

CRISIS REACHED IN PEACE PARLEY

Today Conference May Be Deadlocked.

COMPROMISE IS ONLY HOPE

Sato Says Roosevelt May Again Come to Rescue.

SENDING HOME FOR ORDERS

Adjournment Till Monday Likely, That Car and Mikado May Send Instructions—China Party to Negotiations.

PORTSMOUTH, N. H., Aug. 17.—The crisis in the peace conference has reached and pessimism is again the note. But the darkest hour is just before the dawn, and there is still hope. Fretful of a final rupture tomorrow certainly will not be justified unless Baron Komura figuratively picks up his hat and announces that it is useless to proceed further. Mr. Witte at least will not be precipitate. At tomorrow's session, after article 2 (the limitation of Russian naval power in the Far East), and article 12 (fishing rights on the Russian littoral) are disposed of, he will favor an adjournment until Monday to hear the last word from St. Petersburg.

The pessimism tonight is based on the fact that no progress was made today. The speeches of the morning at the session on article 9 (remuneration for the cost of the war) showed that the plenipotentiaries were as far apart as the poles, and it was passed over. Article 19 (the surrender of the interned Russian warships) was also passed, not in the opinion of one of the plenipotentiaries when the Associated Press correspondent was here tonight because it could not have been arranged, but because, with the shadow of the two main points in dispute hanging over the conference, both sides were cautious and preferred to postpone it to the end. Article 2 (limitation of sea power) is also justifiable no difficulties. So that tonight the situation was practically where it was when Mr. Witte last Saturday presented the Russian reply with its non-possumus to articles 5 and 8 (indemnity and Sakhalin).

Only China Is Compromise.

The only chance now is compromise—Russia to yield Sakhalin, and Japan indemnity. Neither will yield both, and perhaps Japan at the final show of hands will yield neither. Mr. Witte has given the plenipotentiaries instructions given him before he left St. Petersburg, can agree neither to pay war tribute nor cede a foot of Russian soil. St. Petersburg, therefore, in the last resort, remains to be heard from. Doubtless this is the reason why he favors a postponement over Sunday. Baron Komura probably will welcome an adjournment of two days in order that he may lay the situation before his government before its final decision.

The sudden revival of deep pessimism tonight was induced by the statements given out, when the plenipotentiaries returned to the hotel that no progress had been made today. But to those on the inside that was not surprising. Things have gone smoothly enough, only the impasse had been reached—there had been the glint of cold steel in the conference chamber, and the few words Mr. Witte said to the foreign newspaper correspondents were as usual not encouraging. He looked tired, and said nothing had been accomplished.

Roosevelt May Do Something.

"We are not bluffers," said Mr. Sato, and from an authoritative source the Associated Press correspondent received a distinctly bad impression regarding the outlook. It was coupled, however, with an expression of the hope that, if it developed, President Roosevelt might again step in.

"We have heard that the President, having brought us together, has washed his hands of further responsibility. But he is resourceful. He might do something."

"What?"

"That I cannot say."

ally ended. It is not improbable that the final report and recommendations of the Russian plenipotentiaries was passed on, and transmitted tonight to the Emperor at Peterhof.

It can be stated that individual views of the members of the Russian plenipotentiaries as to what point should be yielded if a compromise is to be offered. Some favor the surrender of Sakhalin, others an indemnity. None is ready to give up both points.

CHINA PARTY TO PEACE TALKS

Railroad Question Cannot Be Settled Without Her Co-Operation.

PORTSMOUTH, N. H., Aug. 17.—China has at least constructively become a party to the negotiations. Article 7, relating to the transfer to China of the branch of the Chinese Eastern railroad, running south from Harbin, which was agreed to by the peace plenipotentiaries "in principle" yesterday, involved, perhaps, the final settlement of the entire railway question. The matter remains primarily to be adjusted by Japan and China, and it is not unlikely that the former is already in communication with the Peking government. The long dispatches sent by Baron Komura to his government on this subject after yesterday's session make this probable. Possibly an answer from China is essential to final agreement upon article 7, and this may be the true reason for postponement after "accord in principle" had been reached.

Where China Comes In.

China's wish to be consulted concerning articles of the treaty affecting her territory must be respected in this particular, at least. China may not care to assume the financial burden involved in taking over the road. She certainly could not raise the money without hypothecating the property. If Japan is convinced that the road will eventually become a paying commercial venture, she might herself raise the money. It might be raised for China by an international syndicate and become a part of the system of Chinese imperial railroads. If not Japan, step into Russia's shoes, although she has solemnly promised China to restore Manchuria, and to retain the railroad worked by to retain strategic control of the province.

The amount Russia will realize is impossible to estimate. It will undoubtedly be only a comparatively small fraction of the concession. China had the privilege of taking over the road at the end of 26 years upon the repayment of capital, construction and deficit charges. Japan recognized that Russia was entitled to some remuneration. But the basis is not known. The Russian claim was founded on the principle of international law that a belligerent occupying territory can exercise the right of usufruct of private property during occupation, but cannot confiscate it as a spoil of war.

Russia Backed Railroad.

Mr. Witte, in whose brain was born the conception of the Chinese Eastern railroad, was particularly competent to defend the rights of the company, which Russia claims is distinctly a private corporation, although making no concealment of the fact that it was backed by the Russian government because of political considerations. The original concession obtained in 1896 for the Chinese Eastern, the simply the "cut-off" through Northern Manchuria, was obtained by the late M. Rothstein, director of the Russo-Chinese Bank, and Prince Ouktomsky, and a company was formed for the construction of the road. In 1898, after the lease of Port Arthur and Tallienwan (Dalny), was obtained from China, the concession for the southern branch was negotiated. It provided for a Chinese president of the road, and Shing Kuchin, who had been the Chinese Minister in St. Petersburg, was president until he fell a victim to the anti-foreign Boxer uprising in 1900. The bonds issued with the railroad guarantee were sold like government 4 per cent notes, and are now in the hands of the banks and general public like regular government obligations.

Although the loss on operation has been heavy, the Russo-Chinese Bank always believed it would be come a remunerative concern. One of the big extraordinary items of expense was the necessity of maintaining railroad guards. The southern branch, which now goes to China, gave special promise of being very profitable.

CONFIDENT RUSSIA WILL YIELD

Hayashi Argues She Could Not Continue War With Success.

LONDON, Aug. 17.—Baron Hayashi, Japanese Minister to Great Britain, said to the Associated Press today that the pessimistic despatches from Portsmouth were not worthy of consideration.

"If the war continues," said he, "our forces will capture Vladivostok and Harbin, taking by force territory of greater value than the payments demanded by Japan, after which our army will enter an advantageous line, from which it will require a large number of the enemy to dislodge us."

SENDING CONGER TO STOP BOYCOTT

President Decides on Special Mission of ex-Ambassa- dor to China.

GOVERNMENT CAN STOP IT

Recalled From Mexico, Conger Has Conference on Boycott of Amer- ican Goods—Thompson to Go to Mexico.

OYSTER BAY, Aug. 17.—Edwin H. Conger, of Iowa, formerly United States Minister to China, and since last April the American Ambassador to Mexico, will return to China in the near future, if present plans are carried into effect. His mission will be of a diplomatic nature, the specific purpose of which is to allay, if possible, the agitation aroused in parts of the Chinese empire against the use by Chinese of American products.

Mr. Conger, who has been scarcely more than three months at his new post in the City of Mexico, was summoned to the United States to confer with the President about the Chinese boycott of American goods. He had a long conference with the President today, while neither the President nor Mr. Conger cared to discuss for publication the nature of their interview. It is known that the Ambassador will not return to Mexico, and that arrangements are making for his projected mission to Peking.

Stands Well With China.

Mr. Conger spent eight years in China as the American representative. He is well known and popular among the officials of the Peking government, and is influential also among the Japanese, who are regarded as likely to play an important role in the international affairs of China from this time forward. While definite details of the projected mission are lacking at this time, it is known that Mr. Conger's presence in China will affect in no respect either the position or duties of W. W. Rockhill, the American Minister to Peking.

After his conference with the President, Mr. Conger is expected to depart for Mexico to begin his projected mission to Peking.

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will discuss for publication my talk with the President. We did consider the subject of the boycott of American goods in China which I understood rather fully. The boycott is a very little about, as it developed after I left Peking, but I should assume that it might be a matter that is so far as the agitation is concerned, well within the control of the Chinese government. Of course, the government could not, and very likely would not if it could, compel its citizens to buy American goods, but it could and should prohibit the Viceroy of provinces where the anti-American agitation was making itself felt, that it must stop, and it would stop, too. In such a respect the Chinese are the most easily controlled people in the world."

Among the subjects discussed by the President and Mr. Conger was that of the Hankow railroad, running between Canton and Hankow. Mr. Conger strongly deprecated the "liquidation" of the road and its concessions even for a large cash consideration. What the American-China Development Company may do as to the sale of the property to the Chinese government probably will be announced in a few days, but it is suggested that Mr. Conger's proposed mission to China very likely has an important relation to the Hankow Railroad question.

Thompson His Successor.

It is expected that Mr. Conger will be succeeded as American Ambassador to Mexico by D. E. Thompson, who is now Ambassador to Brazil. Mr. Thompson is a resident of Nebraska, and was appointed Minister to Brazil with a view to giving him a more important diplomatic post when the opportunity offered. Subsequently the American mission to Brazil was elevated to an Ambassadorship. Mr. Thompson, it is known, has expressed a desire to represent the United States in Mexico, and that desire is likely soon to be gratified.

CORTEYOUT OYSTER BAY

Denies He Will Succeed Shaw at the Treasury Department.

OYSTER BAY, Aug. 17.—Postmaster General and Mrs. George B. Cortelyou were guests for a few hours today of President and Mrs. Roosevelt at Oyster Bay. General, who is on his vacation, and Mrs. Cortelyou have been passing a few days at their home in Hempstead, L. I. Mr. Cortelyou does not expect to return to Washington until about the middle of September.

Mr. Cortelyou denied the report that he would be selected to succeed Secretary of the Treasury.

VOTE ON DUAL TARIFF

PERHAM SUBMITS QUESTION TO RAILROAD OPERATORS.

Result Known by Noon Today—Tan- quary Thinks Success Yet Pos- sible—Attitude of Roads.

SPOKANE, Aug. 18.—(Special)—Preliminaries to calling off the strike of the railway telegraphers on the Great Northern and the Northern Pacific Railroads were commenced last night. At 12:30 Deputy President Tanquary, having charge of the Western division of the fight, received this telegram from President H. B. Perham, at St. Paul:

"Take a vote by wire from strikers of your own association whether or not the strike shall continue. Wire me result. I shall take the vote early in the morning and we shall know the result by noon," said Mr. Tanquary.

"President Perham of course had been conferring with his associates on the advisability of calling for this vote, and my advice was to take the vote. However, I believe that the strike will be sustained. If the men will stay out, the railways can't get enough men in a year to restore things. On this division there were 160 members of the Order of Railway Telegraphers. Now they are out, only 15 left. Outside of them, the Northern Pacific has not been able to get ten first-class men. We consider the Great Northern and the Northern Pacific in a very bad way, and I don't think we would divide them in ending the strike."

Alfred Beamer, superintendent of the Northern Pacific, when asked what the attitude of his road would be in case the strike was called off, said: "There are some of the men we would take back, and some that we would not."

NO MORE TAINED MONEY

GLADDEN WILL TRY TO CLIP MISSION BOARD'S WINGS.

Will Fight to Limit Committee's Power to Accept Gifts of Money Such as Rockefeller's.

BOSTON, Mass., Aug. 17.—(Special)—A resolution which will take from the executive officers of the American Board of Foreign Missions of the Congregational Church the power to accept gifts of money, and which is aimed particularly at John D. Rockefeller, is to be introduced by Dr. Washington Gladden at the annual meeting of the board to be held at Seattle, September 14 to 15. Strong pressure will be brought to bear by the ministers who fought the acceptance of the famous Rockefeller gift to have the resolution adopted.

DUAL TARIFF IS THEIR WAR CRY

Advocates of Reciprocity Or- ganize Against the Standpatters.

CUMMINS CRIES COWARDS

Conference Adopts Platform and De- clines to Organize for New Pol- icy After Cheering Iowa Statesman's Words.

CHICAGO, Aug. 17.—The reciprocity conference called to discuss means of bettering the trade relations between the United States and foreign countries, finished its work today, arranged for a committee to prosecute the plans of the convention and formed a permanent organization styled the "American Reciprocal Tariff League."

The resolutions adopted advocate maximum and minimum tariff as a means of relieving the straits under which this country is confronted and suggest that such reciprocal concessions be arranged by a permanent tariff commission to be created by Congress and to be appointed by the President.

The principal speaker at today's session was ex-Governor A. B. Cummins, of Iowa, who, in a speech of fire and eloquence to the chairman called for the enactment of reciprocity. He brought the audience under his spell and, except when interrupted by the uproarious applause, he addressed the chairman at the summit of his denunciation at the enemies of reciprocity.

The first speaker was A. B. Farquhar, of Pennsylvania. At the conclusion of his address the chairman called for the report of the committee on resolutions, and Chairman E. N. Foss read the following resolution:

WARSHIPS DRIFT ON TIDE

BENNINGTON BREAKS TOWLINE FROM CHICAGO.

Ill-Fated Gunboat and Goodrich's Flagship Ram One Another After Chicago Has Been Ashore.

SAN FRANCISCO, Aug. 17.—The cruiser Chicago, flagship of the Pacific squadron, and the flag of Admiral Goodrich, went aground close to the lighthouse and fog signal station on Angel Island, in this harbor, today. She came from San Diego with the disabled gunboat Bennington in tow and accompanied by the Navy tug Fortune.

On entering the harbor, she steered for the Mare Island Navy-yard by way of the Golden Gate. A strong ebb tide was running, and in the current the tow-line on which the Bennington was trailing parted. The Chicago then took a sudden sheer for the land, and before her head could be stopped, she ran her bows upon the beach.

Funeral of Bennington Seaman.

VALLEJO, Cal., Aug. 17.—The funeral of Seaman E. B. Robinson, one of the victims of the Bennington disaster, who was a son of Mrs. Emma Robinson, of Oakland, was held today from St. Peter's Chapel at the Mare Island Navy-yard with full naval honors. Chaplain McAllister officiated and an address was delivered by Rev. Mr. Angwin of the Methodist Church. Admiral McCall and other officers of the Mare Island Navy-yard attended. A quartette from the Lawton sang. The pallbearers were sailors of the Independence, headed by Lieutenant G. W. Browne.

HURRICANE KILLS HUNDRED

Sweeps Marshall Islands, Followed by Great Tidal Wave.

SYDNEY, N. S. W., Aug. 17.—Confirmation of the report that the Marshall Islands were visited by a hurricane and tidal wave on June 30 has been received here. One hundred lives were lost.

ence in the judgment of the plain, common people, and I want to settle this question in the most equitable way. Let us fight it out before the people. If we lose, let us abandon the attempt, and if we win, let those who are stalling in the shade of congressional retire to the places that are appointed for cowards and traitors to the policies of our Government. We must meet it in one of two ways—retire or proceed. On this question the stand-patters have raised the banner of the former and we march to the music of the latter.

Many people think that this question is confined to treaties with particular powers, but it is not so, for it can be accomplished through general tariffs as well as through special agreements. Indeed, it can be done in such a way as, if attained in the near future, it must be attained through a general law by a revision of our schedules. For it has been clear to the fullest mind that no trade treaty, however advantageous to the people of this country, can command two-thirds of the United States Senate. It involves always and invariably, whether attained in the one way or the other, some change in our import duties and here the trouble begins. The protectionists would be already secured and retaliation would be the weapon with which to punish any country that refused to deal fairly with us. There is no conflict and can be none. Indeed, the same result, reciprocity is just as essential and just as beneficial to our producers to preserve and enlarge their markets abroad as it is to preserve and enlarge their markets at home.

The folly of maintaining a tariff schedule that will enable us to sell \$1000 of manufactured merchandise in our own markets, but which will prevent the sale of \$1000 of manufactured products in foreign markets is so striking that it can only be explained upon the hypothesis that we have surrendered to a senseless fear of disturbing commercial tranquility. The demand we make is not new. The men who today are the exponents of the receding star of government are not protectionists, they are reactionaries. The first step toward reciprocity is to plant deep in the minds of the people the truth that many of our schedules are too high and should be reduced, to create a sentiment that duties can be changed without imperiling business stability. So long as it is a popular slogan to make the tariff pay more than the foreign consumer for the same product from the same factory, there is no hope for reciprocity. I appeal to the protectionists to follow Blaine and Garfield, Sherman and McKinley, and not to confound the time-honored and time-tried policies exemplified in their lives and the men and leaders of thought with the selfish fallacies that are now proclaimed as the faith of the fathers.

Resolved, first, That this committee, recognizing the principle of protection as the only method of insuring a fair return on investment, and recognizing that the only method of relieving at this time the strained situation with which we are confronted:

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WARSHIPS DRIFT ON TIDE

On entering the harbor, she steered for the Mare Island Navy-yard by way of the Golden Gate. A strong ebb tide was running, and in the current the tow-line on which the Bennington was trailing parted. The Chicago then took a sudden sheer for the land, and before her head could be stopped, she ran her bows upon the beach.

The Bennington, on her momentum, sailed up close to the stern of the stranded vessel, and she was held, and she swung to the current, safe, but dangerously close to the rocky beach of the island. The tug Fortune soon got a line to the Chicago and succeeded in pulling her clear of the bottom, but when she came off she took a sheer that sent her straight for the anchored Bennington. The current of the tide carried her down across the bow of the anchored vessel, and there was a smashing of metal when they came together. Then the two vessels, aful of each other, went drifting on the tide.

Both of the war vessels were considerably damaged.

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CONGRESS FAVORS DEEPER COLUMBIA

Major Langfitt Tells What Is Needed.

WORK SHOULD NOT CEASE

Speakers Criticise Methods in Immigration.

DEBATE MAY BEGIN TODAY

Second Session Marked by Address on Needs of Columbia—Oriental Commerce, in Which Ex- clusion Laws Figure.

PROGRAMME FOR TODAY.

Committee on resolutions meets to consider Chinese exclusion in Chapman School at 9 A. M.
Congress meets in Exposition Auditorium, 9:30 A. M.
Addresses, David H. Francis, president Louisiana Purchase Exposition.
"Development of Mines and Mining," J. H. Richards, of Boise, president American Mining Congress, Colonel T. W. M. Deaper, of San Francisco; E. H. Benjamin, president California State Mining Association.
"Home Manufactures," H. D. Loveland, of San Francisco, president Pacific Coast Jobbers' and Manufacturers' Association.
"American Seaweed and Its Influence on the World's Trade," Mr. Roland D. Grant, Vancouver, B. C.
"Livestock Interests of the Trans-Mississippi Region," T. H. Tomlinson, of Denver, secretary National Stock-growers' Association.
Events, 8 o'clock. Admission Free.
Illustrated lecture, "The Yellowstone National Park," Barry Burkley, under auspices of the Interior Department, Auditorium.

Need of liberal appropriations from Congress for the Columbia River is obvious to the Trans-Mississippi Commercial Congress and when Major W. C. Langfitt, United States Engineer, spoke yesterday before that body on the benefits which adequate appropriations would bring and pointed out the results the United States Engineers could attain, the congress manifested its approval with hearty applause. A resolution, calling on the National Government to hasten improvement of the waterway will be urged by the Washington, Oregon and Idaho delegations in the Congress and no doubt will be adopted.

Leaders of the congress in the last two days have frequently remarked that the further improvement of the Columbia River is the most important river and harbor work before the Government on the Pacific Coast and one of the most important in the United States, and they say this whether they come from Texas, where Galveston and Houston need appropriations; or from Louisiana, where New Orleans requires a deeper Mississippi and a more extensive levee system is needed; or from Missouri, Iowa, Nebraska and the Dakotas, where the Missouri River is in need of better channel, or from the Upper Mississippi region, wanting a better water highway to St. Louis.

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