Norwich Bulletin

1796 1913

VOL. LV.—NO. 146 NORWICH, CONN., THURSDAY, JUNE 19, 1913 PRICE TWO CENTS

The Bulletin's Circulation In Norwich is Double That of Any Other Paper, and Its Total Circulation is the Largest in Connecticut in Proportion to the City's Population

DOHERTY LACKING IN EXPERIENCE

Lackawanna Railroad Expert Says That He Should Not Have Been Allowed to Run Train

OUGHT TO SERVE THREE YEARS ON A FREIGHT

Would Not Have Been Allowed to Run Passenger Train on Lackawanna Road—Declares That Air Brakes Worked Satisfactorily—Engineer Doherty Breaks Down on Stand and is Unable to Testify For a Time—Nervous on Stand

Bridgeport, Conn., June 18.—"My own personal opinion is that Engineer Doherty should not have been allowed to run the train," declared Patrick J. Langdon, an air brake expert of the Lackawanna railroad, referring to the train which was in the wreck at Stamford last Thursday, before the joint inquiry today, by the Interstate Commerce Commission and the Connecticut Public Utilities Commission. Mr. Langdon has been in the employ of the Lackawanna road for the last 27 years and is in charge of the air brake equipment on the engines.

He said that Doherty would not have been allowed to run a passenger train on the Lackawanna until he had had at least three years experience as a freight engineer.

Best Type of Air Brakes.

Mr. Langdon also gave highly important testimony as to the results of the test run yesterday made by the same engine and equipment as in the Stamford wreck, and intended to duplicate conditions at the time of the accident. General Manager Bardo of the New Haven asked him this question:

"As an air brake expert, would you say that the performance of the test train yesterday was satisfactory—that is, as trains come and go?"

Mr. Langdon promptly replied "Yes."

Asked as to the type of air brakes on engine 1338, the engine that figured in the wreck, Mr. Langdon said: "They are the best type of locomotive brakes on the market today."

Levers Were First Class.

He said he would rather have an engineer with good judgment and poor brakes than first class brakes and an engineer with poor judgment. All the safeguards in the world are valueless, he declared, if the engineer uses poor judgment.

Mr. Langdon gave lengthy testimony, much of it being technical, as to the test run yesterday. He had been invited to make the inspection, with others, by President Mellen. He found engine No. 1338 at the New Haven roundhouse, with the rest of the equipment that made up the second section of the Springfield express. He checked the levers and found them first class. As the engine was not under steam at that time, he could make no definite examination of the air brake equipment, but noticed that the brake and feed valves were located perfectly for the engineer's convenience. He made some notes on the condition of the brakes on the cars, but has not yet figured the percentage of "braking."

Working of Air Pump Erratic.

On the day of the test he rode in the engine cab. He gave the engineer some preliminary instructions as to the object of the run, but did not speak to him after that. Mr. Langdon found that the working of the air pump was erratic, which he judged to be due to dirt under the diaphragm valves. In answer to a question, he said that when the engine was made ready for the run, sediment from the pipes might have collected, causing the trouble. It required tapping to get the valves working properly.

Asked as to how much pressure was necessary to set the brakes, he said "Twenty pounds." This was for "ordinary" service, and the brakes could not be set with less pressure and come to a stop in time, he said.

Results of Different Tests.

Telling of the different tests, Mr. Langdon said that the train running at a rate of 64.5 miles an hour, went a distance of 2,097 feet in forty seconds, before stopping. At the rate of 57 1-2 miles an hour the engine went 1,617 feet before coming to a stop. The emergency brakes were on each time. With "full service" brakes on, and under a thirty pound pressure, the train ran 1,994 feet before stopping. The train at that time was running 55 miles an hour. At the rate of sixty and one-half miles an hour the train went a distance of 2,525 feet.

On what was called the sixth test, the train was sent over the road under nearly identical conditions that Doherty experienced. The train was going sixty miles an hour. Pressure was reduced ten pounds, then five and finally emergency brakes were set. The train was 1,575 feet from the distant signal when the throttle was closed with a ten pound pressure. When the emergency brakes were applied, the train stopped 608 feet east of the home signal. This was some distance away from the point where the wrecked "Skylark" stood.

Went Beyond Point of Accident on One Test.

On the next test the pressure was applied as before, but was not put on until opposite the distant signal. The train went a distance of 2,296 feet, or beyond the home signal. Although Mr. Langdon did not state so specifically, the train would have struck and gone some distance beyond the point where the Skylark stood.

Other tests were made this morning, technically known as "breaking away" tests. At sixty miles an hour the engine stopped in 27 seconds from the time the emergency brakes were applied, with a gap between the engine and the cars "kicked" off of 196 feet. A second test resulted similarly.

Conditions on Lackawanna Road.

Chief Inspector Belknap of the Interstate Commerce Commission plied Mr. Langdon with frequent questions. Asked as to conditions on the Lackawanna road, Mr. Langdon said that if he found that brakes did not properly apply at a fifteen pound pressure the engine would not be allowed to leave the terminal.

General Manager Bardo of the New Haven asked technical questions as to runs on the Lackawanna lines between Hoboken and Buffalo to determine brake efficiency and the amount of pressure needed. On the subject of stopping at signals, Mr. Langdon said that his engineers are supposed to have their train under full control at all predetermined stops. In these cases the engineer does not wait until he sees the signal, slowing down before the signal came into view. The matter was up to the judgment of the man in the cab, he said.

Doherty Should Not Have Run Train.

Speaking of the qualifications for engineers on the Lackawanna, Mr. Langdon said: "I qualify firemen for promotion after they have had at least three years experience in the freight service as engineers. We examine the men thoroughly and give careful instructions to the workings of the engines, particularly as to air brakes. Before a man is finally given a passenger run, I usually go in the cab with him, or have one of our foreman engineers go over the run."

It being brought out in the testimony that Doherty, engineer on the colliding engine, had had only comparatively a short experience in a passenger run, Mr. Belknap asked if "prudent management" would allow such a thing on the Lackawanna. To which Langdon replied: "Of course, as railroads, we may differ as to qualifications, but my own personal opinion is that he should not have been allowed to run a passenger train."

Train Not Tampered With.

Mr. Langdon was on the stand when the hearing closed for the day to resume again tomorrow morning at 9 o'clock.

During the afternoon the New Haven road put numerous employes on the stand to show that the train that made the test run yesterday was not tampered with, from the time of its arrival in New York, after the wreck, until the test run yesterday. The only thing done, these men said, was to make minor repairs to the engine. The air brakes were not touched. The train was guarded carefully day and night and the watchman testified that no repairs were made other than to get the engine to work.

Engineer Doherty on Stand.

Engineer Doherty was on the stand for a while today and repeated the testimony he had previously given before Coroner Phelan at the latter's inquest at Stamford. He broke down under the strain and was excused. He was recalled in the afternoon, but before Attorney Spock of the New Haven road could ask any qupestions, John Dillon of New Haven, his bondsman, asked Commissioner McChord of the Interstate Commerce Commission, whether Doherty's answers would be used against him at future proceedings. Mr. Dillon said he wanted advice from counsel. Mr. McChord turned the question over to Attorney B. J. Doherty of counsel for the commission. He advised that a recess be taken to allow Mr. Doherty to secure counsel if desired. It was expected that Doherty would be called to the stand again during the afternoon, but he was not.

Inquest to Be Resumed Friday.

Coroner Phelan said today that he would resume his inquest at Stamford Friday afternoon at two o'clock. He was present at the inquiry today and took copious notes on the testimony.

War Warned to Be Careful.

Doherty made an important addition to his previous statements.

"As I came from the turn table," he said, "Carroll asked me what train I was going to take. I told him 'Second 53.' I was then on the 1338. He said to me 'Well for God's sake be careful, the air brakes on these engines are not working right and the water glass cocks are wrong. Bardo (the general manager) is raising hell and be sure to put on your air in time.'"

Doherty repeated his story of his first run on engine 1338 on Tuesday of last week, two days before the wreck and he described his entry in the work book at the round house that the air brake on the locomotive was "no good."

Doherty Breaks Down.

As the engineer proceeded it was noticed that he was becoming more and more nuervous and Attorney Doherty approached his interrogations as to the wreck itself very gently, but he had barely introduced the tragedy when the witness was seen to gulp as though struggling for breath and as the lawyer asked him to tell just when he had applied his air brakes tears came to the young man's eyes and he bowed his head unable to articulate a word. Commissioner McChord excused him temporarily and Doherty walked out of the courtroom with his handkerchief at his eyes.

Thomas H. Dunn, conductor of second No. 53, was called.

Engineer Doherty was later called to the stand. Commissioner McChord himself began to question the young man who had apparently partially recovered his composure.

Couldn't Get Lever Back Far Enough.

Mr. McChord led Doherty to tell of his first seeing the signal set against him and of his applying the brake.

The witness came near to collapse, but he managed to tell his story with great effort.

"I threw on the emergency," he said, "and saw at once the brakes weren't going to stop. I did my best to reverse the engine, but couldn't get the lever far enough back."

Commissioner McChord mercifully saved the young man from telling of the actual collision.

"How old are you, Mr. Doherty?" he asked.

"Thirty-one," answered the engineer.

"How tall are you?"

"I really don't know."

"And what did you weigh?"

"I think about 150 pounds."

Doherty was shaking like a leaf and looked as though he might break down any minute.

The work book containing his entry about the air brakes was introduced and he was asked to identify it, after which he was excused.

The commissioner had a copy of the transcribed stenographic record of the engineer's story given at the Stamford inquest and it will be accepted as a part of the present investigation.

Steamers Reported by Wireless.

Cape Race, June 18.—Steamer Empress of Ireland, Liverpool for Quebex, signalled 45 miles northeast at 11 p. m. 17th.

Lizard, June 18.—Steamer La Provence, New York for Havre, signalled 165 miles west at 5.45 p. m. Due Havre 11.30 a. m. Thursday.

$150,000 Fire at Dillsburg, Pa.

Harrisburg, Pa., June 18.—Fire at Dillsburg, Pa., last night caused a loss of $150,000.

Cabled Paragraphs

American Consul Saves Frenchman.

Paris, June 18.—The life of a Frenchman taken prisoner by the federal troops in Mexico was saved by the intervention of Jesse H. Johnson, American consul at Matamoras, in the state of Tamaulipas.

Carnegie Leaves Berlin.

Berlin, June 18.—Andrew Carnegie, the American steel king who came here to present Emperor William with an address from forty-four American peace and pacification societies departed for Switzerland today.

Quake in Martinique.

Port de France, Martinique, June 18.—A severe earthquake shock was felt here early today. It began at 12.30 o'clock and lasted intermittently for several minutes. People fled from their homes in terror, but aside from damage to property no casualties had been reported eight hours after the quake.

Posing As Wife of Taft.

Paris, June 18.—The newspaper Liberte, which yesterday printed a sensational interview with "Mrs. W. H. Taft," learned today that it was the victim of an elaborate hoax. A woman posing as the wife of the ex-president of the United States, gave the newspapers an interview in which she denounced the suffragettes.

Unable to Launch Battleship.

Hamburg, Germany, June 18.—A further unsuccessful attempt was made to launch the German battleship cruiser Derfflinger here today. After she had refused to move from the stocks on Saturday, when she was christened, the constructors installed additional hydraulic jacks, but these proved ineffective and the vessel still remains on the ways.

Prison for Two Suffragettes.

London, June 18.—Two militant suffragettes, Mrs. Marianne Carendon Hyde and Miss Bunting of the Women's Freedom league, were today sentenced to fourteen days' imprisonment on their refusal to pay fines of $10, imposed by the police magistrate for obstructing the police who suppressed their meeting yesterday in Downing street near the official residence of Premier Acquith.

BAR HARBOR EXTRA LEAVES THE IRON

One Car Plunges Down Embankment Near Lowell, Mass.

Lowell, June 18.—A special train of Pullman cars, bound from New York for Bar Harbor, Me., was wrecked half a mile south of the Graniteville station, on the Boston & Maine railroad, near here, early today. The seventy-five passengers, who were asleep when the accident occurred, were shaken up, but none was injured. All but one of the nine cars left the rails. The cause of the wreck will have to be determined by an investigation.

According to C. G. Goldfield, the engineer who has been over the road regularly for two years, the train was rounding a curve at a speed of about forty miles an hour when all the cars, with the exception of the rear one, left the rails and bumped over the ties for several hundred yards before being stopped. The baggage and mail cars broke away from the rest of the train and rolled along the edge of an embankment. The buffet smoker took a fifteen foot plunge down the bank, but the porter, who was the only occupant at the time, was not hurt. The locomotive and the private car of Mrs. G. F. Boardman of New York, the rear car of the train, did not leave the irons. The fact that an accident had occurred did not become known to many passengers until some time after the train had been brought to a standstill.

The train left New York at 8.01 last night, half an hour in advance of the regular State of Maine express. The regular train was notified of the wreck and proceeded to the Graniteville station by way of Nashua, N. H. The passengers from the wrecked train were transferred to the express, which proceeded after an hour's delay.

The derailed train, although designated by the railroad officials as an "extra" was running on the regular time of the Bar Harbor express, which ordinarily is not put in operation until June 23. The traffic to Mt. Desert began earlier than usual this year and for this reason the special was put in service.

Steamship Arrivals.

Havre, June 17.—Arrived, steamer Ionian, Montreal for London.

Liverpool, June 17.—Arrived, steamers Laprentic, Montreal; Franconia, Boston.

Glasgow, June 17.—Arrived, steamer Uranium, New York.

Glasgow, June 18.—Arrived, steamer Numinian, Boston.

Plymouth, June 18.—Arrived, steamer Victoria Luise, New York for Hamburg.

Angra, June 17.—Arrived, steamer Germania, New York and Providence for Lisbon.

Naples, June 17.—Arrived, steamer Madonna, New York and Providence for Marseilles.

Nominations Favorably Reported.

Washington, June 18.—The nominations of Thomas Nelson Page of Virginia as ambassador to Italy, Edward J. Hale of North Carolina as minister to Costa Rica, Pleasant H. Stovall of Georgia as minister to Switzerland, and William S. Gonzales of South Carolina as minister to Cuba were favorably reported today by the senate foreign relations committee.

An LL.D. for Senator Tumulty.

Jersey City, N. J., June 18.—The degree of doctor of laws was conferred on Joseph P. Tumulty, secretary to President Wilson, at the commencement exercises of St. Peter's college here tonight.

Tennessee Man Appointed.

Washington, June 18.—Fred Frazier of Nashville, Tenn., has been selected to be assistant commissioner of patents, according to Senator Lea, who was consulted by President Wilson today at the capitol.

Pelkey to Be Tried Today.

Calgary, Alberta, June 18.—The trial of Arthur Pelkey, the pugilist charged with manslaughter in connection with the death of Luther McCarty in the prize ring here May 24 will begin tomorrow.

Former Editor a College President.

Marietta, Ohio, June 18.—George Wheeler Hinman, recently owner and editor of the Chicago Inter-Ocean, today was elected president of Marietta college, to succeed the late Alfred T. Perry.

For Minister to Portugal.

Washington, June 18.—President Wilson late today sent to the senate a long list of nominations, including as minister to Portugal Meredith Nicholson of Indiana.

Yale Confers Degrees on 780

THIRTEEN OF THE NUMBER ARE HONORARY.

PORTRAIT PRESENTED

President Hadley Announces Bequest to University—Harrisburg Newspaper Publisher elected to Succeed Taft

New Haven, Conn., June 18.—To nearly eight hundred young men of Yale the doors of the university swung outward today and the broad, busy world lay beyond. Each bore his degree from the alma mater as he stepped over the threshold of Woolsey hall and joined the ranks of the alumni. The final exercises on the commencement programme were held this forenoon, being preceded by the long procession of the corporation fellows, the faculties and the candidates for degrees, all in cap and gown. The column was formed in Vanderbilt court and marched through New Haven green while the chimes of Trinity played "Onward, Christian Soldiers."

Conferring of Degrees.

There were conferred by President Hadley 275 degrees of bachelor of arts, 279 bachelor of philosophy, 43 master of arts, 47 bachelor of laws, 39 doctor of philosophy, 30 doctor of divinity, while other degrees brought the total to 767, with 13 honorary ones conferred in addition.

The candidates for the honorary degrees were presented by Professor Woolsey. They were as follows:

Honorary Degrees.

Masters of Arts—Daniel Chester French, sculptor, and resident of Boston; Harvey Cushing, Yale '91, professor in the Harvard Medical school; Howard Mansfield, Yale '71, lawyer, of New York, and trustee of the Metropolitan Museum of Fine Arts; George Dudley Seymour of New Haven, a leader in the movement to beautify this city.

Doctors of Science—Arthur Amos Noyes, professor at Massachusetts Institute of Technology, Boston; Samuel Wendell Williston, professor of paleontology at the University of Chicago.

Judge Prentice an LL. D.

Doctors of Divinity—Arthur Judson Brown, secretary of the Presbyterian Board of Foreign Missions; Boyd Vincent, Yale '67, bishop of southern Ohio and presiding bishop of the Protestant Episcopal church; Joseph Hopkins Twichell, Yale '59, of Hartford, until his resignation recently senior fellow of Yale corporation and intimate friend of the late Samuel L. Clemens (Mark Twain).

Doctors of Letters—Alfred Noyes of England, the poet.

Doctors of Laws—Samuel Oscar Prentice, Yale '73, chief justice of Connecticut; John Grier Hibben, president of Princeton university; David Franklin Houston, secretary of agriculture.

Presentations Announced.

Announcement was made by President Hadley that the university has received by bequest from Mrs. Sarah S. Robbins a portrait of her father, Moses Stuart, Yale college 1799, painted by Thomas Buchanan Reed. The collection of 650 Greek and Etruscan vases purchased by Mrs. Louise Stoddard of New Haven and given by her to the university has just arrived in New Haven. It is to be placed in the president's room in Memorial hall when proper cases have been provided.

Newspaperman Succeeds Taft.

Vance Criswell McCormick, who succeeds former President W. H. Taft in the Yale corporation, is an ex-mayor of Harrisburg, Pa., and a former Yale football captain. He was born at Harrisburg June 19, 1872, and was graduated from Sheffield Scientific school in 1893 and given the honorary degree of master of arts by Yale in 1907. In college he was president of his class and also a class deacon besides being in his senior year captain of the eleven. He is owner of the Harrisburg Patriot. Mr. McCormick is unmarried.

WESTBROOK PHYSICIAN PLACED UNDER ARREST.

Held in $3,000 for a Hearing on a Serious Complaint.

Westbrook, Conn., June 18.—Dr. James P. Tonks, a well known medical man of this town, was placed under arrest by State Police Officer Downing and another officer this afternoon, and before Judge Wesley U. Pearne of Middletown, who held court in the town hall, he was held in $3,000 for a hearing on Friday, June 27. The complaint charged it is understood, is malpractice, but it was not read and only incidental reference was made to it, as all those in court who took part in the proceedings seemed to have knowledge of the circumstances.

The bond for Dr. Tonks was furnished jointly by Town Clerk George C. Moore, First Selectman Gilbert A. Post and Druggist William J. Neidlinger, each going on the bond for $1,000.

GRADUATED IN DAY, ARRESTED AT NIGHT.

Yale Man Runs Down and Seriously Injures New Haven Woman.

New Haven, Conn., June 18.—Theodore P. Davis of Austin, Tex., who was graduated from the academic department of Yale today, was arrested tonight by direction of the coroner after he had struck and seriously injured Miss Mary Reardon with his automobile. He was driving to Savin Rock at the time. Miss Reardon was taken to the hospital. An examination showed that both of her legs were broken, there was a deep gash on the head, she was bruised and battered about the body, and it is believed was hurt internally.

Davis is held under $1,000 bonds.

SOLDIER FROM ARCTIC, R. I., KILLED IN PHILIPPINES.

Fourteen American Soldiers Meet Death in Four Days' Fighting.

Washington, June 18.—Fourteen American soldiers were killed in hte recent four days' fighting on Jolo Island, in the Philippines, when General Pershing's command finally subdued and disarmed the rebellious Moros, according to a report today to the war department.

On the list of dead were Capt. Taylor A. Nicholas of the Philippine scouts, eleven scouts and two privates of the regular army. One of the regulars was Oliver Villiard, Company M, Eighth infantry, whose sister, Miss Anna Villiard, lives in Arctic, R. I.

Joker Found in Sugar Schedule

WOULD NULLIFY THE FREE SUGAR PROVISION.

IS PROMPTLY AMENDED

Senate Finance Committee Takes Immediate Action—Decision to Place Cattle and Meats on the Free List.

Washington, June 18.—An eleventh hour discovery that the sugar schedule of the Underwood tariff bill had a "joker" in it which would have operated to make all refined sugar dutiable at two cents a pound and nullify the provision for free sugar after three years, resulted today in amendment to the schedule by majority members of the senate finance committee.

An Important Elimination.

Elimination in the Underwood bill of the "Dutch standard of color," which has been in tariff bills for many years, it was discovered, made applicable to all refined sugar a paragraph taken from the Payne-Aldrich bill relating to confectionery, which included the following words:

"Sugars after being refined when they incurred, colored or in any way adulterated, two cents per pound.

Would Apply to All Refined Sugar.

The majority members of the finance committee had their attention called to this matter by Senator Sheppard of Texas, who was petitioned by the chamber of commerce of Greenville, Texas, to look into the provision which they believed might defeat the purpose of the administration and the majority in congress as to ultimate free sugar. It was suggested that the language of the bill as it stood could be so construed as to apply to all refined sugar, which in being refined is colored with ultramarine.

Refined Sugars Struck Out.

The question struck members of the finance committee so forcibly that an investigation was ordered, and President Wilson, when his attention was called to it, agreed that it should be looked into thoroughly.

Late tonight the majority members of the committee secured expert reports to the effect that the language might operate as a joker, and they promptly struck out the language as it refered to refined sugars and left it applicable only to confectioneries.

Regular Internal Tax on Brandies.

Another important amendment to the bill agreed upon by the committee would repeal an act passed in 1890 exempting brandies used by manufacturers to fortify grape wines from the general internal revenue tax. This amendment, it is understood, will increase the revenue by $7,000,000 a year. The amendment would result in the regular tax of $1.10 per gallon being paid on all brandies used in fortifying wine. Under the present law the special revenue tax on all such brandies is three cents a gallon.

Cattle and Meats on Free List.

The committee tonight had completed all the schedules of the bill, and Senator Kern, the majority leader, issued a call for a senatorial democratic caucus next Friday.

The caucus can take up the rates while the committee is completing its work on the income tax and administrative features, which were deliberated upon until a late hour tonight.

One of the important matters settled today was that a countervailing duty should not be put on livestock and meats which are to go on the free list unrestricted. Wheat and flour will go on the free list, but with a countervailing duty.

METHODIST BISHOP SUSPECTS CARNEGIE.

Impugns Motive of His Gift to Vanderbilt University.

Atlanta, Ga., June 18.—Charges that the recently announced gift of one million dollars by Andrew Carnegie to the Vanderbilt university at Nashville, Tenn., "is not a donation but a shrewd attempt to get control of part of the university property," and that the retired ironmaster is "dangling money before the public with the purpose of influencing litigation pending over the university," are made in a statement given out here tonight by Bishop W. A. Candler of the Methodist Episcopal church, south.

Bishop Candler characterized Mr. Carnegie's offer of a donation to the university as an "impudent proposal of an agnostic steel monger."

BOY SHOT BROTHER WHILE FOOLING.

Victim of Accident in Hospital in Serious Condition.

Derby, June 18.—Steven Gutrick, aged 14, with a small calibre bullet in the lining of his stomach, tonight lay in the Griffin hospital in a serious condition. John, his 18 year old brother, was locked up to await the outcome of the injury. Dr. Mercer, who attends the wounded lad, expects him to recover. So far as the police can find out, the brothers were fooling with a 22 calibre weapon in the yard of their home, in Jersey street. It was discharged. John says it was purely accidental.

MRS. VANDERBILT WANTS TO BE DEPUTY SHERIFF.

Makes Application to Sheriff Harburger for Appointment.

New York, June 18.—Mrs. Reginald Vanderbilt called at Sheriff Harburger's office today and asked him to appoint her a deputy sheriff. The sheriff was almost as disappointed as she was when he informed her that, inasmuch as women cannot vote in this state, he could appoint only men as deputies.

Five Fishermen Drowned.

Boston, June 18.—Capt. John Andrew Doggett of Portland, Me., and five members of the crew of the Gloucester fishing schooner Olympia went down with their craft when she was rammed off Sable Island in a dense fog early today by the Warren line steamer Sagamore. The Sagamore arrived at quarantine from Liverpool tonight with eight survivers of the schooner.

Probable Murder and Suicide.

Lewistown, Pa., June 18.—The bodies of Mrs. Sallie E. R. Saitles, a widow, and William Hough were found today in the woman's home. Each had a bullet wound in the head. The police theory is that the woman shot the man and then herself.

Condensed Telegrams

Bubonic Plague is reported from Haiti.

John Collins Is Dead at Utica, N. Y., aged 105 years.

Louisiana Strawberry Shipments have netted $2,125,000 this year.

Class of '78 Presented Yale university with an oil portrait of their mate, former President Taft.

The Cupola of the Woolworth building in New York is to be coated with gold leaf, valued at $30,000.

Dr. J. M. Peebles, 91 Years Old, of Los Angeles, intends to make his sixth trip around the world in 1915.

Thomas Allibone Janvier, author of many books of fiction, died at New York yesterday, 68 years old.

Diamonds, Numbering 500, smuggled into New York in a picture frame were sold at public auction for $16,050.

Brown University Held its 145th commencement today, degrees in course being awarded to 161 students.

Senator O'Gorman Yesterday recommended former Governor John A. Dix of New York for governor-general of the Philippines.

Crops Were Seriously Damaged when a thunder and lightning storm, accompanied by hail and a high wind, swept the New Jersey coast.

Twelve Buildings at Monticello, N. Y., were destroyed by fire. Mrs. Wolfe overturned an oil stove while spanking her son. Loss, $75,000.

Henry Wade Rogers, Dean of the Law school of Yale university, delivered the commencement address at Indiana university yesterday.

The Heating Power of Gas, rather than candlepower, should be made the basis of gas rating, according to the United States bureau of standards.

Victor H. Olmstead, chief of the department of agriculture's bureau of statistics, was suspended yesterday pending an investigation of his office.

Wesleyan University yesterday conferred degrees in courses upon ninety-six men, the largest class at any commencement in the institution's history.

A Class of 63 was graduated from Middlebury college, Middlebury, Vt., yesterday with the degree of bachelor of arts. Seven honorary degrees were conferred.

There Were 52 Graduates at the 66th commencement of Beloit, Wis., college yesterday. The address was by Professor George D. Adams of Yale university, Beloit '73.

The New York Public Service Commission has ordered a hearing June 24 as to whether or not passengers should be permitted to ride on rear platforms of elevated trains.

Tufts College Graduated a class of 244 yesterday. Several honorary degrees were conferred. Rear Admiral Robert E. Peary was made an honorary doctor of laws.

Seven Hundred Troopers of the Tenth cavalry stationed at Fort Ethan Allen, arrived at Hubbardton, Vt., yesterday on the way from their post to Fort Winchester, Va.

Mrs. Theodore Blodeau, Wife of a contractor of Sherbrooke, Canada, was killed and her sister-in-law injured by the explosion of a bomb, which they had received through the mails.

Edward Light of Danbury, a sign painter working for a motorcycle company in Darien committed suicide when he jumped from the Darien railroad platform in front of the 1.15 local for New York.

A Faithful Dog Tried to seize Mrs. Annie Casey when she leaped from the fourth floor of a Brooklyn tenement yesterday and both woman and animal were crushed to death on the sidewalk below.

If Your Butter Tastes "metallic" or "oily" or "fishy" it is almost a certainty that your grocer has unloaded "storage" butter on you, according to the bureau of animal industry of the agricultural department.

Fred L. Benn, who until recently was a clerk in the Augusta, Me., past office, fatally shot himself in the temple yesterday after purchasing a revolver and locking himself in a small room in the railroad station at Gardiner.

Over a Quarter of a Million dollars worth of sole leather belonging to the Vaughn Leather company, in its plant at Salem, Mass., was practically wiped out by fire yesterday, the total loss to the company being $350,000.

Gov. Baldwin Yesterday Definitely notified the Gettysburg semi-centennial commission that he will attend the celebration and that his personal escort will be Adjutant General George M. Cole and Major Charles D. Pinney.

Nine Men Noted in the World of science and letters, among them George Washington Goethals, chief engineer of the Panama canal, were given honorary degrees at the 157th commencement of the University of Pennsylvania.

Posters Calling a Mass Meeting for today and bearing the headline "Give me liberty or give me death—Patrick Henry," were pasted at Tokio yesterday by agitators on some walls in the vicinity of the United States embassy and at other points in the Japanese capital.

An Operation Which the surgeons declare will make a good boy of eight-year-old Claire H. Jamieson, was performed in the West Philadelphia homeopathic hospital, when a piece of bone about two inches long and one inch wide, was removed from the boy's skull.

A Petition for a Receiver fbo the Southern New England railroad was filed in the Massachusetts supreme court yesterday on behalf of John Marsch, one of the contractors for the proposed line between Providence and Palmer. Action was postponed until June 24.

Work on the Foundations for the beautiful fountain to be erected at Washington to the memory of Major Archibald W. Butt, military aide to President Taft, and Francis Millet, the artist, who lost their lives in the Titanic disaster, is to begin in the immediate future.

Whitneyville.—There will be a basket picnic of the Mount Holyoke Alumnae association of New Haven and vicinity at Wintergreen banks, the home of Miss Bickerman, in Whitneyville, Saturday, June 21.

Lobbyists Seek Railroad Jobs

WOULD BE INFLUENTIAL AT WASHINGTON.

STATEMENT OF LOVETT

Chairman of Union Pacific Directorate Summoned by Senate Investigation Committee—M'gr. Stone to Testify.

Washington, June 18—The senate's lobby investigation reached out into new fields today when the senate, acting on a resolution presented by Senator Norris, ordered the Overman committee to subpoena Judge Robert S. Lovett, chairman of the board of directors of the Union Pacific railroad, to explain a published statement credited to him yesterday in New York that lobbyists had sought to secure employment from the Union Pacific on the ground that they would be able to influence a settlement of the Union Pacific-Southern Pacific dissolution case in Washington.

More Letters Made Public.

Earlier in the day the committee had made public, over the protests of a lawyer representing Henry T. Oxnard and Truman G. Palmer, a series of letters written by these two best sugar representatives, showing a long continued effort to influence legislation in Washington; to control congressional committees; and to direct national political affairs in support of the continuance of a protective sugar tariff.

Chairman Overman had not determined tonight when the railroad phase of the investigation would be opened. A summons was sent today to Charles B. Warren of Detroit, president of the Michigan Sugar company, and one of the men to whom many of the Hamlin letters, produced yesterday, were addressed. Mr. Warren was asked to appear before the committee tomorrow and it is expected he will be asked for more details of the beet sugar publicity campaign.

Free Sugar to Benefit Cane Sugar Refiners.

Lat in the afternoon the committee abandoned temporarily the sugar protection lobby and took up the free sugar side, calling Frank C. Lowry of New York, who directed much of the free sugar publicity under the association name of the "committee of the wholesale growers."

Mr. Lowry admitted he was employed by the Federal Sugar Refining company and under questions by Senator Cummins, argreed that free sugar would benefit the cane sugar refiners.

Manager Stone to Testify.

The committee tonight granted the request of Melville E. Stone of New York, general manager of The Associated Press, who asked to be allowed to testify tomorrow regarding claims made in some of the Hamlin letters, produced yesterday as to the publicity, the beet sugar interests hoped to secure through the Associated Press.

CABINET MINISTERS MAKE DUE APOLOGY.

Explain Their Dealings in American Marconi Shares.

London, June 18.—For the first time in many years British cabinet ministers were compelled today to defend their personal honesty before parliament. The attorney general, Sir Rufus Isaacs, and the chancellor of the exchequer, David Lloyd-George, excused their dealings in American Marconi shares on the floor of the house, and the final scene in the Marconi affair, which their political enemies had attempted to magnify into a scandall rivalling the Panama debacle, was tense and dramatic.

The galleries were filled with peers and diplomats. All the seats and standing room on the floor were occupied. The two ministers admitted that they had acted thoughtlessly and mistakenly, although without dishonest intention, and regretted their failure to divulge all the facts when they had made their denials to the house last October of buying English Marconi shares.

Having finished their defence, in deference to the tradition that the tradition that the house should be left to discuss their conduct without the embarrassment of their presence, they walked from the cabinet together. A great cheer from their partisans followed them, the members standing on the benches waving handkerchiefs and papers.

The resolution introduced by George Cave, Unionist, in behalf of the opposition, which brought about the debate, went no further in its censure than to express the regret of the house at the transactions of the ministers and the lack of frankness displayed by them towards the house.

By expressing their regret, thereby agreeing with the resolution, the two ministers spiked the guns of their bitterness opponents, who regarded the case as an opportunity to make political capital.

OBITUARY.

Rev. William H. Lynch of Bridgeport.

Bridgeport, Conn., June 18.—Rev. William H. Lynch, pastor of St. Charles' Roman Catholic church since its foundation in 1902, died here tonight of uraemia convulsions following a long illness of arterio sclerosis. Father Lynch was 51 years old and was a native of Waterbury. He was ordained in 1888 and had served as curate in Manchester, Windsor Locks, Waterbury and Bridgeport.

Taft to Speak at Gettysburg.

Gettysburg, Pa., June 18.—Following the news that President Wilson will not be present at the celebration of the battle anniversary here in July, semi-official announcement was made today that former President Taft will preside over the great gathering and deliver the principal oration on July 4, the closing day of the anniversary.

Barge Cook Drowned.

Portland, Conn., June 18.—The body of Frank Stewart, colored, was found floating in the Connecticut river off Gildersleeve tonight. Stewart was cook on a barge which had been tied up for several days at Slam dock at Gildersleeve, and was drowned while out boating.

Won't Watch the Beef Trust.

London, June 18.—Sydney Buxton, president of the British board of trade, declined today to accede to a request that the British government should send a special commissioner to Argentina to watch the action of the American beef trust.