

# THE CAMDEN CHRONICLE

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## THE RATE BILL EXPLAINED

### Facts About the Leading Piece of Work By Last Congress

### ITS STRONG AND WEAK POINTS

#### Salient Features of the Measure Which Became a Law After Lengthy Consideration.

It is something of a task to study in detail the "rate bill" as it has become law. It may, therefore, be useful to our readers to make a summary of the salient features that work important changes in the interstate commerce law. The definition of common carriers includes for the first time express companies and pipeline companies for the transportation of oil, but not sleeping car companies. The definition of a railroad covers all the appliances connected with tracks and terminals, and the term "transportation" covers all the instrumentalities used in receiving, conveying and delivering persons or property, including what is necessary for ventilation, refrigeration, storage, handling, etc. This brings under the law the so-called private car companies and elevators. The clause restricting the use of passes or free transportation is new, but it is freely allowed in the exceptions made. The provisions intended to prevent common carriers from competing in production and trade in commodities which they carry is limited to railroad companies and takes effect on the first of May, 1908. The main purpose of this, which was one of the Senate amendments, is to divorce the ownership, control and operation of coal mines from the railroad engaged in transporting the product, but it applies to all other commodities except such as may be for the use of the railroads in their business as common carriers. Railroads are required to make on reasonable terms such connection at shipping points by means of spurs, sidings, etc., as may be "reasonably practicable," where it will result in "sufficient business to justify the construction and maintenance of the same." Whenever they fail to do this and complaint is made, the commission after investigation may require it to be done, and its orders in the premises may be enforced by the same proceedings as its other orders. The provisions regarding the filing and posting of schedules of rates and charges are fuller and more explicit than those of the law at present. They must include all through and joint rates, or, where these are not established, all the separate rates and charges "applied to through transportation." No change can be made without a notice of thirty days, except that the commission may "in its discretion" and "for good causes shown," allow changes on shorter notice or modify the requirements of the law "in respect to publishing, posting and filing tariffs." All contracts, agreements or arrangements between common carriers affecting their rates or charges must be filed with the commission, and it may prescribe the form of all schedules. Similar requirements are made regarding passenger fares. There is a stringent anti-rebate provision, which is substantially that of the Elkins Act, but somewhat strengthened. It makes it unlawful for "any person or persons or corporation to offer, grant or give, or to solicit, accept or receive any rebate, concession or discrimination in respect to the transportation of any property," whereby such property shall "by any device whatever be transported at a less rate than that named" in the published schedules, or whereby "any other advantage is given or discrimination practiced." The penalty is a fine for each offense, but any person or any officer, director or agent of a corporation who shall be convicted of the offense is made also subject to imprisonment. Ample provision is made for the enforcement of this clause, and offenders who receive rebates or pecuniary advantage are made liable to forfeit three times the value of the consideration received in proceedings brought on authority of the Attorney General.

The section giving the commission power to prescribe rates has been made familiar in the long discussion of this measure. It is only necessary to recall that where the commission finds that "any of the rates or charges whatsoever demanded, charged or collected," or any regulation or practice "affecting such rates or transportation," are "unjust or unreasonable," or "unjustly discriminatory or unduly preferential or prejudicial or otherwise in violation of any of the provisions of this Act," it may "determine and prescribe what will be the just and reasonable" rates or charges to be observed as the maximum, and what practice is just, fair and reasonable, and may issue an order for its observance, which "shall take effect within such reasonable time, not less than thirty days, and shall continue in force for such period not exceeding two years, as shall be prescribed in the order of the commission, unless the same shall be suspended or modified, or set aside, by the commission or be upheld, or be set aside by a court of competent jurisdiction." The power to pre-

scribe rates extends to through and joint rates where the carriers have failed to agree upon them and complaint is made. Elaborate provision is made for enforcing the orders of the commission, by prosecutions for failure to comply with the requirements of the law and for forfeitures and penalties. Incidentally in designating the venue for suits against the commission, "enjoin, set aside, annul or suspend any order or requirement of the commission," jurisdiction for such suits is specifically vested in the Circuit Courts of the United States. This is a point which provoked such a protracted and prolonged debate in the Senate. The provisions of the former Act for expediting "the hearing and determination of suit in equity as so forth" is made applicable, with some further specifications, and here the proviso over which so much contention was made is interposed, "that no injunction or interlocutory order or decree suspending or restraining the enforcement of an order of the commission shall be granted except on hearing after not less than five days' notice to the commission."

The other important provisions are those relating to annual reports to the commission, the details of which are fully prescribed, giving the commission power in its discretion to prescribe forms for all "accounts, records and memoranda to be kept by the carriers" subject to the Act, including those relating to the movement of traffic, as well as receipts and expenditures, and enlarging the commission to seven members with seven-year terms and increasing salaries to \$10,000 a year. There is no doubt that this bill has greatly strengthened and improved the interstate commerce law. How this provision giving the commission power to prescribe rates will work can only be determined by experience. Probably the only effect it will have will be to put the carriers on their guard and induce them to take pains with their schedules to avoid conflict with the authority of the commission. The commission may also be cautious about conflict over rates, but if there should be serious conflict the cumbersome system would probably break down by its own weight.

### News Notes.

Attorney-General Moody had conference with the special counsel engaged by the Government to assist in the Standard Oil investigation.

The treaty between the United States and Santo Domingo will probably be postponed until next December.

Residents of points near Fort Monroe complain of reckless firing from the big guns at the fort.

### The Labor World.

Cotton manufacturers of Felt River, Mass., announce a wage increase of fourteen per cent.

In the Lancashire (England) cotton factories over half a million persons are now employed.

British textile workers are pushing strike movements because of the activity of the markets and extension of mills.

The postmaster at Perth Amboy, N. J., carries for one-half day each for working overtime.

### Prominent People.

Secretary Shaw has six toes on each foot.

King Haakon is described as being "intensely dramatic."

Persistent rumors in City Hall circles have it that Carter H. Harrison, four times Mayor of Chicago, is seriously affected with cancer in the throat.

Former Governor Aycock, of North Carolina, has declined the appointment tendered by President Roosevelt as a delegate to the Pan-American Conference at Rio Jan-

### The "Wrong Box."

A portentous discovery has been made in a building used by the British Women's Temperance Association. To everybody's horror, a chocolate box was found which stunk of whiskey. We were not present—which we deeply regret, as it would have provided a new and thrilling sensation—but we gather that the blame was thrown upon the maker, the purchaser, remaining exempt. Ladies cannot, as we agreed here and should be agreed everywhere, always ask what chocolate contains. It is the bounden duty of a confectioner, whenever he sells to a lady who looks as though she might belong to the British Women's Temperance Association, to point out gently, but firmly, that the chocolate she proposes to buy is not free from alcohol. Freely and fully we absolve the owner of the box in question, but would point out that her fellow members appear to have ignored a rather obvious duty in the circumstances. They should have banded together, with a flag if possible, and paid a visit of denunciation and protest to the wicked confectioner, and the still more wicked manufacturer.—St. James Gazette.

### USE YOUR LEMON RINDS.

When lemons are made place the squeezed halves in a fair-sized jar and pour boiling water on them. After this has stood for a few hours strain off the water into a clean jug. This can be mixed with the lemonade made from the juice and gives it a delicate and delicious flavor of the peel. Lemonade gains greatly by this mixture and is a doubly delightful beverage.

## APPROPRIATIONS INCREASED

### Largest Appropriation Ever Made for Public Buildings.

Washington, Special.—Subject to changes, the Senate committee on public buildings and grounds, upon convening made public the amendments made during its night session in the omnibus public building bill. Among the new items included, are the following:

Lynchburg, Va., \$80,000; Fernandina, Fla., \$100,000; Greenwood, S. C., \$75,000; Clifton Forge, Va., \$40,000; Dalton, Ga., \$7,500; Waycross, Ga., \$7,500.

Reductions in appropriations from the House bill are as follows: Greenville, S. C., \$80,000 to \$75,000; Florence, Ala., \$150,000 to \$140,000; Tuscaloosa, Ala., \$150,000 to \$125,000; Ocala, Fla., \$80,000 to \$65,000; Portsmouth, Va., \$98,000 to \$90,000; Dothan, Ala., \$40,000 to \$35,000; Albany, Ga., \$125,000 to \$100,000.

The Senate committee made increases in the House appropriations as follows:

Marietta, Ga., \$5,000 to \$50,000; Fayetteville, N. C., \$10,000 to \$60,000; Paris, Tenn., \$10,000 to \$40,000; Chattanooga, Tenn., \$50,000 to \$110,000; Gainesville, Ga., \$45,000 to \$50,000; Salisbury, N. C., \$60,000 to \$75,000; Washington, N. C., \$60,000 to \$75,000; Fredericksburg, Va., \$30,000 to \$40,000; Griffin, Ga., \$5,000 to \$7,500; Newman, Ga., \$5,000 to \$7,500.

To the general legislation of the House is added a provision for tearing down and rebuilding the public building at Richmond, Va., and contracts are authorized not to exceed \$200,000, with a limit of cost for the building when completed of \$800,000.

### Leading Sunday School Workers Hold Meeting.

Knoxville, Special.—A meeting was held in Knoxville last week of some of the leading Sunday school workers of Knoxville preparatory to the meeting of Sunday schools of East Tennessee in Knoxville on September 5, 6 and 7. Secretary Edward Albright of the state organization was in the city to give the matter impetus. A chairman of the entertainment committee was appointed, a committee selected to secure a place of meeting and other arrangements made. The program was discussed and the intention is to have a program of able speakers. In a few weeks, the program will be issued and the work will begin in earnest to secure a large attendance at the meeting.

### Found Dead in Her Room.

Richmond, Special.—Miss Albenia Fitzgerald was found dead in her room by a colored woman, Laura Clark, who had gone to the Fitzgerald home to gather the laundry. No one answering the call, she entered the house and went to Miss Fitzgerald's room, where she found the body lying directly in front of the grate, the head resting against a trunk. The coroner found nothing to indicate the cause of death except an affection of the brain. Miss Fitzgerald had probably arisen and commenced to dress, and had been stricken while crossing the room. Miss Fitzgerald was 33 years old. She had been in ill health for several years.

### Columbian Minister Named.

Washington, Special.—Enrique Cortez has been named the Colombian minister to the United States to succeed Diego Mondaza. The State Department has been advised by the American Minister Barrett at Bogota that the appointment of Cortez followed the initiation of preliminary negotiations at Bogota looking toward the framing of treaties between the United States and Colombia intended to settle all disputes and inaugurate a new era of friendly relations.

### Forest Fire Rage.

El Paso, Texas, Special.—Forest fires burning in the lumber tracts near Magdalena, Sonora, and the town of Magdalena, is threatened. It is reported that several mining camps have been destroyed. The region is thickly populated with American miners.

### Great Race Horse Dead.

New York, Special.—Perhaps the greatest race horse this country has ever known, and possibly the best of all time, fell dead in his box at Sheepshead Bay, at 1 o'clock Sunday afternoon. Courageous to the end, he refused to give up until the last ounce of his strength was expended, and he died as he had lived—a brave-hearted thoroughbred. James R. Keens, the owner of Sysonby, when an offer of \$200,000 was made a few months ago for the animal, merely replied that money would not buy him.

### New Canal Commission.

Washington, Special.—Because of the failure of the Senate to confirm the Isthmian Canal Commission, President Roosevelt has named a new commission consisting of Theodore P. Shonts, chairman; John F. Stevens, Governor, Governor Charles E. Magoon, Brigadier General Peter C. Hains, U. S., (retired), Mordecai Endicott, civil engineer, U. S. N., and Benjamin M. Harrod, members

## PALMETTO CROP BULLETIN

### Condition of South Carolina Crops for Week Ending Monday, July 2, 1906, as Given Out by the Department.

The week has somewhat less than a reasonable amount of sunshine owing to the frequent occurrence of thunderstorms during the middle of the day that caused much local cloudiness.

The temperature was high throughout the week and over the entire State, the maximum temperatures having risen to 90 degrees, or above, every day and at a few places rose to over 100 degrees on one or more days. The average temperature for the week was slightly above normal, and the extremes were a maximum of 102 degrees at Blackville on June 28th, and a minimum temperature of 58 degrees at Greenville on June 26th.

The precipitation was unevenly distributed, some localities having had excessive amounts and others recorded deficiencies. The largest local amount for the week was 5.20 inches at St. Matthews. The smallest amounts occurred generally on the immediate coast. The entire rainfall for the week was due to thunderstorms, some of which were accompanied by high winds, and some by hail. All parts of the State have at present an ample supply of moisture.

### State Teachers Association.

The State Teachers' Association will meet at Winthrop College on the night of July 4th. The address of the president, Prof. A. G. Rembert, of Wofford College, and the address by President Selinger of Newberry College will be the features of the first night's exercises. For the remainder of the meeting, the following is the programme:

Second Session, July 5, 4:30 P. M.  
Topic—The Lesson:  
(a) Length of Lesson; Claude Legge, Charleston; Miss Annabel Johnson, Columbia.  
(b) The Teacher's Preparation; Miss Alice Selby, Columbia; Supt. W. H. McNairy, Marion; Miss Mary T. Nance, Abbeville.

(c) Review; Prof. Patterson Wardlaw, University of South Carolina; Supt. D. D. Lewis, Timmonsville.  
(d) General Discussion of the Topic: (Introductory talks will be limited to five minutes).

Third Session, July 5, 8:30 P. M.  
Topic—The High School:  
(a) Needed Legislation; Supt. W. H. Hand, Chester.  
(b) Organization; Prof. P. P. Clayton, University Tennessee.  
(c) General Discussion of the Topic.

Fourth Session, July 6, 10 A. M.  
Business Session.  
(a) Report of committee on reorganization.  
(b) Report of special committees.

Departmental Session, July 6, 4:30 P. M.  
1. Woman's Association for the Improvement of Rural Schools.  
2. College department—programme to be announced.  
3. Department for primary teachers.  
8:30 p. m.—Reception and Social Session.

### Union B. & L. Association.

Union, Special.—At a meeting of the directors of the Union Building and Loan Association J. D. Arthur was elected treasurer to succeed W. W. Hughes, the defaulting treasurer, and dates for stockholders of the various series to meet were set.

### A Horse Thief at 9?

Clarksburg, Special.—Elijah Hall, a 9-year-old boy, is charged here with stealing two horses hitched to a buggy, and driving them to a gypsy camp two miles from town, where he tried to trade a gray horse for a black one, so as to have a matched team, but failed. The boy was lodged in jail.

### Killed by Lightning.

Union, Special.—A very heavy wind, rain and electrical storm passed over this section late Monday afternoon, the wind blowing at a terrific rate, while the rain came down in a perfect deluge. David Nelson, aged about 20 years, was killed by lightning during the storm, as was also a dog under the house. There were some ten persons with him in the house of his father, Nathan Nelson, who lives on Dr. T. B. Bates' place, several miles from Santee, and all were considerably shocked, the baby being badly burned.

### Monarch in Good Condition.

Union, Special.—At a meeting of the directors of the Monarch Cotton Mills, a dividend of 3 per cent semi-annual on both common and preferred stock was declared, payable at once which will put \$18,000 in circulation among the stockholders and elsewhere. The semi-annual report of President and Treasurer John A. Fant was a most satisfactory one.

## PARKS KILLING INVESTIGATION

### Former County Auditor of Barwell Takes Book Depository Case Into Court—The Complaint.

Columbia, Special.—As a result of the book contracts by the State board of education and the decision of that body to establish a State depository in Columbia, a temporary restraining order has been obtained from Chief Justice Woods by Messrs. Bellinger & Welch which will result in a hearing on the legality of the action of board on July 11 and until that time no contracts can be signed and all of the school book business held up. The suit is brought by Messrs. Bellinger & Welch for Mr. W. H. Duncan of Barwell, former auditor of that county. It is not known whom Mr. Duncan represents, but it is thought that some book house might be interested in the fight. The complaint presented to Associate Justice Woods at Marion states that the code provides for county depositories of books, except in some four or five counties exempted by the act. The county board of education is required to set aside a certain amount of money each year to purchase these books and a certain profit is allowed each depository. All bids for supplying the State with books are supposed to include the prices laid down at the various county depositories with no charge for shipping or drayage.

The petition then continues: "Your petitioner is informed and believes and so alleges that since the date of the acceptance of the bid and the adoption of said books for the next succeeding five years as above mentioned, to wit: on the 26th day of June instant, the various publishers or a majority thereof, whose bids had been accepted by the board, met and selected, as the manager of the 'central depository' in the city of Columbia, a retail book concern of said city, and then and there agreed to give as compensation to said book concern, for acting as the said central depository, 10 per cent of the gross price of all books to pass through the hands of said dealer or shipped to county depositories or individuals by its order, under its direction or through said 'central depository,' the said extra 10 per cent, being in addition to the net price of said books as furnished to the county depositories, and the 10 per cent, allowed said county depositories for their immediate remuneration and expense.

And your petitioner contends and charges that the amount so allowed to the central depository in an additional amount over and above the actual cost of the books which the law contemplates shall be charged to the patrons of the schools, and being charged solely for the maintenance of the central depository, is a violation of the law in that it increases the number of middlemen acting between the publisher and the ultimate purchaser, to the cost and damage of the latter.

Your petitioner respectfully contends that by the statutes of this State the cost of the books to patrons of the school shall be the net price received by the publishers plus the percentage allowed to the local county depositories and that it is unlawful and beyond the power of the board to add, by any means whatsoever and especially by newly created and additional agencies, any sum however small to the cost of these books which the purchaser is required to pay."

The point made in the above is that the publishers in their bids placed an additional charge of 10 per cent, on the books and for this reason none of the bids are legal. Justice Wood will hear the arguments in the case on July 11 and a decision will be rendered thereon as soon as possible. In the meantime, however, all of the book contracts are held up.

### Appropriations Made for South Carolina.

Washington, Special.—Among the items agreed to by the conferees on the public building bill are the following: South Carolina: Greenville \$50,000; Anderson \$50,000; Chester \$50,000; Greenwood \$50,000; Sumter \$50,000; Aiken \$10,000.

### Items of State News.

Columbia, Special.—Julia Belmont and Irene Delme, inmates of Annie Hardin's house in the red light district, were accidentally drowned in what is known as Horse creek. Ten miles from the city. The women slipped into a hole over their heads and were drowned before assistance could reach them. Willie Moore, Ethel McQuarters and Margaret Hamilton, of the same house, were in the party, but they were saved, though Moore and McQuarters had narrow escapes.

Anderson, Special.—Mr. G. H. Geiger, a well known young attorney of the city, has been appointed referee in bankruptcy by Judge Brawley to succeed Mr. A. H. Dagman, resigned.

Kershaw, Special.—Messrs. John T. Green of Lancaster, and Thos. J. Kirkland of Camden, representing the opposition to the dispensary at this place were here making arrangements to appear before Justice Jones at Lancaster to ask for an injunction.

## FIFTY-NINTH CONGRESS

### ENDS FIRST SESSION

### Notable Measures That the Body Has Passed.

### APPROPRIATIONS, \$880,183,301

### \$60,000,000 Jump in Expenditures—Mr. Roosevelt Compliments Members on Their "Disinterested High Mindedness."

Washington, D. C.—For the first time in the history of the Government Congress adjourned on the day which closed the fiscal year. Other sessions had adjourned before and some after June 30, but the Fifty-ninth Congress ended its first session exactly at 10 o'clock in the evening on the day when the Government strikes its balances and closes its books, after a session marked by the expenditure of more than \$880,000,000, an increase of \$60,000,000 over the expenditures of the preceding body.

The last day was marked by exciting scenes, weary delays and the hilarious actions of members of the House during the waits for action on the important measures kept until the last moment.

President Roosevelt attended at the Capitol all day to sign late bills, but after many weary waits was compelled to go home leaving his signature. He left for Oyster Bay on the 12 o'clock train. Before going he issued this statement:

"In the session that has just closed the Congress has done more substantial work for good than any Congress has done in the past. It has done so in a familiar with public affairs. The legislation has been along the lines of real constructive statesmanship of the most practical and efficient type, and bill after bill has been enacted into law which will be of an importance so great that it is fair to say that the most important of any one of them alone would have made the session memorable; such, for instance, as the Railroad Rate bill, the meat inspection measure, the Pure Food bill, the bill for free alcohol in the arts, the 'Consular Reform bill,' Panama Canal legislation, the Joint Statehood bill and the Natrallization bill.

"I certainly have no disposition to blink at what there is of evil in our social, industrial or political life of today, but it seems to me that the men of genuine patriotism who genuinely wish well to their country have the right to feel a profound satisfaction in the entire course of Congress.

"It would not be afraid to compare its record with that of any previous Congress in our history, not alone for the wisdom, but for the disinterested high-mindedness which has controlled its actions. It is noteworthy that not a single measure which the closest scrutiny could warrant us in calling of doubtful propriety has been enacted, and on the other hand no influence of any kind has availed to prevent the enactment of the days most vitally necessary to the nation at this time."

Chairman Hayden of the House Appropriations Committee, made this statement as to the appropriations for the fiscal year of 1907:

"The total appropriations made at this session of Congress, including those carried in the regular appropriation acts, all deficiencies, miscellaneous matters and permanent annual appropriations, aggregate \$880,183,301.

"This is an apparent increase of \$60,000,000 over the appropriations made at the last session of Congress. This apparent excess in appropriations at this session over those made last session is more than accounted for in the three following items:

"For the Isthmian Canal, \$42,447,000; under the Statehood bill, \$10,250,000; toward the construction of new buildings, authorized at this session, \$10,250,000, making a total of \$62,947,000, to which might properly be added \$5,000,000 for San Francisco.

"Other notable increases are \$3,000,000 on the agricultural bill for inspection of meat product, and \$10,000,000 on account of the postal service.

"In my judgment, the ordinary revenues of the Government next fiscal year will amount to at least \$600,000,000. The postal revenues are estimated at \$181,573,000 for 1907, making the total apparent resources of the Government next year not less than \$281,573,000, or at least \$100,000,000 in excess of appropriations that may be charged against them."

### SUMMARY OF THE WORK OF CONGRESS.

Total appropriations, \$880,183,301. Appropriations last session, \$820,000,000.

Important bills passed: Rate Regulation, Meat Inspection, Pure Food, Employees' Liability, Lock Canal at Panama, Statehood for two States, Free alcohol.

Important bills failed: Immigration Restriction, Corrupt Contributions, Control of Insurance, Philippine Tariff, Eight hours for Government work, Anti-injunction bill, Twenty-thousand-ton Battleship.

Drowning Man's Heroism.—Realizing that he was dragging down his brother, who was attempting to save him, Herbert J. Callender fought himself away from his rescuer and was drowned at the public bathing beach, Washington, D. C. The body was recovered. Callender was an expert swimmer. He was set free with a cramp and his brother, Barton H. Callender, had succeeded in pulling him within fifty feet of the shore when the drowning occurred.

## AMERICAN TRAVELERS

### KILLED IN ENGLAND

### Train Wrecked at Salisbury by Jumping Dangerous Curve.

### DEADLIEST ACCIDENT RECORDED

### By Staying On the Steamer Mayor McClellan, of New York, Was Saved With Other Passengers by That Decision.

London.—Passengers who arrived at Plymouth on the American Line steamer New York, which left New York on June 23, and started for London on a steamer train were the victims of one of the most deadly disasters in English railway history at Salisbury, when the locomotive jumped the rails and dashed first into a milk train on a siding and then against the girders of a bridge. The whole train was demolished.

Out of forty-two passengers twenty-three were killed and nine injured. Four railway employes are among the dead.

Mayor George B. McClellan, of New York, who, with his wife, was a passenger, continued the voyage to Southampton and landing there arrived in London safely. Mrs. McClellan continued on from Cherbourg for Paris.

The New York, with a full passenger list, had a slow voyage. A majority of the passengers decided, when it became evident that the lateness of the steamer's arrival would necessitate a long night journey, to stick to the ship and make a more comfortable daylight trip from Southampton. Each passenger in making this apparently unimportant choice literally decided the question of life or death.

Mayor McClellan was one of the last to choose the Southampton route. He had decided to go to London by the quickest way, and it was only at the last moment that he yielded to the persuasion of his wife to remain with her.

The list of dead includes many Americans. They are:

Walter Barwick, K. C., Toronto; Louis Casser, Grumbell, Conn., publisher of Casser's Magazine, New York; Frederick Henry Cossitt, Princeton, N. J., married just before the New York sailed to Justice Dugro's daughter Antonia, who was with him and escaped unhurt; Mrs. C. W. Elphicke, Chicago; Lester Genter (second cabin); Dudley P. Harding, Mrs. L. H. Hitchcock; Mrs. Mary F. Howleson, New York; Jules Keller (second cabin); the Rev. E. L. King, of Toronto; Frank W. Koch, Allentown, Pa., dry goods merchant and banker; John E. McDonald, New York telephone company promoter and horseman; C. F. McCreedy, Lexington, Ky., horseman; C. A. Pison, Toronto; Miss Eleanor Smith, Dayton, Ohio; Gerrard Smith, Dayton, Ohio; Mrs. Walter W. Smith, Dayton, Ohio; Charles E. Sontell, Brooklyn; Mrs. Edward W. Sontell, Brooklyn; Miss Blanche M. Sontell, Brooklyn; Miss Gertrude M. Sontell, Brooklyn; W. H. Thompson (second cabin); Mrs. Lillian Hurt Waltz.

Injured: G. H. V. Allen, R. S. Critchell, Miss Elphicke, Miss I. S. Griswold, New York; Miss M. Hitchcock, New York; Mrs. Frank Koch, Allentown, Pa.; Miss Anna E. Koch, Allentown, Pa.; Miss M. Rusk, Edward W. Sontell, Brooklyn.

The engineer and fireman of the boat train and a guard named Emery were killed, a fireman named Chick died of his injuries, and Walter Passmore, a railway employe, was hurt.

### MAN DEAD AT THE THROTTLE.

Colonial Express Runs Through North Philadelphia at Top Speed.

Philadelphia, Pa.—The Colonial Express train, bound for Washington on the Pennsylvania Railroad, arrived with George Maxwell, the engineer, dead at the throttle. The train left Trenton, N. J., on schedule time. There are no stops between that point and the North Philadelphia station, but it is customary to slacken the speed at Frankfort Junction, in the northeastern part of the city.

When this was not done, James Hackett, the fireman, called to Maxwell, who was at his post. Receiving no reply, Hackett climbed over to the engineer's side of the cab and found Maxwell dead, his fingers rigid upon the throttle. An engineer, who was among the passengers, was pressed into service, and brought the train to Broad street station. Maxwell's death was due to heart disease. He was forty-five years old.

### QUITS SELLING GASOLINE.

Grade Used by Naphtla Launches and Automobiles Withdrawn.

Cleveland, Ohio.—The Standard Oil Company sent out circulars notifying its customers that the gasoline of the line testing from 74 to 76 degrees has been withdrawn from the market. This action is taken as a result of the enormous demand for the product and the inability of the Standard Company to supply the same.

The gasoline named is used almost universally in operating automobiles, naphtha launches, etc. It is said that gas engines generally can be altered so as to permit the use of the common or stove gasoline as fuel.

Naval Y. M. C. A. Building.—It was announced at Norfolk that John D. Rockefeller has given \$300,000 for a Y. M. C. A. building at that place.

Drowned West June 1907.—In many of the leading newspapers the contents have been shown. The fire occurred during the night of June 19, 1907, when the ship was on the coast.