

U. S. RUSHES 600 TROOPS TO CUBA

Marines Go to Guantanamo From Philadelphia to Watch Rebels.

DELAYED BY BAD MEAT

Twenty Thousand Pounds for Transport Prairie Found Unfit.

GOVERNMENT IS ALARMED

Island Says Negro Uprising Has Collapsed, but Welcomes Our Quick Action.

Orders issued yesterday by the War Department the transport *Prairie* left from Philadelphia last night with 600 marines on board for Guantanamo, where they are to be held in readiness in case the negro uprising in Cuba gets beyond the control of the local government.

The departure of the *Prairie* was delayed for some hours by the discovery that 20,000 pounds of meat supplies were unfit for use.

The Cuban Government declared the uprising had collapsed, but it accepted all volunteers who presented themselves and reports indicate the rebellion is growing at an alarming rate in Santiago province. While the Government expressed the hope that intervention would not be necessary, it expressed its pleasure that the United States had acted so promptly in sending troops to protect the whites and Cuban independence.

Heavy firing was heard forty miles from Santiago and it is believed a big fight is on between rebels and the negroes under Estero.

Frank Steinhard, an American of great influence in Cuba, who is in New York, declared the regular Government would be able to put down the rebellion without assistance.

However, Washington dispatches indicated that the American Government regarded the situation as alarming.

HAD TO WAIT FOR BEEF

Marines Delayed When Their Meat Supply Was Rejected.

PHILADELPHIA, May 23.—The U. S. transport *Prairie* sailed from League Island Navy Yard at 8:30 to-night with 600 marines on board, bound for Cuba, to protect American interests in the island.

The *Prairie* will proceed direct to Guantanamo to join the gunboats *Albatross* and *Nashville*.

The *Prairie* was to have sailed this afternoon but she was delayed because a consignment of 21,000 pounds of beef which she was to have carried was rejected by the navy's inspectors after it had been delivered at the ship's side in the yard.

The 600 marines are under the command of Col. C. Lincoln Karmany, who arrived here this afternoon from Norfolk on hurry orders from Washington. The detachment includes two battalions besides Col. Karmany the officers in charge are Lieut. Col. Lewis C. Lucas, Major Fred C. Wescott and Capt. Feland, commander *Albatross*. Two modern 3-inch landing guns and six automatic machine guns were put aboard.

The beef was the last of the ship's stores to be taken aboard and arrived at the navy yard in two huge trucks shortly before 6 o'clock this afternoon.

Dr. Gallagher, a naval beef inspector; Drs. T. S. K. Reeves and G. L. Dalton, surgeons, United States navy; Paymaster S. L. Denton and Paymaster H. S. Palmer, during the inspection, and almost all of the beef was positively bad," said Dr. Reeves. "I cannot let this beef go aboard the ship."

Paymaster Denton, "and I don't see how the ship can sail without sufficient food supply."

Dr. Reeves then added: "This beef is almost rotten. The contractor evidently thought it would reach here just before the ship was due to sail and would be put aboard her without inspection."

"This time we fooled them. The beef is fit to eat and of course will be rejected."

The officers piled the carcasses of beef on the wharf to be turned back to the contractor, they said, and inspection of the second truck was begun, with almost the same result.

The United States officers also complained that many of the carcasses were under weight, not being up to the requirements in the contract.

Members of the firm of M. Myers & Co., Twenty-ninth and Market streets, the beef contractors, were greatly perturbed when they heard of the situation, and W. K. Myers went to the Philadelphia navy yard to investigate. Charles Myers said:

"We entered into a contract several months ago with the Government to supply beef to the ships at the Philadelphia navy yard. This was for three months, April, May and June. Only on Tuesday last we put on board the *Prairie* 21,000 pounds of beef and 1,000 pounds of mutton from the same orange house at Philadelphia street and out of the same lot of meat that the beef sent to-day had been taken from. Shortly before noon we got a request to rush 20,000 pounds of beef to the *Prairie* and sent a detail of men to the storage house to get it out."

"Within two weeks we received a cargo of 20,000 pounds of beef containing 20,000 pounds. The whole matter is these 20,000 pounds have been stirred up over this question about beef and took it upon ourselves to get very strict all at once."

Continued on Second Page.

WOMEN ASK KNOX TO AID GIRL.

Want U. S. to Send Cruisers to Take Her From Tramp Ship.

PHILADELPHIA, May 23.—Secretary of State Philander C. Knox has been asked by New York women to send fast cruisers after the German tramp steamer *Excelsior* and take from her Marie Pertz, a German girl, accused of poisoning Carl Ungermuth, a German inn keeper.

She was placed on the vessel by a United States marshal in this city last Tuesday after extradition proceedings. The women have appealed to Secretary Knox because the girl has not the protection of a woman on the tramp steamer, but is the only woman among forty-eight seamen.

The petition is signed by Mrs. O. H. Belmont, Mrs. Harriot Stanton Blatch, Caroline Lexow and others. The petition reads:

"The undersigned American women have been informed with amazement that a young German girl, Marie Pertz, charged by the German authorities with the offense against the German law, has been placed on an ore steamer, the *Excelsior*, by the United States marshal in Philadelphia for extradition, and is now on her way to Germany, where she is to be subjected to the third degree by two German secret service police, with forty-eight seamen and no woman on board her prison ship."

It is further requested to us that the woman be permitted to return with her captors to Germany on a German passenger liner, where she would have the protection of other women.

The quick action demanded by the emergency of this case is the application of the extradition laws when a woman is concerned will not permit of searching investigation by us before protesting to you, as head of the United States State Department, that the American women we beg you to telegraph to Philadelphia, and if the facts are as stated, resist the abuse of power by ordering fast cruisers to follow the *Excelsior* and recover or protect this defenseless girl, delivered by the United States Marshal into a position which would not be tolerated by the least progressive body of police or prison authorities in the United States.

Marie Pertz was arrested at the home of a relative at Copolis, near Pittsburgh, several weeks ago, after she had been pursued for 10,000 miles by the German police. She was arraigned before the United States Commissioner in this city, where she denied a charge that she had murdered the inn-keeper and expressed a desire to return to Germany and face her accusers.

The girl is charged with slaying Carl Ungermuth because he would not countenance her proposed marriage to his son Rupert. She said she left for America to console from friends that she soon was to become a mother.

MORSE NOT YET READY TO WORK

Going to Maine to Rest Before He Decides What to Do.

Charles W. Morse, who is resting after his sea voyage at his apartment in the *Milano*, at 127 West Fifty-eighth street, spent a quiet day yesterday reading the papers that had accounts of his homecoming. He refused to see reporters in the evening, pleading weariness, but said over the telephone that he was as well as could be expected, and that he would probably go to Maine in a few days. Mr. Morse said that he could not make any statement as to his future plans because he himself did not know what he intended to do. "But I would not tell my plans if I had formed them," he remarked.

Proprietors of his wife's statement that he could not keep away from the business for which he had so much talent he said that women sometimes anticipate, and that he did not know if he ever should return to business or not. "There is only one thing certain," he said, "and that is that at present I am engaged in no business ventures."

After he has spent a few days in the city Morse said that in all probability he would go to Maine, where the citizens of Bath are said to be preparing to welcome him when he returns to his native town. It is expected that he will stay there for some time and that ultimately he will return to the city to engage in business.

DRAGGED A MILE BY A HORSE.

Auto Freighters Animal and Driver's Feet Caught in Stirrup.

WINSTED, Conn., May 23.—Edward P. Wheeler, a warren, a breeder of blooded horses, was mortally injured in a shocking accident on the shores of Lake Warrenburg, today. While exercising a young horse attached to a sulky the animal took fright at an automobile owned by Prof. C. A. Baird of Trinity College, Hartford, who had with him Prof. James P. Shotwell of Columbia University.

One of Wheeler's feet got caught in the stirrup of the sulky and he was dragged nearly a mile before the horse entered a field where Warren Hopkins was ploughing. Hopkins cornered and captured the horse just as Baird and Shotwell, who had followed the runaway in their automobile, arrived.

Wheeler was unconscious and his head was terribly cut and bruised by contact with the rough roadway.

Wheeler was lifted into the automobile and driven to the home of William I. Hopkins, where he is dying. Baird and Shotwell were overcome by the accident.

FIGHT FOR MASS. TECH. LEGACY.

Fifteen First Cousins Collage the Will of Charles Herbert Clark.

BOSTON, May 23.—The will by which Charles Herbert Clark, a Boston lawyer, left \$175,000 to the Institute of Technology will be contested by his fifteen first cousins, who are his nearest relatives.

The will provided that all property should be held in trust by the executors until 1910, after which it was to be turned over to the trustees of Tech for the purpose of endowing the Pratt school of naval architecture and marine engineering. It made no provision for the fifteen first cousins.

That the contestants will make a hard fight was indicated by the array of counsel before Judge George this morning, when the will was to have been offered for probate.

GENERAL CHANGE OF TIME TABLES.
A general change will be made in the time tables of the Pennsylvania Railroad on Sunday, May 27.—Ad.

CENSURES CAPT. LORD FOR IGNORING TITANIC

But Senate Report Is Easy on Ismay and the White Star Line.

SMITH'S VIEWS MODIFIED

Committee Will Say the Californian Might Have Saved Every Life.

WASHINGTON, May 23.—The feature of the report of the Senate committee that investigated the Titanic disaster, which will be submitted to the Senate to-morrow by Senator William Alden Smith, is the condemnation of Capt. Stanley Lord of the Leyland liner *Californian*, who according to the testimony failed to go to the relief of the Titanic on the morning of the disaster when he had information that the ship was in distress and he was, according to the testimony, within twelve miles of the Titanic.

The committee will not indulge in any criticism of J. Bruce Ismay of the White Star Line nor will the officers or managers of the White Star Line be criticised, according to the best information that can be obtained to-night as to the findings of the committee.

Senator Smith, chairman of the committee, said to-day that a publication in a morning newspaper in New York to-day of what purported to be the substance of the report of the sub-committee was not only premature but inaccurate as to many vital points. Apparently the published story was based on an advance copy of the speech given out by the chairman of the sub-committee. This speech gave the views of Chairman Smith, but not the views of the sub-committee. Senator Smith said his report before the members of the sub-committee and the Committee on Commerce to-day and they did not finish their work until after 6 o'clock this evening. A number of changes were made in the original draft.

The report is less scathing than the chairman would have had it. For example, Chairman Smith was disposed to condemn the White Star management for a telegram that was sent to Congress. The telegram was sent by the chairman of the sub-committee, Mr. Hughes of West Virginia, assuring him that the Titanic was safe and was being towed to Halifax. The evidence indicated that this telegram was sent after the White Star management had received information that the vessel had sunk.

Chairman Smith took the view that this was proof of an attempt on the part of the White Star management to mislead the Congress from West Virginia and he wrote a paragraph sharply condemning the starting company. After a long discussion the members of the sub-committee overruled Chairman Smith and voted to strike this paragraph from the report. The majority of the committee believed that the sending of such a message was due to a mistake and not to any desire to mislead.

They assumed that the despatch must have been written before the company had the information that the Titanic had sunk, but that there was delay in filing it for transmission. In any event they reasoned that there was no motive for the company to wish to deceive Congressmen Hughes.

But the committee deals with Capt. Lord without gloves. It charges that for four hours the *Californian* was within reach of the Titanic while the great vessel was in distress and that the facts were or should have been known to Capt. Lord. The committee intimates that Ernest Gill, a member of the crew of the *Californian*, notified the captain and the officer of the watch and that it was the plain duty of the *Californian* to go to the relief of the Titanic.

The committee also intimates that Capt. Lord should have sent the wireless operator, and it all but places the responsibility upon the captain of the *Californian* for the great loss of life on the Titanic. In short the committee will charge explicitly that had Capt. Lord done his duty as the committee conceives there is a strong probability that every life on the Titanic might have been saved.

The committee will call attention to the plain violation of the Brussels treaty in regard to assistance and salvage at sea and will point out the statute of Great Britain giving effect to this treaty. The conduct of the captain of the *Californian* is contrasted with that of Capt. Lord of the *Californian* to the great credit of the former.

OPERATOR BRIDE QUESTIONED.

Titanic Survivor Tells British Commission About Messages.

SPECIAL CABLE DISPATCH TO THE SUN.
LONDON, May 23.—The wireless features of the Titanic wreck were taken up to-day by the Board of Trade Commission, which is investigating the catastrophe. Harold Bride, one of the wireless operators on the Titanic, told again of the ice warnings received by the Titanic.

The court thoroughly examined the wireless messages sent out by the Titanic and picked up by other vessels and also the messages sent to the ship by other vessels, including those from the *Carpathia*.

WILBUR WRIGHT BETTER.

Regains Consciousness and Condition Is Considered Favorable.

DAYTON, Ohio, May 23.—Alarming reports that were circulated to-day concerning the condition of Wilbur Wright, the aviator, now on the twenty-first day of his illness with typhoid fever, were not substantiated by the bedside facts.

He regained consciousness for a short time this evening, the first time since last Friday. While the fever maintains its temperature the general situation is regarded as favorable by the physicians.

"IRON CITY EXPRESS" 11:30 P. M.

Beginning May 28 the "Iron City Express" in Pittsburgh will leave Pennsylvania Station, New York, at 11:30 P. M., arrive Pittsburgh 9:30 A. M. Pennsylvania Railroad.—Ad.

TAFT SAVING A BIT ANYWAY.

President \$20,510 Richer This Last Year and Harmon \$16,190 Poorer.

CINCINNATI, May 23.—President William H. Taft is \$20,510 richer, and Gov. Judson Harmon is \$16,190 poorer than last year, according to personal tax returns just reported by the personal property assessor.

Taft's return shows he has property valued at \$79,950, of which \$5,650 is cash and \$68,000 investments. Last year the President had property valued at \$45,440. Harmon's total return this year is \$23,350 as compared with \$39,540 last year. Both make their returns in Hamilton county because their homes are in Cincinnati.

William H. Taft's total includes a \$1,000 horse, a \$100 watch, a \$100 piano, \$5,650 cash in bank and \$68,000 of other personal property and investments.

Judson Harmon's personal property returns for this year show a watch valued at \$20, automobile valued at \$1,500, piano valued at \$100, \$900 cash in bank and other personal property and investments of \$12,000.

PILOT BOAT RAMMED AND SUNK.

Clyde Liner Hits Her—Russian Ship Birma Grounded Awhile.

The pilot boat *Ambrose Snow No. 2* was struck by the Clyde liner *Delaware*, also coming up the harbor, in the fog last night and immediately sank. The *Snow* was lying in the channel waiting to put a pilot aboard the *Delaware* when the liner, feeling her way at reduced speed, struck the pilot vessel on the starboard quarter, ripping her open below the water line.

The *Snow* filled rapidly and the crew took to the small boats at once and all were taken aboard the *Delaware*. The *Snow* sank in a position bearing one-eighth of a mile north by east of Quick's Mill buoy.

The Merritt and Chapman Company will try to raise the *Snow* to-day.

The steamship *Birma* of the Russian-American line also got bewildered in the dense fog which enveloped *Ambrose Channel* last night as she had just started on her way back to Russia and struck her nose into the edge of the channel. This was about a quarter of a mile northeast of Swinburne Island. The *Birma* had about 100 passengers aboard, mostly second and third class.

Capt. Stolp tried to back the vessel off, but she was stuck too hard. Word was sent to shore, and the Merritt-Chapman Wrecking Company sent its tug *Belief* down to help. The tug started to tow the *Birma* and finally the liner was out in the channel. The venture did her no harm, and she kept on.

WHITE STAR LINE PROFITS.

About \$5,372,760 Last Year—40 Per Cent. Dividends.

SPECIAL CABLE DISPATCH TO THE SUN.
LONDON, May 23.—The annual report of the White Star Steamship Company shows that the company's profits amounted to £1,071,252 or about \$5,372,760. The dividends amounted to 40 per cent.

The report refers to the loss of the Titanic as a source of deep regret, but of minor importance compared with the terrible loss of valuable lives. It expresses sympathy with the bereaved and adds:

"As in the past nothing shall be wanting in the efforts of the directors to protect travellers on the White Star steamships by having every precaution taken to insure their safety."

SPEAKER LECTURES THE HOUSE.

Warns Them Not to Crowd Around the Desk and Not to Smoke.

WASHINGTON, May 23.—Speaker Clark gave the House a lesson in Congressional etiquette to-day. While the Panama Canal bill was under consideration there was a great deal of confusion and many members congregated near the rostrum.

"Barg" went in grave with a thump. You all know that no crowd around the Speaker's desk while the roll is being called," he said. "And you all know there is a rule against smoking in the House. It ought to be enforced," he continued, "and when interrupting each other you should first address the chair and secure recognition not that the chair cares a bit, but to avoid quarrels and fussing."

The members did not mind the Speaker's warning for there was much applause when the Speaker finished his little lecture.

ELOPED, BUT DIDN'T WED.

Amateur Couple Get Over Their Hurry After Getting License.

PITTSBURGH, May 23.—After eloping to Youngstown, Ohio, with Matthew J. Scammell of Sparrows Point, Md., yesterday Miss Mary Fownes, a golf player of national reputation, changed her mind. She and Scammell took out a marriage license in Ohio and then returned to Pittsburgh. They got back at midnight and Miss Fownes went to the home of her father, Henry C. Fownes.

Miss Fownes had retired when her father answered the telephone an hour after midnight. He knew nothing of the elopement, but went to his daughter's room. She confessed.

"It was just a foolish little stunt," she said. "Mr. Scammell and I did not get married and we are sorry for what we did."

Miss Fownes said to-day she and Scammell would be married soon. Mr. Fownes said his daughter and Scammell had been engaged since December, but the family expected that the wedding would take place in the fall.

RIOT GUNS HALT STRIKERS.

Leader Nabbed and Sent to Jail for a Year.

PASSAIC, N. J., May 23.—After forcing forty men to diggers to join their ranks 350 striking laborers from Newark marched on Passaic to-day. At the city line they were met and routed by Passaic and Acquackanonk police. Salvatore Catalano of Wood street, Newark, leader of the mob, was arrested and was sentenced by Judge Sutton to one year in the county jail.

The strikers descended upon a gang of men opening several new streets in Delaware, just outside of Passaic. When the workmen refused to quit they were dragged from their places. Chief Coughlan of Acquackanonk and five policemen were sent to small in number to cope with the rioters and Passaic was called upon for aid. Chief Hendry rushed all reserve men to the scene with riot guns. Organizer Catalano told his men to disperse and he was arrested.

Then the police charged the strikers. Cowed by the sight of the guns, they retreated through fields and woods. Half a mile away they were driven across the Lyndhurst bridge over the Passaic River into Bergen county.

MORE SLEEPING CAR LINE.

On May 20th the Norfolk & Western will inaugurate the New York and Winston-Salem, N. C. Pullman line and change the Gory line to start from Philadelphia. Address N. & W., 124 Broadway for details.—Ad.

GIVES 13,000 ACRES FOR IMMIGRANTS' USE

Montefiore G. Kahn Will Turn Over Land Now Worth \$2,600,000.

TRACT AT DAVENPORT, N. J.

Each of 1,300 Families May Get 10 Acres and Liberty for the Asking.

Montefiore G. Kahn of Long Branch, N. J., announced last night at a meeting of the recently organized American Immigration and Distribution League held at the Hotel Manhattan that he was prepared to give immediately to the league 13,000 acres of land in and about the town of Davenport, N. J., for distribution by the league to immigrants. The land would be given in ten acre blocks, he said, and the only condition stipulated was that the league should not exploit the tract for profit.

Mr. Kahn said after the meeting that the land is now selling for \$200 an acre, and therefore the gift of 3,000 acres represents a money value of \$2,600,000. The land is at present partly under cultivation and partly given over to clay potteries. It lies between Lakewood and Toms River on the lines of the Pennsylvania, the Central Railroad of New Jersey and the New York Railroad. It has a railroad frontage of two and one-half miles and a frontage on the Toms River and the Davenport River of three and a half miles. The town of Davenport has about 1,500 inhabitants, most of whom are employed in the pottery.

Mr. Kahn's idea for the disposal of the land is that it shall be given to immigrants who will be willing to develop the timber with which the tract is well supplied, the water power and the manufacturing possibilities, which in view of the fact that certain sections of the tract are filled with clay banks, are considered to be great.

The people who are already living on the land will necessarily be evicted, since it is Mr. Kahn's purpose to provide for the relief of congestion in New York by getting away from the city as many immigrants as possible. He intends to make the proposition as attractive as possible by providing for proper amusement for those who decide to settle on the tract. He is even ready to pay the travelling expenses of any immigrants who are absolutely without money.

Mr. Kahn became interested in the question of the distribution of immigration while travelling abroad some years ago, and more recently while he was a teacher in the University Settlement. He is a man of independent means and spends a good deal of his time in philanthropic work. He is known as the great benefactor in the United States, his Elkhorn Knolls in the St. Bernard dogs being famous. He is a great-grandnephew of Montefiore, the English philanthropist, and a grandson of Henry M. Lowenstein. He was graduated from the New York Law School in the class of 1905, but does not practise his profession.

Mrs. Grace expects to become a mother, and out of sympathy to Logomarsino volunteered to go on her bond. Mrs. Grace was overjoyed to get out of jail. She expects to be acquitted at her trial. Grace, who is at his mother's home at Newnan, is still paralyzed from the waist down. Doctors hold out no hope for recovery.

MRS. GRACE OUT OF JAIL.

Fact That She Is Soon to Be a Mother Rouses Sympathy.

ATLANTA, May 23.—Mrs. Daisy Grace, formerly Mrs. Daisy Ulrich O'Gibly of Philadelphia, who has been indicted on a charge of drugging and shooting her young husband, was released from Atlanta jail late this afternoon on a bond of \$5,000 signed by Ches Logomarsino, a wealthy real estate owner.

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