



BOATS CRASH IN FOG. PERIL TO HUNDREDS. PANIC AMONG 452 ON FISHING EXCURSION.

Fruiter Rams the Mount Desert—Tug Captain Offers to Take Off Passengers for \$1 Each.

In a thick fog, which shut off all possible help from ship or shore, the fishing boat Mount Desert, with 452 passengers, was rammed yesterday at 8 a. m. in the Main Ship Channel near the East Bank, by the incoming steamer Admiral Dewey, of the United Fruit Company.

The Mount Desert was rammed in the paddle box amidships on the starboard side. The impact was not sufficiently heavy to sink her, and it was due to the fact that the skippers on both steamers reversed their engines that no lives were lost.

The Mount Desert did not take water, but Captain A. F. Davison feared that she might sink if he withdrew the Admiral Dewey's steel bow from the hole in her midship section. He kept up his heroic pluck until he went aground, and then the Mount Desert drifted off. Meanwhile two-thirds of the Mount Desert's passengers were safely transferred to the fruiter while the vessels were locked together.

Shut off from help by fog. The Mount Desert dropped anchor, and an examination was made of her damaged section. Finding that she was seaworthy, Captain Beebe took the few passengers that remained aboard to a landing and went back for those who had been put on the Admiral Dewey.

The entire work of rescue was accomplished by the skippers and crew of both vessels. The fog cut off at first all hope of help from land. The plight of the Mount Desert was not known on shore until several hours after she was out of danger.

The first outside help came from "Bronzo" Roach, captain of the tug Mutual, who "saved lives" at \$1 a life. Roach had his tug at Quarantine, where several others of the Mutual Company were waiting for towing jobs. A launch chugged through the fog to Quarantine, and the owner told Roach of the collision on the east bank.

The Mutual's captain did not wait for details, but put on full speed ahead for the scene of the collision. He brought the Mutual alongside the Admiral Dewey, and found that all the passengers who had left the fishing boat were on board the fruiter. The Dewey, however, was aground and the fishermen marooned. This was an excellent business opportunity for "Bronzo" Roach.

"Who wants to go ashore?" came the cry from the Mutual. A hundred voices responded in the affirmative, and the answer was hurried back from the Mutual that "the little matter could be arranged at \$1 per."

The canny skipper of the Mutual made fast to the Admiral Dewey, and took on \$100 worth of passengers and landed them at the Battery.

Four tugs to rescue. The Admiral Dewey remained on the shoal to the westward of the Dreamland pier until 4:10 p. m. Captain Davison sent a wireless message to the city announcing that he was aground, and four tugs were sent down the bay to find the Admiral Dewey and haul her into deep water.

Several officials of the United Fruit Company hurried to the pier in a touring car. They were greatly pleased with Captain Davison's judgment, and complimented him on his actions. One of the officials remarked that there was perhaps not much fishing done. Captain Davison replied: "Oh, yes, there was; I saw a dozen or more with lines out after they came aboard the Dewey."

Wild scenes on fishing boat. According to the passengers on the Admiral Dewey, made up wholly of postoffice employes who had been on an excursion to Jamaica, there were only a score of level-headed fishermen on the Mount Desert. The Dewey's passengers were at breakfast when the collision occurred. They assisted in pulling the frightened fishermen on board.

Mrs. Charles J. Kraft, of No. 574 East 155th street, said that a great crowd of men leaped upon the top of the crushed paddle box and struggled desperately to gain the deck of the fruiter. John J. Dunn, of No. 87 Ross street, Brooklyn, said that the majority of the men on the Mount Desert acted like maniacs, crowding over and knocking aside the few women and children who attempted to get on board the Dewey.

AN ACTION ON FRONTIER. Twenty Men Reported Killed in Bosnian Border Fight.

Paris, Nov. 22.—A dispatch from Vienna says that a band of Servians, while crossing the Bosnian frontier near Zvornik, was repulsed by Austrian troops. The Servians lost seventeen men killed and the Austrians three killed.

POSTPONE "COMING OUT." Recent Business Depression Makes Pittsburg "Buds" Put Off Debuts.

Pittsburg, Nov. 22.—On account of a long stretch of business depression, which hurt not only "papa" but "big brother" as well, the intended debutantes of Pittsburg have banded together and decided not to come out this winter, as had been planned, but to wait until next season. At least ten "buds" of Pittsburg society have put the matter off until next year. The last intended debutante yesterday withdrew her cards.

ENJOINS BELL COMPANY. Independent Phone Concern Gets Order Forbidding Interference.

Toledo, Nov. 22.—United States Judge Taylor yesterday granted an injunction against the American Telephone and Telegraph Company (Bell long distance system) and the Central Union Telephone Company (Bell company operating in Ohio, Indiana and Illinois), restraining them from interfering with the business of the independent companies operating in those and adjoining states. The injunction was granted at Cleveland upon the application of officers of the United States Telephone Company, which is the independent long distance telephone company operating in Ohio and adjoining states.

It is charged that the Bell company is pursuing the policy of absorbing independent companies so as to eliminate competition. This is said to be in violation not only of the Sherman anti-trust law but also of the laws of Ohio, Indiana, Illinois and other states in which the companies operate.

WIDOW SHOTS WOULD BE ASSAILANT. Business Man, Disguised, Breaks Into House and Is Fatally Wounded.

Dublin, Ga., Nov. 22.—In defense of her honor, Mrs. Rosie B. Davis, a young widow, last night shot W. L. Tilley, a leading business man, inflicting a wound from which he died in a few hours. Mrs. Davis says she was alone, and heard some one knock at the door about 9 o'clock. Going to the door, she saw a man whom she did not recognize and who demanded admittance. Mrs. Davis retreated and seized a pistol. By this time the man had broken through the screen door. Mrs. Davis warned him, and upon his approach she fired, the bullet striking him near the heart.

Neighbors who rushed in found that the man was Tilley, but disguised so as to be almost unrecognizable.

DOG LEADS WIFE TO HUSBAND'S BODY. Returns to House to Get Help for Man Killed While Hunting.

O'Fallon, Ill., Nov. 22.—The fidelity of a small black dog led to the discovery of John Campbell's body last night in a field near a coal mine. Campbell accidentally shot and killed himself while hunting rabbits yesterday. The dog was with him. In the evening Mrs. Campbell noticed her dog in the yard acting peculiarly. It ran to her and then away, and repeated this performance until the woman followed. The animal led her to her husband's body, over which the dog was standing guard.

MARRIED IN RAILROAD TERMINAL. Couple Wire Hoboken Peace Justice to Carry Handkerchief in Station.

Samuel Engler, a justice of the peace of Hoboken, entered the waiting room of the Lackawanna Railroad in that city yesterday afternoon at 3 o'clock carrying a white handkerchief from his left hand. A young man and a young woman stepped up to him, and escorting him to a quiet corner, were married while a hundred passengers rushed to trains and boats without a hint of what was going on.

During the afternoon the justice of the peace received a telegram from Hackensack asking him to be at the terminal at 5 o'clock to perform a marriage ceremony. He was told to carry a white handkerchief as a means of identification. Arthur Harry Bennett, twenty-six years old, a civil engineer, of No. 194 Massachusetts avenue, Boston, was the way the bridegroom described himself. He introduced his companion as Miss Irene Messmer, a twenty years old, of Maywood, N. J. They said they had just time enough to be married and catch a train for Boston. Mr. Bennett induced Mr. and Mrs. Robert H. Porter, of Buffalo, who were waiting for a train to take them to their home city, to act as witnesses.

BRINGS SUIT ON "CONSCIENCE NOTES." Woman Wants \$20,000 from Estate of Man Said to Have Wronged Her Family.

Los Angeles, Nov. 22.—A suit filed yesterday in the United States Circuit Court by Mrs. Melissa Z. Funk, of Attica, Ind., to collect \$20,000 worth of notes from the \$200,000 estate of Theodore P. Bunnell, founder of Grand Junction, Col., and a capitalist of Santa Monica, Cal., reveals a remarkable story. Letters and promissory notes, alleged to have been signed by Bunnell, purport to show that he introduced in that city yesterday afternoon at 3 o'clock, injured the family of Mrs. Funk, then Miss Melissa Zink. Stricken with remorse, it is asserted, he wrote many letters to Miss Zink begging forgiveness, and sent her numerous promissory notes, payable from his estate. Bunnell died, at the age of seventy-five, a year ago in Colorado Springs.

BLOW BANK VAULT AND GET \$5,500. Sedalia, Mo., Nov. 22.—The bank of Sweet Springs, Mo., was robbed of \$5,500 in currency to-day by crooks, who blew open the vault with dynamite. The bank building was wrecked. Three men, supposed to be the robbers, were seen going east on foot soon after the noise of the explosion aroused the town.

SERVE DEWEY'S WINES. at your Thanksgiving Dinner.

H. F. Dewey & Sons Co., 125 Fulton St., New York

SEE BIG STANDARD DEAL. U. S. LAWYERS LOOKING INTO BARNSDALL PLAN.

Believe Merger of Company's Western Subsidiaries Is Object of Gigantic Gas Scheme.

More significance than ever was attached to the Standard Oil Company's loan of \$7,500,000 to Theodore N. Barnsdall by the government counsel here, when their attention was called to the big gas deal by Barnsdall, reported in The Tribune yesterday. This story told of plans being under way for the laying of a 24-inch gas main from Oklahoma to St. Louis, a distance of four hundred miles, at a cost of \$7,500,000, with another \$7,500,000 to be expended in St. Louis before the natural gas could be piped into the homes of the consumers. It was said by the counsel that the gas wells must include oil wells.

The Kansas Gas Company allied to in the Pittsburg dispatch was more likely the Kansas Natural Gas Company, it was said, collateral of which was put up for the big loan. William G. Rockefeller, treasurer of the Standard Oil Company, when on the stand about a year ago, said that the \$7,500,000 was turned over to Barnsdall on the order of John D. Archbold.

The next move in the far West is expected to be the consolidation of all the Standard Oil Company interests west of the Mississippi River, and it was said that when this was accomplished it would be found that every pipe line out of the Kansas, Oklahoma and Indian Territory fields would be Standard property.

Frank B. Kellogg, the leading counsel in the suit against the Standard Oil Company, looked upon the publicity of the gas deal at this time as just so much more ammunition in his prosecution. He will undoubtedly try to get from Mr. Archbold, who is to follow John D. Rockefeller on the stand, all the information that William G. Rockefeller said he could not give about the loan.

In connection with this renewed activity of the gas interests in the West, all of which Mr. Barnsdall is said to control, there was a report that the counsel for the Standard might not call Mr. Archbold, William G. Rockefeller and Mr. Moffett if Mr. Kellogg should succeed in getting any damaging admissions from the Standard's president that one of the other officials could be made to strengthen; but the Standard's counsel said that they could see no reason for a change of programme.

SIGNIFICANCE OF GAS NEWS. One of the government counsel pointed out just how significant the gas news was.

One of the government counsel pointed out just how significant the gas news was. In the testimony given by William G. Rockefeller a year ago he said that the securities given by Mr. Barnsdall for the big loan were never put on the books as collateral. They were sent to the Pittsburg Trust Company by the witness on request of Mr. Archbold. Mr. Rockefeller did not wish to be responsible for them, as he said, they were not gilt edged. The reason why the Standard was so easy with Mr. Barnsdall was because he was "hard up." The only interest he gave paid was \$4,964.58, on January 6, 1906. He gave notes for the interest right along, which were charged up, but later charged off.

"Is it the custom of the Standard Oil Company to lend money on collateral about which you know nothing?" was one of the questions Mr. Kellogg asked Mr. Rockefeller at the time. Mr. Rockefeller said that he acted upon the instruction of Mr. Archbold. Mr. Rockefeller had frequently asked Mr. Archbold about the loan and the collateral, but had never received definite information.

Although witnesses preceding John D. Rockefeller had said that Mr. Barnsdall was known principally as an oil and gas speculator, the government has information that he and the companies with which he is connected are the largest producers in the West, their oil and gas lands aggregating 345,000 acres. It has long puzzled the government counsel how Barnsdall, disowned by the Standard Oil Company as an agent, could have and hold such great interests.

BARNSDALL A STALKING HORSE. One of the counsel said yesterday.

"We believe that Barnsdall is simply a stalking horse for the Standard Oil Company," he supposed that it would lend to a man said by one of its officials to be hard up, accepting for the loan securities which the same official made not gilt edged, is absurd. The \$500,000,000 made by the Standard in the last eight years was not made by such methods. Before this big deal, just told of in The Tribune, Barnsdall was the principal figure in the oil and gas production and sale west of the Mississippi. The Standard does not lend money to independents without getting some rather big return. It furthermore, would not permit an independent to get control of one of the most desirable oil and gas fields in the country without a hand in the game. The Standard has acknowledged interests in Oklahoma now.

"If Barnsdall controls the production and the Standard never buys oil wells, the Standard, you may be sure, controls the pipe lines," the counsel continued. "That has been its policy right along. The Perry Oil and Gas Company is a Standard concern. Controlling the pipe lines, the Standard can afford to let others own the wells. In this way the so-called 'hanged' of the business is largely eliminated." If Mr. Barnsdall is building a pipe line to cost \$7,500,000, as is the report from Pittsburg states, where is this report 'hard up' man getting the money? That is a very significant amount. But he is also going to pipe the gas into the homes where the big pipe has its terminus—St. Louis. It is said that this will be an additional \$7,500,000. Where will this 'hard up' man get the money when all the securities he has may be similar to those offered to the Standard Oil Company, and who will be so accommodating in view of his 'hard up' condition?"

In spite of William G. Rockefeller's characterization of Barnsdall as a man who was much in need of money, he said on the stand that he knew Barnsdall as being largely interested in oil and gas territory in Oklahoma and the Indian Territory since 1903.

Companies in which Barnsdall is known to have an interest or to control are the Barnsdall Oil Company, Barnsdall & Glenn and the Indian Territory Illuminating Oil Company. Up to last week Mr. Barnsdall was known as the "mysterious" man. According to the government counsel, the report from Pittsburg has largely cleared up whatever mystery there may have been about him or his affairs and connections.

It was believed that this control of the Western gas fields foretold the consolidation of the pipe line interests in the Far West under the sole ownership of the Standard Oil Company, and that while much of the time spent by John D. Rockefeller at No. 26 Broadway in the last few weeks may have been to refresh his memory regarding the beginning of his great business, not a little of that period was devoted to consultation regarding what will be, when consummated, one of the biggest single deals ever made by the Standard—the uniting of all the gas and oil interests west of the Mississippi under its control.

TWO DEAD IN ROAD. KILLED AT NIGHT BY AUTO NEAR TARRYTOWN.

Victims' Bodies Found at Gate to W. Rockefeller's Rockwood Hall Estate—Hunt for Car.

Almost in front of the gate leading to Rockwood Hall, the estate of William Rockefeller at Tarrytown, the bodies of two men, both residents of Tarrytown, were found by a milkman while on his route early yesterday morning. The theory is that the men were killed by a speeding automobile late on Saturday night, the car never stopping to see what damage had been done.

The men were William Arthur Purdy, fifty-five years of age, a painter, of Tarrytown, and William Kramer, forty-five years old, also of Tarrytown. Daniel See, who drives a milk wagon which supplies the village of Tarrytown, has to drive from the distributing station at Tarrytown to Ossining each morning. When he reached William Rockefeller's gate yesterday morning, half way to Ossining, he came upon one body and got out to examine it by the light of his lantern. He found the man dead. He started to drive on and saw the other body close by. See satisfied himself this man was also dead.

Then he drove on to Ossining and made his first call at the police station there. Coroner Squires was informed at once. That official reached the bodies about 5 o'clock. No mark could be found to tell how they met death. Later in the morning the bodies were taken to Ossining, where they were subsequently identified.

Kramer's sister, Mrs. John Sherwood, his mother, Mrs. Christopher Kramer, and his brother Christopher live at Archville, not far from the place where the bodies were found. It is believed the two men were on their way to visit Kramer's relatives when they were knocked down and killed by an automobile. It is probable either one or more automobiles hit the bodies while they lay in the road.

One driver of a machine reported at Ossining at 11 o'clock Saturday night that he had run over something in the road a short distance down the Rockefeller estate. He did not stop to investigate, but thought it was the body of a dog. It is now believed it was Kramer's body.

An autopsy was performed last night by Dr. W. A. Miner and Dr. J. J. Lane. They found that Purdy had met his death from internal injuries, both his heart and liver being ruptured. Several of Kramer's ribs were broken and his liver had been punctured.

The coroner does not think the men were killed by the automobile driver of which he reported running over something. Search is being made for a machine seen in Peekskill on Saturday with the front of the hood broken and the glass in one of the lamps smashed. This machine is believed to have been the one that hit the men, who are supposed to have been walking north along the Albany Post Road.

Purdy's body was taken charge of by his brother, Milton Purdy, an architect, of White Plains. Neither Purdy nor Kramer was married.

FIVE STEAL TAXICAB. Driver Left in Bronx, Machine Found at Irvington, Burned Up.

Five men who hired a taxicab in front of Churchill's restaurant on Saturday night rode about the city for four hours and a half, landing finally at Brown Place and 134th street, The Bronx, where they pulled the chauffeur from his seat and left him lying in the street while they drove away toward Albany. The police of Irvington reported yesterday that the machine had been found near there ruined by fire.

The taxicab was in charge of William Cummings, of No. 172 West 97th street. The five "fares" were well dressed young men. After stopping several times for drinks they ordered the chauffeur to drive north. At Brown Place and 134th street they ordered him to stop, and one of them dragged Cummings from his seat. The others sat on him while the first man experimented with the levers, in an effort to see whether or not he could run the car. When he found he could, the others, giving Cummings a few vigorous kicks, got in and the car sped away.

MRS. VANDERBILT'S CAR STOPPED. Electric Hansom Had No Rear Light—Chauffeur Fined \$2.

Patrolman Cohen, of the Traffic Squad, standing at 46th street and Fifth avenue, last night, stopped an electric hansom which had no light on the rear. A woman thrust her head out of the window of the hansom. "If you, William K. Vanderbilt, officer," she said, "please let the chauffeur take me down to Sherry's."

Cohen went with the hansom to the restaurant, where he placed the chauffeur under arrest. The prisoner said he was Thomas Walsh, of No. 527 West 49th street. The machine is owned by the New York Transportation Company.

Arraigned in the night court before Magistrate Finn, Walsh was fined \$2. "I suppose we ought to fine W. K. Vanderbilt's chauffeur just as we would 'Buster' McGuire's," said the magistrate. "That is, if, indeed, 'Buster' McGuire has a chauffeur."

He first fixed the fine at \$3, but when he learned who employed the chauffeur he accepted \$2, all Walsh had.

HIT BY AUTO IN BROADWAY. Mrs. Benjamin Lillard, Wife of Publisher, Taken to Hospital Seriously Injured.

Mrs. Benjamin Lillard, fifty-five years old, wife of the president of the Lillard Publishing Company, of No. 108 Fulton street, was hit by an automobile at 46th street and Broadway last night. She is in Roosevelt Hospital with two broken ribs and a severe scalp wound.

The automobile was driven by Oscar Pearson, of No. 15 West 63d street, and is owned by Henry Edwin, a broker, living at No. 22 East 63d street. Edwin, wife, brother of the owner, two women and another man were in the machine at the time of the accident. The chauffeur was arrested.

MAY LOSE LIFE, AUTO DID NOT STOP. Orange (N. J.) Physician, Thrown from Wagon, Suffered Fractured Skull.

East Orange, N. J., Nov. 22 (Special).—Dr. George E. Babbitt, of No. 25 Park avenue, Orange, was thrown from a buggy here today when his horse was frightened by an automobile. It was said at the Orange Memorial Hospital, to which he was taken, that his skull was fractured and that his recovery was doubtful. The driver of the automobile did not stop and the number was not taken.

MAY BUY FOREIGN RAILS. L. & N. Railroad Finds U. S. Steel Rates High.

Louisville, Nov. 22.—Within the next two weeks the Louisville & Nashville Railroad, it is authoritatively said, will close a contract with English and Belgium rolling mills for about 65,000 tons of steel rails, to be delivered at Pensacola, Fla., in the course of the next three years.

Figures are in possession of the Louisville & Nashville officials from Belgium and English rolling mills which, with the added duty, are below the estimate of the United States Steel Corporation for the contract.

ARTIST DIES IN SQUALOR. Mrs. Morrell Only Woman to Have Painting in Capitol.

Washington, Nov. 22.—Mrs. Imogene Robinson Morrell, a portrait and historical painter, died early to-day in the small room of a lodging house, alone and friendless and amid surroundings of squalor and distress. She was a native of Attleboro, Mass. Half a century ago she was a student at Dusseldorf of Adolf Schröder and Camphausen, and later at Paris of Francois Louis Francois and Thomas Couture. In 1879 Mrs. Morrell established the National Academy of Fine Arts in this city. She has received scores of medals for notable works.

Mrs. Morrell enjoyed the distinction of being the only woman whose painting occupies a place in the United States Capitol, she having painted the historical portrait of General John A. Dix. Some of Mrs. Morrell's most notable paintings are "The First Battle of the Puritans," "Washington Welcoming the Provisional Train at Newburg, N. Y., in 1793," also portraits of Howell Cobb, John C. Spencer, Mrs. Cleveland, Collis P. Huntington, President Garfield and W. W. Corcoran. These portraits, with two hundred works of her brush, were destroyed in a fire in 1895.

"TAD" JONES IN PULPIT. Famous Yale Football Player Speaks in Boston Church.

Boston, Nov. 22.—"Tad" Jones, the famous football player of last year's Yale team, made his debut as a pulpit speaker in Boston to-day, although he stoutly denies that he is a minister or intends to be one. In his own words, he "spoke to the congregation" of the Dudley Street Baptist Church for half an hour at the regular services this morning.

Jones started to talk about temperance, but he couldn't get away from yesterday's game, and after telling what mistakes Yale had made, and how she should have won, declared: "Anyway, this I can say, there was sorrow in the Yale camp last night, but this I know, they didn't drown their sorrow in much drink."

TILL REISS'S DEFEAT. A Democratic Candidate's Hot and Expensive Campaign.

Pittsburg, Nov. 22.—Western Pennsylvania is amused over a campaign expense account just filed by Till Reiss, of Sharon, Penn., defeated Democratic candidate for Congress in the 28th Pennsylvania District. The statement reads: "I accepted the nomination on the following platform: That I would send to each constituent in the district a package of seeds, that I would draw my salary promptly, and all over board I would bring home and spend with my constituents."

In my campaign expense I used it where I thought it would do the most good, Mercer County being my home county, and taking the Presidential vote of 1904 into consideration, I had only 4,735 votes to overcome. As my face is so well known in the county, I did not get out cards or make any speeches that you could notice. Captain Whistler, of 'The Western Press,' assured me that because I was an Exalted Elk I could carry Elk County without a doubt. I had positive assurance from 'Joe' Sibley and Alex. McDowell that Venango County was positively averse to the use of money in campaigns. With these explanations, I hereby certify to the following bill of expenses:

Two letters to D. J. Driscoll, St. Mary's College, Pottsville, Pa. 50c
One letter to J. W. Kelly, Marienville, Pa. 50c
One letter to T. F. Waser, Franklin, Pa. 50c
One letter to C. E. Shantz, Meadville, Pa. 50c
Total 2.00

P. S.—The only seeds I can give this year are little seeds of kindness. Since the letter has been published Reiss has received scores of letters from voters promising to support him if he should ever run again.

WEDS FORMER ADOPTED DAUGHTER. George F. D. Paine, of Boston, on Way to Ceylon with Bride.

Boston, Nov. 22.—George F. D. Paine, the wealthy furniture manufacturer of this city, is now bound for Ceylon with his bride, who was his adopted daughter, Miss Margaret Johns Paine. The adoption was legally annulled in order that he might marry.

Mr. Paine's first wife was insane for a number of years and died two months ago. He and his adopted daughter have been devoted to her.

TURKEY FOR WHITE HOUSE KILLED. Horace Vose, of Westery, E. I., to Send Bird Weighing Twenty-six Pounds.

Westery, E. I., Nov. 22.—The Rhode Island turkey which Horace Vose will send to the President, according to his annual custom, to grace the table of the White House on Thanksgiving, went on the auction block to-day, and will be shipped to Washington to-morrow. It is the best of a lot of chestnut fed birds which have been selected and specially reared as candidates for the distinction. The bird weighs twenty-six pounds.

President Grant was the first occupant of the White House to receive a Thanksgiving turkey from the Vose family, and each year since then the gift has been renewed.

FOUR HURT IN AUTO COLLISION. Man and Wife May Be Fatally Injured Near Pawtucket—Sons Badly Cut.

North Attleboro, Mass., Nov. 22.—Mrs. Marshall Raymond, of Pawtucket, is believed to be dying in the Twin City Hospital, in that city, her husband is perhaps fatally injured and their two sons, Edward and Frank, are badly cut and bruised as a result of an automobile accident on the road between North Attleboro and Pawtucket to-night.

Mr. Raymond, who is manager of the H. F. Lull estate, of Pawtucket, was returning home in a large touring car, accompanied by his wife and two sons, to-night, when on reaching a dark place in the road the machine ran into the rear of a carriage driven by Joseph Bergeron, of Foster street, Pawtucket. The occupants of both vehicles were thrown to the ground.

TARIFF FOR REVENUE, MR. CARNEGIE'S PLEA

"REDUCE ALL DUTIES BUT THOSE ON LUXURIES."

Time for Protection of Industries Past, Steel Man Holds, and Hopes for Extended Revision.

"The Century Magazine," in its December issue, will print an article by Andrew Carnegie, entitled "My Experience with and Views Upon the Tariff," in which he declares vigorously that the day of tariff for protection is about over, and the day of tariff for revenue only—that tariff to be imposed on articles used by the rich—is at hand. American manufacturers, he says, are now at a stage where they need no protection, but should retain their proud place of leadership on their merits alone.

This attitude, Mr. Carnegie remarks, may seem somewhat strange on the part of one classed by many as "one of the robber barons." Yet it had been his ever since he formed a definite and clear idea on the subject of protection. He shows in the course of his article that his advocacy of the abolition of tariff is merely a continuation of the policy urged by him before various Congress committees considering tariff questions, of reducing the tariff rate where possible, and, if feasible, abolishing it.

At the beginning of his article Mr. Carnegie tells of conditions in the steel trade here when Americans first began to make steel rails. There was a duty of \$28 a ton imposed on foreign rails, which had been selling for \$102 to \$195 a ton. Mr. Carnegie tells an anecdote of a dinner in London in 1888, after the American steel rail industry was well established, at which Mr. Chamberlain remarked that he could not see why the United States should present \$28 a ton protection to Mr. Carnegie even if he were a good fellow. Mr. Blaine, who was present, said it might be because Carnegie sold rails for \$30 a ton while foreign rails had been \$100.

M'KINLEY BILL CUT STEEL DUTY. The protective tariff had full swing until 1890, says Mr. Carnegie, when the McKinley bill was passed. That reduced the duty, as advocated by him, on steel rails, beams and structural shapes, nails and forgings, from 20 to 30 per cent.

In 1894 came the drastic Wilson bill, at which time Mr. Carnegie went to Washington and labored to obtain a measure lowering duties generally, but not to an extent which would have put factories out of business. At the request of Senator Gorman, Democratic leader, and Governor Flower—then in the House—he prepared a schedule of reductions on iron and steel of about one-third, which reductions were incorporated into the bill and passed. Later, in the Dingley tariff, these were partly restored.

Now, Mr. Carnegie thinks, the infant industries are full grown and tariff for revenue is the thing. In a schedule of duties collected in 1906 he shows that, say, \$216,000,000, of a total of \$322,000,000, was collected on imports for the use of the rich. Duties on articles of this sort should be increased rather than decreased, he says, not for protection, but as a revenue earning proposition, since in no other way can the wealthy class so certainly be made to contribute to the support of Uncle Samuel. This, he says, should be the first duty of the next Congress.

"ABOLISH DUTIES NO LONGER NEEDED." "Its second duty is to reduce duties greatly upon manufactured articles and to abolish entirely those no longer needed," says Mr. Carnegie. "The writer has co-operated in making several reductions as steel manufacturers became able to bear reductions. To-day they need no protection, unless perhaps in some new specialties unknown to me, writer, because steel is now produced cheaper here than anywhere else, notwithstanding the higher wages paid a man. Were there free trade in iron and steel between America and Europe a few orders might go abroad at times when American mills are shut, and occupied and high prices prevailed, and this would be advantageous to our country; but if these shipments amounted to much prices would rise in Europe and prevent further exports to our market."

After speaking of the way manufacturers have thriven under Republican nursing of home industries, Mr. Carnegie continues: "In our day a Democratic protectionist allies party and protection. The tariff for protection. The infant we have nursed approaches the day when it should be weaned from tariff milk and fed upon the stronger food of free competition. It needs little if any more nursing, but the change should not be made abruptly. It is better to err upon the safe side, if we err at all; but he is the best of protectionists who corrects all faults as they are revealed and progressively adjusts to subject the nation to protection in any branch where it is not clearly needed, affording protection always with the resolve that it shall be temporary. A class of excellent citizens, the chief causes of national demoralization; not a few consider it should be the leading issue in a Presidential campaign."

In conclusion, "tariff for protection," which was the issue forty years ago, should now give place to a "tariff for revenue," and therefore the strict maintenance of the present duties upon foreign luxuries paid by the rich. The present tariff rightly exempts the masses of the people from almost all national taxation, because they have not "the ability to pay," says Mr. Carnegie, by Adam Smith, the greatest economic philosopher.

"CLASSED AS ROBBER TARIFF BARON." "The writer, having often been classed with the robber tariff barons," Mr. Carnegie probably is proclaimed as a convert to new views since he retired from manufacturing, but his associates know better, and many a foreign manufacturer has often started them, namely, that in a short time America would become the leading manufacturing and foremost apostle of free trade, while their own countries would be discussing whether or not to put up the barriers. Britain to-day is seriously considering this very question.

"There is no occasion for haste or for any revolution in the coming tariff legislation. It is better to go a little too slow than a little too fast. In the writer's opinion, the revision of the tariff could to-day safely and advantageously be made a radical one by the removal of the tariff, in deference to the timid manufacturer, 'whom we have always with us,' thinks it prudent not to disturb his dreams unduly; and abolishes them entirely upon others—always provided it guards zealously the present duties upon the luxuries of the rich and philo-sophic, because one step in the right direction will have been taken, and he knows the final step must come before long, the sooner the better."

This is not the first time Mr. Carnegie has gone on record with these ideas. On January 3, 1894, as he was on the eve of sailing for Europe, he wrote a letter to The Tribune advocating the passage of the Wilson tariff bill by the aid of Republicans, arguing that it would be well to have adopted a tariff law framed by the party which had been criticizing the existing law. Said he:

"I am not without grounds for believing that it is in the power of the Republicans in the Senate to obtain the necessary modifications re-