

URGES GOVERNMENT CONTROL

BURLESON REPORTS ON TELEPHONE AND TELEGRAPH OWNERSHIP.

Committee Report Declares People Can Best Be Served by Federal Ownership—Would Let Congress Buy Lines.

Washington, Jan. 31.—Government monopolization of telegraph, telephone and wireless communication "and such other means for the transmission of intelligence as hereafter may develop," is recommended in a report today submitted to the senate by Postmaster General Burleson.

Immediate Government ownership of telephone lines is recommended, with a system of license for the other agencies of communication, establishing a government monopoly even where there is not actual ownership.

The report is that made to the Postmaster General by a special committee, appointed by him, and was transmitted to the senate in response to a resolution asking that he make an investigation of the subject as an extension of the postal service.

The report points out that the founders of the nation were alive to the importance of keeping under government control all means of communication and provided in the constitution that congress should have power to establish postoffices and post-roads. It was clearly the intention, the report adds, that the government should control every means of transmitting intelligence.

The postal service has already virtually every means of transmission except electricity, and yet the United States alone, of all nations, the committee points out, has left to private enterprises the ownership and operation of telephone and telegraph facilities.

"These facilities are now for the masses," the report comments. "Under government ownership they will be for the masses." Government ownership of telephone rather than telegraph lines is recommended for the reason that telegraph service can be more readily superimposed on telephone lines than telephone service on telegraph lines.

The telegraph business is on the wane, compared to the telephone business, the report says, and in the decade from 1900 to 1910 the average daily telephone connections increased 237 per cent and the number of telegraph messages only 13 per cent.

The telegraph companies, the committee said, have already lost most of their short distance business, owing to the development of the toll telephone service, and probably will lose much of the long distance business when toll rates become adjusted on a cost basis.

Another objection to acquiring the telegraph lines is that even the duplicate plants of rival companies would be inadequate because, the lines have been extended only to profitable territory.

The cost of acquiring the telegraph facilities is estimated at \$225,000,000, as against \$200,000,000 for the long distance and telephone lines. As there are some 3,000 proprietors of telephone lines, payments would extend over a period that would allow ample time to market bonds, the report adds.

The report declared that "the only way to afford to the people the complete and modern postal facilities that the constitution makes it the duty of the government to provide" is by carrying out these suggestions:

"1. That congress declare a government monopoly over all telegraph, telephone and radio communication, and such other means for the transmission of intelligence, as may hereafter develop.

"2. That congress acquire by purchase at appraised value the commercial telephone network, except the former lines.

"3. That congress authorize the Postmaster General to issue, in his discretion and under such regulation as he may prescribe, revocable licenses for the operation, by private individuals, associations, companies and corporations, of the telegraph service and such parts of the telephone service as may not be acquired by the government."

The recommendations are signed by Daniel C. Roper, first assistant Postmaster General; Merritt C. Chance, chief clerk postoffice department, and John C. Koons, superintendent division of salaries and allowances, composing the committee.

The report states that the United States is the only one of the leading nations which has left to private enterprise the ownership and operation of the telegraph and telephone facilities and that "practically all of the economists who have treated the subject are agreed that telegraph and telephonet facilities should be controlled by the government."

"The private monopoly," states the

INSISTS ON EARLY ACTION.

PRESIDENT CALLS FOR ANTI-TRUST LAWS.

Congressmen Feel That They Must be Free by June 1 to Mind Their Fences.

Washington, Jan. 30.—President Wilson is insistent on enactment of anti-trust legislation before an adjournment, even to give members an early start in the congressional campaign. This was made clear to congress today by administration leaders.

Majority Leader Underwood of the house told his colleagues that the president's desire that trust bills be passed had led to a general taking stock of pending legislation with a view to curtailing the programme as much as possible. Democratic leaders are setting the limit for the session at June 1, and want to hew to the line to complete by that time all bills and other matters that can not go over.

Representative Underwood will confer with the president Monday on the subject of legislative programme.

Senator Newlands, chairman of the interstate commerce committee, today talked with the president on the pending interstate trade commission bill and proposed legislation for a federal supervision bill of railroad securities.

Hearings on the bills to supplement the Sherman law will be continued tomorrow before the house judiciary committee with Representative Levy of New York as a witness. The house interstate commerce committee will resume hearings on the trade commission bill Monday.

A PUBLIC HIGHWAY.

Efforts Being Made to Place Sumter on Washington-Atlanta Road.

Secretary Reardon is making an effort through Congressman Lever, Commissioner of Agriculture E. J. Watson, and Director of United States Office of Public Roads L. W. Page, to have Sumter placed on the proposed Washington to Atlanta highway which is soon to be surveyed by a party of expert road engineers under the direction of the American Highway Association, of which Mr. J. E. Pennypacker, of Washington is secretary, and the United States Public Road Bureau.

Congressman Lever forwarded to the Sumter secretary the following letter which shows that the directors of public roads in Washington is co-operating with Congressman Lever and the Chamber of Commerce of Sumter.

Secretary Reardon has invited the party of engineers and the other gentlemen of the "scouting party" to visit Sumter next month, when they visit South Carolina points hunting out the most direct and easiest automobile route from Washington to Atlanta.

Hon. A. F. Lever, U. S. House of Representatives, Washington, D. C.

Dear Mr. Lever: I am in receipt of the letter which you referred to me, addressed to you by Mr. E. I. Reardon, in regard to including Sumter, S. C., among the towns along the Washington-to-Atlanta highways. Mr. Reardon also forwarded me a copy of this letter, and I have taken the matter up, intending to give the fullest consideration to the question. I assure you that I will be glad to do all that I can to have Sumter placed on the line of this highway.

Very truly yours, I. W. Page, Director.

MARRIAGE AT SUMMERTON.

Miss Etta Scarborough and Mr. A. L. Asbill.

Summerton, Jan. 28.—Miss Etta Scarborough and Mr. Albert Lewis Asbill were married at the Baptist church here this afternoon at 5.30 o'clock, the Rev. M. W. Gordon, the bride's pastor, officiating.

A FATAL FIRE.

Attala, Ala., Feb. 2.—Judge Thomas Ventriss was burned to death and George Cox was badly injured when two brick stores were burned this morning. The loss is \$10,000. Judge Ventriss was 65 years old and a prominent citizen of Alabama.

report, "has no incentive to extend its facilities to unprofitable territory; but the government must serve all the people. This universal service is accomplished by the equalization of rates. In fixing rates the policy of this government is to superimpose no charge for taxation, but only to see to it that the service as a whole is self-supporting. The private monopoly, on the other hand must make a profit and, in providing for this, tends to increase its rates to the highest point that will not, by so greatly restricting the volume of business, impair the aggregate profit.

Advertisement for McCollum Brothers, 'THE READY-TO-WEAR STORE'. Includes text: '\$1.00 Worth of merchandise & 5 pennies for 100 cents sent here.', 'Our 1914 Proposition As A Cash Store', 'Our Motto: Is to save you not less than 5 per cent.', 'In December we told you to watch for our 1914 proposition, so here it is, Beginning Feb. 1st, for every dollar you spend at this store you get a FIVE CENT CASH PREMIUM GIVEN YOU at the same time you make your purchase. For instance if you buy a dollar's worth of merchandise at our low cash prices, you have 5c handed back to you then and there.', 'McCOLLUM BROTHERS, "THE READY-TO-WEAR STORE"', 'P. S. A showing of evening and street dresses next Monday.', 'CASH IS KING! For every \$1.00 U spend at this store you get 5c of it returned to you.', 'Take care of the pennies and the dollars will take care of themselves.', 'THE READY-TO-WEAR STORE'

BERRY TELLS OF COLLISION.

THE NANTUCKET COMMANDER MAKES HIS REPORT.

Was Not Responsible—Put His Helm Hard Aport in Effort to Escape Striking the Monroe.

Baltimore, Feb. 1.—The steamer Nantucket, which was in collision with the steamer Monroe Friday morning, today doctored here. In a written report to officials of the Merchants' and Miners' Transportation company, Capt. Berry said that while the Nantucket was on her usual course fog signals of a vessel, afterward found to be the Monroe, were reported ahead. The fog was low lying and at times clearer than others. The fog signals of the Nantucket were sounding at regular intervals. The fog signal of the Monroe again was heard and this time on the Nantucket's port bow. The next whistle she heard from the Monroe were two blasts, which indicated that the Monroe was trying to pass the Nantucket starboard to starboard contrary to the rule.

Capt. Berry said in an endeavor to avoid a collision with the Monroe, the Nantucket's helm was put hard a port to keep to right but the Monroe proceeded at full speed and tried to cross the bow of the Nantucket. She succeeded in getting partly past the Nantucket's stem when the vessels collided, the Nantucket's stem striking the Monroe's starboard bow forward of the pilot house at right angles.

The Monroe passed under such great speed, according to Capt. Berry's report that the stem of the Nantucket was bent sharply toward her starboard side and the Nantucket slewed around so that her port side was scraped by the Monroe, crushing one of the Nantucket's port boats. The Monroe passed on out of sight. At the time of the collision the Nantucket's engines were running at full speed astern and had been running for some time previous to the collision.

Capt. Berry's report continues as follows:

"The Nantucket appeared seriously injured but was maneuvered to aid in the work of rescue, continually using her searchlight. Wireless communication was established and several vessels offered assistance, the first to arrive being the Hamilton, which conveyed the Nantucket to Norfolk.

"The relief squad attending the passengers was increased by those who could be spared from attention to the navigation of the Nantucket, and under careful attention those suffering most from the collision were removed with the exception of one man, who after great effort, could not be revived, and also a Mrs. Harrington, who died after she had been assigned to a stateroom with her husband and all possible care and attention given her.

"It can be established that the steward, stewardess and chief engineer worked incessantly in an effort to aid and revive Mrs. Harrington. There was no attack made by Mr. Harrington on any one and there is no foundation for this report. After her death her body was carried to Norfolk and wireless instructions were given to take care of it.

"Many passengers of the Monroe received on board the Nantucket would have died had they not been resuscitated by the vigorous, prompt and successful work of those assigned to that duty. The reported statement indicating that one of the Nantucket's

BLAMES NANTUCKET OFFICERS

MONROE'S CAPTAIN SAYS ACCIDENT DUE TO CARELESSNESS.

Declares Nantucket Came on Him in Such Speed Collision Was Unavoidable and Files Libel for \$1,000,000.

Norfolk, Va., Jan. 31.—Declaring the sinking of his vessel was due to the negligence and carelessness of those in command of the steamer Nantucket, Capt. E. E. Johnson, commanding the ill-fated steamer Monroe, late today filed a libel against the former vessel. He claims a million dollars' damage. The libel was filed in the United States District Court at this point and served on officials of the Merchants' and Miners' Transportation Company, at Norfolk and Baltimore. Capt. Johnson alleges that the Monroe was proceeding at half speed or less before the accident and laid-to after hearing fog whistles.

He says the Nantucket came upon him at such speed that a collision was unavoidable, although he had ordered his ship ahead at full speed to avoid the on-rushing bow of the Merchants' and Miners' steamer.

Wireless Operator E. L. Etheredge, of the Monroe, declared tonight that the lone boat launched from the Monroe saved twenty-eight lives at one time and went back for a second trip. He says Capt. Johnson was in this boat and assisted in saving the lives of eight people.

"We picked up Mr. and Mrs. Harrington," he said, "but the latter died before we reached the Nantucket. We also picked up the body of a man whom I believe was that of Lieut. Curtis. We had two women in our boat.

"We tried to launch two other boats, but one of them was swamped. We could not launch the boats on the starboard side of the ship on account of the vessel careening to that side. I sent out an S. O. S. call just before the ship went down. I remained in the radio room until our current was cut off, then I jumped in the lifeboat. I followed Capt. Johnson. Both of us landed in the boat and neither of us was in the water at any time. Capt. Johnson remained in the lifeboat until everybody we could find had been placed on board the Nantucket."

Capt. E. E. Johnson, of the Monroe, in libel proceedings filed against the Nantucket, tells the story of how the collision occurred. He says: "At about 1.28 o'clock approximately, ship's time, a fog signal of one blast of a whistle from a steamer was heard. It seemed to be about three points on the starboard bow. The Monroe at this time was heading N. E. one-four N., compass course. Whereupon the engines of the Monroe were immediately stopped and remained stopped for about a minute, when a bright light was observed about four points on the starboard bow, but on account of the fog it was impossible to tell at what distance.

"As soon as this light was observed two whistles were blown by the Monroe and her wheel was put hard astarboard, which was the best thing under the circumstances that could be done to avoid a collision, and the engines were put full speed ahead. With the speed of the Nantucket, it was impossible to stop. Her bowsprit and bows had a plug out and was not equipped with life preservers is proven untrue by the fact that the Nantucket's boats returned with all the people they could find."

LONG DEATH ROLL.

FORTY-FIVE THOUSAND OF HUERTA'S SOLDIERS KILLED.

Records of Mexican Minister of War Reveal Astonishing Facts—Property Loss Within Nine Months Exceeds Hundred and Fifty Million.

Mexico City, Feb. 2.—The astounding fact that the secret records at the ministry of war show that forty-five thousand federal soldiers have been killed and over eighty-five thousand wounded in conflicts with the rebels since President Madero was driven from office was revealed today by an attache of the government.

A majority of those killed were soldiers drafted into the army and placed in the advance guard in battles in order that the trained troops might be held in reserve.

Rough estimates place the property loss at a hundred and fifty million dollars within the last nine months. The losses indirectly due to the revolution paralyzing business, depreciation of national currency, etc., will swell this total to five hundred million.

It is reported that a number of prisoners implicated in the Diaz plot to oust Huerta, have been executed, but Gen. Blanquet denies this.

possible, however, to avoid a collision, and the Nantucket coming on with apparently undiminished speed, struck the Monroe on her starboard side, at the forward overall gangway, just forward of the pilot house, the collision taking place in less than a minute after the Nantucket's light was first observed. A large hole was torn in the side of the Monroe, below the water line. The collision took place approximately thirty-two miles north of Cape Charles lightship.

"The Monroe immediately began to fill, and seeing that she was in imminent danger of sinking, orders were given to arouse all the passengers and clear away the lifeboats. In the meantime, the Nantucket had swung around the stern of the Monroe, and was lying off about a quarter of a mile. The Monroe proceeded to fill rapidly, and about four minutes after the collision, was nearly on her beam ends. One of the lifeboats on the starboard side was smashed in the collision, and another was swamped while being launched. The remaining lifeboats on the starboard side were got away as quickly as possible, it being impossible, on account of the heavy list to starboard, to launch the port side lifeboats. Not more than ten minutes after the collision, the Monroe foundered in about fifteen fathoms of water, going down in approximately the same place at which the collision occurred.

"Many of the Monroe's crew and passengers were saved in her own boats, and others were picked up by boats from the Nantucket, which was standing by, and rendered all aid possible under the conditions. Nineteen passengers were lost and twenty-two of the crew were lost.

The libellant further alleges that by reason of said collision, he has suffered damages in the total loss of the said steamer Monroe, with her stores and munitions, her cargo and freight, and the effects of the master and marines aboard, which were lost, as well as the baggage and personal effects of the passengers, which were lost, and on account of the expenses arising out of said collision, in a sum which the libellant is at present unable to state with accuracy, but which, upon infor-

TILLMAN WILL COME.

WILLING TO TESTIFY IN INVESTIGATION OF HOSPITAL FOR INSANE.

South Carolina Senior Senator Notifies the Committee That He Will Appear Saturday.

Washington, Jan. 31.—Senator Tillman will go to South Carolina during the coming week, according to a letter which he wrote today to Chairman Wyche, to testify in the State hospital asylum investigation. Today he addressed the following letter to Mr. Wyche on the subject:

"Yours of the 29th received. I note the joint committee desires me to appear before it on Tuesday, February 3. I am very willing, anxious, indeed, to tell what I know about Dr. Babcock and Dr. Saunders. But I do not feel that I am strong enough to stand the strain of traveling just yet, as I am confined to my rooms at the hotel on account of illness. If the joint committee will be in session on Saturday, February 7, and I am notified to that effect, I will try to appear before it, depending, of course, on my physical condition between now and then. If it will not meet then, I do not want to take the trip to South Carolina for nothing. So please let me know if you will hear me then."

KILLED BY AUTOMOBILE.

Terrible Accident at Harrodsburg, Kentucky.

Harrodsburg, Ky., Feb. 2.—Leslie Edwards, aged 21, was killed, and Buford Terhune, aged 22, was fatally hurt last night by an automobile which fell a hundred feet from a bridge into a shallow stream, pinning the men under the machine. The men were found this morning. Edwards was frozen to death.

mation and belief, he avers will amount to upward of \$1,000,000.

"The libellant further recites that the collision was in no way caused by the fault or negligence of those on board of, or in charge of the navigation of the steamer Monroe, but was due solely to carelessness, negligence and faulty navigation of those on board of, and in charge of the steamer Nantucket, and especially in the following particulars:

"In not having a competent master and crew; in failing to give the signals required by law of a vessel under way in a fog; in proceeding at a high rate of speed in foggy weather; in not stopping her engines when she heard the fog whistles from the Monroe; in failing to keep and maintain a proper and efficient lookout; in making absolutely no efforts to avoid the collision, but instead, coming on with undiminished speed after she had heard the signals from the Monroe; in that the Nantucket was carelessly and negligently navigated."

Say They Did Not Stop Reporters.

Norfolk, Va. Jan. 31.—The local United States steamboat inspectors today denied that they gave orders forbidding newspaper men to board the steamer Nantucket when she landed at Norfolk yesterday with the lost steamer Monroe's rescued.

Officials of the Old Dominion Steamship company today announced that the wrecking steamer I. J. Merritt would be kept at sea searching for bodies of the Monroe's dead just so long as any hope remained for the finding of bodies.