# CAPTAIN TELLS OF REPUBLIC'S SINKING

## Two Men Remained Until Waves Closed Over Her.

### FIRED REVOLVER AS WARNING

**After Being Thrown Into Water, Capt. Sealby Is Kept Buoyed Up by His Heavy Coat, Which Acts as a Life Preserver—Second Officer Williams Alone with Him.**

New York, Jan. 26.—While the revenue tug Manhattan steamed up the bay with the remaining members of the sunken White Star Liner Republic's crew this morning—bringing them from the revenue cutter Seneca, on which they arrived last night—Capt. Inman Sealby, the commander of the steamship that was lost, told for the first time his story of the wreck. The captain, who recited his narrative as he stood in the lee of the tug's funnel, began with the time when, with his second officer, R. J. Williams, the only man left with him on the vessel, he felt on Sunday night that it was only a matter of minutes before the shattered Republic would go to the bottom. He told the story of the last few minutes on the vessel, the struggle in the water, and the rescue by the men of the revenue cutter Gresham.

"Williams and I were on the bridge together," he said. "The Republic had begun to settle rapidly. Both of us knew that it was very close to the time when she would disappear. She began to rumble and crack and the stern commenced to go down very rapidly. There was a slight tremor.

"'What do you think about it, Williams?' I asked.

"'Captain, I don't think it will be a long race; let's make a sprint of it. When you are ready, let her go,' answered Williams."

Capt. Sealby explained that his second officer had a bit of sporting blood in his veins.

**Fired Revolver as Warning.**

"I directed Williams," he continued, "to burn the blue lights and fired five charges from my revolver to warn the Gresham and the Seneca to cast off as we were sinking. I then shouted to Williams to make for the fore-rigging. We ran from the bridge to the saloon deck, burning our blue lights as we went, and carrying a lantern with us. When we got to the saloon deck we found the water rushing in aft and as we ran forward the stern of the ship was sinking so rapidly and the slant of the deck was so acute that it was impossible to keep a foothold.

"By the time we reached the forecastle head we could not keep up. That was the last that I saw of Williams. He caught hold of the port rail and I went up the rigging as far as the forward running light, about 100 feet up the mast. I rested there and groped about for a blue light in my pocket. I found one, but it was wet and would not go off.

"When the blue light refused to go off, I fired my last shot from my revolver. Then the water caught up with me. The sweep of the waves spread out my heavy coat and made the air inside of it a sort of life preserver. The weight of my binoculars and the revolver which I had in my pockets held down the skirts of my coat and really helped to keep me afloat.

"It was very dark. All around me swept a boiling mass of water. I was caught in this in a sort of whirlpool and churned around and around. When I came to the surface I tried to pull my coat off, but it stuck. Considerable debris, pieces of broken plank, lengths of spars and odd articles from the ship littered the sea around me. I managed to get hold of some spars and finally captured a hatch. In spite of the heavy sea which was running, I managed to pull myself up on the hatch and make a life raft of it, lying across it spread-eagle fashion.

"I floated around for some time. The searchlights were playing all over the water, but it seemed to me that they would never find me. The searchlights from the two revenue cutters and the tug Scully concentrated on the spot where the Republic had gone down. But somehow they missed me. I managed to load the chambers of my revolver again and fired several times in an attempt to attract attention. Then I got hold of a towel floating in the wreckage and waved that when the light flashed on me.

"Then out of the darkness sprang a boat and I was hauled aboard of her. I was weak and finished. I was glad to find safe aboard her my mate, Williams, who had stuck to me to the last. He was pretty well finished, like myself, and both of us suffered acutely from the cold."

Lieut. Williams related an interesting story of what he termed the last dinner which he and the captain had aboard the Republic.

"It was no dress affair," said Williams. "It took place at 6 p. m. Sunday on the bridge of the ship, with nobody there but the skipper and myself. I had brought up a few blankets with which to spend the night, and during my rummaging below for them I found some biscuits, marmalade, and plum pudding. We didn't have any Boston knives, and we didn't have any steward to wait on us. But we never enjoyed a meal more than that one. We used our fingers to put the marmalade over the biscuits, and we chewed the plum pudding just the same as if we were kids. It was a great treat, although it was kind of cold and wet out there."

## CROWD LIONIZES SEALBY AND BINNS

Continued from Page One.

San Francisco and China. Later he commanded the Persic and Suevic, from England to Australia; next the Corinthic, from England to New Zealand, and after that the Crotic and Canopic, from Boston to the Mediterranean. He received command of the Republic last July.

When in charge of the Coptic, going to China, Capt. Sealby is credited with saving the ship from destruction. The vessel was struck by a tidal wave and would have gone to the bottom, it is thought, but for the example he set for the crew.

When the Sandwich Islands were annexed to the United States on July 3, 1898, Capt. Sealby carried the news to the residents of the islands. The people wanted to make him the first governor, but he could not accept the offer, and they gave him a silver and gold loving cup.

On October 23, 1900, Capt Sealby was in command of the steamship Persic, plying from England to Australia. That morning before daylight he saw something that looked like a burning ship. He headed for it and found the steamship Madura on fire.

The ship was abandoned and the crew of twenty-five men were clinging to the wreckage. Capt. Sealby plunged into the sea and personally rescued two of the seamen, while his crew saved the remainder. For this feat Capt. Sealby received a diploma from the Liverpool Shipwreck and Humane Society.

Shortly after Admiral Dewey annihilated the Spanish fleet at Manila, Capt. Sealby was passing the bay. He offered his services to Admiral Dewey. The admiral declined them, but gave the captain a piece of the Spanish cable he had cut. The memento now forms an interesting part of Capt. Sealby's large collection of medals and curiosities. In the Boer war Capt. Sealby carried troops to South Africa.

## WANTS WIRELESS ON SHIPS.

**Representative Burke Introduces Bill to Protect Passengers.**

Jack Binns' wireless message from the Republic that probably saved hundreds of human lives may be heard around the world as a result of a movement started in Congress yesterday by Representative Burke, of Pennsylvania. One of the passengers aboard the Republic was Reuben Miller, a wealthy Pittsburg man, who was accompanied by his family.

Mr. Miller was so much impressed with the practical utility of the wireless as demonstrated in the case of the wrecked Republic that he appealed to Mr. Burke to inaugurate an international movement that would result in the passage of laws requiring all passenger-carrying vessels to be equipped with wireless telegraphy. He wired Mr. Burke as follows:

"I was on the wrecked Republic, and had it not been for the wireless and the relief it brought to us, I feel sure all would have been lost. Could you not start an international movement to compel vessels carrying passengers to equip themselves with wireless telegraphy?"

Mr. Burke thereupon introduced a bill which he hopes will attract the attention of foreign legislative bodies. It requires all vessels carrying fifty passengers or more going on journeys of 500 miles or more to be equipped with wireless apparatus, clearance to be refused vessels whose owners fail to comply with the law. Foreign vessels not equipped with wireless, the bill provides, shall be refused admission to American ports.

## DROPPED INTO THE SEA.

**Mrs. Smoot Gives Interesting Story of Republic Disaster.**

Wrecked in one of the worst sea disasters of recent years, Mrs. John D. Smoot and her daughter, Miss Julia P. Smoot, who were aboad the Republic when it was rammed by the Italian steamer, the Florida, are back in Washington.

They were accompanied from New York by Mr. Smoot, who went there as soon as he heard of the catastrophe, and waited until the Baltic came in with its freight of rescued passengers.

The two women have a thrilling story to tell of their experiences. They are entirely free of the hysteria that might be expected in the circumstances, however, and beyond the necessity of planning fresh wardrobes and another attempt to reach Europe, they show no traces of what they have gone through.

They speak especially of the presence of mind shown by the crews and passengers and the lack of confusion. The officers acted automatically, and their orders were immediately obeyed. Following their removal to the Florida, which was easily made, they were forced to sit on the top of a cabin, because all other available space was occupied. They remained there nearly all Saturday with a single rope stretched around to keep them from falling into the sea.

The passage to the Baltic was attended by greater difficulties, say Mrs. and Miss Smoot. It was made at 2 o'clock Sunday morning. The sea was running high, and the men manning the life boats from the Florida were unable to understand the orders given them by officers of the Baltic as they approached. Mrs. Smoot fell partially into the water as she jumped from the gunwale of the life boat to catch the ladder.

Their treatment aboard the Baltic, they say, was most considerate. Staterooms were given up to them, and everything was done to make them comfortable.

Mrs. Smoot and Miss Smoot have made no plans for the immediate future. They are at the home of Mrs. Smoot's son, Lloyd D. Smoot, 3235 R street northwest.

## STEEL MEN FEAR TARIFF CUT.

**Independent Manufacturers Become Alarmed at Stand of Carnegie.**

Pittsburg, Jan. 26.—Representatives of the leading steel companies not controlled by the United States Steel Corporation held a secret conference to-day for the purpose of considering ways and means of thwarting the attempt of Carnegie to abolish the protective tariff upon steel.

The independent manufacturers have become alarmed at the decided stand taken by Mr. Carnegie and the steel trust on this matter, and believe strong measures should be taken at once to prevent the national administration and Congress from acting favorably upon the suggestion.

Among other things, the advisability of breaking away from the price agreement made with the steel corporations was discussed, it being alleged that corporation has been playing the independents false.

The independent manufacturers are apparently more alarmed at the evident confidence which Mr. Carnegie has that the administration will support him in his new "reform."


# Taste Is Sure Stomach Guide

## A Barometer Which Never Fails, Though Seldom Believed.

"Taste is the direct guide to the stomach; and the taste buds are connected by the nerves with the stomach itself, so that they represent its health or disorder. If the stomach or its juices are out of tone, the blood is fermented by a charge in the alkaline or acid condition, and these reach the mouth both directly and indirectly.

"The taste buds are in the tongue, and are mounted by hairlike projections called papillae; they cover the surface of the tongue.

"When you taste these buds rise up and absorb the liquid; inform the nerves; the nerves tell the stomach, and the food is acceptable or not, just as the stomach feels."

The above remarks on taste come from an eminent authority and simply explain why when one smells cooking or sees food one thinks he can eat, but when he tastes he learns the stomach is out of business.

To the person who cannot taste aright, who relishes no food and simply forces himself to eat, Stuart's Dyspepsia Tablets hold the secret of enjoyable eating, perfect digestion, and renewed general health.

Most men wait until their stomachs are completely sickened before they think seriously of assisting nature.

When your taste for food is lost it is a certain sign the stomach needs attention. Stuart's Dyspepsia Tablets cure such stomachs. They restore sweetness of breath, renew gastric juices, enrich the blood, and give the stomach the strngth and rest necessary to general duty.

Forty thousand physicians use Stuart's Dyspepsia Tablets, and every druggist carries them in stock; price 50c per box. Send us your name and address and we will send you a trial package free by mail. Address F. A. Stuart Co., 150 Stuart Bldg., Marshall, Mich.


# REPORT ON ACCIDENT

## Captain of the Florida Makes Official Statement.

### GOING AT MODERATE SPEED

**Italian Liner Unloading Preparatory to Being Sent to Drydock—No Blame Attached to Any Officer or Member of Crew—Newspaper Reports Denied—Captain's Orders Obeyed.**

New York, Jan. 26.—The version of the Florida's captain was officially told to-day in a statement issued by the agents of the Lloyd-Italians, after an all-day conference between the agents, C. B. Richard and Company, their counsel, Wallace, Butler and Brown, the captain and purser and other officers and members of the crew of the Florida and the Italian consul general at this port. It is a short and simple statement, but charges that the Republic was proceeding at high speed at the time of the collision.

The Florida was being unloaded at her Brooklyn pier to-day preparatory to being hustled to drydock to have her bow rebuilt. Eugene Lynch, of Boston, whose wife was killed in her berth in the collision while he was severely injured, died to-day at the Long Island College Hospital in Brooklyn. He had said on Monday that he was going to die and that he might as well die where he was.

**Statement by Company.**

The statement made by Richard and Company, was as follows:

"The circumstances of the collision between the Republic and the Florida, were as follows:

"The Florida had experienced fog at intervals for some hours before the collision, and a dense fog existed at the time of the collision. The Florida had been proceeding at moderate speed, blowing her fog whistle frequently.

"The captain and chief officer were in charge of her navigation on the bridge and a quartermaster was at the wheel, and the lookout was doubled on account of the fog.

"The Florida was proceeding slowly when the fog whistles of another steamer, which afterward proved to be the Republic, were heard by the officers and lookouts of the Florida, off the starboard of the Italian steamer. The engines of the Florida were reversed and two signals of three whistles each were blown, indicating that the engines were going astern; the collision nevertheless took place, the bow of the Florida striking the port side of the Republic somewhat aft of amidships, causing a serious damage to both steamers.

"When the Republic became visible in the fog she was crossing the bow of the Florida from starboard to port and running at a high rate of speed. The helm of the Florida was promptly put to starboard, hoping to swing the bow of the Italian steamer to starboard, and to assist in avoiding the danger of collision. The other steamer was, however, running so fast that the vessels collided.

**Learn Name of Ship.**

"It was afterward ascertained that the steamer which collided with the Florida was the Republic, of the White Star Line.

"The collision occurred some distance southeast of Nantucket lightship, about 5:45 a. m. Saturday, January 23, 1909.

"The statements which have appeared in some of the papers to the effect that there was any misunderstanding of orders on the bridge of the Florida are not true. The orders given by the captain were promptly and properly executed. The seaman whose head was bandaged was turned in, asleep at the time of the collision, was not on duty, and was, therefore, not the quartermaster at the wheel.

"No criticism whatever is made by the captain or any of the officers against any member of the crew of the Florida. The captain and officers are satisfied that every man did his duty. There is no foundation for the story that any member of the crew was struck or reprimanded by the captain or any of the officers.

"After the collision occurred, and after the Florida had ascertained the extent of her own injuries, she rendered such assistance as lay in her power to the Republic and her passengers."

## NARROW ESCAPE FROM DEATH.

**Two Hundred Men Saved by Train Being Ten Minutes Late.**

Gary, Ind., Jan. 26.—Two hundred employes of the Kirk Railway yards were saved this morning from death or injury in an explosion by the fact that the train bringing the men from Chicago was ten minutes late. The explosion, which took place at 7:30 o'clock, wrecked a two-story brick store room, valued at $75,000, and injured two men. The shock jarred the city of Gary one mile distant.

The explosion was caused by two barrels of railway signal torpedoes which had been placed in close proximity to several steam pipes. A large hole was torn in the side of the building, and it later collapsed. The Kirk Railway yards are owned by the Chicago, Lake Shore and Eastern Railway, and were recently moved from South Chicago to Gary.

**Operate on Mrs. Johnson.**

St. Paul, Minn., Jan. 26.—Mrs. John A. Johnson, wife of Gov. Johnson, underwent a severe operation at St. Mary's Hospital in Rochester to-day. It was said late this afternoon that she was resting quietly, and that prospects for a speedy recovery were excellent.


# Are You Fat?

You know you can not stay fat, don't you? That is, you can not be fat and be in style. The day when a fat woman was tolerated is past. Nowadays all women must be in proportion or be ridiculous. This does not mean you should become skinny, however. You should not get below the hard flesh line. All you ought to lose is the bulky fat. That done, you will find yourself to be a well formed and therefore handsome woman.

Now, how can this be done? By exercising and dieting? Yes, and no. These two means will bring some results, but not easily nor soon. One is very hard work; the other is torture. Besides, neither can be depended on to cause a uniform reduction. They may take off a fleshy shoulder, for example, and leave the double chin untouched. What you need, you see, is something pleasant to take that without injury to your health will take the fat off uniformly and quickly, say at the rate of a pound a day or so, until it is all gone where you want it to go.

For this purpose nothing is less expensive, safer or simpler than Marmola Prescription Tablets. Inexpensive because one large case, costing 75 cents only, will produce results; safe because they cause no wrinkles or stomach trouble, but rather improve the health and complexion, if anything; and simple, because they do all the work without asking thought or effort on the part of the taker. In short, they are the ANSWER if you are fat and wish to be thinner. If your druggist is of the better kind he will have them. If not, write the licensees, The Marmola Company, Detroit, Mich.


# C. & O. IS SOLD.

Continued from Page One.

now pay only 1 per cent. The Pennsylvania and the Baltimore and Ohio were mentioned as possible purchasers."

**Seventy-five Is Price Paid.**

The Evening Sun, on its financial page, says:

"Chesapeake and Ohio was the chief feature in the first hour, advancing to 64⅞ during the morning, a gain of nearly three points, and the highest price it has sold at for several years. It was reported that the control of the road had been sold to Edwin Hawley, and 75 was predicted for the stock.

"Mr. Hawley was associated in the deal with Frank Trumbull, who will soon retire as president of the Colorado and Southern Railroad Company, and F. W. Scott, of the banking firm of Scott & Stringfellow, of Richmond."

## VIRGINIANS IN DEAL.

**F. W. Scott, Relative of J. P. Branch, Associated with Hawley.**

Special to The Washington Herald.

Richmond, Va., Jan. 26.—Financial circles in Richmond are greatly interested in the report from New York of the transfer of the stock of the Chesapeake and Ohio Railway to a syndicate headed by Edwin Hawley, in which syndicate Fred W. Scott, of the firm of Scott & Stringfellow, this city, is said to be largely interested.

George Seay, a member of the firm of Scott & Stringfellow, and as such a partner of Fred W. Scott, when seen to-night and asked concerning the reported deal and the connection of his firm with it, said that Scott was now in New York and would not be in Richmond until some time in the latter part of the week, and that, inasmuch as his firm had received no information on the subject from the absent partner, he could say nothing regarding the matter.

Seay confirmed the report that such a deal had been consummated, however, by saying that his firm had received information over its leased wire from New York to the effect that Kuehn, Loeb & Co. had sold 249,000 shares of Chesapeake and Ohio stock to a syndicate, in which report the name of Scott did not appear. He offered no reason as to why the name of Scott was omitted from the dispatch.

**Stevens Is Silent.**

President Stevens, of the Chesapeake and Ohio Railway, when seen to-night relative to the same subject, said that the first information he had received of the sale of a controlling interest in his road was from the dispatches in the afternoon papers, and that beyond this he knew nothing. President Stevens refused to discuss the situation until he has received official information on the subject. It is reported, however, that arrangements have already been made to change the official personnel of the road.

**Independence Aim of Promoters.**

Scott is also a director in the Atlantic Coast Line Railway, and has for years been making a fight, together with John P. Branch and others, to have a better dividend declared by the Chesapeake and Ohio, and to have other matters differently done by the management of the road. It is generally regarded in financial circles that the road will now be independent.

There appears to be no doubt that the new syndicate is absolutely in control, and the connection of Scott with the syndicate means that independence of the road is the aim of the promoters.

Financiers are, however, reticent about discussing the situation until something more definite regarding the deal has been made public. Neither Vice President Axtell, of the road, nor John P. Branch would venture any statement to-night.

**Means Much for Virginia.**

If the C. & O. does become an independent property, it is declared that no railroad deal of recent years will mean more for the future development of Virginia and West Virginia, especially its seaboard terminal, Newport News.

When dominated by the Pennsylvania and New York Central interests, the vast Western freight business was diverted from the Chesapeake and Ohio and sent East over the Pennsylvania and New York Central to the ports of New York and Boston. With the Chesapeake and Ohio an independent property, and going after business as an independent property, and with strong Western connections, extending as far West as Colorado, it is believed that it portends a new commercial era for Virginia, especially Newport News. A portion of the Western freight business will then be diverted to Newport News.

It is further pointed out that if the Chesapeake and Ohio becomes an independent property, the vast Western country tapped by it and its friendly Western connections will be brought into closer business relations with the Virginias.

**No Change in Management.**

Special to The Washington Herald.

Richmond, Va., Jan. 26.—Fred W. Scott, over the long-distance telephone from New York, late to-night admitted that the Chesapeake and Ohio control has been purchased by a syndicate in which he is interested.

He stated positively, however, that there would be no change in the management of the road, the suggestion that President Stevens will be ousted being an error. The general offices of the road will, of course, remain in Richmond. It will be the intention of the new company to improve the property vigorously. Vice President Axtell will also remain in his present position.

## TAFT NEAR CUBA.

**Wireless Says the Montana Is Having Good Weather.**

Charleston, S. C., Jan. 26.—A wireless message received here at 9 o'clock tonight from the United States battle ship North Carolina, which, with the Montana, left this port yesterday morning for Panama with President-elect Taft and party on board, said that the ships were then passing Watlings Island, lying about 230 miles north of Cuba. All on board the two vessels were reported well and the weather good.

## INSURANCE TAX ILLEGAL.

**Ohio Cannot Make Life Companies Pay Percentage.**

Columbus, Ohio, Jan. 26.—The Ohio tax on life insurance companies is illegal, according to a decision of the Supreme Court, handed down to-day.

The decision says that foreign insurance companies are exempt from the tax on their premiums as long as the premiums are forwarded to the New York or other headquarters outside the State. The tax here is 2½ per cent on gross premiums.

The case was that of the Mutual Life Insurance Company vs. Ohio, and was brought about a year ago. The Common Pleas and Circuit Courts upheld the State's contention, but the Supreme Court reversed it.

# NEWS OF ALEXANDRIA

## Controversy Over Collection of Corporation Taxes.

### DISCUSS USE FIRE APPARATUS

**Sunday School Institute Convenes at Christ Episcopal Church—Judge Orders Disposition of Property in the Armory Controversy—Negro to Be Tried for Assault.**

Alexandria News Agency, 602 King street, Alexandria, Va., authorized agents and carriers for The Washington Herald. The Herald will be delivered daily and Sunday to any address in Alexandria for 50 cents a month.

WASHINGTON HERALD BUREAU, 602 King Street.

Alexandria, Va., Jan. 26.—At a meeting of the city council to-night Councilman C. B. Marshall said he understood that the Western Union and Postal Telegraph and Adams Express companies had not paid their licenses to do business in the city, and he desired to know whose duty it was to collect them. President Snowden informed him that it was the duty of the mayor.

A resolution that the chief of the fire department, or the members of the board of fire wardens, be given the power to order the city's fire apparatus beyond the corporate limits, precipitated no little amount of debate. It was afterward referred to the public property committee by the lower board. The aldermen refused to rescind their action, and a conference committee was asked. The aldermen designated Messrs. Ballenger and Summers and the council named Messrs. Marshall and Burke. A recommendation from the committee that the resolution be enforced until the general laws committee reports on the preamble, in the near future, was finally adopted.

The finance committee recommended lending the city school board $10,000 to help to pay for the new building now being constructed, the money to be returned upon the completion of the sale. Upon motion of Mr. Marshall the matter was laid over until council determines whether or not the new school building has been legally transferred to the city.

A petition from the Children's Home for free gas was referred to the finance committee. Mr. Monroe added a resolution that an appropriation of $50 be made for the purpose.

A resolution carrying with it an appropriation of $200 for painting the hall in the city hall building, and putting in lights was referred to the public property committee. Another resolution for brick and other improvements at the Reliance engine house was also referred to the same committee. A resolution appropriating $66 to put wire bars around the windows of the record room of the clerk of the Corporation Court, was also referred to the public property committee.

In the board of aldermen, Alderman Hill offered a resolution that the public property and finance committees, and city engineer confer with a contractor having for its object the remodeling or improvement of the city jail, was referred as requested.

After investigating the death of Silas B. Grove, a freight brakeman who was crushed to death at the Potomac railroad freight yards last night by the overturning of a car loaded with lumber, a coroner's jury summoned by Dr. Ashton, of Alexandria County, this afternoon returned a verdict that Grove came to his death by being caught beneath the car.

The Sunday School Institute convened at 10 o'clock this morning at Christ Episcopal Church, being opened with the communion services. Among those who spoke on Sunday school work was Rev. John Rideout, rector of St. Andrew's Church, Richmond, Va.; Rev. Kensey J. Hammond, Wilmington, Del.; R. E. Anderson, Richmond, and Miss Edna Phillips Hastings, Washington.

At the morning services Rev. Mr. Rideout spoke on post-confirmation and instruction. Mr. Anderson spoke on Sunday school management. The work in the primary department was discussed by Miss Hastings. The importance of Sunday school work was discussed to-night by Revs. Rideout and Hammond in the presence of a large gathering.

In the Corporation Court yesterday afternoon, Judge L. C. Barley presiding, the court directed that certain personal property in Armory Hall in the case of F. L. Slaymaker, captain of Company G, First Virginia Regiment, against Capt. P. J. Murphy and Lieut. W. W. Demaine, of the Alexandria Light Infantry, be given to the defendants. The complainant was represented by Messrs. Norton and Boothe, and S. G. Brent represented the defendants.

A judgment for the defendant was given in the case of K. R. Cobb against Charles King, Son & Company, incorporated. The object of the suit was was to recover money alleged to be due complainant for repairs to a time clock.

A divorce was granted Mary E. Robey from Charles H. Robey on the ground of desertion.

The funeral of Milton Mallott, who died Thursday last, took place this afternoon from Demaine's undertaking establishment. The services were conducted by Rev. G. I. Humphreys, pastor of the Methodist Protestant Church.

Jonathan Matthews has purchased from Mr. and Mrs. Alonzo B. Riley and Sarah Barrett a house and lot in Braddock alley, between Henry and Fayette streets. A deed of conveyance was placed on record to-day. The sale was made through J. D. Normoyle, real estate dealer.

In the Circuit Court for Fairfax County to-morrow, Judge J. B. T. Thornton presiding, the case of Ernest McKnight, a negro, charged with attempting to assault Miss Mary Harrison, will be called for trial. The alleged offense occurred July 13, 1908.

The funeral of Mrs. Jane Elizabeth Ross, who died in Washington several days ago, took place this afternoon from Wheatley's undertaking establishment.

**New Equipment for Grimes Battery.**

Special to The Washington Herald.

Portsmouth, Va., Jan. 26.—Historic Grimes battery will immediately get from the War Department a modern equipment, which will cost $70,000. Capt. Harry A. Brinkley, of the battery, returned to-day from Washington and announced that he had been assured by the department that the equipment would be ordered at once from Rock Island, Ill.

**To Hold Temperance Institute.**

Special to The Washington Herald.

Lynchburg, Va., Jan. 26.—Mrs. Howard N. Hoge, of Londoun County, assisted by her husband and a number of Lynchburg women, will conduct a temperance institute here beginning to-night and closing to-morrow night.

**Jules Viquesney for Game Warden.**

Special to The Washington Herald.

Belington, W. Va., Jan. 26.—It is reported that Gov. Dawson will appoint Jules Viquesney, of Belington, State game and fish warden.


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## LEGISLATURE HONORS WOMEN.

**West Virginia House Extends Them Privileges of the Floor.**

Special to The Washington Herald.

Charleston, W. Va., Jan. 26.—Woman was paid a compliment to-day by the house of delegates, which passed a resolution offered by Delegate French Hays, of Gilmer, extending the privileges of the floor to the women.

The text of Mr. Hays' resolution read as offered:

"Resolved, That all the ladies be allowed the privilege of the floor of the house."

Mr. Strother, of McDowell, wanted to amend the resolution but not finding the word he wanted, thought that all women should be properly vouched for by members. That excited the risibilities of the house. Then Mr. Strother sent an amendment to the desk adding to the resolution the words, "Except such as are invited by members of the house." He finally fixed it by adding "providing they are vouched for by members of the house."

Delegate Dennis said he yielded not one jot or title in gallantry, but he was afraid that if the women were admitted the younger members might be tempted to "court them." Mr. Devol wanted the resolution explained to something else. He had objection to their having the floor but he did not object to the women using the desks. Mr. Robinson was afraid the adoption of the resolution would have a demoralizing effect on the business of the house, but the resolution was finally passed.

Some lively debate was aroused on the second reading of a bill introduced by Mr. Weir, of Randolph, to prevent judges from interlining decrees for the benefit of newspapers, in which they might be interested, the charges being made that judges frequently made pets of certain newspapers.

## CRANEY ISLAND AS NAVAL BASE

**Wise Says It Is Better Site Than Exposition Grounds.**

Special to The Washington Herald.

Norfolk, Va., Jan. 26.—George Nelms Wise, an attorney of Newport News and a recent Republican candidate for Congress, has come to the front with a proposition to have the government convert Craney Island, at the mouth of the Elizabeth River, three miles below Norfolk, into a naval training station instead of purchasing a portion of the Jamestown Exposition grounds for that purpose.

The attorney has addressed a letter to Mayor Reed, of Portsmouth, and others in this vicinity, setting forth the advantages he thinks Craney Island has over the Exposition site for such a purpose both for the government and community. He asks their support in pressing the claims of Craney Island. The island already belongs to the government.

## SLIGHT TO BABY CAUSES FIGHT.

**One Man Killed and Several Injured at West Virginia Christening.**

Special to The Washington Herald.

Wheeling, W. Va., Jan. 26.—One man was stabbed to death and a half dozen others are suffering from stab wounds as a result of a battle with knives at Benwood, Marshall County, early this morning.

The men were all Poles, and had been attending a christening. One of the visitors made a slighting remark about the baby, and the father of the child took it up and a fight followed. Stilettoes were drawn, and for almost half an hour the battle waged.

The man who received fatal wounds was literally cut to pieces. Police from Benwood and McMechen are now on the trail of the men who got away, and arrests will be made soon.

After the fight the room in which the christening occurred looked like a slaughter pen.

**Monument to Dead Lovers.**

Special to The Washington Herald.

Richmond, Va., Jan. 26.—Within a few days the relatives and friends of Stuart C. Gay and Mabel Pendleton, the youthful couple who met their death in each other's embrace in Jackson River, several months ago, will unveil a monument to their memory at Clifton Forge, the home of the boy and girl. On this monument will be placed the pictures of the couple, mounted on a plaque specially designed for this purpose. The unveiling of this monument recalls one of the most tragic incidents in the history of Virginia love affairs.

**Lynchburg Firm Gets Big Order.**

Special to The Washington Herald.

Lynchburg, Va., Jan. 26.—The Glamorgan Pipe and Foundry Company, of Lynchburg, has just closed a contract with the City of Baltimore for thirty-five miles of cast-iron gas and water pipe. The contract is for spring delivery.

# PETITION IS DENIED

## Virginia Supreme Court Acts in Rate Case.

### GOES TO FEDERAL COURTS AGAIN

**Railroads Appealed to Highest Court in Virginia for Redress from 2-cent Rate Enforced by State Corporation Commission—Petition Refused and Another Tangle Likely.**

Special to The Washington Herald.

Richmond, Va., Jan. 26.—The Supreme Court of the State of Virginia to-day refused the petition of the railways asking for an appeal from the decision of the State corporation commission fixing the passenger rate for interstate traffic at 2 cents per mile.

The United States Supreme Court, on appeals, reversed the findings of the Federal Circuit Court on the question of jurisdiction, stating in the opinion handed down that the railways had proceeded wrongly in appealing to the Federal Court direct; that they should have sought redress from the Supreme Court of the State.

This decision states, however, that, in the event the time limit in which the appeal might have been taken has expired, then the decision rendered by Judge Jeter C. Pritchard, in the United States Circuit Court, must be affirmed. Judge Pritchard granted the application of the railways for an injunction restraining the State corporation commission from enforcing the 2-cent propaganda.

Inasmuch as the time limit for appeal has expired, and the Supreme Court has refused to grant the petition for appeal, then it appears that the corporation commission cannot now enforce the 2-cent rate. The case must now go to the United States Circuit Court of Appeals for a hearing on its merits.

Under an agreement entered into between the railways and the State the carriers cannot charge more than the 2-cent rate until after the question has reached a finality in the highest court of the land.

## PRISONERS ESCAPE JAIL.

**Two Make Rope of Bed Clothing and Slide to Liberty.**

Special to The Washington Herald.

Upper Marlboro, Jan. 26.—By making a rope out of bed clothing, Llewellyn Gross and William Boykin escaped from a cell on the upper floor of the jail here last night. They are still at large. Their escape was discovered this morning by the janitor who questioned the other prisoners, but none of them knew anything of the escape and had heard no noise during the night.

Boykin is about eighteen years old and came from the House of Reformation at Cheltenham. He was awaiting trial for stealing a horse and buggy from the reformatory. Cross was awaiting trial upon the charge of stealing chickens from a resident near Brightseat, Prince Georges County.

## COURTHOUSE DEDICATED.

Upper Marlboro, Md., Jan. 26.—The ceremonies incident to the dedication of the remodeled courthouse here were held today. Prominent county officials and citizens of the county were present.

Richard J. Swann, president of the board of county commissioners, was master of ceremonies, and Luther Brashears, another county commissioner, spoke on behalf of the board. The exercises were held in the new commissioners' room.

Judge George C. Merrick, who retires as judge of the court here in April next, made a feeling address, and Judge B. Harris Camalier, who was recently appointed associate justice of the Seventh judicial circuit, to succeed Judge Crane, also spoke.

Addresses were also made by former County Commissoiner John Miller, Fillmore Beall, of Vansville district; Charles H. Stanley, of Laurel district; State Senator William B. Clagett, and B. S. Smith, of the B. S. Smith Construction Company, of Washington.


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