

VENEZUELA AND COLOMBIA ARE BOTH BLAMED FOR THE STRIFE IN THE SOUTHERN REPUBLICS

MOST SEVERE IN VICINITY OF MOBILE

Storm Rages With Great Fury and Vessels Are Wrecked.

Loss of Life Is Reported, but as Yet Cannot Be Verified.

News Anxiously Awaited From Islands in Mississippi Sound, Where Many Fishermen Were Probably Drowned.

MOBILE, Ala., Aug. 16.—The tropical storm which came up out of the south Wednesday and increased in force during the day following is believed to have been severest in the vicinity of Mobile. The highest wind blew at the rate of seventy miles an hour for some time. Various reports of the drowning of men in the bay have reached here, but it is impossible to confirm them, owing to the complete demolition of all means of communication. The pleasure yacht Ariel, bound for Fish River, with a party of Mobile people on board, is reported to have pounded to pieces on the wharf at Battles on the eastern shore of the bay. Nothing has been heard of the crew.

Pleasure Yacht Wrecked.
The pleasure yacht Mayflower of this city, with a party of prominent people on board, reported as lost this morning, has been heard from. All on board found refuge on Cat Island, but the boat was wrecked.

Nothing has been heard from Fort Morgan. Two companies of the coast artillery are stationed there. The barracks undoubtedly received the full force of the blow.

No communication can be had with any of the islands in Mississippi Sound, just outside the bay, forty miles below here. All the news concerning the fate of the islanders must come by boat, and this is anxiously awaited.

Schooner Totally Dismantled.
The fruit steamer Harald, from Puerto Cortez, arrived late to-night. She reports speaking a two-masted schooner sixty-five miles southeast of this port, totally dismantled. The captain of the schooner declined assistance.

Logging camps and mills have suffered considerable loss by the breaking of booms. Saw logs and squared timber drifted into Mobile all day, much of it coming up on Royal street, three blocks from the water front.

The Dixie sawmill and the mill of Heir-cymus Brothers, located at Magazine Point, were badly damaged, parts of the plants being blown away.

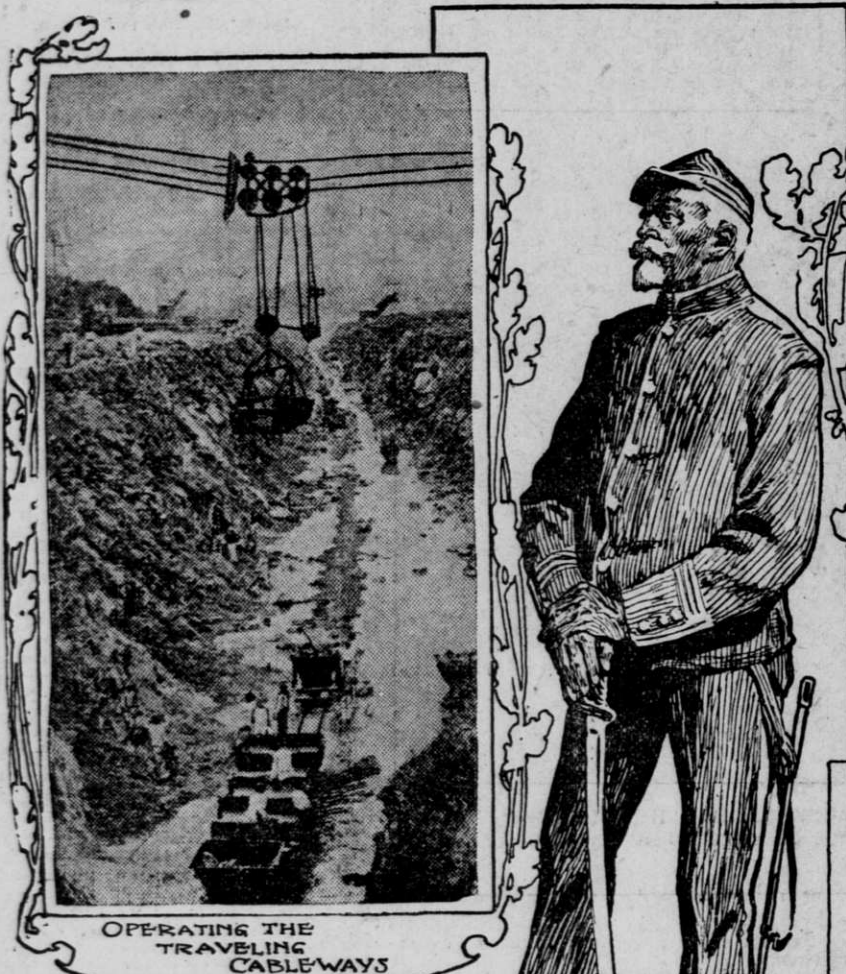
DAMAGE DONE AT MOBILE.

Streets Flooded, Vessels Sunk and Life Lost by Topping Walls.

MOBILE, Ala., Aug. 16.—The gulf storm, which began with wind and rain Wednesday, reached its severest force about 5 o'clock Thursday, the maximum wind velocity being sixty-two miles an hour. Much damage was done in Mobile in the way of uprooting trees, unroofing houses and toppling chimneys. One person was killed and four injured in this city. A falling wall demolished the rear end of Charles Mohr & Sons' drug store, 161 Dauphin street, badly damaging its stock. The flood water was backed by the south-east gale over the cotton wharf and front. Commerce, Water and part of Royal street, several blocks north of St. Anthony, were covered. The water was eighteen inches deep in the Cotton Exchange, and both the Western Union and Postal offices were flooded. The power houses of the electric railway were flooded and electric car service was shut down after 3 o'clock. All business in the wholesale district was suspended.

Care had been taken to elevate lower floor goods upon temporary platforms, and the grocers suffered little loss. The grain men were caught to some extent. Owners of cement lost 1200 barrels. The tracks of the Louisville and Nashville, Southern and Mobile and Ohio pass through Commerce street and were under water, traffic of course being stopped entirely. The Mobile and Ohio is operating trains from Whistler, ten miles out, and the Louisville and Nashville received one train during the afternoon at Magazine Point from the north. No afternoon and night trains came over that road from the south and none is expected to-night. The bay boats made their morning trips from the eastern shore of the bay to Mobile, but no afternoon trips were made to the other side. The schooner Asa T. Stowell, bound from Havana to Pascagoula, was outside on Thursday morning, and, when caught in the storm, put into this port. Her anchors would not hold and she drifted all the way up the bay and lies upright on the flats of Little Island, opposite the city. A small schooner laden with 500 barrels of resin for New Orleans overturned at the resin wharf. The tugboat Venture sunk at this wharf.

The pleasure yacht Mayflower, with Joseph McPhillips, Mr. and Mrs. William Pattison, Miss Rette Heustis and Miss Marie Davis on board was blown upon Cat Island, Mississippi Sound, Thursday afternoon. The party took refuge in a



OPERATING THE TRAVELING CABLEWAYS



A PANAMA STREET

ADMIRAL SCHLEY CONFERS WITH HIS LEGAL ADVISERS

Explains All Matters Connected With His Conduct In the Santiago Campaign and Furnishes Some New Points of Evidence.

Special Dispatch to The Call.

CALL BUREAU, 1406 G STREET, N. W., WASHINGTON, Aug. 16.—Rear Admiral Schley and his three lawyers had a long conference to-day in the rooms of former Judge J. M. Wilson in the Shoreham Hotel. Admiral Schley gave his counsel a detailed account of the movements of the flying squadron and of his actions from the time he left Key West on May 19, 1898, until the destruction of Cervera's fleet on July 3.

Captain Parker had with him all of the data he had secured by his examination of the official records in the Navy Department, and he and Admiral Schley explained to Wilson and Raynor many matters which these gentlemen, not being sailors, had not understood. At the conclusion of the conference Raynor made a guarded statement for publication. He said another conference would be held on Monday, at which time Admiral Schley would give his counsel a list of his witnesses and then a request would be sent to the Navy Department for a list of witnesses to be summoned by the department. Raynor said he did not know whether the department would furnish this list, but he thought that Admiral Schley had a right to have it.

"We considered the precept of the court of inquiry," said he, "and examined numerous papers and documents bearing upon the movements of the fleet from the time it sailed from Key West to May 27, and then from the time Cervera's fleet was located in Santiago harbor to July 3, when it was destroyed."

"Did you find any new points bearing on the case?"

"Yes, several," was the response. "But it would not be timely to speak of them now. Admiral Schley does not desire any secrecy in this matter, but it is well to await the court of inquiry."

Soon after the adjournment of the conference former Judge Wilson left for his summer home at Oakland, Maryland, and Raynor left for Baltimore.

Captain Parker will remain in Washington and will resume his examination of the Navy Department records. There will be another meeting of all the lawyers

with Admiral Schley in next Monday, and still another meeting on Wednesday. It has been determined that Raynor shall draw up the brief of Admiral Schley, and after Wednesday's meeting he will go to Capron Springs, West Virginia, where he will write the brief.

GIVES SCHLEY THE CREDIT.

Congressman Curtis of Kansas Comments on the Controversy.
KANSAS CITY, Kans., Aug. 16.—Congressman Charles Curtis of the First Kansas District, in addressing the old soldiers at the Wyandotte County Veterans' reunion in Armourdale, came out in defense of Admiral Schley in the Santiago controversy.

"In the late war," said Mr. Curtis, "Dewey on May 1 achieved the most brilliant victory in the history of naval warfare. That engagement held the record until the American fleet destroyed the Spanish boats under Cervera at Santiago, with Schley on the bridge of the Brooklyn. I know that Sampson was in nominal command of the fleet, but he was four miles away when the battle was won."

The statement was greeted with cheers.

PATENT OFFICE CLERK SUMMARILY DISMISSED

Disappearance of Government Money in the Washington Department Causes Quick Action.

WASHINGTON, Aug. 16.—Edward V. Shepard of Massachusetts, chief clerk of the Patent Office, was summarily dismissed from his position to-day. This action was the culmination of an investigation that has been conducted for several days past for Commissioner of Patents Duell, the assistant Commissioner and other officials, in connection with the disappearance of certain moneys contained in unclaimed registered letters returned to the office. Shepard entered a stout denial of criminal intent and offered to make good any shortage. At the same time he tendered his resignation, admitting that the loss was due to carelessness in his office. He was not permitted to resign.

TWO WARSHIPS ORDERED TO PANAMA AND SCENES WHERE REVOLUTION IS IN PROGRESS.

GOVERNMENT TROOPS WITH INSURGENTS

Consul General Esteves Makes Some Bitter Charges.

Declares There Is Proof That Colombian Troops Are Among Invaders.

Senor Herran Says Positively That Venezuela Has Given Aid to Rebels in His Country.

Special Dispatch to The Call.

NEW YORK, Aug. 16.—The breach in the relations between Venezuela and Colombia has reached a stage where the consular and diplomatic representatives of the two countries discuss freely the cause of the troubles which are expected to end in war.

Heretofore Colonel E. Gonzales Esteves, Consul General of Venezuela, has maintained the silence of a sphinx. He would give out only such information as President Castro sent by cable. To-day, however, he emerged from this seeming lethargy and said:

"Colombian officials have been busy discrediting the report that the recent invasion of Venezuelan territory was made by the Colombian army. In answer to these denials the significant fact might be pointed out that Senor Herran, Colombia's Charge d'Affaires at Washington, has not yet contradicted the reports of his Government's participation in the invasion nor the presence of General Gonzales Valencia, former Colombian Minister of War, on the Venezuelan frontier. But there are more convincing proofs than this merely circumstantial evidence."

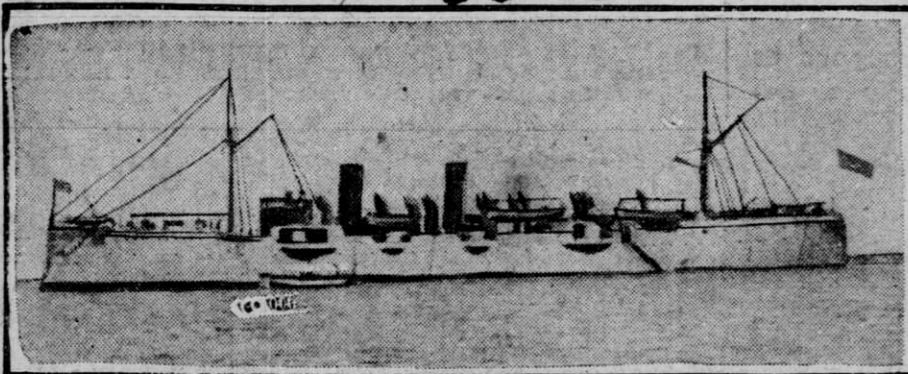
Colombian Troops Take Part.

"The Caracas Government has been officially informed by the commander of our army in San Cristobal that among the troops that invaded Venezuela were the Colombian battalions of Sucre, Bombana, Giraldot, Vencedore, Tenerife and seven others more commanded by Government officers, among them Gasparini Pedro, Leon Canal and Riascos.

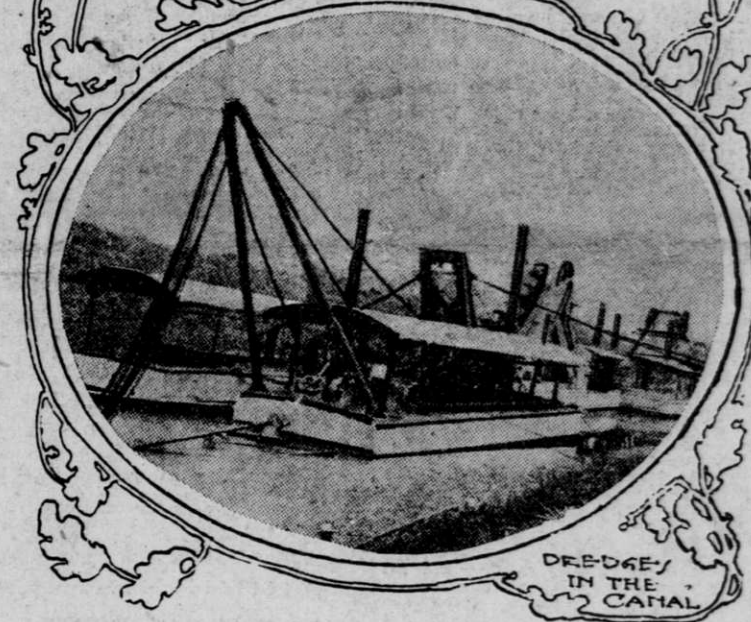
"My advice also says that the dead, wounded and captured were uniforms of the Colombian army. Two of the prisoners wore the insignia of the 'Grenadiers of Cucuta.' Authorities on the frontier have ordered a close investigation, and it is expected that it will yield some further telling evidence of Colombia's complicity in the two unsuccessful raids on our territory."

Senor J. R. Calderon, Colombian Consul General in London, according to a cable dispatch, said recently that the Venezuelan President was to blame for everything and called him a "liar." Senor Gonzales Esteves said of this:

"I am surprised at the terms employed by Senor Calderon. Personal attacks are



THE U.S. CRUISER PHILADELPHIA



DREDGE IN THE CANAL

FIFTY BRITISH SCOUTS CAPTURED BY THE BOERS

Kitchener Reports a Disaster to a Party of French's Forces While They Were Proceeding to Join a Column Near Bethesda.

Special Dispatch to The Call.

LONDON, Aug. 16.—The War Office has received the following dispatch from Lord Kitchener, dated Pretoria, August 16:

"While a party of fifty of French's scouts were proceeding to join a column near Bethesda they were surrounded in the hills by a superior force under Theron and surrendered. One was killed and three were wounded, Captain Bethelheim dangerously."

Lord Kitchener does not give the date, but the casualty list indicates August 8. Reporting upon the engagement between Colonel Moringe and Commandant Kitzenger at Middleburg, Lord Kitchener says that the British commander drove the Boers north to Venterstad in confusion.

not generally considered proper when something like 3000 miles separate the critic from the object of his criticisms."

Venezuela Also to Blame.

Senor Thomas Herran, Colombian Charge d'Affaires at Washington, is in this city, awaiting the arrival of his family from Colombia. He did not appear at all optimistic to-day when asked about the hovering war cloud.

"I have no late news from my Government," said Senor Herran. "It does seem as though the relations between Venezuela and Colombia are strained, but so far I know there has been no declaration of war. No, I cannot make predictions as to the future. There is not the least doubt that Venezuela has given aid to the rebels in Colombia."

Then the Colombian Charge added significantly:

"We have an army of 40,000 well trained soldiers, who have been seasoned by a year and a half of fighting against a revolution. This number can quickly be doubled."

IOWA IS ORDERED TO PANAMA.

Ranger to Depart and the Philadelphia May Soon Follow.

WASHINGTON, Aug. 16.—A telegram has been prepared at the Navy Department to go forward to the Iowa immedi-

ately upon her arrival at San Francisco, ordering her to prepare at once to go to sea. When she advises the department that she is ready an order will follow for her to proceed at once to Panama. The little cruiser Ranger, which is at San Diego, was ordered to sail to-day. It is not believed that there will be any delay in her departure, as she has had several days' notice in which to prepare for sea.

She is very slow, however, making not more than six knots, and as the distance to Panama is about 2700 miles, it would require almost fifteen days for her to reach her destination. The department, therefore, decided to dispatch the Iowa as soon as the battleship arrived at San Francisco and can prepare for the trip.

The cruiser Philadelphia, which arrived at San Francisco yesterday from the Samoan Islands, is to go at once into dry dock at the Mare Island yard for overhauling and general repairs. The Navy Department has decided that this vessel should be immediately placed in condition, in order that she might be prepared, if occasion arose, to go south to the scene of the trouble on the Isthmus.

SAN DIEGO, Aug. 16.—The Ranger, ordered to Panama this morning, hastily took on board supplies for her trip and

fusion. He asserts also that General French's other column in Cape Colony is gradually driving the enemy northward.

DURBAN, Aug. 16.—Lord Kitchener with a strong force is moving on Hontweni, on the border of Zululand, where General Botha is reported to have concentrated 4000 Boers. An important engagement is expected to ensue.

BERLIN, Aug. 16.—The Vossische Zeitung says it learns in Boer circles that Great Britain has offered the German protective committee of the Transvaal Railroad par for the obligations and 150 for the stock. The latter part of the offer has been declined. Negotiations are expected to be resumed for better terms. The German Government has promised to support the committee's further negotiations.

One of the strongest candidates for the presidency is believed to be Horace G. Burt, president of the Union Pacific. Mr. Burt is a railroad man second to none in reputation and ability and is high in the good graces of Harriman and that gentleman's following. In fact Harriman has such confidence in the ability of Mr. Burt that he placed the reconstruction of the Central Pacific in Burt's hands, which action on the part of Harriman was one of the several causes of complaint on the part of Hays. Samuel Felton of the Chicago and Alton is also mentioned for the place. Mr. Felton's chances, however, are considered but small by those on the inside.

The reasons that have led up to the resignation of Mr. Hays have already been printed in The Call. Briefly they may be said to be his general dissatisfaction with a position which has been shorn of most of its power and authority. Owing to the influence of the Union Pacific element, which is entirely subservient to Harriman, Hays has, from time to time, had his powers curtailed until now he is little more than a mere figurehead. He has seen both Stubbs and Har-

RESIGNATION OF C. M. HAYS NOW A FACT

Southern Pacific President Gives Up His Position.

Refuses to Longer Continue as a Mere Figurehead for the Company.

As Predicted by The Call the Curtailment of His Powers Will Result in His Retirement.

Charles M. Hays has resigned from the presidency of the Southern Pacific road. This is positive and is exactly what The Call a month ago predicted would happen.

For several days past rumors based on earlier stories published in the columns of this paper have been floating wilfully about the street. These rumors have heretofore lacked positive confirmation, and the best the public had to go by, was the wild guesses of this man and that man; nothing was stated as a certainty. The wires between this city and New York were kept hot with inquiries, but as Harriman himself was absent from the Eastern metropolis no authentic news was received until yesterday afternoon, when one of the local railway magnates received a dispatch containing absolute confirmation of the story.

The telegram comes from a source whose reliability cannot be doubted and it states positively and unequivocally that the resignation of Mr. Hays is now in the hands of his superiors. Moreover, there seems to be every likelihood that the man who will succeed Hays will be president of both the Union and Southern Pacific systems and that the two roads will be consolidated under one management that will eventually give the traveling public a two and a half day service between this city and Chicago and will place one executive officer at the head of the syndicate line.

Not Likely to Be Huntington.

The name of the man who will step into Hays' place is still a matter of conjecture. That H. E. Huntington will be the one who will take up the reins of government is by no means certain. Mr. Huntington is thoroughly in touch with all the details of active management. He has the confidence of the controlling interests and the strong friendship and support of Harriman. Yet Mr. Huntington has often expressed himself on this very subject and all of his utterances have been against any such arrangement. Furthermore, since the death of his uncle his own private concerns have so thoroughly taken up his time and require so much of his attention that it is doubtful if he would be able to take upon his shoulders such a burden as the presidency of the consolidated systems without greatly sacrificing his private interests.

If, however, Mr. Huntington does become president it is almost a certainty that General Manager Kruttschnitt will follow. Hays into retirement and that Egan Randolph, who formerly had charge of the Tucson division of the Southern Pacific, will be the one who will succeed him. It is a well-known fact that there is not much love existing between Huntington and Kruttschnitt and that when the nephew of his uncle was assistant to the president there was not always that absence of friction between the two which should characterize a well-ordered executive department of a big corporation.

On the other hand Randolph is a warm favorite of Huntington's, and the ability he displayed in his conduct of the Tucson end of the business has raised him high in the estimation of the man whose name is now such a power in the world of rails. It was at the urgent request of Mr. Huntington that Randolph resigned the superintendency of the Tucson division to take charge of Huntington's street car lines in Los Angeles, and it is an assured fact that he will be called from that place to assume the management of the greater railway concern if Huntington once gets in a position where he can do as he pleases.

Burt, a Likely Candidate.

One of the strongest candidates for the presidency is believed to be Horace G. Burt, president of the Union Pacific. Mr. Burt is a railroad man second to none in reputation and ability and is high in the good graces of Harriman and that gentleman's following. In fact Harriman has such confidence in the ability of Mr. Burt that he placed the reconstruction of the Central Pacific in Burt's hands, which action on the part of Harriman was one of the several causes of complaint on the part of Hays. Samuel Felton of the Chicago and Alton is also mentioned for the place. Mr. Felton's chances, however, are considered but small by those on the inside.

The reasons that have led up to the resignation of Mr. Hays have already been printed in The Call. Briefly they may be said to be his general dissatisfaction with a position which has been shorn of most of its power and authority. Owing to the influence of the Union Pacific element, which is entirely subservient to Harriman, Hays has, from time to time, had his powers curtailed until now he is little more than a mere figurehead. He has seen both Stubbs and Har-