

when he was Colonel of Engineers. He gets his title because of his service in Job Stuart's cavalry...

The Spring Shapes of Knox Hats Are Now on Sale at all our retail stores...

order they forced the lock and pit the mill in running order. A letter written subsequently by one of the engineers follows:

During our first visit to this plant we had discussed with Dr. Keith his process and of proceeding at each stage. Full notes had been taken...

Col. McCarty's office, which is a few doors from the office of the Kero-Gas Company at 25 Liberty street, has all the settings for a convincing demonstration of his gold extracting machine...

The machine has some sixteen cylindrical compartments, in each of which, as Mr. Wade described it, there are three motions: the downward, lifting and cyclopedal...

Wade, who had been called in by Col. McCarty to aid in demonstrating the machine to the inquirer, explained it in this way:

"You see, by this machine we get the flower or virgin gold, the richest gold of all, which in the ordinary methods of extracting gold passes off into the air..."

Nearly a year ago a man who had bought more than \$15,000 worth of stock in Mr. Copp's Kero-Gas Company...

Col. McCarty came to Tech, and it is true that his tests showed a value, as stated, but tests which have been made since he went away have not given any such values...

The sand problem is far from being solved, and the same is still very much against its becoming a paying proposition...

My experience with Col. W. F. Mason McCarty indicates that he is a man of keen intellect, who has had apparently a good technical education...

The Waverly Reduction Company is a New York corporation, but has its main office in Boston. The company has been selling shares in lots of twenty at \$10 a share...

Not long ago Mr. Copp sent out from his office in Boston a report of alleged tests by Col. McCarty stating that from one cubic foot of sand taken from the cut back of the railroad shops at Santa Clara...

The State geologist's office sent its warning partly because of the Waverly Reduction Company's elaborate campaign to sell shares in sand...

After a field is opened that would soon make South Africa a second-rate producer and in time might overturn our whole financial system...

It is not surprising that such schemes should find support among the public, but their vitality is witnessed by the continued interest shown in them...

The actual sums that have been raised for these concerns must amount in all to several hundred thousands of dollars, but there is a much greater economic waste than is represented by the mere capital outlay...

No doubt, many engaged in the business are acting in good faith, and there is no intent here to question personal motives...

The Kero-Gas Company, which brought about the complaint to the Stock Exchange authorities against Mr. Jewell and Mr. Gross by a man who had 100 shares of stock...

The letter to Jewell & Stringer offering stock in the Kero-Gas company said in part: We take pleasure in submitting for your careful consideration what we believe to be the best investment offering we have ever had...

The Kero-Gas Company is a holding company and owns a number of United States patents on hydro-carbon oil gas generating devices...

The letter also stated that the company expected that in 1913 and subsequent years, when the royalties begin to come in from the gas machines...

Mr. Jewell and his partner, G. F. Stringer, talked frankly with a SUN reporter when questioned about the Kero-Gas Company...

"I intend to get out of the gold extracting machine company unless Wade keeps away from the office," said Mr. Jewell. "He has no interest there except from holding a small amount of stock..."

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HURRICANE WIND GETS TO 110 MILES AN HOUR

At 90 Miles for Five Minutes—Many Hurt, Endless Damage All Over Town.

VICIOUS WEATHER NEAR BY

Philadelphia Suffered—Much Snow in Indiana—No Warmer Till Tomorrow It's Said.

A blast of hurricane force thrashed the city yesterday morning so wildly that the experts on the weather job on top of the Whitehall building wondered why the cups of the anemometer were not carried away...

The wind, the swiftest ever recorded here since the establishment of the Weather Bureau forty-two years ago, for one minute attained the velocity of 110 miles. For five minutes and all winds are officially recorded if they maintain force for that period...

Even after the stupendous apurt of 110 miles, the wind did not settle down to ordinary gale force until last night. All through the day it blew from seventy to eighty-two miles. The cause of the visitation was the flight to the northeast of the Texas-bred storm that dragged into its wake the secondary disturbance center over Washington on Wednesday night...

To fill the vacuum created by so steep a gradient the air had to do some traveling, and that is why there was wind. The united storms went swiftly on their course and at 8 o'clock yesterday morning were central over Montreal, bounding seaward to hamper navigators...

Washington predicted last night: "Fair weather on Friday and probably Saturday, rising temperature on Saturday, diminishing west winds, becoming variable."

There was no disturbance of any consequence on the weather map last night. The barometer was rising and the local prophets said that a high in the South was scheduled to give us what Washington says we may have. The wind at 11 o'clock was fifty miles from the northwest and the temperature 25 degrees.

Last night sent more wanderers to the Municipal Lodging House on East Twenty-fifth street than has any other. Even the record of the sharp cold of early January was beaten. There are about 700 beds in the lodging house used for its guests...

The boxes have been sold. Seats may be had for the men who have been killed by the storm that blew in from the West and grew in ferocity to-day traffic on the Rome, Watertown and Ogdensburg division of the New York Central system is suspended...

UPSTATE CITIES CUT OFF

TRAFFIC SUSPENDED AND DOZEN TRAINS ARE STALLED BY BLIZZARD. URICA, N. Y., Feb. 22.—As the result of the storm that blew in from the West and grew in ferocity to-day traffic on the Rome, Watertown and Ogdensburg division of the New York Central system is suspended...

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BABY LLAMA BORN IN PARK

Christened George Washington, but It Wasn't That Kind of a Llama. A baby llama made its appearance in the Central Park menagerie yesterday. It is the second llama born in the park. Its mother, Mary, being the first. The baby's fleece is pure white, its muzzle is black...

The New York and New England Express due at 3:45 o'clock yesterday afternoon came along at 1:45 o'clock this morning and the Metropolitan Express, due at 9:50 o'clock last evening, arrived at 9 o'clock. Evidence of what the storm did to the Erie Railroad is the fact that the third section of Train 4, due in Jersey City...

COAL the heater once or twice a day. Even heat for the entire 24 hours at a saving in fuel.

This covers the story of the Spencer Steam or Hot Water Heater. Equally effective in small or large buildings.

SPENCER HEATER CO.

N. Y. Office, 301 5th Av., cor. 42d St.

at 3:55 o'clock yesterday afternoon, was bulletted last night as expected at 7:20 o'clock this morning. This train was held up west of Marion, Ohio, nearly all of Wednesday night. It has Pullman and dining cars.

The Erie suspended freight traffic west of Meadville, Pa., yesterday, got out all its rotary snow ploughs, supplied each passenger train with three locomotives and smashed away at the drifted snow that had plugged every cut from Chicago into Ohio...

All trains from Chicago were more than three hours late. Trains from Cleveland and Buffalo were coming through fairly well but were fighting snow in the southern tier of New York State. Wire troubles bothered the dispatchers.

The Pennsylvania limited due at 5:30 o'clock last night arrived at 8:30. All Pennsylvania trains from the West were delayed. Eight persons are known to have been hurt in the gale that blew here. Two of them, Helen Finley, a seamstress of 6 Livingston street, was blown against a railing at 32 Prince street and had a leg broken...

The window of a store which takes up one corner of the Buckingham Hotel on Fifth avenue was broken by the wind and Albert Coleman, who was waiting for his wife in front of St. Patrick's Cathedral, was struck by the glass. His neck was cut, but his wife came out of church before the ambulance got around for his wife to come out of St. Patrick's Cathedral...

In Pelham Bay Park thirty trees were blown down. The large metal and glass skylight on the roof of the Borough Hall was blown into the street. In the Erie and Erie Park hotels the roof of the building had broken loose from the roof and was drifting about helpless and unmanned and two of them were seen bottoming between Governors Island and the Brooklyn Navy Yard.

The wind across Jamaica Bay blew down four houses in the Rockaways. Atlantic basins barges and scows which were drifting loose from the pier were carried off by the gale. The section of roof first to take flight covered the bridge which connects the court house with the city hall in front of the south side of the roof was torn off too.

Serg. Bernard O'Keefe, Seventy-sixth Company, Coast Artillery Corps, on one of the gun mounts on a gun on a gun near Highland Beach yesterday afternoon. The train was on a trestle at the foot of the gun on a oak of ice. His ankle was broken and he was hurt internally.

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In Newark the roof of the southern wing of the almshouse in which most of the city's wards sleep was blown to the ground and the roof of the almshouse was carried off by the wind. The roof of the almshouse was carried off by the wind. The roof of the almshouse was carried off by the wind.

MICHIGAN ALL SNOWED IN.

Sixteen Mail Trains Abandoned—Storm Causes Two Deaths. DETROIT, Feb. 22.—Reports from all parts of Michigan show that the blizzard which began early Wednesday morning was general and caused death and great inconvenience. At Jackson Thomas C. Faulkner, a Michigan Central engineer, fell dead as he stepped from his engine, the cause being over-exertion in fighting the snowdrifts at Mendon. A brakeman was killed when two engines collided in a drift. Sixteen mail trains have failed to reach Grand Rapids and are stalled in the drifts.

Among them is the crack Grand Rapids-New York, which is fast arriving Wednesday noon, which is fast in a drift twenty miles from its destination, the snow reaching nearly to the top of the coaches.

HEAVY BLOW IN PHILADELPHIA.

Houses Unroofed and Two Churches Wrecked—Damage Elsewhere. PHILADELPHIA, Feb. 22.—Half a dozen persons were injured and property was damaged to the extent of thousands of dollars by the gale which swept Philadelphia last night and early to-day. Houses were unroofed, two churches wrecked, signs and shutters torn down, windows blown in and trees torn up. Outhouses, chicken coops, ash barrels and such were lifted by the wind and carried away. Several persons were struck by these flying objects. The wind at times attained a velocity of 60 miles an hour.

GREENWICH, Conn., Feb. 22.—The storm last night destroyed the pier and dock at the pressure resort two miles from the Indian Harbor Yacht Club on Little Captain's Island. The damage was about \$2,000.

LINER MADISON SINKS AFTER BEING RAMMED

Old Dominion Steamer Hit by Norwegian Freighter in Gale Near Norfolk.

ALL ON BOARD RESCUED

Other Steamers Blown Ashore and Many Boats Torn From Moorings—Seas Blown to Sea.

NORFOLK, Va., Feb. 22.—With only a few inches of her main deck visible above the water, the Old Dominion steamer Madison lies in the mud between Bush Bluff light and Lambert's Point, and three mudecons owned by the Morris & Cummings Dredging Company, with two men on each are somewhere at sea driven by a forty mile gale.

The Madison was rammed by the steamer Hippolyte Dumois, a Norwegian freighter, this morning. The Madison had a hole torn in her starboard side almost amidships. Capt. J. G. Hulper, her commander, realizing that his ship would sink, turned her nose toward the shore and signalled the engine room for full speed ahead.

On board the Madison at the time was President H. E. Walker of the Old Dominion Steamship Company; W. H. Landon, agent at Norfolk, and several representatives of the company from Newport News. The Madison was bound to Norfolk from Newport News. The steering gear of the Norwegian steamer became disarranged by the storm and her captain could not steer the ship when the Madison came along.

The Madison was flooded from her freight hold to her cabins, and even if she is floated she will have to be refurnished throughout. President Walker and the crew were taken off by the steamer Smithfield, which was summoned by wireless.

The Madison was built only last year. She is of steel and is 353.3 feet long. She was built by the Newport News Shipbuilding and Dry Dock Company. The Hippolyte Dumois is a steel steamship, 228.3 feet in length. She was built in Copenhagen in 1902. Her agents are Bennett, Hvoslef & Co. of New York, by whom she is chartered to the United Fruit Company. The Hippolyte Dumois is a passenger-carrying steamship plying between Jamaica and Baltimore and Philadelphia.

The Danish steamer Hermes was blown ashore by the high winds and is high and dry on the beach at Lambert's Point. The Danish steamer Nordjemen, the British steamers Elswick Manor and Strathallen and the Norwegian steamer Cecil were torn from their moorings at Lambert's Point and Sewalls Point and driven ashore.

The quarantine steamer Jamestown was torn from her anchorage in Hampton Roads and driven ashore at Thimble Shoals. On board the Jamestown were Dr. Cummings, quarantine officer at Fort Monroe, and his family and the crew of the ship. The quarantine officer and his family were summoned by wireless and were taken to the Chamberlin Hotel. The quarantine officer and his family were summoned by wireless and were taken to the Chamberlin Hotel.

The Onondaga also made several attempts to get out of the harbor. The Onondaga was driven ashore at Thimble Shoals. The Onondaga was driven ashore at Thimble Shoals. The Onondaga was driven ashore at Thimble Shoals.

INDIANA SNOWBOUND.

Business Practically Suspended and All Transportation Hampered. INDIANAPOLIS, Feb. 22.—Weather conditions throughout Indiana are almost unprecedented. Snow is twelve inches deep on the level and the drifts are from three to ten feet deep, making roads impassable and causing much suffering.

In this city street car traffic has been practically at a standstill for forty-eight hours. Five lines being completely tied up and three running irregularly and for only short distances. The tracks are covered with ice nearly three inches thick and though several hundred men are employed, it has been found impossible to get five of the lines into running order.

The downtown stores have been practically deserted by customers for two days. Travel has been by carriage and automobile and every kind of business is severely handicapped.

Trains reaching the city are from fifteen to twenty-four hours late. Rural mail delivery has been out of the question in several counties and throughout the State almost all business is suspended.

FEARS FOR BARGE AND 4 MEN.

ENOS R. SOULE ADRIFF IN GALE—MUCH DAMAGE ABOUT PROVIDENCE. PROVIDENCE, R. I., Feb. 22.—An eighty mile gale swept Block Island South last night and to-day. Several marine disasters are reported off Block Island.

A barge is believed to have foundered between Montauk Point and Block Island, while another barge and a fishing schooner are ashore on the islands. The barge which is believed to have sunk is the Enos R. Soule, which carried four men.

At Point Judith the Masie wireless station was blown down at 11 o'clock this morning, the gale not only tearing down the aerials but leveling the shed and the engine house. The surf at the Point was the highest in years.

HAVE YOU TRIED

John Jameson Whiskey

the Whiskey of Quality

RED SHIRTED FIREMEN DRAG OLD 26 ENGINE

Parade of the Exempts Brings Out 75 of the Boys Who Ran With the Machine.

Not a man of the red shirted exempt firemen who paraded with their hand engine yesterday was under 60 years old. The oldest of the "boys that ran with the machine" was James T. Winman, who is 88. There was plenty of ginger in his stride yesterday as he hiked it uptown and downtown for five or six miles. Eli Bates, a former chief of the Volunteer Fire Department and an ex-chief of the present department, was a few files behind Winman. Bates is 87 years old. Peter J. Hickey, president of the Association of Exempt Firemen of New York city, was considered one of the youngsters of the old time fire fighters. He is only 74 years old.

"We are a tough lot of old men as to fibre and we didn't mind the long walk one bit, although the wind was blowing almost a gale," said Mr. Hickey when they got back to headquarters in the Jefferson Market building. "We were made tough by our early years in the volunteer fire service. During the draft riots in '63 we were five days at a time in continuous duty."

The exempts turned out seventy-five men under command of Foreman Hickey and Assistant Foreman F. Fitzpatrick. In the ranks were Deputy Chief Burns of the present department, John McManis, who left the firemen here and went to Hartford, Conn., and became chief of the Volunteer Fire Department there; Charles Mulford, former chief of the Fire Department of Saugerties; Deputy Chief Jacob Vurge and John Mulligan.

They dragged old 26 engine, a hand machine that did service in the time of the civil war. After leaving headquarters they marched up Sixth avenue to Fourteenth street and then turned east to Columbus Circle, halted in the front of Washington's statue. They had brought along a wreath with which to decorate the statue, as they have been doing for years. After this ceremony they marched up to the stand at Seventeenth street, where they were reviewed by Police Commissioner Waldo, former President of the Board of Aldermen Patrick J. McGowan, David O'Brien, superintendent of Markets, William A. King, chief of the Larchmont Fire Department and Charles A. Sullivan, secretary to Justice McCall of the Supreme Court.

In front of the volunteers was the Ninth Regiment band and a drum and pipe corps. The Union Square band, which is the parade then went west on Seventeenth street and passed the quarters of the Fire Zouaves, who made up the two regiments of the old firemen. The parade then turned east and marched to Fifth avenue, passing around Sherman's statue. They then turned west, down to Fifty-seventh street and crossed over to Sixth avenue. It was getting dark when the old firemen got back to headquarters with a glow on their faces from the walk and the strong winds. The women folk were waiting for them with hot coffee and a luncheon. Afterward there was a vaudeville show.

They circled the statue there and turned east and marched to Fifth avenue, passing around Sherman's statue. They then turned west, down to Fifty-seventh street and crossed over to Sixth avenue. It was getting dark when the old firemen got back to headquarters with a glow on their faces from the walk and the strong winds. The women folk were waiting for them with hot coffee and a luncheon. Afterward there was a vaudeville show.

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Can you tell at a glance whether your customer's are buying as they should? A card system, which we call a customer's list, will give you information in rapid fire fashion. Library Bureau has a hundred and one efficient card records that will stimulate business and save money. Will you call at the store or shall we send you further information by mail? Library Bureau Manufacturing Distributors of Office, Bank and Library Furniture in Wood and Steel. 316 Broadway Phone 1400 Worth