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THE OMAHA DAILY REE

THE WEATHER
Fair

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OMAHA, FRIDAY MORNING, JANUARY 16, 1914—TWELVE PAGES.

On Trains and at Hotel News Stands. * SINGLE COPY TWO CENTS.

RAILROAD STRIKE IN SOUTH AFRICA SHOWS SIGNS OF COLLAPSE

Union Workers Who Barricaded Selves in Hail in Johannesburg Surrender to Police.

CANNON BRINGS THEM TO TERMS Threat to Demolish Building Proves Powerful Argument.

MEN ARE RETURNING TO WORK Railroad Employes at Braamfontein Ask for Reinstatement.

SITUATION IS STILL GRAVE Trade Unions in Cape Colony and Natal at Work, but Many Are in Ugly Mood—Business is Partly Suspended.

JOHANNESBURG, Jan. 15.—Secretary Bain of the South African Federation of Trades and his band of 300 comrades, who have barricaded themselves in the Trade hall here since Tuesday, surrendered unconditionally to the police today. Mr. Bain and ten other leaders were lodged in jail.

A seven-pound field gun trained on the Trades' hall proved an irresistible argument to Mr. Bain and his companions. The government authorities gave them a quarter of an hour in which to yield, informing them that if they did not do so they would be buried beneath the ruins of their fortress. After a brief conference they surrendered.

The railroad strike showed signs of collapsing this afternoon, when 250 men applied for reinstatement at Braamfontein.

The Transvaal Leader, a newspaper which has hitherto employed only union labor, issued only four pages this morning. There had been composed by hand instead of typesetting machines and contained an announcement that "in future only nonunion men will be engaged on this paper."

Along the Rand the situation is reported satisfactory to the government. Some of the workmen at the mines had volunteered their services for the production of property.

Although laborers of all trades in the Transvaal and Orange Free State have joined the strike, the workmen of Cape Colony and Natal are still at their occupations. There is evidently some lack of sympathy with the revolutionary platform of the syndicalist strikers, who correspond to the industrialists (I. W. W.) of the United States. Some of the strikers in this city seem to be in an ugly mood, but are restrained by the presence of large forces of armed police and of the citizens' defense force, over 1,000 of whom answered the call to arms when martial law was proclaimed.

Provisions are still fairly plentiful, although very expensive. Most of the baker shops and grocery stores are still open.

Great Earthquakes of Christian Era

Year, Place	Lives Lost
115—Antioch (destroyed)	Thousands
527—Constantinople	Thousands
742—Syria and Palestine	Thousands
1137—Cantania, Sicily	15,000
1456—Naples	7,000
1581—Lisbon	20,000
1628—Savaria, Hungary	Thousands
1667—Schmalk (lasted three months)	8,000
1693—Sicily	100,000
1703—Yeddo, Japan	200,000
1716—Alicia	18,000
1723—Palermo	100,000
1726—Petain	100,000
1746—Lima and Callao, Peru	18,000
1752—Palermo	100,000
1773—Guatemala	273,000
1777—Cuzco, Peru and others	49,000
1812—Caracas, Venezuela	Thousands
1822—Aleppo, Turkey	100,000
1825—Mafia, Italy	14,000
1827—Inyo valley, California	20,000
1827—Canton, China	1,000,000
1830—Manila	2,000
1831—Sicily and villages	4,000
1833—Sicily and villages	4,000
1833—Sakata	36,000
1834—Andalusia, Spain	1,170
1835—Riviera & So. Europe	2,000
1891—Japan	4,000
1893—Persia	12,000
1893—Japan	10,000
1897—Hills, Transcaucasia	4,000
1902—St. Pierre, Martinique	30,000
1905—Calabria, Italy	35,000
1905—Brooklyn, N. Y.	1,000
1906—San Francisco	462
1909—Valparaiso, Chile	1,500
1907—Kingston, Jamaica	1,100
1908—Sicily and Calabria	76,453
1910—Cartago, Costa Rica	1,500
1912—Turkey	4,000
1914—Japan	Thousands

Rail Magnate Kills Himself Two Days Before Wedding

NEW YORK, Jan. 15.—Richard De Lankford, a vice president and secretary of the Southern Railway, committed suicide today by inhaling gas in his apartment in Brooklyn. He was soon to have been married to a Brooklyn society girl.

Mr. Lankford was 46 years old. On Saturday he was to have married Miss Nellie Patterson. So far as is known he left no note explaining his act. A porter employed in the bachelor apartments where he resided noticed the odor of gas and forced his way into Mr. Lankford's room. In the bath room lay Lankford's body, unclad.

A friend who was with Mr. Lankford last night said that when they separated the railroad man appeared to be in good health and spirits. "Lankford had everything to live for," he said, "and I cannot believe that he committed suicide. It must have been an accident."

Mr. Lankford's home was at Princess Anna, N. Y. He had spent most of his time in New York since he became a vice president of the Southern railway in 1904.

Miss Patterson was on the verge of hysteria when informed of the suicide.

"Mr. Lankford spent last evening with me at my home," she said. "Go left about 10 o'clock. I did not say good-bye to him. He had been sitting up talking to my mother and father. What he said to them I don't know. He appeared to be perfectly happy while he was talking with me, which was for about two hours after dinner."

"We had never had the slightest trouble and no quarrel of any kind at any time. I cannot imagine the reason for this dreadful thing."

Mr. Lankford had been identified with railway service from the beginning of his career. He had risen from a minor clerkship to be vice president and secretary of the Southern railway system, and to hold like offices, as well as directorships, in other corporations.

CHINESE MERCHANT GUILTY OF VIOLATING MANN ACT

SEATTLE, Wash., Jan. 15.—Harry Toy, a wealthy Chinese merchant who was accused of having made a slave of Goldie Goodell, a white girl and daughter of a Portland clergyman, was found guilty last night on six counts of violating the Mann white slave law by a jury in the United States district court here.

Miss Goodell, whom the government alleged was lured from Portland to Seattle by Toy, is a sister of Toy's dead wife, formerly a Portland mission worker. The defense did not introduce any evidence seeking acquittal on the ground that the case did not come within the meaning of the Mann act.

TWO FIREMEN KILLED AND FOUR HURT AT BANGOR, ME.

BANGOR, Me., Jan. 15.—Two firemen were killed by a falling wall while fighting a fire that destroyed the Bangor opera house today. Four other firemen were hurt, but are expected to recover. The property loss was about \$100,000. Zero weather seriously hampered the firemen's efforts.

The Weather

Forecast till 7 p. m. Friday:
For Omaha, Council Bluffs and Vicinity
Fair, no important change in temperature.

Temperature at Omaha Yesterday	Des.
5 a. m.	26
6 a. m.	25
7 a. m.	25
8 a. m.	25
9 a. m.	27
10 a. m.	27
11 a. m.	27
12 m.	27
1 p. m.	27
2 p. m.	27
3 p. m.	27
4 p. m.	27
5 p. m.	27
6 p. m.	27
7 p. m.	27
8 p. m.	27

Comparative Local Record:
1914 1913 1912 1911 1910
Highest today 27 25 25 25 25
Lowest today 24 23 23 23 23
Mean temperature 27 27 27 27 27
Precipitation .00 .00 .00 .00 .00
Excess for the day .00 .00 .00 .00 .00
Excess since March 1, 1913 .00 .00 .00 .00 .00
Normal precipitation .02 inch
Deficiency for the day .02 inch
Total deficit since March 1, 1913 .02 inches
Deficiency since March 1, 1913 .02 inches
Deficiency cor. period 1913 .02 inches
Deficiency cor. period 1912 .02 inches

Reports from Stations at 7 P. M.
Station and State Temp. High-Rain-
of Weather. 7 p. m. est. Fall.

Omaha, clear	27	0.00
Chicago, clear	27	0.00
Davenport, clear	27	0.00
Des Moines, partly cloudy	27	0.00
Dodge City, cloudy	27	0.00
North Platte, cloudy	27	0.00
Omaha, partly cloudy	27	0.00
Pueblo, partly cloudy	27	0.00
Rapid City, partly cloudy	27	0.00
Salt Lake City, cloudy	27	0.00
Santa Fe, cloudy	27	0.00
Sheridan, clear	27	0.00
Sioux City, clear	27	0.00
Valentine, clear	27	0.00

— indicates below zero.
L. A. WELLS, Local Forecaster.

WILSON APPEALS TO COUNTRYMEN TO AID SUFFERERS IN JAPAN

President Issues Call as Red Cross Head for Funds for Quake and Famine Stricken.

KAGOSHIMA PEOPLE REMAIN IN RUINS AND HAVE TO CAMP IN OPEN SPACES.

THIRTY-THREE PERSONS SAVED Take Refuge in Great Cave Till Ashes Rain is Over.

ONE BEARS MIKADO'S PORTRAIT With Their Rescue No Living Being Remains, So Far as Known, on the Entire Island of Sakura.

WASHINGTON, Jan. 15.—President Wilson late today issued an appeal to the American people as president of the American Red Cross, for funds to assist the people of Japan, who are suffering not only from the earthquake, but from the failure of crops.

The president's appeal is as follows:

"Our sister nation of Japan is suffering from two very serious disasters. The failure of crops in the northeastern part of that country has brought hundreds of thousands of persons face to face with the terrible misery of slow starvation and in the southwestern island of Kyushu, a sudden great volcanic eruption has carried death and desolation to large numbers in a thickly populated district.

"I appeal to the humanity of our American people that they may give expression to their sympathy for the suffering and distress of so many of their fellow men by generous contributions for their aid. Such contributions can be made to the local Red Cross treasurer or sent directly to the American Red Cross, Washington, D. C."

Red Cross headquarters announced tonight that an appeal had been sent out to all state chapters asking local chapters to gather funds.

Wire Communication Restored.

KAGOSHIMA, Japan, Jan. 15.—Telegraphic communication between this city and the north was restored this evening. The officers of the cruiser squadron sent by the Japanese government have taken charge of the situation and are rapidly restoring a semblance of order along the waterfront.

Many of the people of Kagoshima have returned to the city. All their houses are in ruins and the remaining refugees are compelled to camp in the open spaces. The warships brought a large stock of food and supplies, which are being freely dispensed.

The property loss in this city is immense. The clearing away of ashes and debris has not gone far enough to allow even an approximate estimate of the loss of human life.

A group of thirty-three refugees was rescued from amid a great waste of steaming lava at the foot of the volcano of Sakura-Jima today. Their escape was little short of miraculous. With their rescue no living being remains, so far as known, on the entire island of Sakura.

The rescue was effected by a boat's crew from the Japanese flagship. As soon as the cruiser squadron arrived here crews were sent out to circle the island of Sakura, on which the volcano is situated, three miles out in the bay. The contour of the island has been entirely altered during the last week.

The sailors did not risk landing on account of the terrific heat and noxious gases, but made a systematic scrutiny along the shore. The entire island was covered with smoking ashes and hot lava.

All is Desolation.

All was desolation and no sign of human beings was seen until late in the day, when an officer in one of the launches noticed something being waved in the air at a short distance from the shore.

A detachment of men heavily bundled to protect them from the heat was landed. After a struggle they succeeded in making their way through soft warm ashes, breast high, until they reached a great rock.

Sheltered by this rock they found thirty-three persons still living, but coated with thick dust and weakened by hunger and thirst.

Among the rescued was a school master, who had borne with him from the school house the portrait of the emperor; the village policeman, who had saved the records of the station house, and the postal clerk, with a small bag of mail.

The refugees were taken on board a warship and provided with food and drink. They explained that they had hidden in a great cave near the shore until the rain of ashes was over, and had then tried hour after hour to attract attention.

The general volcanic activity in the district north of this city is abating and telegraphic communication is going forward rapidly.

Imported Coal is Dumped Before the Duty is Collected

SAN FRANCISCO, Cal., Jan. 15.—Edward Meyer, chief weigher for the Western Fuel company, and one of the eight defendants in the government's fraud cases now on trial in the United States district court here, instructed Joseph Waterdoll, a motorman, to load his train and dump it without weighing the coal. This testimony was given today by Waterdoll in support of the allegation that the Western Fuel company short-weighted the government on customs dues upon imported coal.

Waterdoll was a motorman for the company for five years, and ran coal trains on the Folsom street branches, from the point where they were loaded from vessels over the customs scales and thence to the pockets where the coal was to be dumped.

He said that before the Western Fuel company acquired the Folsom street dock there was fixed planking between the tracks. As soon as the dock was taken over, however, the planks were pulled up, so that coal falling from the trains would tumble down into the bunkers without being weighed. A great deal of coal was received by the company in this way, he said, without duty being paid.

Frisco Receivers Raise New Point

SPRINGFIELD, Mo., Jan. 15.—The receivers of the St. Louis & San Francisco are in no way responsible for any act of the railroad before May 27, 1913, when they were appointed.

That was the contention of attorneys for the receivers today in answering the suit filed by John T. Barker, attorney general for the state of Missouri, to recover alleged excess freight and passenger charges collected by the Frisco while the Missouri rate cases were in litigation.

The receivers also contended that the attorney general did not consult the federal court before making the receivers defendants in the suit.

Woman Dies from Effects of Poison

ALAMOGORDO, N. M., Jan. 15.—Dr. J. R. Gilbert, who attended Miss Eudora Majors during the illness that terminated in her death in December, 1912, today testified that it was his opinion that the girl died from poisoning. Dr. Gilbert was the first witness for the prosecution in the trial of H. H. Majors, father of the girl, on a charge of murder.

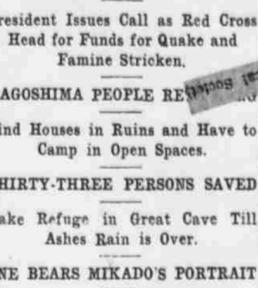
Three Pilgrims Given Out

WASHINGTON, Jan. 15.—President Wilson today made these nominations: Minister to Paraguay, Daniel F. Mooney of Ohio.

Collector of internal revenue for the district of New Mexico, Lewis T. Carpenter of Arizona.

Assistant chief inspector of locomotive boilers, Alonzo G. Pack of Colorado.

The Inevitable



Drawn for The Bee by Powell.

BIDS ARE IN FOR NEW HOTEL

Ten Big Contractors Submit Estimates as to What They Will Do.

BIDS ARE BEING TABULATED Decisions Probably Reached as to the Successful Bidder Some Time Friday—One Bid is Too Late.

Ten big contractors submitted bids at noon for the erection of the \$1,000,000 Fontainebleau hotel. The proposals were opened by President G. W. Wattles and Secretary A. L. Reed of the Douglas Hotel company at the office of Architect Thomas R. Kimball in the presence of William B. Burbank, president and managing director of the company which will operate the new hostelry.

On account of the fifteen pages in each bid submitted President Wattles said that no decision as to whom the contract would be awarded could be made before today, as it will take some time to go over the bids and determine which contractor was lowest.

These firms are submitting bids: James Black Masonry and Construction company, Chicago and St. Louis; James Stewart & Co., New York, Chicago and St. Louis; Hedden Construction company, New York; Westlake Construction company, St. Louis; Wells Bros. company, New York, Chicago and Kansas City; Central Engineering company of Davenport, Ia.; J. C. Mardis company, Omaha and Des Moines; Selden-Brock Construction company, St. Louis; John Griffiths & Son company, Chicago; George A. Fuller Construction company, New York and Chicago.

The Thompson-Starrett company of Chicago, which was expected to make a proposal for the job, notified Architect Kimball that it had found it impossible to prepare their figures in time to present them yesterday.

Million Distributed Among Employes of Big Altman Store

NEW YORK, Jan. 15.—About 400 employes of B. Altman & Co., who were entitled to legacies under the will of Benjamin Altman, have just received checks aggregating more than \$1,000,000. In the near future the trustees of the Altman Foundation expect to announce the details of a profit sharing plan for employes and of gifts to charitable and educational institutions as suggested in the will. Mr. Altman bequeathed \$500 apiece to eleven store employes, and \$1,000 apiece to three employes. To employes of twenty years' service not otherwise remembered he left \$250, to all employed less than twenty and more than eighteen years \$150 each, and to those employed fifteen years \$100 each. These are the largest legacies the executors have just finished paying.

Rock Island Sheriff Indicted

ROCK ISLAND, Ill., Jan. 15.—Five indictments were returned today against Sheriff O. L. Broner, charging him with permitting escape of prisoners, bribery and embezzlement.

The National Capital

Thursday, January 15, 1914.

The Senate.

Consideration of the Alaska railway bill continued with Senator Myers leading the debate.

Hearings continued in the banking committee on the nomination of J. S. Williams for comptroller of the currency.

Meeting of the Interstate Commerce committee called for tomorrow for work on the trust bills.

The House.

Met at noon.

Postoffice appropriation bill debated.

Rivers and harbors committee heard advocates of intercoastal waterway between Boston and Beaufort.

Good roads committee favorably reported a bill for \$2,500 federal aid for good roads, conditioned on equal appropriations by the states.

Ship Founders in the Gulf of Maine; Crew is Rescued

BOSTON, Jan. 15.—The foundering of the Bath schooner Grace A. Martin, thirty miles south of Matinuous rock, yesterday, and the rescue of its crew of seventeen men from an open boat 300 miles off shore, by the steamer A. W. Perry, was reported by wireless today.

For nearly twenty-four hours the Martin's crew, in an open boat, nearly 100 miles off shore, battled against death under the bitterest of weather conditions. The distance from the spot where the schooner foundered to the steamer route between Boston and Halifax is fifty miles, which represents the drift of the Martin's long boat from sunrise yesterday until dawn today, when the castaways were picked up by the Perry.

The Grace Martin, heavily laden with coal, sailed from Norfolk for Portland on January 4. It was caught in the westerly gale off Cape Cod on Monday, but the skipper decided to continue across to the Maine shore, instead of seeking shelter at Provincetown. The vessel was driven farther and farther off shore on Tuesday. Two days of hard pounding opened up its seams and it filled and sank. The crew had sufficient warning to take some food and heavy clothing before jumping into the long boat.

The Grace A. Martin was a five-masted vessel, built at Bath in 1904 and displaced 2,600 tons net.

Clouds in Balkans Again Threatening

BERNE, Switzerland, Jan. 15.—The situation in Albania is much more grave than is generally known or officially acknowledged by the European powers, according to authoritative information gathered in diplomatic circles today.

The various governments are directing their efforts in order to prevent a fresh outbreak of war in the Balkans.

The tension is considered to be greater at the present moment than at any time preceding or during the recent Balkan war, and is said to have reached such a point that Germany has proposed joint Austro-Albanian and Italian military intervention in Albania.

Germany has suggested the dispatch of a mixed army of Austrian and Italian troops into Albania in order to avoid the difficulty of deciding which part of Albanian territory should be occupied by Austria and which by Italy.

The suggested intervention is the reason why Italy and Austria have recently concentrated their warships along the Albanian coast. Both nations, however, hesitate to follow German advice as they fear further complications. They are also restrained by anxiety as to what might happen in their respective countries where a costly expedition into Albania would be unpopular, as it would bring little or no return to either of them.

Utah Man Recovers His Lost Memory

OGDEN, Utah, Jan. 15.—Recovering his memory as suddenly as he lost it last October, when he was shoved from the rear of a Salt Lake & Ogden electric line train near Pife, Utah, by a robber, W. O. Worthington turned to friends sitting in a cafe with him in Ogden and asked them who they were. The record in his memory of his life before the October accident seemed to return to him instantly with that of the period between that date and the present slipped away. Worthington has been known locally as "Walraven, the man of lost memory," and through revelations while under hypnotic influence, has told much of his past to Prof. Henry Peterson of the Ogden city high school. His parents live in Carson City. He has a sweetheart at Republic, Mo., and has been in business in Nebraska and Indiana cities.

Madame Nordica Is Still Improving

NEW YORK, Jan. 15.—Further improvement was reported today in the condition of Madame Lillian Nordica, stricken with pneumonia after escaping shipwreck near Thursday Island, off the coast of Australia. According to three cablegrams from Thursday Island given out by her husband, George Young, the singer was better on Tuesday; yesterday her condition remained the same, but she passed a fairly comfortable night and more improvement was noted today.

Coal Miners' Sifting Committee at Work

INDIANAPOLIS, Ind., Jan. 15.—Two committees, one on resolutions and the other on constitution of the United Mine Workers of America, which holds its biennial convention here beginning next Tuesday, began work today in preparation for the meeting. More than 300 resolutions have been submitted by locals and the committee will sift them.

In connection with the miners' convention, John P. White, president of the mining department of the American Federation of Labor would be held here during the convention. C. H. Meyer, president of the Western Federation of Miners, is expected to attend this meeting.

February 3 was chosen for the holding of the biennial wage scale conference. The place is to be chosen later.

WALL OF WATER SWEEPING DOWN ON THREE TOWNS

Great Dam of Paper and Pulp Mill on Stony River, Near Dobbin, W. Va., Breaks.

TRI-TOWNS ARE THREATENED Piedmont, West Port and Luke, Md., in Path of Flood.

GREAT EXCITEMENT PREVAILS Efforts Are Being Made to Prevent Any Loss of Life.

FIRST BREAK ON WEDNESDAY Railroad Bridge at Schell, W. Va., Holding Debris in Check.

EMPLOYEES FLEE TO THE HILLS Breast of Dam is a Thousand Feet Long and Had Three Billion Gallons of Water Behind It.

CUMBERLAND, Md., Jan. 15.—Information was received at the office of the Western Maryland railroad at noon today that the whole of the Stony river dam here of the West Virginia Pulp and Paper company near Dobbin, W. Va., had given way. The employees of the company's mill at Lake, W. Va., in the path of the flood, fled to the hills. So far as known there has been no loss of life.

At Harrison, W. Va., forty-seven miles west of here, the water rose to a height of thirty-five feet. It tore down the Western Maryland railroad bridge, washed out railway tracks and highway bridges and caused general havoc. No report of any loss of life has been received here.

Water Sweeps Down.

PIEDMONT, W. Va., Jan. 15.—A wall of water fifteen feet high is sweeping down the north branch of the Potomac river, following the bursting of the dam of the West Virginia Pulp and Paper company at Dobbin, W. Va., shortly before noon. According to reports received here inhabitants of the valley are fleeing to the hills and the greatest anxiety is felt for the safety of the entire district. No loss of life has been reported.

An operator employed by the Western Maryland railroad at Schell, W. Va., fifteen miles below the dam site, sent a message to the company's office at Cumberland, Md., stating that the water was at least twenty feet high and was carrying everything before it. "I'm going, Goodby."

The dam was 1,075 feet wide at the breast, backing water up for three and a half miles and holding 5,000,000 gallons of water. The dam is ninety feet high on the outside, sixty-five feet on the inside and built on a concrete foundation sixty feet deep.

The dam was first noticed to be cracked by a watchman last night, and this morning a large portion of the structure gave way. At 11:20 this forenoon a second and larger break occurred, notwithstanding efforts by employes to release the immense volume of water through sluiceways. The second break made big gaps on both sides of the dam.

The Western Maryland railroad bridges at Schell, W. Va., it is believed, will be responsible for the debris clogging there and holding the water in check for a time until the force of the flood carries it away.

Piedmont, Western Port and Luke, Md., known as the "tri-towns," are threatened with destruction.

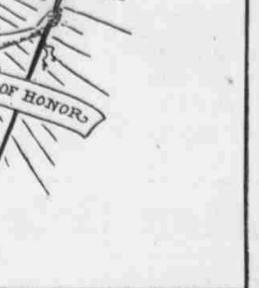
The high water is expected to reach here late this afternoon and every preparation has been made to guard against loss of life. Much excitement prevails here.

Doubt Tenth of Rumor.

NEW YORK, Jan. 15.—Officials of the West Virginia Pulp and Paper company here gave little credence to the report that their dam near Dobbin, W. Va., was in danger. The company received word today from their plant at Piedmont, W. Va., fifty miles north of the dam, that rumors were current there that the dam had broken yesterday, but were not borne out. On the contrary, it was said the water in the river at that point was very low.

The country below the dam, it was said here, is practically uninhabited for fifty miles, except for a small settlement at a railroad station twenty-five miles distant.

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The dam was 1,075 feet wide at the breast, backing water up for three and a half miles and holding 5,000,000 gallons of water. The dam is ninety feet high on the outside, sixty-five feet on the inside and built on a concrete foundation sixty feet deep.

The dam was first noticed to be cracked by a watchman last night, and this morning a large portion of the structure gave way. At 11:20 this forenoon a second and larger break occurred, notwithstanding efforts by employes to release the immense volume of water through sluiceways. The second break made big gaps on both sides of the dam.

The Western Maryland railroad bridges at Schell, W. Va., it is believed, will be responsible for the debris clogging there and holding the water in check for a time until the force of the flood carries it away.

Piedmont, Western Port and Luke, Md., known as the "tri-towns," are threatened with destruction.

The high water is expected to reach here late this afternoon and every preparation has been made to guard against loss of life. Much excitement prevails here.

Doubt Tenth of Rumor.

NEW YORK, Jan. 15.—Officials of the West Virginia Pulp and Paper company here gave little credence to the report that their dam near Dobbin, W. Va., was in danger. The company received word today from their plant at Piedmont, W. Va., fifty miles north of the dam, that rumors were current there that the dam had broken yesterday, but were not borne out. On the contrary, it was said the water in the river at that point was very low.

The country below the dam, it was said here, is practically uninhabited for fifty miles, except for a small settlement at a railroad station twenty-five miles distant.

Ship Founders in the Gulf of Maine; Crew is Rescued

