

SUMMARY OF DAY'S NEWS

THE WEATHER. WASHINGTON, Aug. 13.—Forecast for Friday and Saturday: Virginia—Showers Friday. Saturday rain; east winds, increasing by Saturday.

The weather in Richmond yesterday was equisited. Rain ushered in the day and a gentle downfall prevailed all the morning. The sun shone for a while in the afternoon, and later the sky was again overcast.

STATE OF THE THERMOMETER. 12 A. M. 74. 1 P. M. 78. 2 P. M. 81. 3 P. M. 84. 4 P. M. 87. 5 P. M. 89. 6 P. M. 91. 7 P. M. 93. 8 P. M. 95. 9 P. M. 97. 10 P. M. 99. 11 P. M. 101. 12 midnight 103. Average 92.2

Highest temperature yesterday, 96. Lowest temperature yesterday, 76. Mean temperature yesterday, 86. Normal temperature for August, 76. Deviation from normal, +10. Precipitation during past 24 hours, .18.

MINIATURE ALMANAC. Sun rises, 5:26. Moon rises, 10:29. High tide, 8:29. Low tide, 2:30.

RICHMOND. Keen interest here regarding the Seaboard deal, and member of firm of John Williams & Sons projects a bill to the State to the Seaboard Air Line Commission promulgates demurrage rules, setting forth important obligations of transportation companies and shippers.

Keen interest here regarding the Seaboard deal, and member of firm of John Williams & Sons projects a bill to the State to the Seaboard Air Line Commission promulgates demurrage rules, setting forth important obligations of transportation companies and shippers.

Albemarle Sunday schools declined to have opponents of the deal address there, and the names of two distinguished speakers were taken from the programme.

McLemore falls in own neck and his rider's collar bone; Governor Montague and big crowd there; lady rider thrown from horse; young man killed in street; young man killed in street; young man killed in street.

North Carolina Farmers' Alliance call on Aycock and Montague; the Goldsboro firemen beat the world's record and their own at the firemen's tournament at Raleigh; the call to Dr. Taylor of Indianapolis by the First Baptist Church of Petersburg; heavy hailstorm in Charles City county.

Stock market was extremely active during the forenoon session and prices advanced, but in the afternoon the buying demand became exhausted and the close was slightly irregular and below the best.

Demened man killed three persons and wounding eight others; Irish land bill becomes law; Danes capture the steamer Russia; Admiral Alexieff is put in command with royal prerogatives; Lord Salisbury is ill, and while physicians state that he is little or no danger, they admit that his condition is critical.

BOONE POTTER BROKE JAIL AND ESCAPED. (By Associated Press.)

SHERIDAN, WYOMING, Aug. 13.—Boone Potter, captured ten days ago and held on a charge of murder, at the request of North Carolina authorities, broke out last night and is still at large. He made his escape by prying open a lock and forcing an outer door.

BALSER MUST BE HANGED. (By Associated Press.)

BALCON ROUGE, LA., August 13.—Governor Hearst tonight called the attorneys representing A. E. Balsler, who is under sentence to be hanged at Lake Charles tomorrow for the murder of the Earl family, but he will not interfere with the process of the law and that he must be executed.

HIS MOUNT FELL AT LAST JUMP

McLemore Broke His Neck and Injured Rider

H. I. GOODWIN HAD BAD FALL

Day at Berryville Full of Exciting Incidents.

LADY RIDER WAS THROWN AT HURDLE

Miss Hopkins, of Washington, Pluckily Mounted Again and Finished Amid Applause—Cup Awarded Miss Henry, of Clarke County.

(Special to The Times-Dispatch.)

BERRYVILLE, VA., August 13.—Thrilling incidents held the interest of the great crowd at the Berryville Horse Show for the first day of the show, excursions to-day: In the steeplechase, McLemore, with H. I. Goodwin up, fell at the last hurdle, breaking his own neck and his rider's collar bone.

The ladies played an important part, both in the ring and grand stand, and the lady riders were enthusiastically cheered.

The riding of Miss Dora Henry, of Clarke county, and Miss Hopkins, of Washington, was exceptionally good, the former being awarded the cup offered by Colonel P. Russ for the best lady rider. In the contest for the cup Miss Hopkins was thrown at one of the jumps, but pluckily remounted and rode to a finish.

In the morning the most attractive classes were the green and light weight hunters and the park saddlers. The afternoon show, the driving of Mrs. Mullikin, Mrs. Van Hook, Misses Burwell, Page and Henry and Mrs. Maxwell Wyeth, calling forth rounds of applause.

The steeplechase was by far the most exciting event of the afternoon. For this there were five entries. For the first mile they were strung out, but from that point to the finish "Conflicting Evidence" and "The Amores" took the lead, running almost neck and neck to the next to the last hurdle, where McLemore fell, breaking his neck and hurling his rider, H. I. Goodwin, to the ground.

The letter "C" broken, and he was badly bruised. "Conflicting Evidence" finished an easy winner, with Lillian Russell second and Captain Frank a close third. Governor and Mrs. Montague occupied seats in Mr. P. H. Mayo's box, where the Governor received quite an ovation. Captain R. S. Parks and Mr. M. J. Fulton, candidates for the State Senate from this district, were in attendance also.

Half-bred colts, two-year-old filly, gelding or colt—First, Lady Monticello, Dr. Howard Osbourne; second, Jesse, Miss K. L. Moore.

Roadster, best five-year-old and over—First, Elect Withers, Dr. T. F. Keene; second, Glory, P. H. Mayo; third, Doris, H. H. Mayo.

Horses in harness, all ages, over 15 1-2 hands—First, Lord Aiky, Maxwell Wyeth; second, Gladstone, P. H. Mayo; third, Eglington, P. H. Mayo.

Best three-year-old mare, gelding in harness—First, A. M. J. M. Claggett; second, Dixie, Harris Brothers; third, Lomie, H. C. Ward.

Combination harness and saddle horses, shown first to vehicle and then under saddle—First, Major B., W. Lodge Bowles;

STORM STEEL HANGS TO THE SOUTHWARD

May Come Northward, and It Is Regarded Unwise for Vessels to Sail to Gulf.

(By Associated Press.) WASHINGTON, D. C., August 13.—A special report received Thursday afternoon from Progress, the first from that section, indicates that the tropical storm had kept well to the southward, and apparently was central near the northeast point of Yucatan. Its future course is uncertain, but probably will be northward over the Gulf of Mexico.

Lord Salisbury, whose health was severely shaken by the death of his wife in November, 1893, was ill on the Continent during the whole of last winter. According to the Medical Press and Circular, his lordship has suffered for years from intestinal parasites. He was reported to have much improved in health on his return to England, but at the beginning of June he caught a chill, which troubled him considerably. The latest report, however, dated August 7th, said that Lord Salisbury was preparing an important work on chemical electrical science.

second, Jack-Pot, Dr. E. Sotheron; third, Green, C. A. Allen.

High-stepping class, open to all, driven in double harness—First, David Harmon and Lord Radiant, Maxwell Wyeth; second, Cherry an dBounce, C. Mullikin.

SPORTING TANDEM. Sporting tandem pair shown first and tandem, then leader, to be saddled and shown over four-foot jumps—First, Masha and April-Fool, W. F. Randolph; second, Team, H. M. Luttrell; third, Red Haven and Wheeler, Rogers Brothers.

Gaited saddlers, best mare or gelding showing all gait—First, Horse, H. M. Luttrell; second, Joe Wheeler, M. McCormick; third, Topsy, Mrs. John D. Farr.

Four-in-hands, best road four-in-hand—First, C. Mullikin; second, C. E. Clapp; third, Dr. G. P. Harrison.

Light-weight hunters—First, Scout, H. M. Luttrell; second, Atlanta, H. M. Luttrell; third, Gray-Eagle, John Lindsay.

Green hunters, open to all ages—First, William Tell; second, Gray Eagle, John Lindsay; third, Pocahontas, Fritts and Leonard Moore.

Heavy draft, best four-horse team to wagon—First, P. H. Mayo; second, Jas. W. Foley.

Heavy draft, best three-year-old filly or gelding—First, King, Clay Carr.

Heavy draft, mare and foal—First, mare and colt, J. M. H. Hardesty; third, Pet and colt, John W. Carlisle.

Quick draft, two-year-old filly or gelding—First, George, John W. Carlisle; second, Dolly, John W. Carlisle; third, Roy, Shige Moore.

High jump—First, Lady Ranelah, Lethington stables; second, Lady Belle, W. C. Griffin; third, Glendell, J. C. Griffin.

Championship class for hunters—First, Red Haven, Rogers Brothers; second, Masha, W. F. Randolph; third, April-Fool, W. F. Randolph.

Heavy draft, best three-year-old filly or gelding—First, King, Clay Carr.

Heavy draft, mare and foal—First, mare and colt, J. M. H. Hardesty; third, Pet and colt, John W. Carlisle.

Quick draft, two-year-old filly or gelding—First, George, John W. Carlisle; second, Dolly, John W. Carlisle; third, Roy, Shige Moore.

High jump—First, Lady Ranelah, Lethington stables; second, Lady Belle, W. C. Griffin; third, Glendell, J. C. Griffin.

Championship class for hunters—First, Red Haven, Rogers Brothers; second, Masha, W. F. Randolph; third, April-Fool, W. F. Randolph.

Heavy draft, best four-horse team to wagon—First, P. H. Mayo; second, Jas. W. Foley.

Heavy draft, best three-year-old filly or gelding—First, King, Clay Carr.

Heavy draft, mare and foal—First, mare and colt, J. M. H. Hardesty; third, Pet and colt, John W. Carlisle.

Quick draft, two-year-old filly or gelding—First, George, John W. Carlisle; second, Dolly, John W. Carlisle; third, Roy, Shige Moore.

High jump—First, Lady Ranelah, Lethington stables; second, Lady Belle, W. C. Griffin; third, Glendell, J. C. Griffin.

Championship class for hunters—First, Red Haven, Rogers Brothers; second, Masha, W. F. Randolph; third, April-Fool, W. F. Randolph.

Heavy draft, best four-horse team to wagon—First, P. H. Mayo; second, Jas. W. Foley.

Heavy draft, best three-year-old filly or gelding—First, King, Clay Carr.

Heavy draft, mare and foal—First, mare and colt, J. M. H. Hardesty; third, Pet and colt, John W. Carlisle.

Quick draft, two-year-old filly or gelding—First, George, John W. Carlisle; second, Dolly, John W. Carlisle; third, Roy, Shige Moore.

High jump—First, Lady Ranelah, Lethington stables; second, Lady Belle, W. C. Griffin; third, Glendell, J. C. Griffin.

Championship class for hunters—First, Red Haven, Rogers Brothers; second, Masha, W. F. Randolph; third, April-Fool, W. F. Randolph.

Heavy draft, best four-horse team to wagon—First, P. H. Mayo; second, Jas. W. Foley.

MUST PAY FOR DELAY PROMPTLY

Demurrage Rules Promulgated by Com'n.

BODY DEALS WITH SUBJECT AT LENGTH

Strong Opinion Relating to the Same Matter

WAS PREPARED BY JUDGE B. T. CRUMP

His Colleagues Concur, and Lawyers Regard it as a Paper Showing Great Ability—The Counsel for Various Trunk Lines in Virginia Are Present and Hear Proceedings.

The Corporation Commission yesterday handed down its amended rules for the government of railway and other transportation companies in the matter of demurrage and detention charges, together with a strong legal opinion on the subject, which was prepared by Judge B. T. Crump, chairman of the commission, and concurred in by his colleagues, Messrs. Fairfax and Stuart. The rules are printed in full below, and speak for themselves.

First BALE OF COTTON BROUGHT 20 CENTS. (By Associated Press.)

AUGUSTA, Ga., August 13.—The first bale of the South Carolina cotton crop was sold in Augusta to-day for twenty cents per pound. It was bought by A. B. Baxter and Company, of New York. H. H. Cabanis, of the Chronicle, was the auctioneer. It was consigned to Pope, of Fleming, of this city. It was made the occasion of a great gathering of the cotton men, who cheered the opening of the season.

ROYAL ASSENT WILL MAKE LAND BILL LAW. (By Associated Press.)

LONDON, August 13.—The House of Lords to-day agreed to the Irish land bill in the form finally approved by the House of Commons. The latter house accepted all the amendments save two unimportant ones, added to the bill by the lords. The measure now only awaits the royal assent to become law.

MOTHER OVERJOYED AT RESCUE OF HER SON. (By Associated Press.)

HAVANA, August 13.—The mother of Joseph Vega, the Cuban lad picked up off the coast of Georgia by the Morgan Line steamer El Dorado, was overjoyed to-night when informed by the Associated Press representative of the boy's rescue. He had been given up for dead.

SEABOARD FILES A BIG MORTGAGE. (By Associated Press.)

MONTGOMERY, ALA., August 13.—A \$1,600,000 mortgage was filed in this city to-day by the Seaboard Air Line Railway to the Guaranty Trust Company, of New York. The mortgage is to secure equipment to be furnished the road.

ENGLAND'S PRIME MINISTER IS ILL

There is No Immediate Danger, but It Is Admitted His Condition is Critical.

(By Associated Press.) LONDON, August 13.—Lord Salisbury is seriously indisposed, according to information received direct from his family at Hatfield House.

It is stated to-night that there is no immediate danger, although it is admitted that the condition of the Marquis is critical. He has not been well for months, and his present exhaustion is pronounced.

Lord Salisbury, whose health was severely shaken by the death of his wife in November, 1893, was ill on the Continent during the whole of last winter. According to the Medical Press and Circular, his lordship has suffered for years from intestinal parasites. He was reported to have much improved in health on his return to England, but at the beginning of June he caught a chill, which troubled him considerably. The latest report, however, dated August 7th, said that Lord Salisbury was preparing an important work on chemical electrical science.

DWYER'S HISTORY LIKE A ROMANCE

Made an Immense Fortune and Had Varied Experiences. Is Now a Bankrupt.

A GREAT INCREASE IN THE REVENUES

THE SOUTHERN HAS NO INTEREST IN THE DEAL

NEW YORK, August 13.—President John Skelton Williams, of the Seaboard Air Line Railway, made the following statement to-day:

"The report that Southern Railway interests have acquired an interest in the Seaboard Air Line system is not correct. As is well known, Messrs. Pierce and Yoakum are closely identified with the St. Louis and San Francisco-Rock Island system, and it is reasonable to suppose that this latter system and the Seaboard Air Line system will hereafter be operated in thorough harmony and to their mutual advantage. Through this association the Rock Island system will be furnished with direct outlets at seven seaports on the Atlantic Ocean and the Gulf of Mexico, including Baltimore, Norfolk, Wilmington, Savannah, Fernandina, Jacksonville and Tampa.

"The situation is eminently satisfactory to me and the arrangements by which these new interests have been brought into the property have been carried through by Ladenburg, Thalmann & Co. with my cordial co-operation."

SHOT DELIBERATELY INTO A BIG CROWD

L.P. JOHNSON DENIES ALL Says He Was in Bed When Car Was Dynamited.

HE WAS ENTIRELY SOBER

Do Declare Detectives in Reference to Accused Man's Avowal that He Must Have Been Drunk.

LADIES VISITED HIM.

JOHNSON'S STATEMENT.

"I was in bed on the night the stuff was put on the car tracks at Thirty-second Street, and I didn't know anything about it. If I made a confession to the man in Norfolk, I don't know anything about it, and I must have been drunk."

DETECTIVES' STATEMENT.

"We believe we have sufficient evidence in Johnson's confession to convict, as well as corroborative testimony.

"We can prove that he was not drunk when he told of his connection with the placing of explosives on the car tracks, and that he had been careful not to let him get drunk."

NEW VICE-ROYALTY Vice-Admiral Alexieff is Given Regal Powers in Far East.

ST. PETERSBURG, August 13.—A new vice-royalty, comprising the Amur District and the Kwan-Tung Province, has been established. Heretofore the Amur District had been controlled by a governor-general.

A ukase, signed by the czar and promulgated August 12th, appoints Vice-Admiral Alexieff, aide-de-camp-general to the czar, as viceroy of this far eastern territory. He will be vested with supreme authority in all the branches of the civil administration, the direction of which will no longer be in the hands of the ministry. It will be the viceroy's duty to maintain order and insure safety in the district traversed by the Eastern Chinese Railway, as well as to watch over the needs of the Russian inhabitants, both within and without the Russian possessions bordering on the territory under his jurisdiction.

RUNAWAY TRAIN BADLY WRECKED

The Engineer and Fireman Killed and Others Injured.

TRYON CITY, N. C., August 13.—Through freight train, No. 62, third section from Asheville to Spartanburg, ran away on Saluda Mountain at 2:15 P. M. to-day. The engine and thirteen coal cars were wrecked near Meigsboro, the exact place where Engineer Tunstall's train was wrecked several years ago. The engine and eleven cars a total wreck, piled up and demolished in the cut.

Engineer J. H. Averill, Jr., of Asheville, and Fireman Hair, of Asheville, were killed, and are under the wreckage, and cannot be found until the wreck is cleared. Brakeman W. B. Sherrill, of Swannanoa, N. C., has both legs cut off.

Engineer Averill was a bright young man, twenty-three years of age, a son of Colonel J. H. Averill, of Charleston. His father, mother, wife and two little children, brother and sisters, are spending the summer at Saluda, three miles from where he met his untimely death. He stayed on his engine with the faithful fireman, doing all he could to check the speed of the train until the engine buried him.

As the runaway train passed Melrose, the operator, J. W. Heathcather, ran out, and Fireman Hair threw up his hands and smiled. The operator faintly, conductor Howie and his flagman, Bishop and Ward, were unhurt.

Seaboard's New Alliance Means More Dividends

THAT THE OPINION OF FINANCIERS

Increase of About Three Millions in Tariff.

MEXICAN CENTRAL MAY BE INCLUDED ALSO

A Great International Railway System Will Probably Result from the Deal.

The Goulds Believed to Be Interested—Mortgage Filled in the South.

The great railway deal by which the Seaboard Air Line Railway becomes part of the largest railway system on the western hemisphere, and with ample financial backing, was the topic of most absorbing and universal interest in Richmond yesterday among financiers and bankers and in railway circles.

The magnitude of the railway system thus far formed is just beginning to be fully felt and appreciated, as the vastness of the combination and some idea of its meaning are comprehended. It makes sweeping changes in the railway map of America, and in the majestic game of modern railway acquisition it ranks as a gigantic and momentous transaction.

The benefits resulting from the formation of this great transcontinental system of railways will be largely, if not chiefly, shared by the South, for the Baltimore American, editorially, takes a rather pessimistic view of the transaction, admitting that it will not greatly increase the commercial importance of that city, but will give an impetus to the cities and seaports farther south.

Unquestionably, Richmond, which will remain the headquarters of the Seaboard system, and all Eastern Virginia, will be large beneficiaries of the deal. The shops of the system will remain at Portsmouth, it is stated, upon the high authority, and the general offices of the line will not be removed from Richmond. The harbor of Norfolk and Portsmouth, with its fine steamship connections, will make a most advantageous terminal. The value of Virginia holdings in the stock will be greatly enhanced and appreciated in value.

MUCH LARGER BUSINESS. At the banking house of John L. Williams & Sons yesterday, it was stated that the deal would give the Seaboard Air Line Railway about \$3,000,000 of additional business annually, and that this practically insures a dividend on the preferred and common stocks of the road. Last year the Seaboard earned a four per cent. dividend on its common stock.

Through freight service to and beyond Richmond from the West and far South west will be established soon, and very probably through passenger train service, thus making Richmond a much more important railway center and increasing its commercial importance greatly. A great advantage to the Seaboard Air Line as a result of the arrangements just effected will be in the diversion of freights from the St. Louis and San Francisco and the Rock Island systems to the Seaboard Air Line.

Mr. John Skelton Williams, the president and chief architect of the greater Seaboard system, and one of the most conspicuous and influential figures in negotiating the large transaction, some time ago left the city, and will be in Richmond for several days, so it was stated yesterday by his brother at the banking house of John L. Williams & Sons.

A member of the firm, when asked yesterday as to the prospective effect of the deal upon the employees of the system, conceded that it would mean dispensing with representatives of one or the other of the lines wherever there are two representatives, but that the Seaboard and other retraction measures, in order to reduce the expense of operation of the greater system and to reap the advantages of the new agreement and the practical elimination of the competition, some of the employees of the Seaboard have feared. These changes in the personnel of the road will be made gradually at some time in the future, when it can be seen where retraction can be had to advantage.

ACTIVE TRADING. There was quite a deal of trading yesterday on the Baltimore and New York stock markets, though not so much as on Wednesday. The stocks did not score any net advances on the opening quotation for either common or preferred stock, but the substantial advances following the announcement of the transaction were well maintained, showing the stability of the increased value of the stock. There is little or no dealing in railway stocks in this city except through the New York and Baltimore exchanges.

A statement of the Seaboard's financial condition for the fiscal year ended July 30, 1902, was recently made public, as follows:

Gross earnings from railroads, \$12,156,725.33; increase, \$1,088,449.56; gross earnings from water lines, \$548,559.57; increase, \$3,232.49; total earnings from operations, \$12,705,284.82; increase, \$1,121,712.45; operating expenses and taxes, \$9,318,778.90; increase, \$1,174,568.75; net earnings, \$3,386,505.92; decrease, \$47,846.50; other income (dividends on stock owned, etc.), \$59,691.20; decrease, \$59,074.12; total income, \$3,436,124.62; decrease, \$2,237.62.

Deductions from income—Interest on funded debt, \$2,481,400; interest on equipment trust obligations, \$104,627.30; decrease, \$4,232.78; rentals, \$43,500; dividends on guaranteed stock of proprietary companies, \$6,507; decrease, \$263.67; other deductions, \$5,424.16; decrease, \$3,500.00.