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# THE MINNEAPOLIS JOURNAL.

MINNESOTA HISTORICAL SOCIETY.

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PRICE TWO CENTS. WEDNESDAY EVENING, DECEMBER 21, 1904. 20 PAGES—FIVE O'CLOCK.

## SUSPECTS MOVE ON COOPER BILL

### Bacon, Shippers' Representative, Would Limit Action to That Measure.

### DECLARES RAILROADS SCHEME AT DIVERSION

### Brands Talk of Further Reforms as Part of Fight on the Cooper Bill.

By W. W. Jermane.

Washington, Dec. 21.—The sentiment of the shipping interests, as voiced by E. P. Bacon of Milwaukee, is strongly against any proposition which will divert the attention of those who are talking government regulation of railways, away from the Cooper-Quarles bill.

"That bill is all we are asking at this time," said Mr. Bacon to your correspondent. "There is no occasion for opening up a vast field of discussion or going into numerous theoretical remedies. Our bill has been discussed now for several years, and its provisions are quite familiar to railway interests as well as shippers. It embodies the one principle which President Roosevelt laid stress on in his mesage, the need for giving the government authorities power to revise a rate and have their decree stand until reversed by the courts.

"When we ask for that we are not asking for anything experimental. We ask simply that the interstate commerce commission be clothed with the power which it had and exercised for ten years, before it was taken away by the courts. There is no occasion to make a bugaboo of our bill.

**Voice of the Railroads.**

"The talk of investing the commission with more power than the government itself is not anything new and does not deceive anybody. It is simply the voice of the railroad which is opposed to any government regulation, and wants to go on treating the shipping public in an oppressive and unfair manner.

"To do the railroads justice, not all are opposed to legislation at this time of a reasonable character. The more progressive and enlightened roads feel that it will be wise to have congress enact some legislation along the lines suggested. But there are still many railroad men who will use their influence to oppose our bill.

**Raises Side Issue.**

"All this talk of a court of interstate commerce I regard as a diversion of the issue and as raising a side issue. It is a matter which may well be postponed until later. We must proceed in this matter a step at a time, and we will feel that we have accomplished a long advance if we secure the points covered in our bill. After that, if it seems wise to create a special tribunal to hear railroad cases, that may be considered.

"I am opposed likewise to raising the pooling issue. There is no pooling provision in our bill, and the congress of shipping interests which I represent purposely omitted any reference to that in their resolutions. That can be taken up later. It is not essential to the Cooper-Quarles bill and its discussion can be deferred.

**Let Commission Alone.**

"Another thing to which I am strongly opposed—or to which the shipping interests for which I speak are opposed—is any proposal to change the term of office of the interstate commerce commission or to bring it under the executive control by making it a part of the department of commerce and labor. That was suggested and attempted a year ago last winter while the legislation for creating the department of commerce and labor was being passed, and the business men of the country, speaking thru the boards of trade and in other ways, raised their voice most vigorously against it.

"The present interstate commerce commission is a body of able men, and their opinions and rulings on the subjects brought before them have been of a very high order. All that is needed is to give this commission power to make its rulings effective.

"I am glad to see, after all the years of labor which we have put in urging this subject on the country and the attention of congress, that the time seems to be at hand for some substantial accomplishment. We shall be greatly aided in our fight by President Roosevelt. He is pressing the matter on the attention of congress, and I am hopeful that we will get legislation this winter—I might say I feel sure that we will."

**Differs from Morton's.**

Mr. Bacon said that he had enjoyed a very pleasant visit with Secretary Paul Morton of the navy department, who has been delegated by President Roosevelt to aid in working out some solution of this problem of railroad legislation. But it will be seen from the foregoing statements of Mr. Bacon, when they are compared with the recent utterances of Mr. Morton, that he and the secretary of the navy are rather far apart in their views.

Mr. Morton has declared in favor of legalized pooling, the creation of a court of interstate commerce and a modification of the law relative to rebates thru the instrumentalities of private cars, switch tracks and similar devices. Mr. Bacon believes that the present law will eventually reach the switch track and private car abuses.

**Morton on Pooling.**

In this connection it may be as well to repeat Secretary Morton's statement in regard to legalized pooling. He says:

"Without government supervision of rates, pooling can never be legalized; but with such supervision every objection to pooling disappears. Shippers say they do not care how the railroads divide up the money so long as they earn it fairly. Legalized pooling would permit railroads to stop freight wars and disastrous competition. It would secure stability of rates, as desirable to the shipping public as to the roads."

## BUDD, WORLD-FAMOUS POMOLOGIST, IS DEAD

Des Moines, Iowa, Dec. 21.—A telegram was received here today from San Antonio, Tex., announcing the death of Professor J. L. Budd, for twenty-two years head of the horticulture department of the Iowa state agricultural college and one of the most widely known pomologists in the world. He visited Russia in 1887 for the United States and spent two years in studying the fruit trees of Siberia and introducing many new varieties into the United States.

## *GARFIELD HAS PLAN TO REGULATE TRUSTS*

### URGES A FEDERAL CORPORATION LAW

### Commissioner Garfield Makes His Report on Work of His Bureau.

Washington, Dec. 21.—Urging upon the president and congress the need of a federal law for the incorporation of concerns engaged in interstate commerce, James R. Garfield, commissioner of corporations in the department of commerce and labor, thus summarizes the work of his bureau:

"Commercial and industrial conditions present the foremost problems of today. There exists a deep-rooted general feeling of dissatisfaction with existing conditions. Some causes of dissatisfaction are apparent, and the evils very real and great.

"The present legal conditions under which corporate business is carried on are extremely unsatisfactory. They admit of and invite extreme abuse. They are the result of forced growth under divergent pressures, and in their present anomalous state represent the needs or demands of special interests, and are not a permanent body of law adapted to provide properly for all the interests involved.

"Furthermore, the 'state system,' applied to interstate businesses, has developed additional and peculiar evils; a diversity so great as to amount in operation to anarchy; an inevitable tendency toward the lowest level of lax regulation, and the unequal and disastrous contest between state legislatures and commercial forces of national size and power.

**State System Inadequate.**

"No satisfactory reform is to be expected under the 'state system' of incorporation.

"The federal government has at its command sufficient power to remedy these conditions in its control of interstate commerce, supplemented by subsidiary and incidental powers.

"So far the commerce clause of the constitution has had a negative development only, both under congress and by judicial interpretation. With the exception of the interstate commerce act—the force of which has been seriously weakened by judicial interpretation—and the navigation laws, there has been no really affirmative attempt to regulate interstate commerce. The commerce clause has been chiefly used to prevent the interference by states with interstate commerce.

"The creation of this bureau affords a means for getting essential facts. In addition to the value to congress of such information, the publication of facts, the dissemination of knowledge, will bring into existence the influence of an enlightened public opinion which properly applied would go far to develop the sense of public trust involved in the control of private wealth and the sense of personal responsibility on the part of officers or managers of corporations.

"The work of the bureau can proceed along the lines of inquiry and report, adding fact upon fact in proof of existing conditions, that no real remedy can be expected until congress takes action by affirmative use of the great powers granted under the commerce clause of the constitution.

**Possible Action by Congress.**

"The possible congressional actions are:

"Delegation to the states of control over interstate commerce. This is believed to be unconstitutional, and secondly subject to all the objections applicable to the present 'state system.'

"Compulsory federal incorporation of interstate commerce companies. This is probably legally practicable, but it involves radical industrial and political changes by the centralization of power in the federal government, and presents serious difficulties because of its effect upon the authority of the states over such corporations in matters of taxation and local regulation. Any optional law of this character would not overcome these difficulties.

"Federal license or franchise for interstate commerce. Legally this is practicable; it avoids the legal difficulties of national incorporation as well as the practical one of centralization of power, and gives the national government direct regulation of the agencies of interstate and foreign commerce.

**License Corporations.**

"I therefore beg to suggest that congress be requested to consider the advisability of enacting a law for the legislative regulation of interstate and foreign commerce under a license or franchise, which in general should provide as follows:

"The granting of a federal franchise or license to engage in interstate commerce.

"The imposition of all necessary requirements as to corporate organization and management as a condition precedent to the grant of such franchise or license.

"The requirement of such reports and returns as may be desired as a condition of the retention of such franchise or license.

"The prohibition of all corporations and corporate agencies from engaging in interstate and foreign commerce without such federal franchise or license.

"The full protection of the grantees of such franchise or license who obey the laws applicable thereto.

"The right to refuse or withdraw such franchise or license in case of violation of law, with appropriate right of judicial appeal to prevent abuse of power by the administrative officer."

## $250,000 CASH IN GIFTS TO EMPLOYEES

New York Sun Special Service.

Chicago, Dec. 21.—Santa Claus will make his third annual visit this year among the 5,000 employees of the Crane company, and will give away more than two hundred and fifty thousand dollars in cash to the persons whose names have been on the payrolls. The visit of the good saint was made certain last night when the directors of the company met and decided to follow the custom they inaugurated three years ago of sharing the company's profits among the employees who had helped to make them.

Each of the employees, from the office boy, who gets $3.50 a week, to the department managers, whose salaries mount up to four figures and more, will receive as a gift 10 per cent of the total of his salary for a year.

JAMES R. GARFIELD,
Commissioner of Corporations, Who Would License Trusts.

## EAST IS PARCHED; INDUSTRIES STOP

### Thousands of Men Likely to Be Idle Because of Drought Unparalleled.

New York, Dec. 21.—Dispatches from western Pennsylvania are to the effect that industrial activity in many centers is threatened on account of the protracted drought. Unless conditions change soon it is possible thousands of men may be thrown out of employment in the mills, mines and cokefields.

This has been the longest drought and the dryest year, according to the records for that section, since 1871. There is one-half foot of snow on the ground, but even should it melt the situation would not be relieved.

In the towns along the Pennsylvania railroad various water companies have ordered all bath tubs shut off. Many manufacturing industries have not had any water for a week. At Latrobe firemen when called by an alarm could not get water to extinguish a blaze. They stood by and saw a house and barn burn down.

The Pittsburg mills will gradually have to shut down. The Edgar Thomson plant of the United States Steel corporation at Braddock was the first of the industrial plants in the Pittsburg district to feel the water famine. The big plant has been working under rush orders for some weeks past, and it was intended that the men should work thru the holidays with only Christmas and New Year days off. Two of the largest blast furnaces were banked and the Standard steel rail mill closed. The blast furnaces were banked because it was found impossible owing to the drought in the coke regions, to get a sufficient amount of coke to keep them running. With the blast furnaces banked there was not enough steel turned out to keep the Standard rail mill going.

## FAMOUS CLUBHOUSE IN WASHINGTON IS BURNED

Washington, Dec. 21.—The Metropolitan clubhouse, famous as a home of men prominent in social and official life, was completely gutted by fire which broke out at 5 o'clock this morning. In addition to the clubhouse, several adjoining buildings were destroyed. The loss will be heavy.

## BRIBE MONEY IN TWO SUIT CASES

### Thomas W. Lawson Tells of Corruption by Financiers Under Judge's Nose.

Special to The Journal.

New York, Dec. 21.—Despite the sensations to which Thomas W. Lawson has in the past few weeks accustomed the readers of the newspapers and of "Frenzied Finance" in Everybody's Magazine, the story he tells in the January number of Everybody's makes one fairly gasp. It is the story of the transfer of two suit cases, bulging with money, under the very nose of a Delaware court, in payment for the calling off of the receivership of the Bay State Gas company, the final act in a fight by Mr. Lawson and "Gas" Addicks to save the company for their interests.

Preceding the courtroom act there occurred a battle which for intensity of interest is not often surpassed in financial affairs, tho Mr. Lawson assures his readers that the story of the Amalgamated Copper company, which he will take up in detail in the next installment of his story, will surpass this with a "sickening burden of double-dealing, brutality and defiance of law."

**Addicks as a Quitter.**

After the fight between Addicks' interests, captained by Lawson, against the Standard Oil interests for control of the Bay State Gas company, and the agreement to be closed Nov. 1, 1896, by which the Addicks interests were to control, everything seemed to be going smoothly for the Addicks crowd. Suddenly, at a meeting of the directors in New York, burst a bomb—the announcement of the appointment of a receiver, Dwight Braman, with Roger Foster for his attorney. This was on Oct. 16, and meant the wrecking of Addicks, unless the receivership could be called off by Nov. 1, so that Addicks could fulfill his part of the agreement with H. H. Rogers of the Standard Oil crowd. Addicks showed, according to Lawson, the spirit of the quitter, but Lawson was for fighting, and with the latte ras captain of the forces, the battle began forthwith.

**Question of Cash.**

The whole thing, as Mr. Lawson tells the story with great picturesqueness, simmered down to one paying out enough money, in which Braman proposed that Buchanan, Foster's client on whose claim against the Bay State company the receivership proceedings had been instituted, should have $150,000 for his claim and Braman and Foster together, "for their trouble and expense," another $150,000.

**Rogers Appealed To.**

Where was the money to come from? Addicks could not furnish it, Lawson did not see his way clear to do so, and Rogers was the only man to turn to. Lawson talked it over with Rogers, and the latter seemed willing to advance the funds necessary to take care of the deal, but the question was: How, without exposing himself to grave danger of being mixed up in some big scandal thru the treachery of some one in the deal?

Rogers found a way. Mr. Lawson says:

Finally he suggested a method which was certainly perfect of its kind. He began by letting me into the secret that the chances of a McKinley victory in the election the following week looked pretty bad, and that the latest canvass of the states showed that unless something radical were done, Bryan would surely win. Hanna had called into consultation half a dozen of the biggest financiers in Wall street, and it was decided to turn at least five of the doubtful states. To do this a fund of $5,000,000 had been raised under Rogers' direction to be turned over to Mark Hanna and McKinley's cousin, Osborne, thru John Moore, the Wall street broker, who was acting as Rogers' representative in collecting the money. It would be legitimate for the national committee to pay out money to carry Delaware, and he, Rogers, would arrange it that the coin to satisfy Braman and Foster should come thru this channel. Thus he would be completely protected.

Continued on Second Page.

## *ANOTHER BODY IS TAKEN FROM THE HOTEL RUINS*

CHARLES KENYON,
This Picture of the Crocker Hotel Victim Shows Him with His Wife, Who Died Last July.

### *His Death Appears to Have Been Instantaneous—Bodies of Kenyon and Lillyblade Are Near By.*

### *The Coroner Will Hold No Inquest on the Crocker Hotel Victims, Believing That No Law Authorizes It.*

**BODIES STILL IN CROCKER HOTEL RUINS.**

John C. Kenyon, foreman Daniels linseed oil mill.
William Lillyblade, laborer Daniels linseed oil mill.

**BODIES TAKEN FROM RUINS.**

Hans Anderson, Sioux Falls, S. D.
James Hamilton, St. Cloud, Minn.
Joseph Violet, Zimmerman, Minn.
William Emmermon, laborer.

The body of William Emmermon, who occupied room 10, was found late this afternoon near the south wall of the basement. From the position of the body, Emmermon was in his room when the accident occurred and was probably killed instantly.

His room was directly over that of William Lillyblade and John C. Kenyon, whose remains are thought to be near by.

Two bodies still lie in the ruins of the Crocker hotel, crushed by the falling of the south wall of the ruined Peck building yesterday.

Since early this morning as large a force of firemen as could be used has worked for the recovery of the bodies. The nature of the wreak made slow work, and at a late hour this afternoon no more bodies had been found.

Several times the firemen were driven out by the danger from the standing walls. The front wall of the hotel building cracked audibly and swayed visibly. Chief Hanley ordered his men from the place. The firemen then devoted their attention to pulling down the walls that threatened.

The bodies are supposed to lie near the south wall and about fifteen feet from the front of the building. Here some of their clothing, carried down with the crash, has been found. The iron bedstead, which was in William Emmermon's room on the third floor, could be seen when the firemen were driven out at 10:30 a.m. by the threatening walls.

**Building Inspector Acts.**

When the danger from the ruined wall became apparent, Building Inspector Houghton refused to allow the men to continue the work until the entire front of the building was pulled out.

Then began some daring work. The south end of the wall was pulled out, leaving the remainder swaying to and fro till it looked as tho the throwing of a stone would topple it over into the street. It might have fallen either way, yet had it tumbled into the basement, the firemen's work of the last two days would have counted for nothing.

To prevent this and to hasten the work of recovery, a ladder was placed against the very top of the swaying mass and a fireman sent up to tie the cable. The crowd expected momentarily to see the bricks hurl him to his death, but the perilous operation was performed so quickly that the spectators hardly realized that it was finished when the remainder of the frail wall came down with a loud crash.

With the entire front wall torn away, the little room that had caused the trouble still stuck to the side wall, but a little work with the axes soon rendered the rest of the structure safe, and before 1 o'clock the search for the bodies was renewed.

**No Inquest Probable.**

No inquest will be held over the remains of the men who lost their lives in the falling of the Peck walls early yesterday morning. This was definitely decided by Coroner U. G. Williams today. The coroner, however, will make a thoro investigation of the catastrophe.

Under the present law and existing court decision which have never been overruled, the coroner can hold an inquest, only when he has reason to believe that murder has been committed. In this case, no matter how much the coroner believes there may have been negligence on the part of certain persons, he cannot hold an inquest.

"I will investigate the matter as thoroly as my position allows me," said Dr. Williams to The Journal, "but that is all I can do. I am not ready to make any statements other than that I am digging into the matter as thoroly as possible."

**Violet's Uncle Arrives.**

Thomas Violet of Zimmerman, Minn., uncle of Joseph Violet whose remains were taken from the ruins yesterday, arrived in the city last night to take charge of the body. He has not yet definitely decided what arrangements for the funeral will be made, but the body will probably be taken to Zimmerman for burial.

Since arriving in the city Mr. Violet has been busy looking for the valuables of his nephew. A friend of the dead lad told Mr. Violet that Joseph had $150 the day before the catastrophe. All the money the firemen found was a receipt for $40 deposited in the First National bank, a five-dollar bill and 30 cents in change.

While Mr. Violet is not ready to say that someone has taken his nephew's money, he is investigating as thoroly as possible.

James Hamilton, whose body was first identified as that of Charles Kenyon, was formerly of St. Cloud, Minn., where his father lives. He had a brother in St. Paul and a sister in Stillwater, but none of them has called to claim his body. Coroner Williams will endeavor to communicate with the relatives today.

Hans Anderson's brother is expected to arrive from Sioux Falls, S. D., today to take charge of the remains.

Little is known of Anderson's past. He had been in the city several months and had many friends among his fellow workmen, but he never had much to say about himself, and further than that he came from Sioux Falls, and had a relative there, they knew nothing.

Nic Ronner, the liveryman by whom Anderson and Hamilton were employed, had the remains removed to the undertaking rooms of Hume & Davies, where they will be held awaiting the arrival of relatives and in case none call, Mr. Ronner will make funeral arrangements.

**Work Is Hard.**

Altho the firemen are working to the limit of their strength, the work has progressed slowly, because of the heavy floor timbers which are standing on end and wedged in tightly by tons of brick. The timbers have to be sawed off little at a time and the bricks removed by hand, after large masses of them are loosened with the pick. Many firemen were severely cut by the tin and glass mixed in with the debris, but they made no complaint and persistently kept at their work, expecting at any moment to come on to more bodies of unfortunates.

From now on the work will progress more rapidly for the top layer of the ruins consisting mainly of large pieces of roofing has been cleared away. Chief Hanley said this morning that unless unusual obstructions were met with the basement would be entirely cleared out by the middle of the afternoon.

**Dead Men's Clothes Found.**

Traces of the missing persons were found shortly after the work was begun. Pictures which hung near the bed were found and in many cases these were by some freak of the terrible accident wrapped by the very clothes of the owner. Everyday clothes known to have been worn by Lillyblade and Kenyon were found as they had evidently laid them aside for the night.

Other articles taken from the mass gave the firemen no clue as to the location of the bodies. An alarm clock thought to have belonged to Lillyblade was found embedded in a large piece of fresh beef several yards from the place where other properties belonging to him were found. Pieces of a small desk which had belonged to Mrs. Crocker were found scattered in the four corners of the basement, giving evidence that the mass fell with a whirl or twist. None of the papers in the drawers could be found and they were as clean as tho they had been emptied by the firemen themselves.

There is still some danger attending the work of rescuing the bodies.

One room was left clinging to the northwest corner of the building. This with the bed, dresser and other furnishings may fall at any time, and while the men work rapidly they have to take care not to get directly under the room. A small projection of flooring was left on the wall opposite, one floor higher. This is heavily laden with bricks and until the noon hour it will continue to be a menace. At noon, however, while the men are at lunch it will be torn down as will the dangerous room on the second floor.

Crowds still hang about the ruins waiting for the discovery of bodies and it was necessary to send several officers to the district this morning.

### KENYON NEARLY ESCAPED

#### He Had Barely Reached His Room When Death Came.

John C. Kenyon, who was killed in the crash, returned from calling upon his fiance, Miss Elsie Kling, 1020 Nicollet avenue, not more than half an hour before the wall fell.

Miss Kling made this statement to The Journal today and thus definitely dissolved the uncertainty about Kenyon's being in his room at the time of the accident. Charles Clark, who roomed with Kenyon, but who was away at the time, bears Miss Kling out by saying that he went up to Kenyon's room at 11:30 and found that he was not at home.

"Mr. Kenyon and I were to be married New Year's Day," said Miss Kling. "He called on me Monday night and it was about 12:15 when he started home. It would take him about 15 minutes to walk home, and he could not have been in the hotel more than half an hour when the accident occurred.

"I am sure that he was in the hotel, for if he had escaped, he would have come to see me yesterday. I have not seen or heard from him since the accident. I am sure he is dead."

Kenyon was about 25 and was born in Marion, Ohio. He spent two years in Salt Lake City and returned to Marion about five years ago, immediately afterwards enlisting in Company B, Twenty-first infantry. He served in the Philippines and was discharged at Fort Snelling in October, 1902. He had been promoted to the rank of corporal while in the Philippines.

After his discharge Kenyon secured employment at the Daniels linseed oil mill and was made foreman of the loading crew. He married a Minneapolis girl July 4, 1902, but she died last July. He was engaged to marry Miss Kling.

### THERE'LL BE AN INQUIRY

#### Council May Act Upon Recommendation of Mayor's Message.

Demands for an investigation of the Crocker hotel horror are heard on all sides and some inquiry will undoubtedly be made, but in just what form is not yet determined. Mayor Haynes is preparing a message to the council, dealing fully with the two disasters, and urging a careful investigation.

There is reason to believe that the counsel will act on the mayor's suggestion. It investigated the Northwestern Oil company fire last year and has made inquiry into other catastrophes.

The building inspector says he is ready for any kind of an investigation, as he feels certain that he will be vindicated. He has obtained the records of the weather bureau for the neght of Dec. 19-21. From 12:40 to 1 o'clock the velocity of the wind was forty-eight miles an hour, and Mr. Outram says that for a brief period the velocity probably increased to sixty or sixty-five miles an hour.

By the use of Kidder's handbook, it has been computed that there was a pressure of 45,000 pounds exerted on the portion of the wall that fell, and this pressure may have increased to 68,000 pounds.

## TAWNEY'S CHANCES EXCEED M'CLEARY'S

### Winona Man More Likely to Be Head of House Appropriations Committee.

By W. W. Jermane.

Washington, Dec. 21.—Gossip has been renewed regarding whether Speaker Cannon is likely to appoint Representative McCleary chairman of the appropriations committee in the next congress, and there seems to be a widespread belief that this honor is to go to Representative Burton of Ohio, one of the ablest men in the house, now chairman of the river and harbor committee, or to Representative Tawney of Minnesota, now member of the ways and means committee.

Argument is made against McCleary that the entire appropriations committee, owing to heavy drains upon its members for other positions in the last four years, has been so filled with new material as to demand an entire reorganization.

I have ample authority for saying that this chairmanship presents one of the most difficult problems the speaker will have to deal with next winter. There are abundant precedents for reorganization or for doing any of the other things being discussed. If the place should go to Tawney, McCleary would take his place on the ways and means committee. And should it go to Burton, McCleary would still be cared for in some way commensurate with his ability and long and intelligent service in congress. As between Tawney and Burton, the latter is the better guess at this time.

The chairmanship of the appropriations committee is regarded as a stepping stone to the speakership, and so Cannon will have no trouble in getting the biggest man in the house to take the place, should this be deemed the proper course to take.

## BROKEN RAIL WRECKS A TRAIN

### Enginemen Killed and Fifteen Others Injured by Derailment on Milwaukee Road.

Menominee, Mich., Dec. 21.—The fast train from Chicago to the copper country on the Chicago, Milwaukee & St. Paul road was wrecked last night by a broken rail at Lena, a point near here.

Engineer Martin Gavan and Fireman Louis Miller were killed and fifteen others injured.

The engine and two coaches went into the ditch and the rest of the train was derailed.

THE "SHORTEST" DAY.

Mr. Sellem Quick—Fine weather—and I believe this is the shortest day of the year.
Mr. X. Mas Shopper—You're dead right it is.

Defective Page