The Times Dispatch

THE TIMES, FOUNDED 1886. THE DISPATCH, FOUNDED 1850. WHOLE NUMBER, 16,346. RICHMOND, VA., THURSDAY, SEPTEMBER 17, 1903. PRICE TWO CENTS.

NORTHERN COAST SWEPT BY TERRIFIC STORM; CITIES SUFFER; SHIPS WRECKED; LIVES LOST.

SUMMARY OF DAY'S NEWS

THE WEATHER.

WASHINGTON, Sept. 16.—Forecast for Thursday and Friday:

Virginia—Showers and cooler Thursday, Friday cooler, showers in east portion; fresh, variable winds, becoming northwest.

North Carolina—Showers and cooler Thursday; fresh to brisk south winds, shifting to west and northwest. Friday fair, cooler in east portion.

There was a decided drop in the temperature yesterday evening after the coming of the predicted shower, and the outlook is for further showers to-day, and still lower temperature.

STATE OF THE THERMOMETER.

9 A. M.	76
12 M.	79
3 P. M.	84
6 P. M.	78
9 P. M.	78
12 midnight	78
Average	78 5-6
Highest temperature yesterday	85
Lowest temperature yesterday	67
Mean temperature yesterday	76
Normal temperature for September	71
Departure from normal temperature	05

MINIATURE ALMANAC.
Sept. 17, 1903.

Sun rises	5:54	HIGH TIDE.	
Sun sets	6:15	Morning	12:45
Moon rises	1:39	Evening	1:20

RICHMOND.

Body of St. J. W. Barraud found in the canal——Public schools of the city will probably be crowded beyond the health limit——Sheriff Simon Solomon has no idea of suing the Passenger and Power Company——Barton Heights lady endeavoring to secure a fortune left her by a relative in California——Steamboat companies, electric roads and express companies to be given a hearing by the Corporation Commission to-day——Family of a well known man ill in China——Anti-Saloon League endeavoring to defeat those opposed to the Mann law——Opinion of City Attorney Pollard on the effect of redistricting on city officials——Galveston at last starts for Norfolk——Governor Montague replies to the resolution adopted by the people of Chase City regarding the case of Doc Bacon——Union street-car men called to meet to-morrow night——Municipal investigation to begin again to-night——Judge Ingram takes charge of the Law and Equity Court——Remains of C. H. Wegner, who killed himself, are buried——Registration continues very light——Red Men hold a mock trial——Reception last night to Rev. M. Ashby Jones——Friction in the Health Department calls for an investigation——Executive Committee of the National Postal Clerks to hold a banquet here Saturday——Captain George D. Wise urged to run for Mayor, but has not reached a decision——House damaged and two colored children, who were locked up in the dwelling, injured——Result of recent primary in Augusta not altogether satisfactory——Memory of Robert Emmet to be honored. MANCHESTER——Counsil may meet to-morrow night to choose a successor to Judge Clopton, who will probably be appointed judge of the Corporation Court; Mr. Page likely to succeed Judge Clopton——Republicans put up a full legislative ticket; their committee to meet to-morrow night——Close of registration to-night——Street Committee to meet to-morrow night——Funeral services to-day.

VIRGINIA.

The Old Dominion steamer Princess Anne weathers a terrific storm off the Jersey coast and comes in ten hours overdue with cargo listed; the vessel shipped great seas and the passengers were terrified——Committee appointed to investigate fraud in Powhatan report that irregularities existed, but declare Judge Moncure the winner——Man writes Lynchburg real estate man to sell vault containing his wife and child——Sensational evidence in regard to collision of Pine Beach with a schooner in Hampton Roads——Charles Hall Davis, of Petersburg, chosen arbitrator by George E. Fisher in a million dollar difference with Gould——Rev. John E. Allender paralyzed in the pulpit in Stafford county——John Armstrong Chanler on Governing Board of Keswick Hunt Club——First bale of Virginia cotton brought to Petersburg——Police secure fresh evidence against negro charged with criminal assault——Interesting races on new track at South Boston——Fraud charged in the Northampton county primaries——Large barytes mill burned at Lynchburg with heavy loss——Conductor falls between cars of his train at Marshall and is cut in two. Weddings——Clarence La Far Cook to Ethel Muse Opie, Staunton, Va.; Robert E. Jones to Mary Isle Epes, Blackstone, Va.; M. Mortimer Stoddard to Mary Irene Marston, Roxbury, Va.; John H. McCue to Ella Oneeda Swan, Pamplin City, Va.; E. A. Hutcheson to Miss Mattie Maupin Owens at Portsmouth, Va.——Mayor Moss, of Newport News, refuses to sign ordinances——Storm brings shower of half-feathered birds——Poe, of Princeton, to coach Virginia, and Beylis, of Princeton, to coach Washington and Lee.

NORTH CAROLINA.

Prominent citizen of Burlington under arrest for cruelty to animals because he told a tenant how to kill chimney swallows——Representatives of a mysterious railroad company make Governor Aycock a second proposition concerning the purchase of the North Carolina Railroad——The State Chemist declares cotton fungus a great menace, and will make extensive experiments to combat it——Large anti-saloon meeting at Raleigh——Injunction against county commissioners against forcing the collection of taxes on the new levy.

GENERAL.

The coast of New York and New Jersey swept by a storm of almost unprecedented severity, entailing great property damage and lost of life; Atlantic City cut off from telegraphic communication; many vessels wrecked and brave crews go down to death——President Roosevelt and party caught out in the storm and have a perilous trip, but reach port in safety——President grants unconditional pardons to George D. and Barancas F. Cosby convicted in Alabama of peonage; the pardon based on a strong letter from Judge Jones——Mrs. Louise Tideman, of Gull Point, Fla., trying to kill a chicken eating hog, shoots a little girl, causing instant death——Labor and other influences combining to effect the defeat of President Roosevelt——Commander Tucker, of the Salvation Army, one of the speakers at Irrigation Congress——Inspector Erwin arrested at San Francisco and bailed——Two men killed in wreck on Seaboard Air Line in Florida——Marjoram, a five to one shot, wins the Williams Stake at Gravesend——Damage to Southern crops has depressing effect on New York stock market——J. E. Starke, who killed his brother-in-law at Jacksonville, held without bail——Nashville and Wasp leave for practice grounds to spend a week——Pittsburg defeats Boston and Cincinnati wins from New York. President Diaz in his message to Mexican Congress discusses prospects of silver——Prince Ferdinand returns to Sofia, but there are no developments in war situation——Democrats of Maryland nominate Warfield for Governor.

UNION STREET-CAR MEN MEET TO-MORROW NIGHT

The union street car men of Richmond have been called by President W. J. Griggs to meet at 8 o'clock to-morrow night over Sparks & Black's to settle up affairs in connection with the late strike.

The President and Party Have Perilous Trip.

CAUGHT BY STORM GOING UP SOUND

The Sylph Was Well Manned and Reached Port Safely.

SCHOONER WENT DOWN BUT SHORT WAY OFF

President Makes an Inspection of Ellis Island, and Becomes Greatly Interested in the Immigrants—He Leaves for Antietam Where He Speaks at Unveiling To-Day.

(By Associated Press.)

NEW YORK, September 16.—President Roosevelt is resting quietly on his train to-night after a day of strenuous and varied experiences. While en route from Oyster Bay to New York on the naval yacht Sylph, accompanied by Mrs. Roosevelt and a party of guests, he passed through a terrifying wind and rain storm, during which the vessel was in imminent danger. Subsequently he visited the immigration station on Ellis Island, New York Bay, and made a thorough inspection of the institution.

After dining on the Sylph to-night he went on the revenue tug Chamberlain to Jersey City, where he boarded a special train on the Pennsylvania Railway, which is to convey him to the battlefield of Antietam for the dedication ceremonies.

SYLPH IN A STORM.

When the Sylph weighed anchor the skies were dark and forbidding, and as the vessel drew out of the bay a light rain fell. Less than an hour after the Sylph had entered Long Island Sound she ran into a terrific wind and rain storm. The storm increased in severity rapidly and off Fort Schuyler it developed into a hurricane. The wind blew, according to an estimate made by Lieutenant Preston, commander of the Sylph, at the rate of sixty-five miles an hour. The Sylph, a comparatively small vessel, pitched heavily, and off Willett's Point listed very sharply to starboard. The President and his guests had been forced to go below, and beyond a drenching none of them suffered inconvenience. The storm became even more severe as the vessel neared Hell Gate. The waves and wind swept the deck, making it almost impossible for the sailors to remain above.

SCHOONER WENT DOWN.

In Hell Gate, a quarter of a mile off the port bow of the Sylph, a tug-boat having in tow a large three-masted schooner, was capsized by the wind and waves. She sank stern foremost, but did not settle completely out of sight for perhaps five minutes. A small boat from the tug put off with the crew, except two men who clung to the bow until the vessel disappeared. It appeared from the Sylphy that the two men were taken aboard the yawl. Lieutenant Preston wished to stand by to render assistance, but Captain William P. Brainerd, an experienced pilot, who was at the wheel, declared it would be foolhardy for the Sylph to attempt a rescue in such a storm. President Roosevelt knew nothing of teh capsizing of the tugboat until nearly an hour afterwards. He then expressed the wish that some assistance might have been rendered the crew.

GOES AMONG IMMIGRANTS.

Mrs. Roosevelt and the other members of the party were landed at the Brooklyn navy-yard, but the President proceeded to Ellis Island, where he spent some hours inspecting the station. A number of persons interested in immigration were at the island. Four of these were appointed by the President a committee to make a thorough investigation of the station and its administration.

During the afternoon many interesting incidents occurred, the President acting upon his desire to go directly among the immigrants themselves with a view of ascertaining personally how they were treated. He was particularly interested by the fact developed, that forty-four out of fifty applicants for admission were supplied with American money. The President talked with a German woman who had a baby in a wicker basket and gave her a $5 bill for the child.

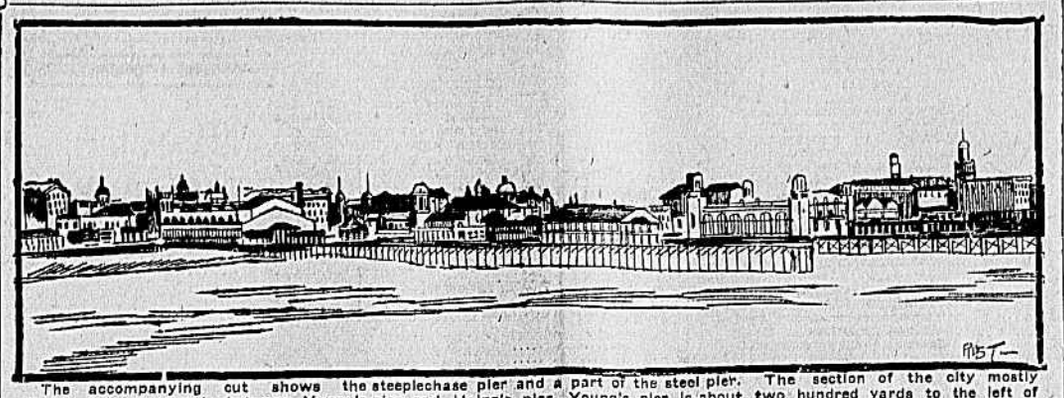
FIRED AT A HOG; KILLED LITTLE GIRL

Mrs. Louise Tideman, of Florida, in Trying to Kill Hog Shoots a Child.

(By Associated Press.)

PENSACOLA, FLA., Sept. 16.—While firing with a revolver at a hog, which was eating up a brood of young chickens at her home at Gull Point late yesterday afternoon, Mrs. Louise Tideman accidentally shot and killed the little daughter of William Douglass, a neighbor, the bullet entering the back of the head of the little girl, passing through the brain. The two houses occupied by the families are divided by about fifty yards. In the rear of the Douglass home the children had constructed a playhouse of boards and canvas, and they were playing in there when the little girl met death. The bullet passed through a board, entering the back of the little girl's head.

Mrs. Tideman was not aware of the fact that the children were in the playhouse. When the bullet struck the little girl she fell forward. Her playmates, although hearing the shots, at first did not know what had occurred until their efforts to make her rise proved fruitless.



The accompanying cut shows the steeplechase pier and a part of the steel pier. The section of the city mostly damaged is apparently between Young's pier and Heinz's pier. Young's pier is about two hundred yards to the left of the steeplechase pier, while that of Heinz's is at least a mile to the right.

DEAD IN THE DOCK

Another Victim is Claimed by This Death-Trap.

ST. J.W. BARRAUD IS VICTIM

Had Not Been Seen Since Monday, on Which Day it is Probable that He Fell to His Death.

The dock, that death trap which paid Coroner Taylor a handsome salary when he got fees, instead of a yearly stipend, has claimed another victim. He is St. J. W. Barraud, of No. 811 East Franklin Street, a brother of Mr. Philip St. George Barraud, the attorney.

Mr. Barraud was found in the dock at the foot of Nineteenth Street yesterday afternoon about 5 o'clock. A negro man who was fishing saw the man first. He says he saw something round and shiny floating on the surface of the water, and thought it was a shell. Mr. Barraud had red hair and the darkey thought it was an unusually tinted shell. He threw out his line and finally drew the object to the shore, to find to his horror, that his shell was a human skull, and that the rest of the body was on hand. The man notified the police of the First District, and they called the coroner. When Dr. Taylor reached the spot there was his good angel on such occasions—Joe Edwards.

Joe at once set to work. He had to get down in the water and tie a rope around the body, and with the assistance of bystanders, pull it out.

Dr. Taylor had difficulty in positively identifying the man, but found papers in his pockets addressed to "St. J. W. Barraud." He also found in his pocket the sum of $16.66, in money.

Dr. Taylor made a thorough examination of the body but found no evidence of foul play. A small, even trifling cut, was found over the left eye. He thinks this was done in getting the body out this was done in getting the body out of the water.

Billups, the undertaker, was given the remains and took them to his rooms on Main Street. There a relative positively identified them.

No arrangements have been made for the burial.

Mr. Philip St. George Barraud is not in the city.

The police and coroner are of the opinion that Mr. Barraud walked off the street into the dock in the night time, as so many have done before him. Almost any one is liable to do so.

No one had seen Mr. Barraud since Monday, so far as is known.

INVESTIGATORS TO MAP OUT PLANS TO-NIGHT

The Committee of Municipal Investigation will meet in room No. 5, City Hall, at 8 o'clock to-night, though beyond the mapping out of plans for resuming work it is not thought anything will be done. It is understood that the street railway franchise matter will be taken up next, and some spicy evidence is expected. While some witnesses have been summoned, no one in authority will give out their names, though it is thought the list will embrace the names of some prominent street car people here.

Chairman John B. Minor will preside at the meeting to-night, and City Attorney H. R. Pollard will conduct the examination-in-chief on behalf of the city. The committee is composed of Messrs. Minor, Reynolds, Hall and Sheppard, from the Board, and Messrs. Anderson, Fergusson, Spence, Morton and Hargrove, from the Common Council.

TWO POPULAR ATLANTA RAILROAD MEN HERE

Messrs. J. B. Heyward, district passenger agent, and M. M. Annsley, traveling agent of the Atlanta and West Point Railroad, are in the city.

These gentlemen are two of the most popular of Atlanta's many fine railroad men, and their visits here are sources of pleasure to all who are so fortunate as to know them.

During their visit Captain C. W. Westbury, of the Southern, did the honors for Richmond.

TWO LIVES ARE LOST IN WRECK ON SEABOARD

(By Associated Press.)

MADISON, FLA., Sept. 16.—Freight train 36, with an engine and caboose, were wrecked on the Seaboard Air Line, five miles west of here last night, killing instantly D. W. Southwell, of Jacksonville, and the fireman, whose name cannot be learned. The wreck was caused by a washout, the result of the storm that visited this section last Sunday.

PARDONS FOR THE COSBYS

President Exercises Clemency in Peonage Cases.

ACTS ON LETTER OF JUDGE

Judge Jones, in a Very Strong Presentation of the Case, Takes the Position that the Ends of the Law Have Been Fully Met.

(By Associated Press.)

WASHINGTON, September 16.—The President has granted full and unconditional pardons to George D. and Barancas F. Cosby, convicted at Montgomery, Ala., of the violation of the peonage law. These men were indicted for holding Pike Swanson in a condition of peonage, pleaded guilty on June 30, 1903, and on the same day were sentenced to imprisonment for a year and a day in the United States penitentiary in Atlanta, Ga. They have been imprisoned ever since and to-day were released on telegraphic instructions from the Department of Justice.

During the month of June more than eighty indictments, against a number of individuals, for violation of the peonage law, were returned by the grand jury at Montgomery, and several convictions were secured, the sentences imposed ranging from the minimum, one year, to the maximum, five years.

PUNISHMENT SUFFICIENT.

The President granted the pardons in the above cases upon the earnest recommendation of Judge Jones, who sentenced the prisoners. In his letter to the President Judge Jones says:

"The favorable recommendation now made proceeds on no idea that the sentences were unjust, but solely from the conviction that the punishment already undergone by the prisoners has accomplished all the real ends of the law in these cases. The prisoners have undergone the humiliation of imprisonment in the penitentiary, the sting of condemnation by their neighbors and associates, and the wide publicity of their offense. They have been separated from their families and have worn stripes. There is no ground for believing that they will ever again, under any circumstances whatever, engage in like practices. They attempted no defense, but pleaded guilty at the earliest opportunity. They were contrite, and admitted that they justly deserved punishment. The reform of offenders themselves, so far as the law contemplates that, has been completely effected by the punishment.

"The question of pardon may, therefore, be properly considered now solely as regards its effects upon the administration of justice and the public welfare. The law has been thoroughly vindicated, and the evil against which it was directed in these communities has been completely crushed. Connivance with the abuses of corrupt magistrates in that locality, in the exercise of the power to hire out offenders for payment of fines and costs on conviction for small, and often sham offenses, in order to reap profit for the hirer, has been thoroughly exposed and broken up. It has met the hearty reprobation of the great mass of the people in all walks of life. The example has been all sufficient to deter

(Continued on Second Page.)

YELLOW FEVER IN NEUVA LAREDO, MEX.

Federal and State Health Officers in Charge—A Regular Exodus.

(By Associated Press.)

LAREDO, TEX., Sept. 16.—The quarantine established against Neuva Laredo, Mexico, by the State and Federal authorities is being most rigorously maintained, it having been demonstrated beyond a doubt that yellow fever exists there.

Dr. George Tabor, of Austin, chief State health officer; Dr. H. J. Hamilton, Marine Hospital surgeon, and several other prominent physicians, made a thorough examination of two fever cases in Neuva Laredo to-day and positively pronounced one of them yellow fever, and the other "very suspicious," with symptoms of yellow fever.

The quarantine authorities have decided that all traffic must cease between Laredo and Mexican points, and therefore no trains will be allowed to cross the International Bridge.

There was a general exodus to-day, nearly 500 people, principally women and children, leaving for San Antonio and Corpus Christi.

BEATEN BY HEAVY SEAS

Princess Anne Weathers a Terrific Storm.

MUTINY IN BOILER ROOM

Stokers Kept at Work at the Pistol's Point—Passengers in a State of Terror—Cargo Listed and Eleven Hours Late.

(Special to The Times-Dispatch.)

NEWPORT NEWS, VA., September 16. The Old Dominion steamer Princess Anne arrived at Old Point at 7 o'clock to-night from New York, eleven hours late. When off the coast of New Jersey last night the vessel encountered a terrific windstorm and was blown far off her course, but as far as is known now she weathered the gale practically undamaged.

The wind blew at the rate of ninety miles an hour, and passengers and crew were terrified all during the night.

MUTINY ON BOARD.

The stokers refused to work, but the officers forced them to do their duty at the pistol's point.

When the gale had passed the steamer made for the Capes and passed in safely late this afternoon.

Leaving Old Point, she proceeded to Norfolk.

A GOOD SHIP'S STRUGGLE

Cargo Listed and Ten Hours Behind Her Time.

NORFOLK, VA., September 16.—The Old Dominion liner Princess Anne, Captain Tapley, from New York to Norfolk, with a passenger list of one hundred, steamed slowly into harbor to-night with her cargo badly listed, ten hours behind on a run that should have consumed eighteen hours. The Princess Anne left New York without the slightest intimation of the fierce wind blowing up the coast to meet her.

To the Associated Press correspondent to-night Chief Osterhaut made the statement that when the steamer left for the South the storm warnings had been hauled down and the indications given out weer to the effect that the hurricane had broken.

STRUCK THE GALE.

Consequently, when at 1 o'clock this morning, off Fenwick Island, the full strength of the gale struck the ship and sent a mountain of sea rushing over her decks, the captain and crew were taken completely unawares.

The shock of the first sea awakened all the passengers, who rushed half clothed, weeping, praying and screaming from their state-rooms in an effort to reach the deck and boats. Every door and window was closely fastened, the hatches battened down and orders issued that no soul save the crew be allowed upon the decks, already waist-deep in a seething mass of water.

The ship plunged head-on through the blow, and as she mounted each successive wave her screws would leave the water and race with terrific speed, the horrible grind and jar resulting adding terror to the panic-stricken passengers' fears.

A BATTLE WITH THE STORM.

For hours the wind continued without abatement, and through the night the battle against the storm was fought with varying chances of success. Finally dawn broke, the wind lost some of its force, and the Princess Anne began to make headway.

The tales told by many passengers on their arrival to-night were pitiful, and one woman threw herself upon her knees on the dock and thanked God for letting her reach land again.

GUYANDOTTE NOT REPORTED.

The steamer Guyandotte, of the Old Dominion line, freight laden, which sailed from New York three hours after the Princess Anne, has not yet been reported from Cape Henry at 11 o'clock.

The Princess Anne passed the Cape at 6 P. M.

AT PISTOL'S POINT.

During the course of the storm, according to passengers, several members of the crew refused to obey orders issued by Captain Tapley and wanted to go below; Captain Tapley drew a revolver and pointing it at the crowd ordered them again to go to work. They obeyed without further demonstration and no charges have been preferred against the men.

That there was trouble cannot be confirmed from the ship's officers.

MUTINY IN STOKE HOLE.

A verification of the mutiny report has been secured from passengers. It was the force of stokers that quit work and they were forced to resume by the captain at a revolver's point. At the time of the mutiny the ship was in only sixteen fathoms and drawing near the shore.

It is reported that sixteen passengers were more or less seriously injured. One woman was thrown from an upper berth and one of her eyes was knocked out of its socket. Several others were badly bruised and cut by the rolling of the ship.

The officials of the company will allow no one on board the ship and no information more than a general denial will be given out.

AT DELAWARE BREAKWATER

Much Damage and Five Lives Lost.

SHIPS TOSSED LIKE LEAVES

Three Schooners Dragged Their Anchors and Collided—Harbor of Refuge and East End Light Carried Away—Barges Sunk.

DELAWARE BREAKWATER, DEL., Sept. 16.—The southern storm which has been coming up the Atlantic coast for several days, struck the Delaware Capes early this morning with almost cyclonic force, and as a result at least five lives were lost. The storm lasted from 3 A. M. until 7 A. M. The wind reached a maximum velocity of eighty miles an hour, and the rain fell in torrents.

The most serious accident reported was that which befell the schooner Hattie A. Marsh, whose captain, J. Maffahey, and four of the crew, were drowned. The Marsh hailed from Painter's Point, Md., for Philadelphia, with a cargo of paving stone. She was caught in the terrific wind-storm outside the new stone breakwater. The captain tried to reach the harbor of refuge, but before he could do so the vessel had to anchor and try to ride the storm. Her anchors, however, did not hold, and the schooner with her dead weight of stone was dashed on the rocks of the harbor of refuge.

The steam pilot boat Philadelphia went to the rescue, but only succeeded in saving Mate Norman Campbell and one seaman.

BOATS SINK; CREWS RESCUED.

In the old harbor southwest of the Maritime reporting station three schooners dragged their anchors and collided. They were the Emily F. Northam, Adeline Townsend and Sea Bird. The Sea Bird, which was a two-masted vessel, sank and her crew was rescued and landed on the point of Cape Henlopen. The men were cared for at the life-saving station. The Northam had her jib-boom carried away and her yawl stove. The Townsend lost her head gear and jib-boom.

The barges Elmwood, Gilberton and Kalmia, laden with coal from Philadelphia for eastern points, were sunk in Delaware Bay westward of the Brown Shoal. Their crews were rescued by the tug Tamaqua, which was towing the barges. The tug Spartan, which was towing coal barges, is reported to have sunk. There are no tidings of the Spartan's crew.

It is reported that three coal barges were sunk in the ocean off the Capes and that their crews are probably lost.

An unknown bark is anchored off Ocean City, Md., with distress signals in her rigging. The pilot boat Philadelphia has gone to her assistance.

Considerable money damage was done to the breakwater. The harbor of refuge, East End Light and the Day Mark on the breakwater were carried away. The fury of the storm was also felt at Lewes, near here. Many trees were blown down and chimneys damaged, while smoke-stack of the city power-house fell and considerably damaged the building.

The Spartan Founders.

(By Associated Press.)

ANGLESEA, N. J., September 16.—The ocean going tug Spartan, which was engaged in towing coal barges between Philadelphia and New England ports foundered during this morning's storm on the ocean at the entrance to Delaware Bay, and it is feared five of her crew are lost. The other ten members of the crew were rescued off floating wreckage, near Cape Henelope by the fishing boat Irene, and landed at this place. They report that they became separated from the other five men.

Boxed to a Draw.

(By Associated Press.)

SAVANNAH, GA., September 16.—Jimmy Farren, of Philadelphia, and Herman Miller, of Baltimore, lightweights, boxed twenty-five rounds to a draw before the Savannah Athletic Club to-night. The house was packed and enthusiastic. The battle was for the lightweight championship of the South, held by Farren.

LOCKED IN HOUSE, CHILDREN BURN

Offspring of a Colored Minister Injured During a Fire.

There was quite a damaging fire at 10 o'clock last night in two tenement houses at the corner of Washington and Buchanan Streets, which resulted in the partial burning of Nos. 923 and 925 Buchanan Street and the slight burning of two colored children, who were in the latter house.

The alarm was turned in from box No. 49, at 10 o'clock the fire having originated in the kitchen of No. 925 Buchanan Street. The flames spread rapidly and extended into No. 923 and both were partially destroyed, the damage being estimated at from $350 to $500.

The house where the fire started was occupied by Rev. R. T. Kemp, a colored Baptist preacher, who is now in New York on his vacation.

Two of his children, aged respectively nine and eleven years, were painfully burned about the hands and shoulders. They were locked in the room where the fire started but in some way made their escape.

The houses are owned by a Mrs. Connell and it could not be learned whether or not the damage was covered by insurance. Engine companies 2 and 9 and Truck company No. 2 responded promptly to the alarm and prevented further damage from being done.

Is Most Severe at New York and Atlantic City

VESSELS GO DOWN AND HOTELS INJURED

Blows a Hurricane and Electric Wires Deranged.

MANY LIVES LOST IN SHIP DISASTERS

Two Schooners Sunk at the Delaware Breakwater, and Nearly Entire Crew of One Drowned—Wrecks Are Strewn Along the Coast Both North and South.

(Special to The Times-Dispatch.)

NEW YORK, September 16.—The storm that ravaged New York and the Jersey coast to-day did more damage in a short time than any hurricane in the records of the Weather Bureau. Attaining a speed of 65 miles an hour in this city, the wind wrecked buildings, uprooted huge trees, smashed windows and imperiled human life in divers ways within the city itself.

Along the coast nothing escaped the fury of the gale. Vessels of all kinds, from the great cargo schooners of the merchant marine to the smallest pleasure yachts, were piled along the shore of Long Island Sound, New York Bay, Gravesend Bay, Sheepshead Bay, Jamaica Bay and the Atlantic ocean in heaps, most of them smashed into kindling wood.

Severe at Atlantic City.

Atlantic City was the greatest sufferer. The loss there alone was more than $1,000,000, hotels and cottages being unroofed and pavilions washed away. The wind reached a velocity of 75 miles an hour. Hotels swayed on their foundations and in many instances the guests became panic-stricken and huddled closely together in the exchanges. Fifty hotels were unroofed or otherwise damaged. Of those who ventured out many were injured by flying timbers and glass. Buildings were unroofed. The Board Walk at one place was ripped up, the beach front was strewn with debris and pleasure craft moored at the inlet and about the bays were destroyed. All of the piers were badly damaged. Telegraph and telephonic communication was cut off. There was a terrific rain fall for several hours and the water was driven by the gale through the crevices of closed windows into rooms of guests. The trolley service came to a standstill and the streets in every direction were strewn with debris.

At Coney Island.

The gale and the tremendous seas it stirred up wrought wreck and ruin at Coney Island and Sheepshead Bay such as has not been seen there in twenty years. Both of the great iron piers at Coney Island were wrecked. Everything movable along shore was blown or washed away and the wreckage and debris is strewn along the shore from the Oriental Hotel to Seagate.

Warnings were sent out all along the coast and shipping men believe the damage is much greater than the present reports show. The storm at sea, it is declared, will be certain to continue for several days. The official report from the weather bureau at Washington promising no permanent relief until Friday, with a steady fall in the temperature.

TERRIFIC IN NEW YORK

Skyscrapers Tremble and Occupants Hurry Down—Shipping Suffers.

NEW YORK, Sept. 16.—Greater New York and its environs for several miles in all directions were visited to-day by the firecest wind and rain storm known hereabouts in years. The day began with rain, which increased as the wind, blowing sixty miles an hour from the east, grew stronger and for two hours about midday the combined fury of the elements wrought damage on land and water, amounting in the aggregate to many thousand.

The storm culminated at noon in a wind velocity of seventy miles an hour. Sheets of water drove the unfortunates caught to shelter, and the gauges in the weather bureau registered 1.30 inches precipitation in two hours; then the storm subsided.

By the middle of the afternoon the