

EVERY SHIP IN FLEET DAMAGED BY STORM

Sixteen Men on the Salem, Besides the Two Who Were Lost, Injured by Waves.

CRUISER DIXIE HARD HIT

Dreadnought Delaware Loses Two Lifeboats and Launch—Spray Pours Into Funnel—Ferry Disabled.

Norfolk, Va., Jan. 7. Practically every ship in the Atlantic fleet now on the way to Cuba was more or less damaged by the storm that swept the Atlantic coast on Friday.

So far only two lives have been reported lost and both of these were from the cruiser Salem, which is now en route along the coast on her way to the Norfolk Navy Yard.

She was within eighty miles of Cape Henry at 6 o'clock this afternoon and is expected to arrive in the Roads before midnight. She will not anchor until Saturday morning, when she will come to the Norfolk Navy Yard to undergo repairs.

The two men who lost their lives on the Salem were Taylor B. Gwinn of Bell Haven, Virginia, and Herman Goldstein of New York. Ten other men were knocked down by the same wave that washed their less fortunate shipmates overboard. Sixteen other men were injured by being thrown about the ship.

Naval officers decline to give out any information, but it is reported on good authority that the Salem is more seriously damaged than at first reported and in addition losing her lifeboats and davits she also lost a part of her starboard railing and part of her bridge.

The cruiser Dixie was hard hit by the storm. She is reported to have been completely disabled. The extent of her damage could not be learned. The Dixie was further down the coast than the Salem and was towed into Bermuda by two battleships.

The battleship Delaware lost two lifeboats and a steam launch, and the Connecticut, Ohio, Birmingham and Washington also suffered.

The Delaware, one of the latest dreadnoughts of the navy, appears to have suffered more than the Connecticut and some of the smaller battleships. According to reports received here, the Delaware suffered in proportion almost as much damage as the Salem and Dixie, but did not lose any of her crew.

The wind got up to seventy miles an hour and the seas were so high that water poured down the funnel of the Salem and some smaller vessels, but did not extinguish their fires.

The entire fleet kept up wireless chatter all day yesterday and incoming passenger steamers report hearing the ships talking with one another. The cruiser Birmingham, which was also damaged in the storm and which was ordered to convey the Salem to the Virginia coast, has returned to sea. The Salem is now coming up alone. She will be met by several tugs from the navy yard when she reaches Hampton Roads. The Salem is able to proceed under her own steam, as her machinery was not damaged.

Several hundred telegrams from relatives of officers and members of the crew of the Salem have been received here and will be delivered on the arrival of the cruiser at the navy yard to-morrow.

Wild rumors of warships having gone down in the storm are denied by naval officials. Not a single ship was lost and the cruiser Birmingham, which was reported sunk, got through with less damage than some of the bigger vessels.

Some anxiety is felt for the torpedo boat which went out with the Fifth division of the Atlantic fleet. So far as could be learned only one torpedo boat has been heard from, but it is reported that several of them were put into Bermuda.

The destroyer Terry is reported to have been disabled by the storm and was towed up by one of the cruisers. The extent of the damage sustained by the Terry could not be learned. It is also reported that the Birmingham, which conveyed the Salem past Cape Hatteras, was ordered by wireless to hurry to the assistance of a torpedo boat destroyer in distress 200 miles beyond Hatteras.

The revenue cutter Itasca, which was sailing by the British steamer Thistle, sank off Cape Lookout, has also gone down in search of the destroyer reported in distress.

The cruiser Prairie, which has been lying in Hampton Roads since Friday awaiting good weather, was ordered to seek tonight to search for the Terry. No details of the damage to the Terry could be learned, but it is said that she is unable to proceed under her own steam and is lying to remain stationary with the aid of her sea anchors pending the arrival of assistance.

At Hampton Roads, Jan. 7. Following the receipt by the Navy Department tonight of further details of the damage suffered by the vessels of the Atlantic fleet in the storm of the Southern coast, the destroyers with the fleet were ordered to put in at Bermuda for a rest before proceeding to Guantanamo. Officers and men reported thoroughly worn out by the night of their ships with the storm.

The transport Dixie and the battleships North Dakota and Michigan have been ordered to Bermuda. The Dixie has suffered considerable damage. The battleships Delaware lost two lifeboats, but is otherwise in satisfactory condition. The Salem, accompanied by the Birmingham and North Carolina, is expected to arrive at Norfolk some time tonight and is reported practically disabled and in need of extensive repairs.

FLEET IN HURRICANE.

Small Warships Driven to Harbor in Bermuda Somewhat Damaged.

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COACH FALLS FROM VIADUCT.

Horses Run Away With Man and Woman Returning From Cemetery.

The horses harnessed to a coach returning from an interment at Calvary Cemetery on Saturday, ran away, and the coach over the Long Island Railroad freight yards at the approach to the Queensboro Bridge in Long Island City yesterday.

Thomas Kearney was the driver and inside the coach was Miss Catherine Maloney of 52 West Fifth street. With Kearney tugging at the reins the horses slipped and coach, driver and passenger went banging down off the viaduct to an alleyway that runs beside a building next the yards.

Miss Maloney and Kearney were hauled out of the wrecked coach by Policeman Schneider and some volunteers. Miss Maloney was cut by glass but not seriously injured. Kearney had fallen under the coach, which hadn't been hurt much, after an hour's work with block and tackle.

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There was no attempt to dispute the fact that the proposed joint regulation would be a practical solution of a practical problem confronting both countries. The imperialists, however, are reported as being willing to sacrifice this advantage in order to maintain strict control of the destinies of Canada. The defeat of reciprocity has been interpreted by Great Britain as an expression by Canada of her willingness to agree to the new British Government, though possessing the power to make treaties affecting her colonies, has yielded and shelved the proposed treaty which now lies in the British Foreign Office without hope of resurrection in the near future.

The United States do not do anything toward bringing the matter to life, as the treaty was offered to Great Britain by this Government. In the absence of any response from the British Government the State Department can only wait. Presently it is expected that its waiting list will last until the policies presented by Sir Wilfrid Laurier come into the ascendancy again in Canada.

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The draft treaty provided for a joint commission of four members. The chairman of the Interstate Commerce Commission and the chairman of the Board of Railway Commissioners for Canada were to be two members. The other two members were to be selected by the President and the Governor-General of Canada from the Interstate Commerce and the Canadian commissioners. The powers to be exercised by the joint commission were to be somewhat similar to those exercised by the Interstate Commerce Commission in the United States. Besides applying to the railways the authority of the joint committee, it was provided in the treaty, was to extend to all express companies, telegraph companies and telephone companies doing an interstate business over the Canadian border.

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The revelation of the anti-American feeling existing in England and Canada as disclosed in the death of the joint railway commission treaty has caused great surprise here. That either Englishmen or Canadians should get excited over what has been regarded in the United States as a purely business proposition has caused considerable wonder. The failure of the railway commission treaty, now that it is definitely known, is received with the greatest regret by officials as it had been felt here that the proposed arrangement could not but work to the mutual advantage of the interests of both countries.

SIEDEL TO ADVISE DR. LUNN.

Milwaukee's Socialist Mayor to Visit Schenectady This Week.

Milwaukee, Wis., Jan. 7. Mayor Emil Seidel will go to Schenectady on Tuesday to show Mayor Lunn, the new Socialist executive of that city, how to run the town. He says he will not say how what he will suggest, but will wait until he has a chance to see what conditions prevail in Schenectady.

Anti-Banquet Whiskey, delirious 'straight' and in a highball. It's a revelation. Lupton Bros., New York. Ad.

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BATTLESHIPS CRASH.

H. M. S. Revenge Hits Superdreadnought Orion at Portsmouth.

PORTSMOUTH, Jan. 7.—The second class battleship Revenge broke from her moorings here to-day and collided with the superdreadnought Orion.

A big hole was knocked in the Revenge and she was seriously damaged below the water line. She has a big list, but was towed to a place of safety and will be placed in the drydock to-morrow.

The Orion was less seriously injured, but she also will be drydocked.

CHIEF DUFFY BADLY HURT.

Fire Battalion Head Moved From Home to a Hospital.

Fire Chief William J. Duffy of the Eighth Battalion, whose leg was hit by a street car at Forty-ninth street and Second avenue last Friday night on the way to a fire in a private room in the Presbyterian Hospital, where he was taken from his home on Saturday afternoon. He has concussion of the brain and internal injuries, and his condition is serious. He is under the personal care of Dr. Joseph A. Blake.

BRITISH NAVY UPHEAVAL.

Winston Churchill Creates a War Staff and Business Agent.

LONDON, Jan. 7. Winston Churchill's most important act since he was appointed to the head of the Admiralty was announced to-night. It is the formation of a naval war staff, which has long been demanded by naval writers and experts. This staff, which Mr. Churchill says will be the brain of the navy, will have three divisions, namely, Intelligence, which will deal with war in formation, operations, which will settle war plans, and mobilization, which will make war arrangements.

Admiral Ernest C. Troubridge, formerly private secretary of the First Lord of the Admiralty, is appointed Chief of Staff under the new organization.

Mr. Churchill further announces the appointment of a Civil Lord of the Admiralty, who is to act as a buyer and business manager. This post is allotted to Sir Francis John Stevens Hopwood, formerly Under Secretary of State for the Colonies.

A very long memorandum explaining the system accompanies the announcement.

TO END R. R. SMOKE NUISANCE.

Illinois Central to Try Edison Storage Battery Locomotive in Chicago.

CHICAGO, Jan. 7.—Thomas A. Edison has done more toward the solution of the railroad smoke problem than years of public protest. After two conferences with Edison yesterday Vice-President W. L. Park of the Illinois Central announced that the Edison storage battery locomotive seemed the solution of the terminal problem.

Experiments will begin at once. A huge electric locomotive will be built and if the present prospect materializes another year will see the beginning of the end of the Illinois Central's smoke nuisance. Edison will build a locomotive capable of handling 1,500 tons, the capacity of the present day