

THE WASHINGTON HERALD

BANDITS HOLD UP PASSENGER TRAIN AT LONELY CURVE

Battle Follows Between Crew and Robbers.

ATTACK IS REPULSED

Mall Clerk Perhaps Is Fatally Wounded in Defense.

Bandits Fire Through Ventilators of Cars at Passenger-Express Car Defended with Fusillade of Shots. Hold-up Man Wounded by Passengers—Comrades Take Injured Man in Flight—Fireman Runs for Police

Erie, Pa., June 28.—In a deep cut of the Philadelphia and Erie Railroad, known as Five-mile Curve, five miles southeast of here, a train from Philadelphia bound for Erie, composed of baggage, mail, and passenger coaches, and with about 250 passengers aboard, was held up at 9:25 o'clock to-night by six men.

The train was going about thirty miles an hour through the cut when the engineer caught sight of an obstruction on the tracks. He set the emergency brakes, reversed, and came to a stop in time to avoid ramming into a pile of ties that had been secured to the track.

As the train came to a stop a bullet crashed through the glass of the cab window. More shots followed. The engineer dodged below the shelter of the cab, but the bandits ordered him to climb out.

Grappled with the Bandit.

As he touched the ground one of them grappled with him. They struggled for a while until another robber hit the engineer over the head with the butt of a pistol. The engineer was badly hurt. He rolled down the side of the embankment and lay there.

Meanwhile the express messenger and the mail clerks, who were armed, opened fire on the hold-up men. For five minutes there was a fusillade. The messenger, conductor, and one of the mail clerks were hit by bullets, each in the leg, but they managed to hit two of the bandits before they got out of the fight.

The passengers hesitated for a while, until they saw what a good fight the train crew was making. Then some of the men who had pistols joined in the defense. They banged away at the highwaymen and completed the job that the trainmen had started. In a few minutes the robbers were driven away. They disappeared in the darkness.

None of the hold-up men had a chance to climb aboard the train. The engineer's set-to with the robbers made so much trouble for them that it gave the express messenger, the conductor, and the mail clerks an opportunity to get their revolvers in service.

There were a good many women among the passengers who were badly scared for a short time. They screamed and hid their valuables and were not entirely reassured until after help got to the train.

The fireman had managed to scramble down and run to a telephone. He gave the alarm, and it was not long until railroad police were on the scene. Immediately they got on the trail of the highwaymen. Block, the mail clerk, who was shot in the leg, was taken to the Hannan Hospital, this city.

Bandits Wound Two.

Several of the bandits clambered to the roofs of the passenger coaches and began firing through the ventilators. The bandits crept along until they reached the top of the express car and through the ventilators they wounded Block and Hart.

A special engine with one coach loaded with police and detectives was hurried to the scene. When the special reached Five-mile Curve the bandits had fled, taking with them their wounded companion, who had rolled off the roof of the express car with a bullet in his side.

Horses were procured by the police and the chase of the bandits was begun. Block and Hart were taken to a hospital here. Block is thought to be fatally injured.

One hundred shots were exchanged by the bandits and passengers while the fireman was going for aid. The fire finally got too hot for the bandits and they fled. They had horses in the vicinity and easily outdistanced their pursuers.

TAFTS GO TO BEVERLY.

President Will Leave There Tomorrow Afternoon for Indiana.

The President and Mrs. Taft left Washington late yesterday afternoon for their summer home at Beverly. The President will remain there until tomorrow afternoon, when he will leave for Indiana. On Monday afternoon he will spend a few hours in Marion, and on the fourth of July he will make a reciprocity speech at Indianapolis.

The President will return to Washington the middle of next week. Mrs. Taft will remain at Beverly practically all summer. The President intends to remain in Washington until Congress adjourns, but will make frequent week-end visits to Beverly.

UNCLE SAM WIELDS AX.

Three Hundred and Fifty-nine Employees Dropped from Pay Rolls.

Two hundred and thirty-nine employees of the Treasury Department and thirty-two of the Customs Bureau were dropped from the pay rolls yesterday afternoon.

The dismissal of the Treasury was the result of economy methods of Secretary MacVane, while those losing their positions at the Customs Office are young men and women who were appointed temporarily for the completion of the fiscal year.

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CORONATION PROCESSION PASSING BANK OF ENGLAND.



King George and Queen Mary in Royal Carriage, Drawn by Eight White Horses. This Photograph Reached Washington in Less Than Seven Days After Being Taken in London, and Is the First Actual Photograph of a Coronation Scene to Appear in a Washington Newspaper.

MRS. G. F. WILLIAMS DROWNED WHEN SHIP IS WRECKED

Tragedy in the Pacific Off British Columbia.

RESIDENT OF THIS CITY

Victoria, B. C., June 28.—Caught in the raging ebb tide in Seymour Narrows, the steamer Spokane, of the Pacific Coast Steamship Company, northbound to Alaska, with 148 excursionists from widespread points in the United States, struck Ripple Rock during the dead of night and, with water pouring into her hold, was swept through the narrows by a twelve-knot tide. She was finally beached at Plumbers Bay, where she foundered until her hurricane deck was awash.

A panic ensued on board, and in the landing the passengers from the beached vessel, two women, Mrs. Gardner Williams, of Washington, D. C., and Mrs. J. E. Straus, of Philadelphia, fell overboard, their bodies being subsequently washed ashore. Mrs. Williams' husband and two daughters were with her, and one daughter witnessed her death.

Mrs. Williams belongs to the winter colony of Washington. With her husband, who is a California millionaire, she came to this city about three years ago, and resided in a beautiful residence built for them at 238 R street northwest. Their family included three daughters, one of whom, Mrs. Wallace Mimes, lives in Cape Town, Africa.

Mr. and Mrs. Williams left here three weeks ago for the Pacific Shores, accompanied by their two unmarried daughters, Dorothy and Gertrude. A few weeks ago the engagement of the latter to Mr. Frederick Faust was announced. Mr. Williams is a member of the Metropolitan Club.

3500 Week-end Trips to Jersey Beaches Resorts, Baltimore & Ohio R. R. Ask agents for particulars.

BALLOON AND HOTHOUSE COLLIDE IN ALEXANDRIA

Drop, drop, drop, waited swiftly from the skyward downward—thus the balloon. Crash, crash, crash—thus the hothouse in the greenhouse belonging to D. J. Grillbortzer, a florist at Alexandria.

It was nothing less than a aeronautic tragedy. Alexandria is swelling in a carnival, and among the joyous original features of that carnival is a two-day balloon ascension. Last night the balloon ascended per schedule. It also per schedule, descended, but descended in the wrong place.

After the daring parachute drop had been effected, also per schedule, the huge gas bag promptly sought out a nice, cozy, comfortable resting place, and selected the entire greenhouse in the foreground of the landscape.

The breaking of glass was a veritable shower of crystal. Florist Grillbortzer was equal to the emergency. He promptly took possession of the big bag.

Estimating his damages at \$200, he had City Sgt. R. H. Cox attach twelve horses, one car, and a number of tents belonging to the carnival company to insure payment. The suit will be heard at the July term of the Corporation Court.

Baltimore, Md. actresses, should select proper landing places if they wish to keep out of trouble.

BELIEVE SUTTON DEATH RESULTED FROM FOUL PLAY

Relatives Demand a Police Investigation.

HEART DISEASE CLAIMED

Becoming suspicious at the number of bruises on his body, the relatives of Edmund A. Sutton, twenty-eight years old, who is supposed to have died of heart disease last Wednesday night on the farm of J. E. Carruthers, near North Fork, Va., have asked the Washington police to investigate. They believe he was a victim of foul play.

WROTE LETTER HOME.

Early last week Mrs. L. Sutton, of 734 Fourth street southeast, received a letter from her son saying he was coming home this morning, and would spend the Fourth of July with them. He said he was enjoying the best of health, and was contented with his place as assistant superintendent of the Carruthers farm. Last Thursday morning Mrs. Sutton received a telegram from Mr. Carruthers saying her son had been found dead in the barn that morning about 5 o'clock by one of the hands, and that the physician said death had resulted from heart disease. The body was prepared for burial at North Fork, and, according to Miss Cora Sutton, a sister, the Carruthers wanted to bury the body at that place.

Thursday afternoon Miss Sutton sent a special delivery letter to Mr. Carruthers, saying the family would bury the body, and send it on. The body arrived last evening, and was taken to the home of Mrs. Boston, 735 Fourth street southeast. When the family saw the body they were surprised at the number of bruises on it, and called Dr. A. D. Butz, of 62 Eighth street southeast. Dr. Butz made an examination and told the family he did not think Sutton had come to his death from heart disease, and if he had, he must

have fallen from a great height to have received such bruises.

Accompanied by Dr. Butz, Miss Cora Sutton went to the Fifth precinct station, a few blocks away, and made complaint to Capt. Mulhall. Capt. Mulhall telephoned to police headquarters. The sheriff of Loudoun County was called on the long-distance telephone, and he said he would make an inquiry into the case this morning.

Sutton obtained the position on the Carruthers farm about a year ago through the efforts of a Washington oligarch who knew the family. He wrote home regularly, and seemed well satisfied.

Discredited the Report.

"I am sure my brother did not die from heart disease," said Miss Sutton last night. "There has never been a death from that cause in our family. Edmund was never troubled with the disease. The bruises show that he met with foul play, and we mean to trace it down and punish the guilty persons."

No word is expected from Virginia until late this evening. In the meantime the funeral will be postponed until word is received. It was the intention of the family to bury the body this afternoon.

TROOPS KILL RIOTERS.

Soldiers Fire on Peasants Refusing to Disperse.

Vienna, June 28.—Thirty-five peasants were killed and 200 wounded in a battle with soldiers near Kaluska, Galicia, today, when the troops were called out to disperse the peasants, who had attacked and burned the residence of a number of wealthy landed proprietors.

The rioters tore down telegraph wires, burned bridges, and defied the authorities. The riots today were a sequel of the recent election riots in Galicia, in which a number were killed.

HARVARD DEFEATS YALE CREW BY LENGTHY MARGIN

Crimson Jumps Into Lead and Is Never Headed.

AVIATOR ATWOOD FLIES

New London, June 28.—Rushing to the front almost with the first stroke, Harvard's varsity crew led Yale all the way down the four-mile course on the Thames River here this afternoon, and won by more than fourteen lengths. It was a procession with Yale outclassed from start to finish.

Incidentally, Harry N. Atwood, the Boston aviator, distracted the attention of the multitude by following and circling over the crews in his Burgess-Wright biplane, carrying a passenger. He had made a flight from Quantun, Mass., a distance of 108 miles, in a little more than two hours, claimed as a world's record, to see the race. When the Yale crew had struggled past the finish point, Atwood came down to within twenty feet of the river's surface, and then swept back between the lines of yachts and steamers in marvelous style. This exhibition, which was a novelty unexpected, added zest to a wonderful spectacle.

Gate Beaten from the Start.

Harvard's hollow victory had been predicted for weeks. It was only a question of by how much the Crimson crew would win. The odds were 8 to 1 against Yale when the crews rowed to the mark, and even money that Harvard would be in front at the first mile point. But none of the rowing experts expected Harvard to win with such ease. Coach Wray had the Cambridge men warmed to the minute. The moment the referee fired his pistol Yale was beaten. The New Haven men made a desperate splashing effort to hold their own with Harvard in the first 100 yards, but it was an impossible task. Harvard's representatives were too big, too strong, too fast. Harvard's time was 22:44, Yale's 23:46.

Yale was victorious in the freshman eight-oared race, and Harvard won the four-oared event, which were rowed in the morning. In the freshman race, Harvard tried to make a runaway of it by cutting out a terrific pace, but when half the two-mile course had been covered, the Yale youngsters showed grit by overhauling their antagonists, after which it was Yale all the way to the end, with a margin of about a length and a half. Yale's time was 11:53, and Harvard's 12:20.

The Harvard four had no trouble in outrowing the New Haven crew and covered the two miles in 12:57. Yale was nearly five lengths behind in 12:22.

Hearty cheers greeted the New Haven crew as they paddled down to the flag. They looked small in comparison, but they also seemed bristling with nerves. Somehow they knew their task.

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Baltimore and Ohio Railroad.

Commencement Services on Saturday, Effective Saturday, July 1, and continuing on Saturdays during July, August, and September. Train No. 28 will leave Washington for Baltimore and intermediate points at 12:35 p. m. instead of 12:30 p. m.

St. Louis and Return.

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FEATURES OF THE WASHINGTON HERALD TO-MORROW

A page-wide panoramic view of the new buildings to be erected by the government.

Washington women who drive their own automobiles—Illustrated.

A tour through some government buildings with a guide, and the odd things that are discovered.

Glidden, of auto tour fame, says that aeroplane passenger lines will be established in the near future.

Woman's Section, Sporting Section, Boys and Girls' Magazine Section, Comic Supplement, and many other interesting features.

A Complete Sunday Paper

Summary of Steel Report.

Steel War Averted.

Companies in the Trust.

Independents in the Field.

Overcapitalization Charged.

Permanence in Combinations.

Strength Lies in Ore Holdings.

CAPT. J. J. KNAPP ELECTED.

Week-end Resort Tickets Extended.

Summer Resorts on Southern Railway.

PROMOTERS MADE GREAT FORTUNES IN STEEL TRUST

Organizers Received \$62,500,000 for Effecting the Combine.

HALF OF CAPITALIZATION IS WATER

Official Report Claims \$700,000,000 More Stock Issued Than Was Needed. Trust Organized to Halt Competition, but Partly Failed in This.

Confronted by a competition between steel concerns which threatened their existence and demoralized trade conditions, the steel trust was formed in 1901 under the title of the United States Steel Corporation, with a capital of \$1,400,000,000. It has paid an average dividend of 12 per cent, has not been able to prevent all competition, although it was created for that purpose, and the percentage of its control of the market is steadily decreasing. The promoters made \$62,500,000 in effecting the combination. According to the Bureau of Corporations, the capital should have been \$700,000,000, although it is admitted that the properties are now worth over \$1,000,000,000.

WHY CONSOLIDATION WAS MADE.

The report of Herbert Knox Smith, Commissioner of Corporations, upon the steel trust, made public yesterday, gives the history of the formation of the trust and takes issue with the enormous capitalization of the corporation. The report does not, however, make any recommendations, nor does it even intimate that any law has been violated.

According to the report, the conditions connected with the manufacture of steel became intense between 1898 and 1900. The concerns engaged in the business were divided into two classes, the secondary group dependent upon the primary for its crude steel, and the primary upon the secondary for the disposal of manufactured products. The two groups began to enter the domain of each other. The spirit that animated the trust was the threat of the Carnegie company to erect a great tube plant near Cleveland, thus invading the field of finished manufacture.

Steel War Averted.

"Steel men and the various associated financial interests," says the report, "regarded this situation with much alarm. In such competition they saw a great danger to their business, especially to the profitable quasi-monopoly in certain branches of the trade. In averting it they also saw a great opportunity. The extraordinary era of industrial expansion was still on; the public were still eagerly absorbing large issues of securities. By merging these conflicting interests into a great corporation, the threatened steel war would be averted, and great profits realized from the flotation of securities."

The report then says that "with amazing swiftness" the United States Steel Corporation was organized on April 1, 1901, with a total capitalization of \$1,400,000,000.

Companies in the Trust.

The concerns acquired were as follows: Acquired 1901—Carnegie Company, New Jersey, Federal Steel Company, National Steel Company, American Steel and Wire Company, American Sheet Steel Company, American Tin Plate Company, American Steel Hoop Company, American Bridge Company, National Tube Company, Bessemer Manufacturing Company, Shelby Steel Tube Company, and Lake Superior Consolidated Iron Mines.

Acquired subsequently—Union Steel Company (1902), Clairton Steel Company (1903), and Tennessee Coal, Iron, and Railroad Company (1907).

Independents in the Field.

"Thus competition between these concerns was eliminated," says the report, "while enormous profits were made from the flotation of securities, with, also, an unparalleled stock commission to the underwriting syndicate, which netted a clear profit of about \$62,500,000 in cash."

"There remained outside the merger a number of great companies of the primary sort, such as Jones & Laughlin, the Pennsylvania, Carnegie, Lackawanna, Republic, and Colorado Fuel and Iron companies, and numerous concerns of the secondary type. While overshadowed by the steel corporation, these included strong, efficient, and growing businesses, furnishing a basis for vigorous competition."

Overcapitalization Charged.

The report goes at great length into the question of capitalization, insisting that the value of the property did not exceed \$525,000,000, or in round numbers \$700,000,000. It admits, however, that the bureau's valuation of ore was only \$100,000,000, while the trust estimated its ore holdings at \$700,000,000. At the present that the trust estimates its tangible assets at \$1,000,000,000, while the bureau gives it credit for only \$125,000,000. The average rate of profit to the trust during the past ten years has been twelve per cent.

Permanence in Combinations.

The report criticizes in unsparring terms the large amount paid to the promoters of the combination, and says that "very convincing evidence of a ruling tendency toward excessive capitalization is afforded by the enormous payment the steel corporation allowed its underwriting syndicate." It put up \$25,000,000 in cash and received 1,250,000 shares of stock, half common and half preferred, of an aggregate par value of practically \$35,000,000. This stock realized \$20,000,000, so that the profit, after deducting the \$25,000,000, was \$15,000,000.

Strength Lies in Ore Holdings.

In conclusion, the report gives details of the ore holdings of the trust, and says that this raw material is of primary significance in the corporation's permanence, "and in that resource, chiefly are involved the industry's problems of ultimate public interest." This control of the ore is said to be most extensive, and, the report says, "in so far as the steel corporation's position in the entire iron and steel industry is of monopolistic character it is chiefly through its control of ore holdings and the transportation of ore."

CAPT. J. J. KNAPP ELECTED.

Heads United Spanish War Veterans in the District.

Capt. John J. Knapp, U. S. N., was elected department commander of the District of Columbia United Spanish War Veterans last night at the opening session of the annual encampment at Eagles Hall.

Week-end Resort Tickets Extended.

Chicago and Ohio week-end tickets sold Friday and Saturday of this week will be good returning up to and including July 5, that patrons may spend the Fourth in the mountains.

Summer Resorts on Southern Railway.

Mountain, lake, spring, and cool places of Virginia, Western North Carolina, the Land of the Sky, etc. Season now open in splendid style. Low round trip fares and excellent service.

July 4 at White Sulphur Springs.

C. & O. week-end tickets sold Friday and Saturday of this week will be good returning up to and including July 4.

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