-Admiral Robley D. Evans at Paso Robles Hot Springs, saying that the latter would return to the fleet and again hoist his flag on the Connecticut as commander-in-chief when the ships reach Monterey on Thursday evening, April 30.

Washington, April 25.—Naval officials say that while they appreciate the invitation of the Canadian government to have the Atlantic fleet visit Victoria and Vancouver, this will be entirely impracticable, owing to the lack of time.

GREAT SNOWSTORMS IN UNITED KINGDOM

Remarkable Aberration of the Weather Experienced in Past Few Days

London, April 25.—The United Kingdom is experiencing remarkable weather. Snow has fallen in London every day since last Monday, and the thermometer has been down nearly to the freezing point.

Heavy falls of snow in the north have caused floods on the Scottish border, and early this morning the heaviest snowstorm for many years swept over southern Sussex and Hampshire, the snow in some places being two or three feet deep.

At Southampton business has been practically spspended, the street car service is snowed up, and gangs of men are digging the cars out from deep drifts. All trains at Southampton are late. The same conditions prevail at Portsmouth, and there have been heavy falls of snow at Bath and Bournemouth.

The Newmarket races have been postponed on account of the snow.

MINERAL OUTPUT

Substantial Addition to Product of B. C. Mines Made During the Past Week

Nelson, B.C., April 25.—Shipments from mines of the districts of Southeastern British Columbia for the past week and year to date are as follows:

Boundary, week, 19,905; year, 334,992.

Rossland, week, 3,727; year 90,671.

East of Columbia River, week 1,526; year 6,748.

Total shipments for past week, 25,158; and for year, 462,411.

Awarded Silver Medal

New Westminster, April 25.—Miss Gertie Diamond was awarded the silver medal at the elocutionary contest held last night by the Young Women's Christian Temperance union, the subject of her selection being "The College Oilcans." There were six contestants.

APPALLING WORK OF GREAT STORM

Death Roll Now Amounts to Over Three Hundred and Still Grows

PROPERTY LOSS IMMENSE

Parts of Seven States Swept Practically Clear by the Wind

Atlanta, Ga., April 25.—Up to 9 o'clock to-night the dead and injured in the tornado are:

Louisiana—Dead, 99; injured, 350.

Mississippi—Dead, 183; injured, 650.

Alabama—Dead, 31; injured, 113.

Georgia—Dead, 25; injured, 100.

This makes the dead for the four states 338; injured, 1,213. Minor injuries are not included.

Widespread Ruin.

New Orleans, La., April 25.—Probably a thousand lives lost, a hundred or more persons injured, and many times this number painfully hurt, together with a property loss running up into the millions, are the results of the tornado which swept over Oklahoma, Arkahsas, Louisiana, Mississippi, Tennessee, Alabama and Georgia yesterday and last night, cut off communication between the cities in the south and brought about chaotic conditions in many smaller towns.

Mississippi bore the brunt of the storm. Reports from that state indicate that the loss of life will be by far the greatest within her borders. The number of deaths in Mississippi alone is estimated at about 600, with a thousand or more injured.

The death rate in the other states will be large. Authentic information is in many instances lacking, owing to the crippled facilities of communication and the lack of time to form anything like an accurate estimate of the damages.

In half a dozen communities martial law has been declared, so terrible was the destruction, and so helpless are the stricken people left by the disaster. Serious disorders have occurred in several places, including Amite, La. Looting and other crimes have been reported, but these instances have been, on the whole, rare.

Several places have issued special appeals for aid, and in Mississippi Governor Noel has been asked to provide tents for the homeless in regions desolated.

Cars Blown Away.

Mobile, Ala., April 25.—Four cars were picked up at Mohned, on the Jackson and Kansas railroad, and deposited hundreds of feet from the right of way. Two negroes were killed outright and the cars were wrecked. At Fort Deposit, Ala., three persons were killed. The Mobile and Ohio railroad reports that the train service will be in operation by tonight. Two trains filled with passengers are tied up at the state line, and the passengers will be compelled to go without meals to-day, and perhaps to-morrow.

Disasters in Georgia

Atlanta, Ga., April 25.—As a result of the storm which last night swept into Georgia, after having done extensive damage in Louisiana, Mississippi and Alabama, twenty-five persons are dead and at east a hundred are injured. The storm, which first moved in a northeasterly direction, striking the towns of Chipley, Harris, Lagrange, Griffin, McDonough, Locust Grove, Cedartown and Cave Springs, while a portion of its fury was felt in Atlanta shortly after midnight.

At Cave Springs nine persons were killed, and a score or more injured. The wind swept a path half a mile wide and five miles long from the outskirts of Cape Springs in a southwesterly direction to Hamatic. There is not a house left standing in the storm-swept area. At Cameo, two negroes were killed, and one white man is reported dead at Hinson.

At Columbus, Mrs. Norris and her daughter were instantly killed. The property loss in this section will be heavy.

Griffin reports that three white women were killed and eight white persons injured and a property loss of $50,000 sustained. The path of the storm at this point was directly over the cotton mill and the cottages of the mill operatives. Twenty-five of these cottages were demolished, and the escape of their inmates is regarded as miraculous. A score or more buildings sustained great damage. Physicians of the city rushed to the scene of the disaster and gave prompt relief to the injured, who were moved to hospitals as quickly as possible. A public meeting was held late today to raise funds for the injured.

At Chipley, Mrs. Frank Hopkins and Mrs. Forrester and ten negroes were killed. Practically every business house in Chipley was more or less damaged. The hotel, in which there were eleven guests, was blown down, but done of its occupants injured. Not a negro hut is left standing. At Marris, a small station near Chipley, a report says that eight persons were killed.

Engineer Samuel Neisler, of Abbeyville, S.C., and a negro brakeman were killed, and fireman G. G. Row seriously injured, when a freight train on the Seaboard Air line ran into a washout at Tuckes, sixteen miles from Atlanta today.

Reports from other points are coming in slowly, telegraph and telephone wires having been prostrated in all directions.

The storm was first felt in Atlanta shortly after midnight, when numerous houses were unroofed and many struck by lightning. No one was injured.

Twenty-five in One Place

Birmingham, Ala., April 25.—Twenty-five persons are reported to have been killed at Albertville in the tornado yesterday.