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THE NEW DOCTRINE

Preached by Senator McLaurin in New York

THE COMMERCIAL AGE

He Says Further Industrial Development Is the Ruling Question With All Civilized Nations.

At the annual dinner of the New York chamber of commerce held Tuesday evening Secretary Hay was the principal speaker.

Senator John L. McLaurin of South Carolina spoke to the sentiment: "The Monroe doctrine of the Twentieth century."

The senator declared that the ruling question today with all nations, and one to which all political questions are subordinated is, "What can we do to further industrial development and obtain substantial business prosperity?"

Speaking of the promulgation by "the infant republic" of the Monroe doctrine, he said that "any other policy would have wrecked our government and been an insurmountable barrier to our national growth, prosperity and progress."

Now that we have become "the greatest export nation of the world," the "mightiest potentiality on earth for progress, civilization and human freedom," we can "no longer confine our institutions and our destiny to this continent, but are compelled by uncontrollable events to seek fraternity with other nations and to reach out for new channels of trade.

"The Spanish war was the occasion, not the cause. The report of Dewey's cannon in Manila bay was but the formal announcement to the world of what you call on your programme, 'the Twentieth century Monroe doctrine,' but which I call the 'McKinley doctrine,' and as such it will be known to future ages."

Senator McLaurin elucidated the McKinley doctrine to be as follows:

"First, that as our own manifold productions largely exceeded home consumption the expansion of territory, trade and commerce was the only means of creating markets for our surplus products.

"Second, that as a nation with a firmly established constitutional government and enlarged national obligations, we could no longer abstain from participation in the affairs of the world, but must take our share of the responsibility.

"Third, that while maintaining the doctrine that no government on the American continent must be interfered with or controlled by any European power, yet we must cultivate friendly relations with them and be prepared to seek and control our share of the trade of the world.

"Fourth, that we should not and could not as a nation safely shrink from the full performance of all the responsibilities cast upon us, but must move forward to the fulfillment of our national destiny.

"The propositions embraced in this doctrine," said the speaker, "will be to the Twentieth century what the Monroe doctrine was to the Nineteenth. If, as a nation, we would enjoy the commercial fruits we need and desire, we must, like individuals, make national ventures and heroic efforts."

Senator McLaurin declared the principles embraced in the "McKinley doctrine" to be the only ones which promise the stability of the nation and the full accomplishment of our national destiny. He predicted that this doctrine is to be "our chart and compass until we complete another cycle in national life and another movement to be made onward and upward."

The speaker spoke of reciprocity treaties as one of the features of this twentieth century Monroe doctrine and defined their principle to be that trade is not to be free on one side and fettered on the other; that goods are not to be taken from a foreign country free of duty or at a low rate, unless that country take something from us free of duty or at least at a low rate.

"What we need in this country today," said the senator, "is a non partisan patriotism and statesmanship, more devoted to the building up of our common country than to party success. Great national issues, involving the glory of our republic and its triumphant success, as a free constitutional government, should not be dwarfed into sectional and partisan questions. Let us stand shoulder to shoulder, good Americans, no matter what our politics or what our section."

In conclusion Senator McLaurin said:

"All signs that our modern civilization is approaching one of those momentous crises that occur periodically in the history of the human race. Antagonistic elements of fearful force are at work. It seems as if all prophecy pointed to America as the final battle ground between error and truth, and it may be that we are near that field of Armmageddon dimly seen by poet and painter, where the brute nature of man and his immortal soul should join in the great battle, which the good book tells us shall precede the dawn of that era of 'peace on earth and good will toward men.'"

Governor elect Albert B. Cummins of Iowa followed Senator McLaurin. Mr. Cummins said there is a feeling in this country that industrial combinations are tending to drift toward monopolies. Not a word could be said, he declared, against industrial combinations, but a monopoly was quite a different thing from industrial combinations. He said there are two forces to regulate prices—one competition and the other regulation by law.

"I know," said Mr Cummins, "that the people of this country will not stand for industrial monopoly any more than they would for a monarchial form of government. If we wish to preserve the manhood of our citizenship the time will come when it will be necessary to nationalize the questions which are now agitating the public mind in this particular domain."

The last speaker of the evening was the Rev. Dr. Donald Sage Mackay, who responded to the toast "The higher ideal of civic righteousness."

A REVOLTING CRIME.

An Inhuman Mother Accused of Killing Her Child.

The police of Hoboken, N. J., are investigating the mystery of the death of five-year-old Emaline Dale, who died Wednesday of strychnine poisoning in Hoboken. The child was the daughter of Harvey S. Dale, manager of a life insurance agency in Chicago. Mrs. Dale arrived at Busch's hotel Saturday night. According to statements made by her, she has not been feeling well and had been taking strychnine tablets. Monday night, she said, she left the tablets on a dressing table, and while she was asleep her child arose and ate three of them, thinking they were candy. "Her cries awoke, me," continued Mrs. Dale, "and I summoned Dr. Kudlich."

Dr. Kudlich, who saw the child before and after death, said:

"I was summoned to attend the child at midnight and remained with her two hours, when she had completely recovered and was frolicking around the room. At 3 o'clock I was told over the telephone that the child was dead and I again went to the hotel. Mrs. Dale told me that shortly after I left the child's hands and feet began to get cold and that death soon followed."

County Physician Converse, who was called in to view the body, declined to grant a burial permit and the child's body was held at the hotel pending the result of the police investigation and the arrival of the father from Chicago. Mrs. Dale was a Miss Howe of New York city. Her father was a physician who left an estate from which Mrs. Dale received an income of $200 a month.

Mrs. Dale was arrested on a charge of murder. Edward Waller, said to be a friend of Mrs. Dale, was also taken into custody, but not under the murder charge. Mrs. Dale did not show any unusual emotion when the detectives placed her under arrest until she was told Waller, who had just arrived from Philadelphia, had been locked up. "Well, if he's under arrest then take me, too."

Police Capt. Hayes and Assistant Prosecutor Vickers questioned her at length, after which it was decided that she be kept under police guard at her room in her hotel until morning. Waller was kept in the lock up and it is the intention to arraign the two before the recorder in the morning.

Twenty-Two Perished.

What is likely to prove the most disasterous accident that has ever occurred in a metallic mine in Colorado, resulted Wednesday from a fire, which burned the buildings at the mouth of the bullion tunnel, through which the Smuggler Union mine is worked and under which filled the mine with deadly gases and smoke. It is impossible to give even an approximate of the loss of life, but it is believed it will reach nearly, if not quite 100. Twenty-two are known to have perished. The fire started early this morning from a defective flue in the bunk house at the mouth of the tunnel. It quickly communicated with the other buildings. The dense smoke from the burning converter house, which was saturated with oil began pouring into the tunnel, which with the shafts of the mine acted as a chimney. The day shift of 200 men had just gone on duty and before they could be warned of their danger the levels and the slopes were filled with gas. As soon as the men became aware of their danger, efforts were made to reach the surface through various exits and about half of these in the mine escaped. It will be impossible to ascertain the number still in the mine for several hours, on account of the gas in some of the levels. Seventeen of the 22 bodies found were found on the seventh level. Between 75 and 90 men were working on the ninth level and this has not yet been explored. On account of the gas and smoke, these levels could not be entered because of the danger of suffocation for 12 hours after the flames started.

A Horrible Death.

A few moments after midnight Thursday an unknown man threw himself into one of the furnaces at Schoenberger's mills, Fourteenth and Etna streets, Pittsburg, Pa. Almost his entire body was roasted beyond identification, his left foot being the only part not disfigured. A few moments before midnight the man was seen to enter the mill yards and stand at the foot of the hoisting cage which carries ore and other supplies for the furnace. The moment that a warning was sounded for the cage to ascend with its load three workmen saw the suicide jump on the platform and stand within a few feet of them. He was pulled out about three minutes later, every part of his body resembling a piece of half cooked meat. No one can remember having seen him before. It is probable he will never be identified. The body was removed to the morgue. The man was about 35 years of age, medium height, fancy moustache and apparently at American. He wore black laced shoes.

Twenty Eskimos Arrive.

Twenty Eskimos and their dogs have arrived in the city and are at the midway on the exposition grounds. The Eskimo village will be one of the many attractions on the midway during the exposition. The Eskimos attracted considerable attention upon their arrival, and when it was learned in the city that they had gone into temporary quaters at the exposition grounds a large crowd of people went out to the "Ivory City" to take a look at the Eskimos, who could be seen clad in fur suits walking about the grounds.—Charleston Post.

The Iconoclasts.

The man who has discovered that Gen Putnam never rode down that rocky precipice to escape from the British ought to be suppressed. That is one of the inalienable beliefs of Americans, and we have no patience with the man who would disprove it. Next thing we know somebody will prove that there was no Paul Revere, no Boston tea party, and we know not what next. We had rather believe a few lies than have all the traditions of childhood dispelled.

FOR BETTER ROADS.

Delegates Appointed to the Greenville Convention

BY GOVERNOR McSWEENEY.

From the State at Large as Well as From Each District. The Names of Those Who Are Appointed.

In response to the request of Former Lieutenant Governor Mauldin, chairman of the committee on invitation and arrangements for the big State good roads gathering it is proposed to hold in Greenville about the middle of next month, Gov. McSweeney Tuesday announced the appointment of a number of delegates from the State at large and from each of the congressional districts.

The governor says that he has always felt a deep interest in the subject of good roads, and hopes in this instance to be able to attend the convention in person and note the ideas suggested by the experts with the Southern good roads train. He will also by request address an official invitation to State Geologist Holmes of North Carolina to come to this gathering. Mr. Holmes has already done much for the building of good roads in this State.

The governor in the selection of the delegates has, he says, been guided largely by his desire to secure men feeling an interest in the work, men who would attend the gathering and carry back to their several counties the ideas to be presented by those giving the object lessons.

The delegates named are as follows:

At Large—Gen M C Butler, Edgefield; Hon Jno C Sheppard, Edgefield; Earle Sloan, State geologist; Gen Edward McCrady, Charleston; F H Hyatt, Columbia, J D M Shaw, Laurens; W S King, Darlington; Col R B Watson, Saluda; Jno B Cleveland, Spartanburg; Capt A A Browning, Hampton; T S Williams, Saluda; W D Evans, Marlboro; C S McCall, Bennettsville; J H Wharton, Waterloo; Jno C Mobley, Winnsboro; and Capt Thomas Wilson, Salem.

First District—W P Cantwell, J Adger Smyth, Charleston; W F Saunders, Beaufort; Nathan F Taylor, Berkeley; B B Chandler, Kingstree; S W Roquie, Sr, Georgetown; W D Morgan, Georgetown; W Newton Jones, Adam's Run.

Second District—James M Bell, Jr., Bailey Matthews, Saluda; W W Adams, Edgefield; Jno R Eidson, Aiken; P A Emanuel, Aiken; J F Gooding, Hampton; E C Bruce, Bamberg; Washington Hutson, Barnwell; John Kershaw, Aiken; W R Parks, Parksville; W Scott Allen, Saluda; Col W C Mauldin, Hampton.

Third District—J N Nichols, Due West; J N Vandiver; Anderson; S M Pool, Westminister; D D Stevens, Pickens; Jno M Schumpert, Newberry; J M Majors, Greenwood; D A P Jordan, Greenwood; J N Sullivan, Anderson; W J Stribbling, Oconee, and C F Tobey, Anderson.

Fourth District—S H Owens, J B Elkin, F S Earle, D H Goble, Columbia; Maobeth Young, Union; Arch B Calvert, Spartanburg; J C Richie, Laurens; J S Drummond, Laurens; J L Howell, Campobello; T J Bedenbaugh, Union; Adam H Hood, Winnsboro; J B Leonard, Spartanburg.

Fifth District—J C Wilborn, York; Jno F Gordon, Yorkville; W Q Caskey, Lancaster; L A Wittkowsky, J B Phelps, Camden; Le Roy Springs, Lancaster; T A Crawford, Rock Hill, John R Culp, Chester; E H De Camp, J B Welchell, Gaffney; R M Jolly, Grassy Pond; A W Love, Chester; W J Reddey, Rock Hill.

Sixth District—W A Dowling, Darlington; James Steckhouse, Marion; D H Traxier, Timmonsville; J F Bolton, Tatum's; D D McColl, Jr., Bennettsville; E F King, Chesterfield; Thomas C Owens, Manning; A B McBryde, Florence; Jos. Todd, Conway; J T Dozier, Marion; M E Coward, W W Moore, Bennettsville.

Seventh District—F J D Felder, Lone Star; N F Taylor, Huger's; J H Knight, Summerville; W H Knight Summerville; W H Seel, Sumter; P H Cross, Lexington; Harry Adams, Congaree; J C Jacques, Walterboro; Dr A E Williams, Cottageville.

The Gospel Truth.

Pay your debts if you can; and if you can't, go and see your creditor and make an honest, straightforward statement to him of your condition and prospects. Don't wait for him to see you; don't dodge him on the streets; don't avoid him in a crowd; for he of all others is the man you ought to see, and you can not feel yourself to be a man to the full extent of the word until you have met him with your head erect, looked him in the face and talked to him like a man. There is nothing that will take the manhood out of one faster and more effectually than dodging and hiding from a creditor.—Gaffney Ledger.

He Knows It All.

The breadth and depth of mind of President Eliot of Harvard were strikingly displayed in a speech he made the other day in Boston, says the Albany Evening Journal. In little more than an hour he discussed subjects ranging from foot ball to municipal ownership of street railways. He talked on marriage for love, money, on the European peasant women working in the fields, on the free silver and divorces. The variety of his subjects was amazing. Yet they all were handled in an expert and masterly way. And moreover, he was practical and convincing.

Railroad Earning.

According to compilations by the Financial Chronicle, the gross earnings of 105 railroads in the United States in October aggregated $77,583 000, an increase of $8,232,000, or nearly 12 per cent. The earnings of the Northwestern group were benefitted by the heavy spring wheat yield, while other systems had to contend with a smaller production of corn, barley and oats. In spite of the cotton shortage, the Southwestern group increased 10 per cent. The gain in gross earnings of 100 roads for the ten months to November 1 is $58,273,000, with the total $624,640,000.

REPUBLICANS AT ODDS.

Serious Discussions May Occur in the Coming Congress.

A dispatch from Washington says unusual interest in the coming session of Congress is being manifested in advance of the assembling of the House and Senate. Public men are discussing with great earnestness the many important questions pending and which will come up for consideration during the winter and spring months.

The fact that there are wide differences of opinion over these questions in the party in power adds to the interest of the occasion and draws attention to the views of prominent members of the national legislature as they reach the city.

It looks a little now as if the tables might be turned and the spirit of dissension transferred from the Democratic side of the House to the Republican benches. The Republicans are pretty badly torn up over the questions of tariff revision, reciprocity, war tax reduction and ship subsidies. There is this difference between them and the Democrats, however—it is possible to hold a caucus and harmonize their conflicting opinions in a definite policy, which would be scrupulously followed when once decided upon.

Signs multiply that the ship subsidy bill, proposed by Senator Frye and backed by Senator Hanna, will meet with vigorous opposition in Republican quarters. Trouble is brewing for the bill in several State delegations. Indiana and Wisconsin furnish the most conspicuous examples, but opponents of the bill are scattered generally through the Western delegations. Some Republican representatives in private conversation declare positively that the bill shall not become a law.

Representative Burton of the Cleveland, Ohio, district, Senator Hanna's own bailiwick, who is one of the prominent Republicans of the House and will be chairman of the rivers and harbors committee, is outspoken against the ship subsidy bill.

Some Western representatives who have arrived in the past few days say in private conversation that they fear there will be a tendency on the part of this House to be extravagant in appropriations. They report that there is a feeling of that kind among their constituencies, and say that extravagance while keeping up heavy internal revenue taxes, will certainly be resented by the people in the Congressional elections next fall.

A Postoffice Robbed.

The safe in the postoffice at Jonesville was blown open Wednesday night and $200 in stamps and cash were taken. The town marshal had a fight with the robbers, who escaped. The postoffice is in Burt Bros. About a month ago this store was broken open and robbed. Night Marshall Claude Walker was about 300 yards from the store when he heard an explosion. He hurried to the store and found three men whom he tried to arrest. After a fight with pistols the men got away, starting in the direction of Union. Dynamite had been used in getting the safe open. Three strangers, whose business was not discovered, were seen about the town yesterday. Safe blowing has become as common as chicken stealing in the upcountry. Scarcely a small town has escaped in the last year. The impression is decided that a gang is at work, but so for no clue has been found and no one has seen the robbers until last night. Safes have been blown in Pacolet, Fair Forest, Wellford and Converse. Two attempts have been made on Benson's store at Wellford. A later report from Jonesville says the amount taken from the safe was $400. The safe was ruined. No one was hurt in the fight between the watchman and the robbers.—Spartanburg Journal.

Negro at the North.

It was to have been expected that northern papers would wax wroth and grow bitterly sarcastic in replying to southern strictures upon the president for entertaining Booker T. Washington at dinner. But the southern papers are replying by asking some pertinent questions and citing some pertinent facts. They point out the fact that northern love for the negro is confined to election day. How many business offices in the north employ negro clerks? How many negro trainmen are employed on northern railways? How many negroes have been appointed to postmasterships in the north? How many northern states have elected negro senators or congressmen? How many negro mechanics are employed in northern mills and factories alongside white mechanics? North he is limited to the position of porter in hotels and on trains, or to weiterships in hotels and restaurants. Is there a negro linotype operator on any great daily newspaper in the north that is so roundly denouncing the south for its attitude toward the Roosevelt-Washington dinner incident? Does any one of these northern Republican daily newspapers employ a negro pressman, a negro reporter or a negro city editor? Some of these days the negro will realize that he has nothing to gain from the alleged friendship of men who seek to use him for political purposes only.—The Commoner.

Schley Declines.

Following the report that the court of inquiry would cost Admiral Schley $20,000 the Knoxville Sentinel on Nov. 18 sent the admiral a dispatch asking if he would consent to public subscriptions to pay the amount. Wednesday The Sentinel received a personal letter from Admiral Schley, the purport of which was that he cannot accept the offer. He says the report as to the cost is a mistake as the amount is not so great. He suggests that the matter is "too delicate to discuss," and trusts that his friends "will appreciate his position and respect it."

A King's Bed.

It is not every American millionaire who can dream of his increasing wealth while lying upon a bed upon which once rested the form of a king. Yet the other day a full bedroom suit of ash and olivewood, once used by Charles X, was sold to a wealthy American for $500, a low price when the historical associations of the furniture is taken into consideration.

BEES TO KILL MICE.

Agricultural Department Finds Ally in the Philippines.

STINGS OF THE LITTLE

Insect Said to Be Poisonous to the Small Animals Will Be Introduced Into This Country.

The agricultural department at Washington is to make a determined attack upon the American field mouse. His extermination in certain localities has been resolved upon and the Philippine bumblebee is to be brought into service as the executioner.

This was the statement made by Prof. C. H. Riley, of the department, who passed through Chicago last week en route to San Francisco and the Philippines. Prof. Riley, of the division of entomology, will devote a year in the Philippines to the study of bugs and insects of the archipelago. The "humming bird" bumblebee of the Philippines will be one of the main objects of his inquiry. It is planned to import the big bee of the Philippines into the United States that he may make war upon the American field mouse, a rodent which has caused the farmers of the country a loss of thousands of dollars.

"It is an old saying among farmers," said Prof. Riley, reports a Chicago paper, "that when there is plenty of clover there are lots of bumblebees. What the farmer really means is that when there are lots of bumblebees there is plenty of clover. He might carry his logic further by saying that when field mice are scarce there are plenty of bumblebees, and that when there are plenty of oats there are few field mice.

"In order to save the clover crops of the country the agricultural department has the choice of two things, to increase the number of cats in the country, which will destroy the field mouse, or to take away from the rodent his supply of winter food. Either method if successful would result in a gain of thousands of dollars to the farmers. The field mouse is very fond of bumblebee honey and never loses an opportunity to deprive the insect of the rewards of his work. The honey taken away from the bumblebee causes him to perish in the winter time. Hence a short clover crop for the bumblebee is a carrier of pollen from one clover plant to another. Thus when there are lots of bumblebees clover comes to perfection. If the field mouse has destroyed the bumblebee there is no in their end to the work in the summer time and the farmers lose accordingly. This is not only true of clover, but many other plants.

"We hold that the bumblebee is a valuable member of insect society and that the field mouse is a worthless scamp who likes a good dinner but does not want to work for it.

"The Philippine bumblebee is an entirely different insect from his American cousin. He is fully an inch and a half long and looks like a small bird. He is full of business and has no fear of such a small animal as the field mouse. He is a harmless fellow when let alone, but his sting is deadly to smaller forms of animal life. He will fight for his own with the tenacity of a pugilist and any unscrupulous field mouse invading his domain will have to fight for everything he gets.

"A field mouse after receiving the sting of a Philippine bumblebee would much resemble the wrecked appearance of some of our college boys after the Thanksgiving football game. He would have to lay up for repairs.

"It is the intention of the agricultural department to introduce this bee into the United States if climatic conditions will permit. He will be sent to the warmer parts of the country at first, where he may gradually become hardened to the more severe climate. It is then hoped he will grow and spread until he covers the entire country. The department has its eye upon other insects in the Philippines which may prove of value to agricultural interests. There are several varieties of honey bees which will be given a trial. A species of tree toad, which has a deadly antipathy for certain kinds of citrus insects, will be introduced into southern California with the hope that it may be useful in the extermination of the black or armored scale, which has caused so great a loss to fruit growing interests of late years."

Negro Coach Line.

The negroes of Jacksonville, Fla., who constitute 53 per cent of the population, have instituted a close boycott against the Jacksonville street railway system on account of a recent ordinance by city council which separates the races on the cars and gives to the conductor and motorman police authority in enforcing it. Several mass meetings have been held by the negroes, and some disorder has resulted. At a big mass meeting the negroes decided to incorporate a company for the purpose of operating a system of stage coaches to be used exclusively for negro travel. It is proposed to put 2,000 shares of stock on the market, to be sold to the negroes, the enterprise to be managed by men of that race. The better element of negroes oppose any violence in the enforcement of this boycott, but despite this opposition of the leaders cars have been shot into on more than one occasion. Councilman Wetmore, who is a negro, says a bill to repeal the ordinance will be introduced at the next meeting of the council.

A Richmond Mystery.

The verdict of the coroner's jury, in the case of John W. Scott, the young club and society man who was found horribly beaten in the doorway of a west end Richmond, Va., residence one night last week and who died without regaining consciousness was rendered Wednesday. The verdict was that Mr. Scott's injuries were inflicted by a weapon in the hands of some person unknown to the jury. In other words that he was murdered. The affair continues a deep mystery, and is exciting the greatest interest.

ENVELOPED IN FOG.

Two Men Killed Outright and Numbers Seriously Injured.

The densest fog ever experienced in Chicago caused numerous collisions between trains early Wednesday. In these collisions two men were killed, two were so badly injured that they will probably not recover and 15 others were seriously hurt. Scores of others, the police say, were injured in minor accidents, due to the fog, but as they were able to assist themselves no official reports were made.

The more serious accidents occurred on the Metropolitan and the Lake Street Elevated roads. Collisions between vehicles and street cars were frequent but while a great number of people were injured by them, none of the injuries incapacitated them and the damage was chiefly to the colliding objects themselves.

The fog at an early hour was so thick that persons standing on the sidewalks could scarcely distinguish street cars passing within a few feet of them and motormen kept their gongs clanging a constant warning.

The collision on the Metropolitan was between trains going the same way, as was the case in other accidents. Both trains were crowded, many passengers standing on the rear platforms. On the first train these were almost the only ones to suffer. The motorman slowed up going around a curve and while waiting for a signal to increase speed the Humboldt Park express train crashed into the rear car without warning. Thomas Meany was killed.

On the Lake Street Elevated the accident was almost exactly similar. The people injured were standing on the rear platform with the exception of the motorman, Munn, on the rear train. He said he did not see the train ahead until too late.

Later in the day news of another collision which had occurred on the Metropolitan, became public. One train was overtaken by another. Otto Leinhert, the conductor of the first train, remained on the rear platform frantically waving a signal lantern while the passengers who had been standing with him went inside. His efforts were in vain. He was crushed and died at the hospital several hours later. In all there were nine collisions on elevated structures during the fog.

Miracles of Development.

Poor's Manual, which is always interesting and remarkably reliable, in its latest editions gives a statement showing how the investments in railroads in the United States have grown since 1870.

Thirty years ago the total railroad capital in the United States was $954,380,431. By the end of the year 1900 it had risen to the enormous sum of $3,418,790,671, or more than three and a half times its amount in 1870.

Summing up all this showing is, it is N. Brady makes for the development of electricity in recent years.

In 1870, when there was nearly a billion dollars invested in railroads in this country there was not a cent in electric enterprises. They had their beginning several years later and have progressed at a rate that is without precendent in any line of development.

From nothing in 1870 to $3,750,000,000 is the growth of the capital invested in electric railways, lighting companies and other electric companies in this country. The fact that there is now $332,000,000 more money invested in electrical development in the United States than in railroads will surprise most persons.

And the fact that since 1870 the value of investments in railroads and electric enterprises in this country has increased $6,214,410,240 is almost incredible. It is one of the many proofs of the unparalleled increase of the wealth and industrial developments of the United States.—Atlanta Journal.

Government Fish Exhibits.

The secretary of state received last week the following letter from Mr. W. M. C. Rivenel of Washington, D. C., representative of the United States fish commission, which is of special interest in Charleston:

Dear Sir: I presume you know that the fish commission expects to make an exhibit of fishes at Charleston this winter, and I have been detailed by the commissioner to take charge of the same. It will be necessary from time to time to make collections of fishes from the Edisto, Cooper, Santee and other rivers in the State and to make these collections properly it will be necessary to use seines and other forms of fishing nets. I would like to have authorization at once from the proper State official to make such collections as I desire in any part of the State. The permit should be so broad that I or any of my assistants can do this work without fear of being molested by State officials. I shall appreciate very much any assistance that you can render me in this matter. If this does not come under your jurisdiction please refer my letter to the proper official.

The secretary of state thought it best to have the governor grant the authority asked for, and this Gov. McSweeney did at once in a letter which has been mailed Mr. Ravene.

They Were Buncoed.

New York confidence men have secured $1,360 from W. S. Hunter of Goshen, Ga. Frank Palmer was taken into custody on a charge of being one of the operators. The victims had just returned from Ecuador, where they had been working on the construction of a new railroad. Hunter had $170 and Dell possessed $1,190. They were accosted by a large, well dressed man near City Hall Park, in New York, who said he was a clothing manufacturer and he induced them to go to a resort on east Seventeenth street, where they were joined by two more men, one of whom was gotten up to resemble a western rancheer. He produced cards and proposed a game. The two southerners were loath to bet, but were induced to show their money, which they laid upon the table. The stock man, it is alleged, grabbed and passed the money over to another, who quickly disappeared while Palmer and the other fellow held the two victims. Palmer and the other man then started to make their escape but Hunter grabbed Palmer and held him until Dell ran to the street and found an officer who made the arrest.

IMPROVES ITS SERVICE.

The Southern Railway Makes Very Important Changes.

The Southern railway is making extensive arrangements for the forthcoming winter tourist business to Florida and other resorts and for the Charleston exposition business from the east as well as from the north and west. The winter schedules of the Southern railway went effect Sunday, Nov. 24th, when it will be arranged to run trains from New York and Washington to Florida as independent trains from those destined to the southwest via Atlanta.

The New York and Florida express, Nos. 33 and 34, will leave New York at 3 25 p. m., Washington 9 55 p. m., arriving at Charlotte 8 10 a. m., Columbia 11 30 a m, Charleston 3.20 p m, Augusta 2 50 p. m., Savannah 3.05 p. m, Jacksonville 7 40 p. m. This train will carry through sleeper New York to Tampa, New York to Augusta, New York to Charleston (effective Dec. 1st) and once a week from New York to Thomasville (effective Jan. 1, 1902)

The New York and Florida Fast Mail will leave New York at 12 15 midnight, and be operated from Washington in two sections—one, No. 29, going via Washington Southern line through Richmond, leaving Washington 10 50 a. m., Richmond 2 30 p. m. And the other section, No. 35, leaving Washington 11.15 a. m., running directly over the Southern railway to Charlotte; these trains being united at Charlotte and running thence to Jacksonville as No. 29, leaving Charlotte 10.05 p. m., Columbia 1 20 a. m., arriving Charleston 7 a. m., Augusta 7.45 a. m., Savannah 5.50 a. m., eastern time, Jacksonville 9.15 a. m., central time. These trains will carry through sleeper New York to Jacksonville, Charlotte to Augusta, Charlotte to Charleston (effective Dec. 1st,) with dining car service between Chester and Washington via Richmond.

The Washington and Southwestern Limited, No. 37, leaving New York 4 30 p. m., Washington 10 45 p. m., will have, effective Dec. 9th, sleeper Washington to Pinehurst.

Additional trains will be run between Charlotte and Columbia to take care of local business—being Nos. 27, leaving Charlotte 7 25 a. m., arriving Columbia 11 10 a. m, and No. 28, leaving Columbia 5 p. m., arriving Charlotte 3.45 p. m. Also between Charleston and Columbia, leaving Columbia 11 40 a. m., arriving Charleston 3 20 p. m., leaving Charleston 2.15 p. m., arrive Columbia 5 55 p. m. These trains between Charleston and Columbia connect at Columbia with the New York and Florida Express. Schedules of other trains will be adjusted to suit all these changes.

The Southern's Palm Limited, Nos. 31 and 32, will go into service about the middle of January, running on ter. This is a solid train between New York and St. Augustine, with sleeping cars for Aiken and Augusta.

Effective November 15th will be operated a through sleeping car between Kansas City and Jacksonville via Frisco System, Memphis, Birmingham and Atlanta to Jacksonville.

In addition to the above the famous train known as the Chicago and Florida Special between Chicago and St. Augustine will be reestablished about the middle of January on practically the same schedule as last year, affording through service from Chicago, Detroit, Pittsburg, Cleveland, etc., through Cincinnati to St. Augustine.

There is also continued the through sleeper from Cincinnati to Jacksonville via Asheville, Columbia and Savannah.

The Cincinnati and Florida Limited has now become an established all year round train, solid from Cincinnati to Jacksonville, composed of sleepers and first class coaches, also cafe cars.

For the Charleston exposition there will be in addition to through sleepers from New York, Washington, Charlotte, etc, to Charleston through sleeping car from St. Louis, Louisville, etc., to Charleston and from Greenville to Charleston.

On all of the through trains of the Southern railway will be operated the highest class of dining car services, serving all meals in the most improved style, equal if not superior to the best hotels.

Effective on Monday last the Pennsylvania railroad inaugurated dining car service between New York and Washington on their trains Nos. 68 and 69, which make direct connection at Washington with Southern railway trains Nos. 33 and 39 southbound and 34 and 40 northbound. This establishes dining car service on all through trains of the Southern railway between New York and Washington.

Full details of the service of the Southern railway will be announced later.

For the coming season there will be inaugurated, as above outlined, the most complete and up to date arrangement of schedules that has ever been afforded for the tourist travel. Each want has been carefully considered and nothing has been left undone to satisfy it. The Southern is doing its utmost to encourage tourist and other travel to the southern resorts, whether located on the line of the Southern railway or not.

Explosives in Cotton.

Seven large cannoncrackers and some sulphur matches were found secreated in a bale of cotton intended for export to Bremen, Germany. The bale had been loaded on the British steamship Cayo Largo which is taking on a solid cotton cargo of 16,000 bales, at Pensacola, Fla.

Robbers Dropped Booty.

The Bank of Troy, Tenn., was robbed Wednesday night. The citizens were aroused and attacked the robbers, who fled, dropping several packages of silver, containing $1,200, and other valuables. A posse with blood hounds is in pursuit. The amount lost is not yet known, but it is thought to be small.

Slapped Queen's Face.

A special dispatch from Budpest Thursday says a newspaper there asserts that Queen Draga and King Alexandria of Servia recently quarrelled and the king slapped the queen's face. The latter thereupon drank poison, but her life was saved by physicians.

A ROW IN ATHENS.

Caused by the Opposition to the Translation of the Gospels

INTO MODERN GREEK.

Twenty Thousand People Join Students in Rioting. There Is Bloodshed in the Streets of Athens.

A dispatch from Athens says agitation against the proposal to translate the gospels into modern Greek continued Thursday. Twenty thousand persons assembled around the ruins of the temple of Jupiter Olympus and took part in a demonstration organized by the students. A resolution was passed calling on the holy synod to excommunicate any person who translated the gospels into Greek as now spoken. Eight hundred marines were landed and cooperated with the troops in patrolling the locality. Several collisions occurred and occasional shots were fired.

During the encounters between the military and the demonstrators, seven persons were killed, 30 were severely and many others were slightly wounded. Several shots were fired at M. Theotokis, the Greek premier, but without effect.

Great excitement prevailed Thursday. Strong military detachments guard the palace and the residence of the premier. Everywhere anxious groups are discussing the situation.

Heartrending scenes occurred when the bodies of the dead were handed over to their relatives. It is rumored that armed men have arrived at the university but the building is still guarded by the students, who are adopting military discipline. Opposition deputies paraded the streets during the day, exciting the rioters by violent language.

There were no further disturbances during the evening, but it is feared that there will be a renewal of disorder Friday. Among those slightly injured are the prefect of police of Athens and the prefect of Attica.

MARINES AT EXPOSITION.

A Company Has Arrived and Gone Into Camp.

The Charleston Post says the company of United States marines detailed to guard the government exhibits at the exposition arrived at the "Ivory City" this morning. The company consists of four officers and sixty men. The officers of the company are Capt. Henry Leonard, First Lieut. Arthur E. Harding, Second Lieut. Arthur Hunt, [illegible] Lieut. Edward [illegible]

The company arrived [illegible] on a special train over [illegible] road, and was taken [illegible] sition grounds, where [illegible] loading the cars of [illegible] gage, rifles, guns a[illegible] ta, was begun. [illegible] come prepared [illegible] the exposition, [illegible] guard duty, will [illegible] on the parade gr[illegible]

The marines [illegible] in this line, and [illegible] tracted considerab[illegible] drills, company fo[illegible] was a feature at the [illegible] position.

The company of marines brought with them a 3 inch field piece and three small cannon captured in China, one of the Chinese make, the other a Krupp gun. The guns were captured by Capt. Leonard's company at Tientsin, while he was leading an attack. In this attack Capt. Leonard was wounded by the enemy, a ball striking him in his left arm, and it was necessary for the army surgeons to amputate the member to save his life.

The camp of the marines has been established near the cotton palace, on the east side. It has been named Camp Heyward, in honor of Col. Heyward, the commander of the division to which Capt. Leonard was attached in China.

Capt. Leonard said this morning that he was glad to get to Charleston and was quite certain that his stay here would be a most pleasant one. He said he had heard of Charleston all of his life, and that there was no city in the country that he would rather visit at this time than Charleston.

Speaking about the exposition, he said that the buildings and grounds presented a beautiful appearance, and, from what he had heard of the show, he saw no reason why it should not be a success in every particular.

The marines were busy all day pitching their tents. The work will be completed by tonight. During the day a large number of people visited the camp and watched the marines at work.

Five Persons Hurt.

Wednesday morning there was a collision between the Southern trains at Lockhart Junction. Five persons were slightly hurt and there was very little damage done to rolling stock. The accident happened at 9.45 and by 12 05 the wreck train had gone up from Columbia and had cleared the track for traffic. The employes hurt were Dan Graham of Asheville, fireman on No. 9, passenger train, face cut; W. J. Dawkins, Pullman conductor, Columbia, slight cut over right eye and left knee slightly injured. The three passengers hurt were J. S. Curlee, Baltimore, slight sprain of hip; J. H. Marshall, Charleston, back of head slightly bruised; John Due, Reading, Ohio, right foot sprained. Dr. McIntosh went up from Columbia with the tool car and attended the injured, none of whom are hurt badly.

A Close Shave.

James Winn, of Oxford, Ala., had a narrow escape from being buried alive Wednesday. After the funeral services, the casket was opened at the grave, when the body was seen to move. The casket was hurried back to the home of Winn where he revived and is now under the treatment. Winn had been pronounced dead by physicians and he lay apparently dead for two nights and a day.