

# HAPPY AND BRIEF

Gathered and Told While You Hold Your Breath.

## EVERY DAY HAPPENINGS

Lively and Crisp as They Are Garnered From the Fields of Action at Home and Abroad.

An unauthentic but credible report from Nicaragua is that two Americans, Louis Groce, and Leroy Cannon having been captured among the insurrection forces were summarily shot by Gen. 62 President Sellen. President Taft is greatly shocked and has ordered an investigation.

Bodies of victims have been found in the Illinois mine and five have been brought to the surface.

Two persons were killed and three injured in a S. A. L. wreck Thursday near Denmark, S. C.

Collector Loeb at New York, summarily dismissed six officers in the custom house, who were implicated in the sugar frauds and is proceeding to clean house.

Ochopedology, or the science of rendering a mechanical abnormal body mechanically normal, will cure 100 per cent. of all cases of tuberculosis of the lungs in its first and secondary stages, according to Dr. Banning, professor of surgery at Heriug College, Chicago, 80 per cent in the third stage, and 20 per cent in the last stage.

Lee McMichael, night watchman at the Americas, Ga., construction company's shops was attacked by an unknown person Wednesday night, his lantern being knocked over. A fire ensued that did a \$50,000 damage.

Charles R. Warriner, the defaulting treasurer of the Big Four railroad has been arrested and jailed. Mrs. Jeanett Ford, his asserted blackmailer, is occupying a room in the same jail.

The sugar fraud exposure in the custom house at New York is said to involve 17 per cent of the employees.

The combination of the Western Union Telegraph company with the Bell company it is believed will run a narrow escape of dissolution as a violation of the anti-trust law.

Mme. Steinleil's troubles are not all over for an American newspaper man is suing her for charging him with the murder for which she was tried.

Ruth Butler, 4 years old, of Charlotte, Mich., some time ago pushed a baby sister off the bed and it strangled to death. On last Tuesday she saw her mother use chloroform for toothache. She got hold of the bottle and playfully administered the chloroform to her 15-day-old sister with fatal effect.

Eastern Kansas had a series of deluging rains early last week that put the streams higher than was ever known for the season and drove citizens to the higher lands.

The Atlantic Coast Lines railroad company has authorized a bond issue of \$200,000,000.

President Finley of the Southern Railway was an honored guest of Salisbury, N. C., Wednesday and made address more especially to the farmers.

The new Armony at Georgetown, S. C., was formally dedicated on the 17th, with parade and appropriate ceremony.

Earl Bullock, an all-round bad young fellow and William McKay, 15 years old, whom he lured, robbed the bank at Eudora, Kan., Friday and severely wounded Fred Starr, the banker. Bullock fought desperately against capture and fired his first bullet into his own head and probably die. McKay was captured.

Prof. Antonio Mantagna, a Roman scientist believes he has discovered a method by which to take photographs by telegram or telephone.

Sheriff Shipp, of Hamilton county, Tenn., along with five fellow-convicts were sentenced to terms in jail for contempt of the U. S. court. Charges against them grew out of the lynching of a negro in Chattanooga, and their failure to use their best efforts to prevent it.

By the arrest of thirteen Italians United States secret service men and the Italian squad of New York police think they have rounded up the leaders of a band which has trafficked for at least a year in a large amount of counterfeit money made in Palermo, Italy, and circulated in America.

The mail steamer La Seyne, of the Messageries Maritimes service, running between Java and Singapore, collided with the steamer Onda, of the British-India Line, and sank within two minutes.

Nearly 400 men and boys are believed to be dead as a result of a mine disaster at Cherry, Ill.

Inquiry is being pushed by the government into the so-called sugar fraud cases and the investigation may equal the insurance upheaval of 1905.

Ten or twelve men, Italians and negroes, were entombed by an embankment cave-in on the Southbound railroad near Winston-Salem Tuesday.

Archer C. Christian, a football player on the University of Virginia team, died Sunday from injuries received in a game last week.

# PRES. FINLEY TO FARMERS

Sees a Great Future For the Farmer and Pleads Against an Unfriendly Attitude and Unjust Verdicts Against Railroads—The Railroads, the Farmer, Manufacturer and Miner Need to Stand Shoulder to Shoulder.

Salisbury, N. C., Special.—In an address at a meeting of farmers in Salisbury on November 17 President Finley, of the Southern Railway Company, took a very optimistic view of the future of agriculture in the Southern States. He began by saying: "No one can look at the future with greater confidence than I, the farmer, and in my opinion there is no area of equal extent in the world where the agricultural outlook is better than in our Southern States."

He directed attention to the dependence of all the peoples of the earth upon the farmer for food and clothing, tracing the causes of periods of low prices for farm products in the Nineteenth Century in large measure to the opening up of extensive areas to agriculture and expressing the belief that such relatively rapid increases in the supply of farm products in the future were not probable. Showing by comparative statistics the rate at which the demand for cotton goods is increasing, he expressed the belief that "we may look forward to a time in the not distant future when the world will call on the American cotton planters for 20,000,000 bales annually," while, at the same time, there would be an increased demand at home and abroad, for cotton seed products. Yet he did not counsel the growing of cotton to the neglect of other crops, but advised that the increased production needed to keep pace with the demand of the world should be secured by more intensive cultivation and by the growing of other crops with cotton.

Speaking from the viewpoint of one in touch with the relations of supply and demand affecting different commodities in the United States and in foreign countries, Mr. Finley, with a view to making suggestions of practical value, emphasized the opportunities in the South for the production of grains, hay, fruits, vegetables, livestock, poultry and dairy products, giving special attention to the market opportunities for Southern grown cabbages, Irish potatoes, and sweet potatoes. He showed that farmers in some localities in the South were shipping these products both to Northern and Southern markets and were finding the business so profitable as to warrant increased production.

Referring to the dependence of agricultural prosperity on supply and demand, he pointed out that the condition most favorable to the farmer is one in which wide-spread prosperity prevails in our own and other lands, and that ability to reach a market was equally as important as the existence of the market. The farmer, therefore, had a vital interest in the highways from his farm yard to the markets of the world. After referring to the importance of good country highways, Mr. Finley pointed out that the interest of the farmer in good roads extended beyond the wagon road from his farm to an industrial or shipping center, and embraced all the railways and waterways over which his products moved to reach the final consumer. Pointing out that adequate transportation facilities were essential to increased production and that the present railway facilities of the South were now little more than sufficient for meeting present demands, and were relatively less than those of some other parts of the country, Mr. Finley said:

"It is manifestly to the interest of this section that the railways, as instrumentalities of transportation, should be built up and strengthened. Even a superficial glance at those sections which are most prosperous will demonstrate that their prosperity is largely based upon the perfection of their transportation facilities. Those producing communities which have the easiest, quickest and most reliable ways to market can sell quicker and more certainly, and thus possess commercial advantages over communities less favored with means of transportation.

"It is, therefore, short-sighted in any community to permit any other section, by a larger, more stable, or more conservative policy, to stimulate and encourage, to a greater extent than it itself does, the development of transportation facilities. To the extent that any community permits this, it surrenders to its rival the commercial advantage which differentiates the growing and prosperous from the laggard and stagnant community.

"In view of these general considerations, which are universally accepted as sound by thoughtful men, it becomes important to inquire what the public in any locality can do to promote this important interest.

"The fundamental thing to accomplish is to make the investment in transportation facilities in that locality attractive to the honest investor.

"I is in no way difficult to determine what will do this. All any sensible man has to do is to inquire of himself what would make an investment for his savings attractive to him, and he may rest assured that the considerations which would induce him to invest his savings are of the same general nature, and are based upon the same principles of human action,

as those which influence and control other people.

"In the first place, he would inquire himself whether the proposed investment is safe, and

"Second, whether it would bring in as large a return as any other investment that might be open to him as an alternative.

"If he could answer both of these questions in the affirmative, he would not hesitate to make the investment. If, however, he should conclude either that the investment is unsafe, or that it would not rely upon as good a return as some other investment, the prudent man would not venture to make it.

"It is apparent, therefore, that those communities which want their transportation to be gradually improved and perfected, must find some means of convincing the investor that his investment in that community will be safe and that it will bring him as good returns as an investment in any other line of business.

"This is also the thing in regard to which the railway manager, who needs funds to develop his system, is all the time trying to convince investors. To aid in this is equally the interest and the duty of the public which wants and needs increased and improved transportation facilities.

"In order to make the investor believe that his investment is safe in any community, it is necessary to convince him that it is protected by a conservative and just public opinion. "He cannot feel satisfied if one measure of justice is, in that community, by juries in litigated cases, meted out to an individual litigant and a different and smaller measure of justice is meted out to the corporation in which it is sought to induce him to become an investor. It is, therefore, not only right, but it is wise, in any community, to insist through the medium of an enlightened unyielding public sentiment, that there shall be but one measure of justice for all litigants, and that railway companies and individual litigants shall be treated exactly alike—in other words, that there shall be equal justice to all, and no excessive or unjust verdicts against any.

as those which influence and control other people.

"In the first place, he would inquire himself whether the proposed investment is safe, and

"Second, whether it would bring in as large a return as any other investment that might be open to him as an alternative.

"If he could answer both of these questions in the affirmative, he would not hesitate to make the investment. If, however, he should conclude either that the investment is unsafe, or that it would not rely upon as good a return as some other investment, the prudent man would not venture to make it.

"It is apparent, therefore, that those communities which want their transportation to be gradually improved and perfected, must find some means of convincing the investor that his investment in that community will be safe and that it will bring him as good returns as an investment in any other line of business.

"This is also the thing in regard to which the railway manager, who needs funds to develop his system, is all the time trying to convince investors. To aid in this is equally the interest and the duty of the public which wants and needs increased and improved transportation facilities.

"In order to make the investor believe that his investment is safe in any community, it is necessary to convince him that it is protected by a conservative and just public opinion. "He cannot feel satisfied if one measure of justice is, in that community, by juries in litigated cases, meted out to an individual litigant and a different and smaller measure of justice is meted out to the corporation in which it is sought to induce him to become an investor. It is, therefore, not only right, but it is wise, in any community, to insist through the medium of an enlightened unyielding public sentiment, that there shall be but one measure of justice for all litigants, and that railway companies and individual litigants shall be treated exactly alike—in other words, that there shall be equal justice to all, and no excessive or unjust verdicts against any.

"I feel, therefore, that I am making a plea, not only in behalf of the railway that I especially represent, but also in behalf of justice and the public welfare, when I ask that a public sentiment shall be created which will discourage the giving of excessive and oppressive verdicts against railroad companies.

"I do not believe that there are two opinions among candid and considerate men as to the injustice that is apt to be visited upon corporation litigants by large verdicts.

"I have no doubt that frequently the jury itself is unconscious of the injustice of its action. It is difficult to avoid being influenced by a feeling of sympathy for an injured individual. It is also difficult to escape the feeling that a railway company is great, and powerful, and rich, and entitled to no consideration. And yet railway companies are not great or powerful, for they have little opportunity of making friends. In this Southern country they are not rich, but are still struggling to equip themselves adequately for the public service and to keep pace with the wonderful commercial development of our people. They need money for their development and improvements which they cannot obtain from their current earnings, and which cannot be supplied to them by law, but must come from voluntary investors. To get it, they must give assurance of a constructive and helpful sentiment and of just treatment by juries and in the making of laws.

"The fact that verdicts are in many instances more excessive, and that there is a growing tendency to make them more so, cannot fail to arrest the attention and to excite the alarm of thoughtful and patriotic men.

"It is the desire of the railway company entrusted to my management to settle promptly, and on a reasonable and just basis, all proper claims for personal injury, for the killing of live stock and for loss or damage of freight.

"We wish to settle just claims without putting the claimants to the necessity of going into court, and it is our effort to do so. Where, however, it is believed that a claim is altogether unjust, or that the amount demanded is excessive, there is nothing for us to do but to permit it to take the course of litigation. We ought to be permitted to do so confident of receiving that measure of justice, and that measure only, which is meted out to an individual in his controverted cases.

"The fact that at present there is, in a degree, one measure of justice for the corporation and another for the individual is, I think, the result of a certain thoughtlessness on the part of the public. I am confident that the only thing necessary to correct it is to bring the fair-minded American people to a realization of the fact that justice is, and of right ought to be, the same, whether the issue be between two individuals or between an individual on the one side and a corporation on the other—the corporation being but an association of individuals, the property rights of each one of whom are as sacred as the property rights of any other American citizen.

"It is sometimes suggested that some of our friends of the legal profession are, in a measure, responsible for encouraging the fling of excessive claims. This was the idea con-

veyed by a recent cartoon, in which a man who had fallen from a street car was represented as saying: "I feel all right, but I can't tell whether I'm hurt until I see a lawyer."

Looking forward to the future, Mr. Finley expressed the belief that Southern agricultural and industrial development would continue. He did not view with alarm the tendency of young people to leave the farm, but believed that, with the increased activity and profitability of farm life, the tide would turn in the other direction. Referring to the good work being done by the agricultural press of the South, he spoke of a series of articles on how to make \$500 more a year from the farm, and, showing that an average of \$500 more a year would add \$904,795,500 to the annual income of the farmers of the South, he said:

"The railway officials these figures suggest train-loads of cotton, of fruits and vegetables, of hogs and cattle, and of dairy products to be handled to market. They suggest car-loads of agricultural implements and machinery, of pianos, of carriages and automobiles, and of other articles contributing to the comfort and convenience of the farmer and his family. Is it to be wondered that those responsible for the management of the railways of the South, seeing this agricultural advance going hand in hand with continued industrial development, should have faith in their territory and should be striving to the utmost to increase the carrying capacity of their lines so as to be able properly to handle the increase in traffic which is sure to come?

"Looking forward into the future, Mr. Chairman, we see the farmer, the railway man, the miner, the manufacturer, and the merchant working together, shoulder to shoulder, and bringing to our Southern people constantly increasing prosperity and happiness, in which no one will share more fully than the Southern farmer."

veyed by a recent cartoon, in which a man who had fallen from a street car was represented as saying: "I feel all right, but I can't tell whether I'm hurt until I see a lawyer."

Looking forward to the future, Mr. Finley expressed the belief that Southern agricultural and industrial development would continue. He did not view with alarm the tendency of young people to leave the farm, but believed that, with the increased activity and profitability of farm life, the tide would turn in the other direction. Referring to the good work being done by the agricultural press of the South, he spoke of a series of articles on how to make \$500 more a year from the farm, and, showing that an average of \$500 more a year would add \$904,795,500 to the annual income of the farmers of the South, he said:

"The railway officials these figures suggest train-loads of cotton, of fruits and vegetables, of hogs and cattle, and of dairy products to be handled to market. They suggest car-loads of agricultural implements and machinery, of pianos, of carriages and automobiles, and of other articles contributing to the comfort and convenience of the farmer and his family. Is it to be wondered that those responsible for the management of the railways of the South, seeing this agricultural advance going hand in hand with continued industrial development, should have faith in their territory and should be striving to the utmost to increase the carrying capacity of their lines so as to be able properly to handle the increase in traffic which is sure to come?

"Looking forward into the future, Mr. Chairman, we see the farmer, the railway man, the miner, the manufacturer, and the merchant working together, shoulder to shoulder, and bringing to our Southern people constantly increasing prosperity and happiness, in which no one will share more fully than the Southern farmer."

"Looking forward into the future, Mr. Chairman, we see the farmer, the railway man, the miner, the manufacturer, and the merchant working together, shoulder to shoulder, and bringing to our Southern people constantly increasing prosperity and happiness, in which no one will share more fully than the Southern farmer."

"Looking forward into the future, Mr. Chairman, we see the farmer, the railway man, the miner, the manufacturer, and the merchant working together, shoulder to shoulder, and bringing to our Southern people constantly increasing prosperity and happiness, in which no one will share more fully than the Southern farmer."

"Looking forward into the future, Mr. Chairman, we see the farmer, the railway man, the miner, the manufacturer, and the merchant working together, shoulder to shoulder, and bringing to our Southern people constantly increasing prosperity and happiness, in which no one will share more fully than the Southern farmer."

"Looking forward into the future, Mr. Chairman, we see the farmer, the railway man, the miner, the manufacturer, and the merchant working together, shoulder to shoulder, and bringing to our Southern people constantly increasing prosperity and happiness, in which no one will share more fully than the Southern farmer."

"Looking forward into the future, Mr. Chairman, we see the farmer, the railway man, the miner, the manufacturer, and the merchant working together, shoulder to shoulder, and bringing to our Southern people constantly increasing prosperity and happiness, in which no one will share more fully than the Southern farmer."

"Looking forward into the future, Mr. Chairman, we see the farmer, the railway man, the miner, the manufacturer, and the merchant working together, shoulder to shoulder, and bringing to our Southern people constantly increasing prosperity and happiness, in which no one will share more fully than the Southern farmer."

"Looking forward into the future, Mr. Chairman, we see the farmer, the railway man, the miner, the manufacturer, and the merchant working together, shoulder to shoulder, and bringing to our Southern people constantly increasing prosperity and happiness, in which no one will share more fully than the Southern farmer."

"Looking forward into the future, Mr. Chairman, we see the farmer, the railway man, the miner, the manufacturer, and the merchant working together, shoulder to shoulder, and bringing to our Southern people constantly increasing prosperity and happiness, in which no one will share more fully than the Southern farmer."

"Looking forward into the future, Mr. Chairman, we see the farmer, the railway man, the miner, the manufacturer, and the merchant working together, shoulder to shoulder, and bringing to our Southern people constantly increasing prosperity and happiness, in which no one will share more fully than the Southern farmer."

"Looking forward into the future, Mr. Chairman, we see the farmer, the railway man, the miner, the manufacturer, and the merchant working together, shoulder to shoulder, and bringing to our Southern people constantly increasing prosperity and happiness, in which no one will share more fully than the Southern farmer."

"Looking forward into the future, Mr. Chairman, we see the farmer, the railway man, the miner, the manufacturer, and the merchant working together, shoulder to shoulder, and bringing to our Southern people constantly increasing prosperity and happiness, in which no one will share more fully than the Southern farmer."

"Looking forward into the future, Mr. Chairman, we see the farmer, the railway man, the miner, the manufacturer, and the merchant working together, shoulder to shoulder, and bringing to our Southern people constantly increasing prosperity and happiness, in which no one will share more fully than the Southern farmer."

"Looking forward into the future, Mr. Chairman, we see the farmer, the railway man, the miner, the manufacturer, and the merchant working together, shoulder to shoulder, and bringing to our Southern people constantly increasing prosperity and happiness, in which no one will share more fully than the Southern farmer."

"Looking forward into the future, Mr. Chairman, we see the farmer, the railway man, the miner, the manufacturer, and the merchant working together, shoulder to shoulder, and bringing to our Southern people constantly increasing prosperity and happiness, in which no one will share more fully than the Southern farmer."

# WASHINGTON NOTES

In order that Christmas remembrances sent by Americans to their friends in England may reach them with the beginning of the holiday season, the American steamship line carrying the mails to Southampton has announced an advance in the date of sailing of the St. Louis from New York from December 18 to December 17. This will permit the distribution of holiday gifts throughout a considerable portion of England by Christmas Day. The sailing of the steamship Philadelphia from New York for Southampton, scheduled for Christmas Day, has been advanced to December 24. These changes are agreeable to the postal officials.

President Taft Wednesday settled the North Carolina census supervision, which had darkened the political moon around the White House for several days. Representative Morehead, of the Fifth North Carolina district, said he was the only Republican representative who had not been consulted about the appointment of a supervisor in his own district. He had recommended for appointment a friend and supporter named Joyce. The Director of the Census, however, had secured the appointment of Prof. J. R. Glasson, a college instructor. Mr. Morehead registered a vigorous protest, and the appointment of Professor Glasson was revoked and the place will go to Mr. Joyce. Professor Glasson will be given a position in the Census Bureau in Washington.

President Taft is thoroughly aroused by the actions of the Zelayan government in executing the two Americans and apparently is determined to make the lives of United States citizens more respected in Central America than they have been hitherto. Pending a satisfactory explanation of the occurrence he has refused to recognize Isidoro Hazaera, the new Nicaraguan minister.

The court of appeals of the District of Columbia, upon request of counsel for the labor union, Thursday granted a stay until November 29 of the issuance of the mandate compelling President Gompers, Vice President Mitchell and Secretary Morrison of the American Federation of Labor to jail for contempt of the Supreme Court of the District of Columbia in the Buck's Stove and Range case.

There is a feeling in the department of justice that the decision against the Standard Oil Company in the United States circuit court at St. Paul Saturday is a signal victory with a double importance for the government. Not only does it furnish the basis upon which Wade H. Ellis, the assistant to the attorney general in trust prosecution, believes the government will be successful in the United States supreme court, but it established this principle that the government has been fighting for in all the trust proceedings; that a combination which exists by the means of a corporation owning the stock of others is contrary to the Sherman law, and that such stock ownership may be a device that constitutes a stock agreement in restraint of trade. The decision is held by the attorneys of the department as one of most potent supports the government will have in the case against the so-called tobacco trust, which comes up for argument on December 13, and it is considered to have an equally important bearing on the Union Pacific case, and, in fact, all other cases of a like nature now pending.

Miss Catharine Porter, of Lincoln, Neb., the pretty 18-year-old school-girl who ran away from the Virginia Woman's College at Roanoke, Va., and was arrested in this city Thursday for passing a worthless check, is to remain at the House of Detention until her father, W. F. Porter, a prominent real estate dealer and former member of the Nebraska State Senate, can reach the city.

A wireless message, reached the United States revenue cutter service late Sunday stating that John Jacob Astor's yacht, the Nourmahal had been discovered riding in safety inside the harbor of San Juan, Porto Rico. Captain Worth G. Ross, in command of the service, was so satisfied with its genuineness that he sent a wireless dispatch to the revenue cutter Yamacraw, which was engaged in searching in West Indian waters for the missing yacht, to return at once. The Yamacraw accordingly is now on its way back to Charleston, S. C.

Following a conference with the President at the White House Sunday on the Nicaraguan situation, Secretary of State Knex authorized the following statement: "If certain representations of fact which have been made to the State Department concerning the Groce and Cannon case are verified by inquiries that have been made, this government will at once prepare a demand on the Nicaraguan government for reparation for the death of these two men."

When a man wants a change of scene he might consider a stage hand, suggests the Philadelphia Record.

When a man wants a change of scene he might consider a stage hand, suggests the Philadelphia Record.

When a man wants a change of scene he might consider a stage hand, suggests the Philadelphia Record.

When a man wants a change of scene he might consider a stage hand, suggests the Philadelphia Record.

When a man wants a change of scene he might consider a stage hand, suggests the Philadelphia Record.

When a man wants a change of scene he might consider a stage hand, suggests the Philadelphia Record.

When a man wants a change of scene he might consider a stage hand, suggests the Philadelphia Record.

When a man wants a change of scene he might consider a stage hand, suggests the Philadelphia Record.

# LANDSLIDE

Without Warning Tumbles

## SMOTHERED BY

One Escapes Death His Fellow Workmen Own Life.

Winston-Salem, men were almost one was seriously day morning shot by a landslide of the side of an abutment for the first section of the across the Salem first section of the road. The dead, Lesso Friesland, Carl Dortschmidt, Ebner, a German, German; Alfred The injured man Norfolk, Va., badly recover. Three of very slightly.

The men were side of a great hill picks and shovels below the top of the tons of earth broke the mantled and a few, by dint of terraced to extricate the mass, and the men near by rushed to But at once a sea of thousands of cubic above swept the rescuing of an eye seven victims hoped.

It was nearly an first dead body was deep was the mass had crumbled down. The last body was o'clock. Each was the earth had crushed their bodies without.

Mise, the Norfolk only by the efforts of himself was killed. braced himself somewhat to settle about his coat and crossing body was just above between them there was permit Mise to live be dug out.

Young Bullin, son of Stokes county had the work only found mans were among a teen that has been brought an employment agency City about ten days ago. ing comrades stolidly catastrophe; they speak brokenly.

NO HOPE FOR Fire Ranges Within Be Done to Secure of the Entombed

Cherry, Ill., Special.—Five of the entombed men, or bodies, will be brought is doubtful. None of lieve that any of the men are alive, but now actually known than was known the day.

Fire in the mine Tuesday more intense than it was men were entombed there and no efforts could be made the shaft.

Fire Chief Moran arrived Tuesday with assist supply of hose and chemical extinguishers. The seal over of the shaft was perforated was intended to force chemicals down through thermometer plunged into scattered on top of the seal a temperature of 110 degrees eating that the heat in the of the mine must have been "It's no use," said Chief "To lift the lid today would that the whole mine would and there would be no possibility recovering even the bodies. deposits would take fire and ber supports would crumble."

The only progress made was in organizing relief work many destitute remnants of families.

Pell Company Gets Control of ern Union.

Boston, Special.—A long stride ward the complete control by corporation of all wire communication in the United States was made Tuesday in the acquisition by the American Telephone & Telegraph Co. the control of the Western Union Telegraph Company. In order make the absorption complete, the corporation of a new billion dollar company, it is said, will be necessary to include the \$92,475,400 of bond and stocks of the American Telephone Company.

White Man Given a 20-Year Sentence.

Savannah, Ga., Special.—Twenty years in the penitentiary was the punishment meted out to James D. Deris Tuesday in Chatham superior court, for his attack and assault upon a 14-year-old white girl near the outskirts of the city several months ago, after he had lured her from her mother's charge by promise of finding work for her. The girl's story on the witness stand brought tears to the eyes of hearers.

White Man Given a 20-Year Sentence.

White Man Given a 20-Year Sentence.

White Man Given a 20-Year Sentence.