

TORNADO WRECKED FARM BUILDINGS

Death and Destruction in South Reach Regina.

Will Begin Rebuilding Regina at Once.

Story of Man Who Saw and Felt the Cyclone.

Regina, Sask., despatch — Reports which are coming in from the country show that the cyclone swept over a district of at least eleven miles southwest of here and many miles north. Farm houses which were in the track of its fury were picked up like paper boxes and smashed into kindling wood, and traces of them are being found for miles around. The furthest report of damage is at the home of Thomas Beare, about eleven miles southwest of Regina. His house and that of his son were swept away and all of the occupants were badly bruised and battered up, although not seriously. The next house in the path of the storm was that of Walter Stephenson. He and his wife were badly injured and are still both in bed. Mrs. Stephenson was picked up by a hundred and fifty yards from the house. The force of the storm was such that she was practically stripped of her clothing. Incredible as it might seem, even the shoes on her feet were torn off her. Mr. and Mrs. Stephenson came from Pickering township, near Whitby, Ont. They were married only three months ago. Another newly-married couple who were victims of the cyclone were Mr. and Mrs. Dunlop, who came from Western Ontario. They were married at Christmas. Their home, which is only three miles south of Regina, was completely demolished. Mr. Dunlop has a wrenched ankle, while his wife was badly bruised, but not seriously. Opposite their place was the residence of Mr. Robert Kerr, where Mr. Andrew Roy, of Howick, Quebec, was visiting, and who was instantly killed. Mrs. Kerr suffered serious injury and Mr. Kerr is still in the Regina General Hospital. His little daughter has her arm broken. Nothing is left of the buildings; even the cement foundations are ground into powder.

Thos. Harley, of Toronto, who was reported missing, has been located at the temporary hospital, slightly hurt. Calvin Presbyterian Church near by was also badly wrecked. The next farm struck was that of John Mooney's, which is owned by Mr. and Mrs. James, old country people. Both are in the hospital at Regina, along with their child and a hired man.

The cyclone destroyed the dairy barn, along with the cattle, of Thos. Elliott and his wife, of James Elliott, but missed both of James Elliott's best favored houses.

The best favored scheme for rebuilding the homes here is that the Dominion Government assure \$1,000,000 and the Provincial Government \$1,000,000 of insurance policies covering the devastated area, and the city assume the balance of \$1,000,000.

The street railway expects to open up again to-night.

Six men were arrested on the north side for looting, and were given sentences from three months to a year.

The Relief Committee doctors have treated at least 200 calls for aid and treatment at their offices.

Two persons reported missing, Miss Davidson, of Prince Albert, and Krsal Doyle, of this city, have been located and are well.

TO REBUILD.

Regina, Sask., Despatch—To-day plans are being laid for the rebuilding of the devastated capital of the province. It is announced that a new Crapper Block will be erected as soon as the old site can be cleared.

Since Monday morning hundreds of carpenters, bricklayers and laborers have been busy clearing away the debris and repairing such structures as can be put in shape with a little work. On the north side, where the devastation was unusually severe, the work of reconstruction is progressing in an admirable manner. The houses that can readily be made habitable are receiving first attention.

STORY OF EYE-WITNESS.

Toronto despatch—Mr. F. A. Robinson, Associate Secretary of the Board of Social Service and Evangelism of the Presbyterian Church, returned yesterday from Regina, where he was a witness of Sunday's devastation.

Mr. Robinson gave the following interesting account of the disaster:

"Ten years ago I saw a rapidly-evolving cloud similar to the one visible at Regina on Sunday last. With the memory of what happened then, I made record time in reaching the King's Hotel from the C.P.R. station. In a few seconds after my arrival at the hotel everything loose was whirling around in the rotunda. People who had been reading or conversing began to move uneasily, and a few sought places of safety. Several men rushed to the doors, and by their combined strenuous efforts kept them closed. For a few minutes the scene was such as to make the most fearless anxious; outside the roaring cyclone was driving signs, fences, castrotroughs, electric signs, and Dominion Day decorations at a furious rate through the air; plate-glass windows were crashing on sidewalks or into stores, while false walls above buildings were dashed to the street below. Inside the hotel were crying children, nervous women, and anxious men. The electric lights went out, and then for a few seconds kept flashing fitfully with a lightning-like effect, eventually leaving the place in darkness.

"The hotel baggage wagon had been standing at the curb, but despite the efforts of the faithful black to sit tight in the harness, horse and wagon were deposited in a confused pile some distance away. When the storm had partially abated, and Tom was extricated, comparatively uninjured, he was royally welcomed.

"It was only when we went outside

that we began to realize what had happened. To the west and north the scene of a few minutes before was unrecognizable. After the first words of amazement there was only one thought—those tumbled piles meant imperilled lives. The rain was still falling heavily, but men hurried off. As we turned the corner of South Railway street a sad-eyed woman, with tear-stained cheeks, was struggling along trying to keep a coat over her own and her baby's head, while behind her, a working-man was carrying her pale-faced, frightened lad of four or five years. A stalwart minister from the east takes the baby, while his companion offers his room. In answer to a question the woman replies: "No, they ain't hurt," and then with sobs she adds: "But our house and everything is gone, and I don't know where my husband is. In the meantime she is carried for, and when an hour later her husband comes to her, and she knows he, too, is unhurt, she completely collapses through mingled joy and sorrow.

The next visit is to a livery a pool-room, a residence, and a where a stable man in an inextinguishable mass. One man knows that his mate was sleeping in the house at 3 o'clock, but he cannot begin to tell where the room is. In that pile of brick, scantling, furniture and every equipment. There are some onlookers, but most men work as those who know the sacredness and preciousness of life. The first man reached is lifeless, but the second, while still pinned beneath that cruel pile, is able to speak. The doctor has crept through the debris and is giving him a stimulant. He calls out as he lifts a blood-stained hand: "We need some handkerchiefs, boys." I venture to say that in five seconds there was not a pocket with a handkerchief in. The red bandana of the laborer and the Sunday silk of the bank clerk were alike at the service of the needy.

"Scream from women still further beneath that pile have been sounding with painful constancy for over an hour, but the task of getting out the jostled and timbers is both hard and dangerous—dangerous to rescuers and those whom they seek to rescue.

"Ambulances, automobiles, wagons with stretchers are soon bearing the injured ones to hospitals and homes, forming a procession of sorrow in striking contrast to what those gayly-decorated streets had expected to see on the following morning.

"While Regina was a city of gloom when we left, one must remember with thankfulness that if the storm had come an hour earlier the ruined churches must have added an alarming number to the dead list, while had it come an hour later, when the evening meal was being prepared, a series of fires would almost surely have added to the horror of the calamity.

GOOD LAND

Mr. Whitson Tells of Conditions in Clay Belt.

Toronto, July 8.—Mr. J. F. Whitson, commissioner for the Ontario Government, who is spending that portion of the \$5,000,000 appropriation for Northern Ontario, which is to be used this year, reports in enthusiastic language of the possibilities of the clay belt. "I feel satisfied now more than before since travelling through the townships where so many small clearings have been made, noting the changed condition of the land after having been burned off, thus affording drainage, that no estimate has yet appeared on the public records of the quantity or percentage of good land," said Mr. Whitson in a report to Hon. W. H. Hearst, Minister of Lands, Forests and Mines, dated at Cochrane, June 27.

"Much of the land classified by surveyors in their reports as muskeg or semi-muskeg will be easily drained," he continues. "The moss and black loam is all underdrained with good clay. In fact if the same rich land was in old Ontario it would be all brought under cultivation. The country to me looks A-1, and I have some knowledge of farming."

CEMENT DUTY

Cut Makes Little Difference in Importations.

Ottawa, July 8.—The recent cut in the cement duty has apparently not had the expected effect, either in increasing the importations of cement from the United States or in decreasing the cost to consumers. The customs department reports that so far there has been in Eastern Canada at any rate very little increase in imports of cement. There has been a slight increase reported from Toronto, but as far as the department report goes any increase is due rather to the normal increase in demand rather than to any cheapening of price through the cut in duty. Reports from the west have not yet been received in any detail, but the same conditions appear to exist.

The reason given is the United States cement manufacturers have increased their prices to the Canadian builders, so that practically the decrease in duty is offset, and cement is now said to be procurable just as cheaply from the Canadian manufacturers as from across the line.

Indications point to a combination of the cement manufacturers in the United States, and a Government rate through the air; plate-glass windows were crashing on sidewalks or into stores, while false walls above buildings were dashed to the street below. Inside the hotel were crying children, nervous women, and anxious men. The electric lights went out, and then for a few seconds kept flashing fitfully with a lightning-like effect, eventually leaving the place in darkness.

"The hotel baggage wagon had been standing at the curb, but despite the efforts of the faithful black to sit tight in the harness, horse and wagon were deposited in a confused pile some distance away. When the storm had partially abated, and Tom was extricated, comparatively uninjured, he was royally welcomed.

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THE LACKAWANNA TRAIN COLLISION

Twenty-Five of Yesterday's Victims Now Identified.

Searching Investigation to be Made Into Accident.

Some Pathetic Incidents of the Wreck.

Corning, N. Y., despatch: Twenty-five of the dead victims of yesterday's wreck on the Lackawanna Railroad have been identified and sixteen still await identification to-day, eight in Elmira and eight in Corning. Forty-one persons were killed and fifty-one injured when the fast mercantile train plowed through the rear of the Lackawanna's Buffalo express, loaded with passengers on their way from New York city and other points to spend the Fourth of July holiday at Niagara Falls and other places in the western part of the State.

But one additional identification was made in the early hours of the morning. Mrs. Louis Friedman, of New York, was instantly killed, and whose body was taken to Elmira, was recognized there by her brother, who arrived from Buffalo last night.

All of the 31 injured, but four, Miss Mary Brennan, James Griffith, Nellie Schandel, all of New York, and Max Emann, of Jersey City, are considered seriously hurt, and the hospital authorities said to-day that their condition was encouraging. Miss Brennan is in St. Joseph's Hospital, Elmira, and the others are in the Corning Hospital. Ten of the slightly injured are in Elmira institutions, and twenty in the Corning Hospital. The remainder of the injured are being taken care of by friends or have left for their homes.

Coroner Smith announced to-day that it was impossible to have the train wreck on hand for several days, and the inquest opened last night will not be resumed before Tuesday. The coroner promises a searching investigation. He states that General Superintendent E. M. Rhine, of the Lackawanna, has given him assurance that the company will aid him in every way.

A state investigation of the accident was begun to-day by representatives of the public service commission, who visited the scene of the wreck this morning. Among the officials here is Archibald Buchanan, Jr., supervisor of equipment of the Public Service Commission.

"I have not had sufficient opportunity to form a competent opinion as to the cause of the wreck," said Mr. Buchanan to-day. "It is, however, to the best of my information, the most serious rear-end collision in railroad history in either this country or abroad. It outclasses the Manchester, N. Y., wreck, which was caused by a broken rail, both as to the number of dead and the number injured."

Pratt, F. C., No. 16 Hunt Avenue, Buffalo.

Schmitt, Ernest, Buffalo.

Laird, George, No. 188 Tenth Street, Brooklyn, N. Y.

Laird, Mrs. William P.

Laird, Philip, two years old.

Laird, Mabel, five years old, all of Brooklyn, but bound for Buffalo to reside.

Novak, Antonio, Cataract, N. J., who had a ticket from Scranton to Buffalo.

Novak, M., immigrant, ticketed to Buffalo.

Reynolds, Mrs. Lillian, Brooklyn, N. Y.

Armstrong, William A., Hoboken, N. Y.

Settoduca, Mrs. Lucy, New York city.

Zimmer, John, Scranton, Pa.

Jones, Mrs. Anna Hill, Scranton, Pa.

Hess, Mrs. Edith A., Scranton, Pa.

Brandes, Mrs. Charles, married Tuesday and on wedding trip.

Erwin, Mrs. C. E., Chicago.

Iry, Dr. E. V., of Bellevue hospital, New York, home Suffolk, Va.

Lowery, Evelyn, (negress) No. 104 Oak Street, Newark, N. J.

Nelson, Anton, Grove street, Jersey city.

Prayelowski, Regina P., Russia.

Reynolds, Mrs. Lillian, No. 211 Spenser street, Brooklyn.

Smith J. (negro), Pullman porter, Newark, N. J.

WHAT ENGINEER SAID

William H. Schroeder, engineer of train No. 11, which ran into the rear of train No. 9, said to-night:

"I was lost in the dense fog. My engine was right upon train No. 9 before I saw the last car. I shut the throttle and applied the brakes and the next thing I knew I was rolling down the embankment. I saw no signals. I could not see twenty-five feet ahead."

INCIDENTS OF THE ACCIDENT.

Early in the evening a bride and groom, to the music of congratulations from friends and a torrent of rice, boarded the train at Dover, N. J. Passengers eyed them with sly smiles as they brushed off the rice, and they came to for so much future attention that their faces were well remembered.

After the fatality a crowd of men saw the bride make her way sobbing along the bank, turning back each blanket. She came to a form covered with a white sheet and lifted the covering. The body of her husband lay beneath it, and she fainted.

William Hess, of Scranton, Pa., a furniture dealer, got off train No. 9 when it stopped at the morning air. He heard train No. 11 coming and attempted to rush aboard the rear car of the fast train to rescue his daughter Edith, aged eighteen. He was near the car when the collision took place. He escaped, but his daughter was

killed. He found her body and helped take it from the wreck.

"Got a good thing for to-morrow and expect to make a killing," he told Mr. Whitson. When next he saw the book-maker's face was disfigured, but he was making herculean efforts to drag the injured and dying from the debris.

"I guess I was the horse fixed for the killing," he found time to remark, jocosely, to Mr. Whitson.

"You don't want to worry," advised Mr. Whitson to his less-traveled acquaintance. "This is one of the safest railroads operating."

The little man who spoke English brokenly, was soon lost in the surge toward the platform. Some nine hours later as the quondam Buffalo man scanned the faces of the victims, he came across the man who had accosted him in New York, his eyes closed in death.

The railroad may be damned for its carelessness, said Mr. Whitson, "but the people must give the train crews credit. They worked hard."

"The engineer of the train that struck us—I saw him, his cap far down over his eyes and wordless. All he would say was that he hadn't been signaled to stop; at least he didn't see any warning. Which was quite plausible. The fog was very heavy."

G.T.R. STATIONS

New Ones to be Erected in Ontario

And Terminals to be Greatly Improved.

That the Grand Trunk Railway intend to commence immediately their policy of improving the various terminals of importance between Toronto and Western Ontario and in the United States from Detroit to Chicago, was evidenced yesterday, when Vice-President Howard G. Kelly and General Transportation Manager W. H. Brownlee passed through Toronto in their private cars for western points on the railroad.

The two officials had just finished a tour of inspection with President E. J. Chamberlain, which took them to Chicago and Winnipeg. On the return of the party the president announced that a general policy of improvement would be commenced immediately in regard to the road's terminals west of Toronto to Chicago.

It was stated on good authority that this policy would mean additions to a number of the stations along the trunk line, where the facilities have been found to be inadequate to meet the requirements at present. It is also stated that additions will be made to a number of yards in Western Ontario.

Both officials, who are now making their final tour of inspection, declined to give any definite information regarding the policy initiated by the president. A number of recommendations will be made, and it will be on the basis of the proposed improvements will be made. Vice-President Logan is inspecting the line between Detroit and Chicago, and Traffic Manager Brownlee between Toronto, Detroit and other points in Western Ontario.

CONDUCTOR DEAD

Fatal Accident on H. & B. Electric Road.

(Hamilton, Ont., Despatch.)

One of the worst accidents in recent years on the electric railways radiating out of Hamilton took place this morning near Cainsville, when an express car of the Brantford and Hamilton line was crashed into by a work car while both were speeding along at over twenty-five miles an hour. George Williams, the conductor of the express car, was instantly killed, while Ralph Smith, of 69 Erie avenue, Hamilton, the motorman, was seriously injured. The latter was brought to the city hospital at noon.

The accident took place about 10.45, and was apparently caused by a mix-up of orders. Each car had only two men on board, and they were together on a slope leading towards Hamilton when the crash came. The crew on the work-car, consisting of James Stewart, motorman, and Fred Haley, conductor, both of Burlington, escaped unhurt.

GOT THE SLIP

Attempt to Assassinate the Former Chinese Premier.

Tien Tsun, China, July 8.—Tang Shao Yi, the former premier in the Chinese Republican cabinet, cleverly got an alleged would-be assassin the slip to-day and remains here for the moment in temporary safety while his would-be slayer is on board ship on the way to Shanghai. Tang Shao Yi, with his family, was already on board the steamer when the former Tao Tai Chang-Chun approached and introduced to the ex-premier a friend named Wang Cheng-Hsiang. The latter promptly covered Tang Shao Yi with two pistols and demanded to know why he had run away from Peking. Tang Shao Yi's explanation was outwardly well received by Wang-Cheng-Hsiang who, however, announced that he intended to accompany Tang-Shao-Yi to Shanghai. Wang-Cheng-Hsiang then retired to his berth and as soon as his back was turned Tang-Shao Yi and his family sought safety by slipping off the steamer and returning to land. The steamer departed almost immediately afterward for Shanghai.

NEWS OF THE DAY IN BRIEF

Little Girl Gives to Regina Relief Fund.

Sarnia Street Cars to Run Again Soon.

A New Important Discovery Near Englehart.

Montreal is again reaching the limit of its water supply.

A colonization road will be built to connect the Frederickhouse and Abitibi Rivers.

Two burglars were sentenced at Belleville to three years in the Kingston Penitentiary.

Nearly five hundred foreigners were naturalized in Montreal in the past six months.

The Swift and Harris Companies will unite to build the biggest tannery in Canada.

The bodies of two fishermen, dead from exposure, were found in a boat near Vancouver.

It was announced in Montreal that the Privy Council would dispose of the marriage case this month.

The Ontario Government authorized the city of Toronto to spend \$300,000 for an abattoir.

Three hundred thousand people visited the manufacturers' exhibition train on its trip through the west.

Sidney Charlton, pool room proprietor of Queen street west, Toronto, was fined \$50 in police court for taking a bet on a horse from a police spy.

The Sarnia street railway company has secured a large generator and steam engine to supply power for their cars, which have been idle since the power plant burned last week.

Following the passing of a by-law by the ratepayers of Collingwood to enter into a contract with the Hydro-Electric Power Commission for a supply of power, instructions were given by the commission yesterday for the survey of the route of the transmission line and call for tenders.

A little tot, a girl of seven years of age, brought the savings of her little bank for the relief fund at Regina. She walked into the committee's offices alone, very shy, and at the desk said: "Please, mister, here is a little money I saved up in my bank, and I want to give it to the poor people."

Some \$4 Canadian notes are now being circulated in the vicinity of Niagara Falls, where the banks have notified the merchants to be on the lookout for them. Up to the present no one has appeared in Toronto, or been received by the Receiver General. The circulation appears to be confined to tourists.

The latest in the strike of the Montreal garment workers is the removal of four manufacturing establishments outside the city. The establishments which have moved are Wener Brothers and Hart, who have opened a shop at Sorel; J. E. Kline & Co., to Joliette; Crown Paper Co., to Cornwall, and the Union Clothing Co. to St. John's, Quebec.

Free moving picture shows are to be given in the Montreal parks, the Board of Control granting permission for the carrying out of the scheme to a large delegation which waited on them this morning. Now that the permission of the board has been secured the plans will be quickly matured, and it is expected that the first show will be put on July 15.

There is at the present time a very virulent disease attacking the bees in Prince Edward County. It is known as European foul brood, and it kills the young larvae before they are sealed over. The Department of Agriculture have sent Inspector H. McMillan, of O. A. C. Guelph, and it is hoped by following his instructions the disease may be eradicated.

Dealing they could no longer endure the suffering caused by the intense heat, seventy-five girls walked out of the Imperial Wire & Cable Company's factory at Montreal in a body. The girls stated that the normal heat, due to the weather, unpleasant enough in itself, is greatly intensified by the lead floors and moving machines on the floors immediately beneath where the girls are employed.

Copper has been located in large deposits in Lebel township, twenty miles north of Englehart, as a result of an official report received by the Temiskaming & Northern Ontario Railway, and work already done shows that the ore will well repay extraction. This is practically the first official assurance of the existence of copper fields in the district. From time to time allegations have been made concerning its presence, and official tests have been made, but not upon the same scale as the present investigation.

CAN'T WAIT

Peter Ryan Not Satisfied With Indefinite Delay.

Anxious to have the mystery over the \$3,000 Farmers Bank cheque cleared up, Mr. Peter Ryan, whose name was mentioned by former General Manager Travers in this connection last Saturday, wants the enquiry resumed quickly.

Mr. Ryan writes to Sir William Meredith under the date of July 3:

"Dear Sir,—I respectfully request a very early resumption of the inquiry respecting the introduction of my name, and particularly to ascertain why Mr. Travers should have mentioned my name, did he pledge his word that he would not divulge the name of the recipient. I will be pleased to have Mr. Travers, Dr. Beattie Nesbitt, and the Farmers Bank party further examined to ascertain if I was concerned in the cheque or the cheque.

"Your obedient servant,
(Signed) Peter Ryan"

BLOWN 40 FEET

Montreal Man's Experience in Regina Cyclone.

Montreal, July 8.—To be carried over forty feet and to alight on a pile of bricks, with most of his clothing stripped from his body, but unhurt, save for a few cuts and bruises, and in a position to join in the work of aiding the less fortunate, was the experience of R. Bruce Bennett, son of A. C. Bennett, of Green avenue, when the cyclone struck Regina Sunday.

In a letter to his parents in this city the young man who left Montreal last August to take up a position as assistant superintendent of the Lumber Manufacturing Company of Regina, tells what occurred to him when the storm broke. He was standing at the window of the house in which he lived when some object was blown past him.

"He remembers no more until he regained his senses forty feet away from the house which had been razed to the ground. He was lying upon a pile of bricks, without his coat, shirt or shoes, which had been torn from his body by the violence of the wind.

Four other occupants of the house were dear, a man whom he did not know, Laurence Hedsman and a lady and gentleman.

MONEY UNCLAIMED

York Loan Shareholders' Money Not Asked For.

Another Dividend Will Likely be Made Soon.

Toronto Despatch—It is expected that a dividend of 50 per cent. will be paid to those shareholders whose names are contained in the schedule hereto annexed, marked 'A,' such dividend to be computed in like manner as the dividends already paid to the shareholders who have sent in their passbooks to the liquidator.

The above has been made by the official referee, Geo. Kappelle, K.C., in connection with the liquidation of the York County Loan & Savings Co. It was necessitated by the fact that there are some 16,543 shareholders of the defunct institution who have not sent in any claim to the amount they invested in it.

It is in reference to these negligent shareholders and to these alone that the order applies. There is the sum of \$125,124.65 in the bank waiting for these people to pick it up.

There is still \$80,000 of the second dividend, cheques which went out on December 1st, 1911, unclaimed. The total dividend was \$740,000.

In spite of the efforts the liquidator is making to get the shareholders to take their money, it looks probably that there will be a large sum undistributed. Considering the proportion of the claim of the 16,543 silent shareholders that will never be distributed for want of an address, there will probably be \$100,000 unclaimed in the liquidator's hands at the close of the liquidation. It will be for the law makers to decide whether this shall swell the coffers of the Crown, or whether it shall go to recompense the shareholders.

So far the shareholders have received fifty per cent. The next dividend will be a final one. It may not come before a couple of years and the amount is uncertain.

ADRIFT IN LAKE

Blown From Shore to Shore and Back.

Tobermory Men 60 Hours Without Food.

Wiaront Despatch—At seven o'clock on Monday evening H. F. Murphy, hunter, of Tobermory, in company with a friend, left Southampton for The Sauble, where they intended to remain for the night. Mr. Murphy has just purchased a gasoline launch and was on his way home. Having reached The Sauble the party decided to push on to Stokes Bay, but well out in the lake the engine gave out. They were not sufficiently experienced to repair it. They had neither oars nor sail, and were therefore drifted helplessly about. A breeze was blowing off shore, and they were carried out into the lake toward the American side, and even within sight of that shore. All this time they were without provisions. One of the party had a revolver, and when a tug passed at some distance fired several shots, but failed to attract attention. As the little craft neared the American shore, as luck would have it, the wind shifted to the exact opposite point to the Canadian side, and it was driven back to the Canadian side.

On Thursday morning, after having been out sixty hours without food, they were blown ashore on the islands at Oliphant and made their way to Wieront. They were in a very exhausted condition, but as the weather was warm they did not suffer from exposure.

FIGHT AT PANAMA.

Panama, July 8.—The report of a serious brawl between the Panama police and a number of United States marines, while the latter were celebrating the Fourth of July last night, is confirmed this morning. A fight occurred late in the evening, with the result that one American citizen, named R. A. David, was killed, two marines and six soldiers belonging to the Tenth Infantry, as well as two civilians, wounded. The wounded men are now lying in a hospital. Two Panama policemen were wounded. The United States Legation is investigating.