



SEVEN KILLED, LOSS A MILLION IN SOUTH STORM

Freak Wind Blows 94 Miles an Hour in Charleston, South Carolina

Tide Rises Eight Feet and Harbor Is Filled With Wreckage of Sea Craft

CHARLESTON, S. C., Aug. 28 (via Sumnerville, S. C.)—Seven persons known to be dead, many injured and property damage of more than \$1,000,000 is the result of the storm which struck Charleston Sunday afternoon, isolating that city from the rest of the world.

THE DEAD W. H. SMITH, Columbia, drowned under a falling wharf. MORMAN CUTLER, drowned. IDA ROBINSON, crushed by roof. ROSA ROBINSON, crushed by roof. ALONZO J. COBURN, engineer, killed by flying timber. EVA MYERS, drowned. TOME DOOLY, drowned. Wreckage Fills Harbor The Cassidy family, number unknown, caretakers at the Wahoo Fertilizer mills, are missing and are believed to have been drowned.

The harbor is filled with wreckage of small boats, schooners and launches, many piers are washed away and in the city the streets are strewn with fallen trees, fences and other debris. Among the principal buildings damaged are the custom house, the postoffice, St. Michael's church and the Wahoo Fertilizer mills was practically ruined.

Communication Paralyzed The street electric and telephone and fire alarm systems are out of commission.

All trains are leaving the city from an old depot, the floor of the new station and the tracks being under water. The Southern railway officials expect to resume regular schedules tomorrow.

At the height of the storm the wind reached 94 miles an hour, when the tide rose 8 feet at the battery in front of the city.

WEIGHTS AND MEASURES ORDINANCE ENACTED

Tunnel Bill Passed to Print by Supervisors

The weights and measures bill was enacted by the board of supervisors yesterday. Supervisors Bancroft, Cullen, Hoeks and Hayden voting against it. They objected to the charge to the merchants for the inspection imposed and also held the "official sealer" should be limited in the ordinance to a certain number of deputies. Murdock voted with the majority.

The tunnel ordinance was passed to print by the board, providing a method for the assessment of the costs and damages on the private property in the districts benefited. The bill was amended to permit the city in certain cases to bear part, not over 50 per cent, of the expense.

The street committee was given the request of the Southern Heights Improvement club that the Santa Fe Railway company be compelled to put in the approaches to the Nineteenth street bridge, which was dangerous; also Mark Sheldon & Co.'s request for a safety station in Market street opposite the foot of Battery; and a petition of residents that Twenty-sixth street be cut through from York to Potrero avenue.

The proposal to buy the lot of the Mee estate at Geary street and Presidio avenue for a car barn was held up pending the city attorney's examination of some unexpired leases.

The interior carpenter work of the city and county hospital ward and nurses' buildings was let yesterday by the board of works to McSheehy Brothers for \$52,742. The cement and concrete work was given to Robert A. McLean for \$18,818.

WILL LOOK INTO CLEMENT SCHOOL CASE TOMORROW

Auditor Calls Parties to Squabble Into Conference

Whether Henning & Burke used inferior rock material in building the wall of the Clement primary school will be taken up by Auditor Boyle next Wednesday afternoon at 2 o'clock. The firm and the Merchants' association's bureau of inspection, which challenged the work, were notified yesterday by Boyle to appear at that time.

The auditor has held up the \$6,000 final payment for the job, which the board of works and the supervisors agreed to, in spite of the protest of the association and the six samples examined and found wanting by Chemist Hanks.

Boyle said yesterday he would go thoroughly into the merits of the matter before he passed the demand on the treasury.

DEAD MILLIONAIRE'S NIECE CAPTURED BY CUPID

Relative of Col. Swope Elopes With Traveling Salesman COLORADO SPRINGS, Aug. 28.—Lucy Lee Swope, niece of Colonel Thomas H. Swope, the murdered Kansas City millionaire, who has been spending some time in this city, eloped yesterday morning with W. B. Byrne, a former Kansas City business man, now traveling salesman, living in Denver. The couple went to Pueblo where they were married, and returned here last evening.

Beattie Hears Knell Cousin Opens Heart

Alleged Slayer of Wife Quails at Testimony

Henry Clay Beattie Jr. on the anniversary of his marriage is on trial for the murder of his wife, whom he is accused of having killed with a shotgun while motoring with her about five miles south of Richmond, Va. The alleged occasion for the crime is said to be Beattie's attachment for another woman, Beulah Binford, in whose company he has been frequently seen during the last two months. The principal witness against the accused is his cousin, Paul D. Beattie, who has sworn that the accused requested him to purchase a shotgun and shells for him, which he says he did. Beattie's defense is that his wife was killed by a strange man who accosted her on the road. He has maintained an imperturbable silence since making this statement. Paul Beattie is an epileptic.



Henry Clay Beattie Jr.

CHESTERFIELD COURTHOUSE, Va., Aug. 28.—Paul D. Beattie, cousin of Henry Clay Beattie Jr., who stands indicted for the murder of his wife, testified late today that the accused had told him 24 hours after the murder how sorry he was "he had done it," a circumstance relating to the crime that the witness hitherto had suppressed.

Coming as dramatically and as unexpectedly as the pathetic tale an hour before of Mrs. R. V. Owen, mother of the dead woman, as to the domestic infelicity of her daughter, the brief but thrilling testimony given by Paul Beattie created a profound sensation.

Lips Quiver as He Talks Paul Beattie at the coroner's inquest, a nervous wreck, but today strong and determined, poured out a tale which confessedly had troubled his mind not only because he purchased the shotgun for Henry, but because he had not until today told all he knew of the case. With quivering lips and tear dimmed eyes he set forth the story against which his heart and sympathy had for days been revolting.

"I hated to testify against my own flesh and kin," he murmured as the muscles of his throat pulsated, "but my wife, my child and the duty I owe to my city forced me to do so."

Gasp Sweeps Courtroom

The gasp that rose simultaneously from the throats of those in the stuffy courtroom was strikingly audible. Paul Beattie continued: "Henry himself told me that he wanted me to stick by him, but I said to him 'this looks mighty black to me, and you've got me into a lot of trouble.'"

"Henry told me, 'I wish, to God I had not done it, I would not have done it for a million dollars, but she never loved

me, she only married me for my money.'"

Mother Whispers Testimony

From early morning, when a mother, Mrs. R. V. Owen, stifled her pride and in a choking voice, almost a whisper at times, told the jury the details of Henry C. Beattie Jr.'s alleged physical ailment which caused his wife heartrending grief and hours of anguish, the prisoner faced the hardest strain thus far witnessed in his fight for life.

Through the testimony of the mother of the dead woman the prosecution endeavored to define the motive for the crime, the fear that the news of the alleged ailment might reach Henry Clay Beattie Sr., and cause a rupture between the son and the father upon whom he depended.

"The Girl in the Case"

To reinforce its theory of the motive, the prosecution put on the stand also Mrs. J. E. Binford, mother of Beulah, "the girl in the case," and Henrietta Pittman, Beulah's chum. Their testimony brought to the surface a story of Beattie's four years of acquaintance with Beulah Binford, of alleged numerous indiscretions, of the birth and death of the child named Henry Clay Binford, and how, just prior to the murder, this relationship was renewed.

The prisoner fidgeted uneasily as he heard Paul testify. Perspiration was on his brow and a flush on his thin face. He buried his fingers into a crumpled handkerchief, almost shoved it into his mouth and bit hard on it.

ONCE RICH MINER DIES A PAUPER

Relatives to Whom He Gave Large Sum Refuse to Aid Him

[Special Dispatch to The Call] REDDING, Aug. 28.—Dennis Cronin, miner, aged 81, died in the county hospital today, a pauper. Two years ago he gave \$10,000 to a nephew and a niece in the east, keeping only \$80 to pay his own funeral expenses. Illness came upon him soon after making the gifts, and he used the \$80 for medicines. Appeals to his nephew and niece for money fell upon deaf ears, and he was forced to go to the county hospital. Cronin was buried today at the expense of the county.

MAN COMMITS SUICIDE STANDING IN STREET

Employe of Standard Oil Company Shoots Self in Heart

NEW YORK, Aug. 28.—Standing at New and Beaver streets today, Arthur Veit, employed in the shipping department of the Standard Oil company, where his father, Richard C. Veit, is one of the managers, committed suicide by shooting himself through the heart. Veit was a graduate of Columbia university and married. His father, who is manager of the marine department of the Standard Oil company, is on an automobile tour in England.

J. R. KEENE'S HEALTH IS REPORTED BETTER

LONDON, Aug. 28.—James R. Keene of New York, who has been suffering from a slight recurrence of the illness which he had in New York, was much better today. When inquiries were made this afternoon concerning Keene's health, he was sitting up and enjoying luncheon.

EXPRESS COMPANY REDUCES CHARGES

Complaint of Shippers Is Followed by Widespread Cut in Rates

Upon the request of the state board of railroad commissioners, Wells-Fargo & Co. has made widespread reductions in its express rates. More than 100 of these reductions have already been made. These adjustments have followed the discovery that in many instances the company has been charging more for the shorter than for the longer haul over the identical route. These charges have been in direct violation of the state constitution. The commission has called the attention of the company to this condition and the corrections have followed.

These adjustments are in no way connected with the general investigation that is to be made into express rates throughout the state. They are merely incidental to complaints received by the commission and a cursory examination of the existing rate schedules. The general investigation will follow.

Among the most conspicuous cases have been the charges from Sacramento to points in northern California. In many instances the rate has been higher from Sacramento than from San Francisco, although the haul from Sacramento is contained within the haul from San Francisco. The rate on certain articles to Etna Mills from Sacramento, for instance, was \$4.50, while the rate from San Francisco was only \$3. This has now been changed so that the rate from Sacramento is \$2.50.

Similar conditions existed in and about Los Angeles. In many cases the charge was far higher for the shorter distance. This was found to be the case from points in the southern part of the state northward to the Ventura county territory.

CUMMINS, PEEVED AT TAFT, IS OUT FOR LA FOLLETTE

Iowan Says the Wisconsin Man Has Ideas Which Are Really "Safe and Sane"

He's Opposed to the President and Would Work Against Him

[Special Dispatch to The Call] WASHINGTON, D. C., Aug. 28.—Word was received at the capital tonight that Senator Cummins of Iowa, angered by President Taft's attack on the tariff record of the insurgents, had come out for Senator La Follette of Wisconsin for the republican nomination for president. This, at least, is the interpretation that insurgents at Washington are giving to the following statement contained in a letter written by Cummins:

Personally, I am opposed to President Taft. If I had my way he would not be the choice of the republican national convention and if it were possible for me to prevent it, I don't hesitate to say I would do so.

La Follette stands for legislation that is perfectly safe and sane, notwithstanding the efforts that have been made by his enemies to discredit him as unsafe. His judgment on great questions is reliable and the accusation of being erratic and unsafe and radical are made without any foundation whatsoever. His views are sound and the intense earnestness with which he fights is the only thing that leads many to the belief that he is unsafe.

Cummins an Artful Dodger

It will be noted that while this statement is subject to an interpretation that will please the friends of La Follette, the insurgent does not commit himself to the Wisconsin man. He does not say definitely that he is for La Follette for the nomination for the presidency.

To those who have talked with Cummins it is plain that he has come to the conclusion that there is no hope for a compromise candidate at the 1912 convention. It has been known here for several months that the reason Cummins refused to sign the petition requesting La Follette to become a candidate was because he did not care to put himself in the position of being committed to the Wisconsin man, feeling sure that the latter would have no chance. His ideas are known to have been that La Follette's candidacy might have the effect of forcing the acceptance of a compromise candidate, whereupon he would have been found standing with head bowed, expectantly waiting for the lightning to strike.

He did not want to have it said at such time that he and La Follette were tacked with the same stick.

Struggle Will Be Short

That there will be a short, sharp struggle in the republican convention there is no doubt. While Cummins has made no statement as to whether or not he will work to send La Follette delegates to the convention, it may not be expected that he will do so. President Taft will have so overwhelming a majority of delegates there is no doubt of his renomination.

The chief fight, therefore, will be made over the platform to be adopted. The insurgents will fight for a vindication of the Iowan's tariff maneuvering, but even on this point it is to be expected that the supporters of President Taft will prove victorious. Even the states from which the insurgents came are divided, while the Taft supporters will be united.

SHIP SPRINGS LEAK, THEN BURNS AND SINKS

Second Engineer Is Lost During Rescue of Crew

SEATTLE, Aug. 28.—The sound freighter Transport of the Star Steamship and Sound Packet lines, which left Roche harbor last night for Seattle, sprang a leak and shortly afterward caught fire, sinking at 11 p. m. Her crew was taken off by small salmon boats, and during the transfer Second Engineer Wilber Snyder of the Transport fell overboard and was seen no more.

TWO SEAMEN KILLED IN WARSHIP DISASTER

Accident to Anchor Gear Claims Lives on Ohio

WASHINGTON, Aug. 28.—Word reached the navy department today that two seamen, William A. Creech and Wilson D. Mickey, had been killed on board the battleship Ohio as the result of an accident to the anchor gear. The Ohio is in Tangier sound, Chesapeake bay, preparatory to participating in the target practice of the Atlantic fleet.

LEHIGH DEATH LIST REACHES TWENTY-NINE

Another Woman Victim of the Wreck Is Dead

MANCHESTER, N. Y., Aug. 28.—Mrs. Hazel F. Smith of Waverly, N. Y., who was injured in the Lehigh Valley train wreck on August 24, died at Canandaigua today, making the death list 29.

Divorce Suit Filed Sinclairs Friendly



Mrs. Upton Sinclair, wife of the author, socialist and founder of Utopian colonies, named defendant in a divorce suit yesterday. The couple were married in 1900. There have been rumors of disagreement between the pair for some time. Mrs. Sinclair says she and Poet Kemp will probably go on the stage.

Author, His Wife and Kemp Chat of Marital Troubles With Reporters

NEW YORK, Aug. 28.—The marital difficulties of Upton Sinclair and Meta Fuller Sinclair, who have been married 11 years, reached a climax today when the author brought suit for absolute divorce, naming Harry Kemp, the poet, as corespondent.

While the papers were being prepared by Sinclair's attorney for service upon the wife today, she and her husband and the correspondent poet sat in the assembly room of a large Broadway hotel and quietly discussed with reporters the problem of marital relations and Utopia in general. The author and his wife frequently addressed each other in endearing terms and in a most matter of fact way Sinclair told his wife that his attorney would call later in the day, as he did, with the formal papers.

Mrs. Sinclair was asked if she would fight the divorce proceedings. "No," she said. "I have not yet consulted a lawyer, but my present intention is not to oppose the suit."

When informed of the statutory grounds which the New York law requires for the granting of a divorce, she said: "It does not seem to me that divorce should be a disgrace, even divorce obtained upon such grounds as you say must be shown in this state. I believe that an individual is justified in pursuing his or her ideal."

"I have the misfortune," she said, "to have a conservative husband. He is conservative by instinct and nature and a radical merely by choice. A monogamist ought to be able to act the part of a husband; in other words, he ought to have some time to devote to his wife. He should not be so absorbed in his work that the true portions of human relationship fade into insignificance beside his work."

Mrs. Sinclair said that she expected to go away for a rest, and added that Kemp would not accompany her. She said that both of them might later go on the stage. Sinclair said that he was going to his home in Arden, Del.

CANAL WILL BE READY IN 1912

Less Than One-fourth of the Big Ditch Remains to Be Excavated

[Special Dispatch to The Call] WASHINGTON, Aug. 28.—The actual digging of the Panama canal will be completed before the end of the year 1912. There will be a great deal more work to be done, but when the digging is over the worst part of the job will be over.

The significance of the announcement that the digging will be completed in 1912 is in the fact that work on the canal has progressed beyond the roughest calculations and that it will be ready for actual operation before the time fixed for the Panama-Pacific exposition.

Less than a fourth of the canal now remains to be excavated. The total excavation for July was 2,515,982 yards, as compared with 2,406,288 cubic yards in July, 1910, and 2,843,260 yards in July, 1909. It is apparent that if the July rate of excavation is kept up about 16 months more will see the dirt all removed. The total for July is rather below the average for the first seven months of the current year.

RAILROAD'S TONE IS FIRM

Kruttchnitt Defines Its Position in Respect to Demands of S. P. Employes

REGARD FOR THE PUBLIC IS FIRST CONSIDERATION

Shopmen Give Their Side of Case and Are Hopeful Concerning Outcome

OFFICIALS AND WORKMEN WILL CONFER THURSDAY

APPEALING directly to the judgment of the public on the matters at issue between the Harriman railroad system and its shop employes, Julius Kruttchnitt, vice president and director of maintenance and operation of the Southern and Union Pacific and allied lines, last evening issued a statement covering the company's position as regards the labor situation.

Kruttchnitt, who arrived Sunday evening from Chicago, was in conference all day yesterday with high officials of the Pacific system, including E. E. Calvin, general manager; J. M. Davis, general superintendent for the northern district, and H. J. Small, general superintendent of motive power. At the close of the meeting he issued his statement, in which answer is made to each of the nine demands of the federated shop employes.

First Duty to Public

The reply of the railroad chief calls particular attention to the policy of the Harriman roads in dealing with their employes, declaring their stand to be liberal and just at all times and likewise satisfactory to the workmen. He charges that such an arrangement as the labor leaders are trying to force upon the company would cripple the service materially, causing the public to suffer, and finally sums up his whole argument in a statement of his belief that the first duty of a public service corporation is to the whole public.

Meanwhile the international officers of the five unions affected are speeding westward and will arrive Wednesday evening, when they will consult with the local leaders in preparation for Thursday's conference with Kruttchnitt. The official has been advised of their intention to meet with him at that time and has announced that he will be in San Francisco until Saturday.

Shopmen Are Hopeful

The eastern labor leaders are J. A. Franklin, president of the Boiler Makers' union; James W. Kline, president of the blacksmiths; M. P. Ryan, president of the car workers; M. O'Sullivan, president of the sheet metal workers, and J. D. Buckalew, vice president of the Machinists' union.

In spite of the statement issued last night, the San Francisco shopmen are still of the opinion that Kruttchnitt can be convinced of what they consider the reasonableness and justice of their demands. E. L. Reguin, who has been acting as spokesman for the federation in San Francisco, said last night that there was little cause to fear a labor crisis. He said:

"All we want Kruttchnitt to do is to meet with us and let us talk. If we can't bring him to our way of thinking, then it is up to us. We must prove to him the justice of our demands. Perhaps from his viewpoint his objections are plausible, but we may be in a position to make him see our side of the question."

Shopman Makes Statement

"As for these demands which he notes in his statement, let me say that our original idea in forming a federation to handle the business of the five crafts was to save expense, both to ourselves and to the railroad company. Instead of our paying the expenses of five committees, we would be able to get along with just one, on which all five crafts could be represented.

"It would benefit the company, too, for this single committee could meet with the motive power superintendent or some other official and arrange all agreements at the same time. The wages in the different crafts are practically the same, the same conditions of employment as well as the same hours obtain in all of the five branches, and by settling them all at once the officials would save time and so would we.

In Case of Grievance

"Another advantage would be the adjustment of minor grievances among ourselves. For instance, the machinists might feel that they had a grievance. It would be brought before this advisory board, composed of one man from each craft, and after a hearing the board would decide whether to order the machinists to drop their complaint or to approach the officials. From the railroad point of view, the only reason I can see for their objection lies