the Santa Fe line, in which it has a large stock interest; and of his ability to "take" this road at any time the law will permit Mr. Harriman expresses no doubt. Among the lines thus brought under the same control, in addition to the Union Pacific, Oregon Railroad & Navigation Company, and Oregon Short Line, are these:

The San Pedro line. All the lines of the Southern Pacific Company (a holding corporation), including—

The Southern Pacific "Sunset Route," the Central Pacific "Ogden Route," the Oregon and California Railroad.

In addition, the Union Pacific controls every regular line of trans-Pacific steamships operated out of the Pacific coast ports south of Puget Sound; also the Pacific Mail Line, plying between San Francisco and Panama; and the Morgan Line of freight and passenger carriers, operated between New York City, Habana, New Orleans and Galveston.

Mr. Harriman may journey by steamship from New York to New Orleans, thence by rail to San Francisco, across the Pacific Ocean to China, and, returning by another route to the United States, may go to Ogden by any one of three rail lines, and thence to Kansas City or Omaha, without leaving the deck or platform of a carrier which he controls, and without duplicating any part of his journey.

The Complete Monopoly.

To gather under one head all existing transcontinental lines, or as many as possible, and to exclude the incoming of all competitors, became manifestly the Harriman policy, which was inaugurated in 1901 by the issuance of $100,000,000 of convertible bonds by the Union Pacific. With the proceeds of these bonds the Union Pacific purchased control of the Southern Pacific Company, and a majority of the outstanding stock of the Northern Pacific Railway Company, which latter incidentally carried with it control of one-half of the stock of the Chicago, Burlington and Quincy Railway Company, the stock of which had been purchased jointly by the Northern Pacific and Great Northern companies and their collateral trust bonds issued therefor. Possession of these lines would have given to the Union Pacific absolute mastery over every avenue leading to the Pacific coast within the United States save that afforded by the Great Northern Railroad on the northern border of the country, and that offered by the Santa Fe upon the southern. This plan, if executed, would have subjected to a common will and policy nearly one-half of the territory of the United States--a comparatively undeveloped, rapidly growing, and extremely rich territory, into which must necessarily extend the population and business of the Eastern States.

By virtue of the consolidation of the Union Pacific and Southern Pacific Steamship Companies all competition between these steamship lines has been destroyed; and there is some evidence on the record tending to show the impossibility of maintaining an independent steamship line running out of any of these ports without the consent of and arrangement with a connecting rail carrier.

It is claimed by the Union Pacific that the principal reason for acquiring the Southern Pacific was to obtain the Central Pacific connection from Ogden to San Francisco. It is undoubtedly true that this is a desirable connection for that company; but, as we have seen, whether purchased or not, the Central Pacific is required to form a through line of transportation with the Union Pacific and not to discriminate against it in the receipt and transportation of freight and through traffic. The public is entitled to all the advantages of this line as a competitive line of transportation with other transcontinental railways.

The various lines which now compose the Southern Pacific from New Orleans to California were also built under patronage of the Federal government by the donation of many millions of acres of government land, and formed an independent and separate route. While Congress did not prohibit in express terms the union of these great Federal railroad systems, it is hardly to be believed that such prohibition would not have been imposed had it been thought that in the course of time they would have been brought under a single control.

Interest of Union Pacific in Other Roads.

The Union Pacific Railroad Company has not confined its corporate energies and powers to the acquisition and management of lines of transportation, but has issued a great volume of stock and securities, with which it has purchased stocks of other railways. It has been known for a number of years that the Union Pacific, and, under its direction, the Oregon Short Line, had acquired stock in the Northern Pacific and in the Southern Pacific; but the amount of stocks purchased in other railways, and the extent to which the Union Pacific had become a great investment company, was first developed upon this hearing.

Community of Interest.

The close affiliation of the Southern Pacific and Sante Fe systems has been further shown by the recent incorporation of the Northwestedn Pacific Railroad Company, in which each interest is the owner of one-half of the capital stock. Prior to the organization of this corporation the Sante Fe and the Southern Pacific companies owned certain distinct and separate lines of railroad north of San Francisco Bay, those owned by the Sante Fe running southerly from Humboldt Bay and those owned by the Southern Pacific running northerly from San Francisco Bay. Both lines were actively engaged in construction work, each pushing into the teritory of the other; the Southern Pacific lines reaching out for the great timber districts surrounding Humboldt Bay and the Sante Fe lines extending southerly so as to make connection with the main line upon the Bay of San Francisco. Upon the incorporation of the Northwestern Pacific Company all of the lines owned by the Sante Fe and Southern Pacific were transfered to this new corporation under a contract by which the lines now in existence and the connections between the same to be constructed by the Northwestern Pacific shall be owned by this new company, and the board of directors of the Northwestern Pacific is to be divided between the Southern Pacific and the Sante Fe—an arrangement similar to that made between the Union Pacific and the Rock Island as to the control of the Chicago and Alton, and a history in all essentials parallel with that of the San Pedro road.

Indefensible Financing.

From this brief synopsis of the exploitation of the Chicago & Alton, it is evident that its history is rich in illustrations of various methods of indefensible financing. First came the profit to the stockholders arising out of the sale to themselves of $32,000,000 of bonds at 65, which sold for several succeeding years for 82½ to 94. Second came the 30 per cent. dividend, based on amounts expended from income for improvements, much of it nearly thirty years before, and recently capitalized. Third came the psuedo transfer to Stanton, and his contract, under which the new company paid $10,000,000 in cash for preferred stock which had cost less than $7,000,000. Fourth came the conversion of 183,224 shares of common stock in the railroad company into 195,428 shares of common stock, plus 194,890 shares of the preferred stock in the railway company, part of which was sold to the Union Pacific at 86½ a share. Fifth came the sale of the St. Louis, Peoria and Northern for $3,000,000 cash. Sixth came whatever interest the syndicate may have had in the sale to Kuhn, Loeb & Co. of $22,000,000 of bonds at 60 cents on the dollar. Seventh came the fee of $100,000 to Mr. Harriman for financing the enterprise. This analysis is no doubt incomplete, but it is suggestive.

By way of justification or excuse we are told that the methods of the financing of railroads which prevailed in the year 1900 are now obsolete, owing to a higher degree of conscientiousness among financiers; and, moreover, that the Chicago & Alton should not be regarded as an isolated instance, inasmuch as it was dealt with much as other roads were at that period.

The first of these statements is, we trust, true; the latter statement is not calculated to uphold the value of American railroad securities.

It is true, however, as contended, that a close examination of the method of capitalization adopted in the case of the Chicago and Alton shows that while the total of bonds and stocks was doubled, there was no such proportionate increase in the fixed charges of the railroad. Under the Blackstone management, when 8 per cent. was paid on the stock and but a small bonded debt rested on the property, the yearly charges for dividends and interest amounted to $2,792,986, whereas with the greatly increased present capitalization the yearly fixed charges amount to but $3,471,590. This, of course, takes no account of the present common stock, upon which no dividends are paid. The plan adopted was to substitute long-term bonds and guaranteed stock bearing an exceptionally low rate of interest for common stock which paid a large dividend and for bonds about to mature bearing a high rate of interest. Thus the property was not burdened with an interest payment proportionate to the increase in capitalization, no matter how great the profits made from the reorganization. However, these bonds must some time be paid; they live for fifty years as a debt of the railroad, and the stock will control a property which it did little, if anything, to create.

Conclusions.

The effect of the control of the Southern Pacific by the Union Pacific has been to unify and amalgamate the management of these two railway companies and their steamship lines, and to eliminate competition between them in transcontinental business and in business to and from Oriental ports.

The Union Pacific, as has been shown, controls the San Pedro, Los Angeles and Salt Lake Railroad, the stock of which is deposited in the hands of a trustee. This line was originally intended as an independent road, extending from Salt Lake, where it connects with the Union Pacific and with the Denver and Rio Grande, to Los Angeles and San Pedro, Cal. There is therefore no competition between this line and the Union Pacific and Southern Pacific.

It appears that the Union Pacific also owns $10,000,000, par value, of the stock of the Atchison, Topeka and Santa Fe Railway Company, and about $30,000,000 more is owned by individuals connected with the Union Pacific, making $40,000,000, or substantially 17 per cent. of the entire capital stock of the Santa Fe Company. Who owns this stock, outside of the $10,000,000, Mr. Harriman declined to state. Two directors of the Union Pacific are also directors of the Santa Fe company; and there is now a division of the Oriental traffic by the Pacific Mail Steamship Company between the Union Pacific and the Santa Fe systems.

It appears that there has also been a division of the fruit traffic between certain California territory and the East, each taking a certain percentage; and that north of San Francisco the Union Pacific and the Santa Fe have joined and amalgamated their interests in the Northwestern Pacific Railroad, and that a joint control has been inaugurated similar to that of the Alton.

Prior to the acquisition of the Southern Pacific by the Union Pacific, the Denver and Rio Grande system, extending from Denver, where it connects with various lines to the East, to Salt Lake and Ogden, was given equal facilities over the Central Pacific, and thereby practically formed another transcontinental line. Since the amalgamation of the Union Pacific and Southern Pacific, and the construction of the San Pedro road, this line has been denied equal facilities in the receipt of transportation of freight over the Central Pacific and the San Pedro lines. Its business, therefore, has decreased, and its ability to compete with the Union Pacific and Southern Pacific impaired. On this account the Gould lines are aiding the construction of another line from Ogden to San Francisco.

The joint control of the Alton Railway by the Union Pacific and the Chicago, Rock Island and Pacific Railway Company, has undoubtedly eliminated competition between the Alton and the Rock Island between Chicago, St. Louis and Kansas City.

These are conspicuous illustrations of the development of the theory of "community of interest" and "harmony of management," which Mr. Harriman suggested when he demanded representation upon the Santa Fe board.

If the policy of purchasing and controlling stocks in competing lines is permitted to continue, it must mean suppression of competition.

(1) The function of a railroad corporation should be confined to the furnishing of transportation. Railroads should not be permitted to invest generally in the stocks, bonds and securities of other railway and of steamship companies, except connecting lines, for the purpose of forming through routes of transportation, including branches and feeders. It is in the interest of the public to facilitate the consolidation of connecting lines. The credit of a railway company is founded upon the resources and prosperity of the country through which it runs. Its surplus funds and credit should be used for the betterment of its lines and in extensions and branches to develop the country contiguous to it. The testimony taken upon this hearing shows that about 50,000 square miles of territory in the State of Oregon, surrounded by the lines of the Oregon Short Line Railroad Company, the Oregon Railroad and Navigation Company, and the Southern Pacific Company, is not developed; while the funds of those companies which could be used for that purpose are being invested in stocks like the New York Central and other lines having only a remote relation to the territory in which the Union Pacific system is located.

Railroad securities should be safe and conservative investments for the people. To this end the risks of the railroad should be reduced to a minimum. Every one knows that railway securities fluctuate more or less, according to the prosperity of the times, and also by reason of the wide speculation in such securities.

It therefore adds an element of hazard to a railroad's capital and credit to have its funds invested in the stocks of other companies, thereby endangering its solvency and its ability to pay reasonable dividends upon its own capital stock. It is a serious menace to the financial condition of the country to have large railway systems fail to meet their obligations or go into the hands of receivers, and the object of legislation and administration should be to lessen the risks of railway investments.

(2) It is contrary to public policy, as well as unlawful, for railways to acquire control of parallel and competing lines. This policy is expressed in the Federal laws and in the Constitutions and laws of nearly every State in the Union. We have examined the Constitutions and laws of all the States, and find in about forty of them prohibitions against consolidation of capital stock or franchises of competing railways, or the purchase and acquisition by a railway of competing lines. Competition between railways as well as between other industries is the established policy of the nation. And while the acquisition of a small minority of the stock of a competing line might not decrease the competion, yet the acquisition of any considerable amount of stock, with representation on the board of directors of such railway, unquestionably has the effect of diminishing competition and lessening to that extent its effectiveness.

So long as it is the policy of the general government and of the States to maintain competition between naturally competing lines, the ownership of any stock by one railway in a competing railway should not be permitted, and such lines of railway should be prohibited from having any common directors or officers.

3. The time has come when some reasonable regulation should be imposed upon the issuance of securities by railways engaged in interstate commerce. We are aware that in the construction of new lines of railway, developing new territory, it has been necessary in many instances to sell railway securities at large discount, and to sell bonds with stock bonuses, and even in such cases it has many times been difficult to raise the necessary capital. Men will not invest their money and take the risk for small rates of interest.

But this principle does not apply to old-established railway systems having good credit. Such railways should be prevented from inflating their securities for merely speculative purposes. Railroads should be encouraged to extend their systems and develop the country; it is of the utmost importance, also, that railway securities should be safe and conservative investments for the public, and should yield good and ample return for the money invested. Reasonable regulation will tend to make them safer and more secure investments, and thereby benefit not only the railway companies but the public.

"Berry's for clothes."

Bear in mind that every Summer Suit we have was made for this summer.

It means that in fabric and cut you are sure of the latest thing here.

And we've novelties in Outing Suits that add new zest to summer dress.

One---Mohair cloth; very dressy and very cool.

$15.

Serges, crashes, homespuns, flannels; $15.

Linen Crash Suits, $3.50 to $9.

Boys' Wash Suits, 95c, $1.35, to $2.50.

Fast colors and fast sellers--man-tailored.

C. H. Berry & Co.
MEN'S & BOYS' OUTFITTERS

SAYS REPORT IS FULL OF ERRORS

Harriman Declares He Will Make Answering Statement Later.

NEW YORK, July 13.—Mr. Harriman, speaking by telephone from Arden tonight, said:

"From what I am told the report is a political document and part of a personal pursuit of me. The tone of the report and the method of its promulgation show that. Imagine a court or any judicial body sending copies of its decisions around secretly to newspaper publishers days in advance under pledge to publish it simultaneously Sunday morning. That is what the commission did. Their opinion was put in type several days ago and sent to newspapers throughout the country with the following printed in bold type at the head: 'Confidential. To all newspapers: This report is released for publication on Sunday morning, July 14, 1907, and not before.'

"It is deemed good politics to attack me. But I can stand it much better than the people of this country can stand that sort of procedure on the part of government tribunals charged with the duty of impartially administering the laws.

To Make Statement Later.

"I shall study it carefully and have something to say about it later. But from what I am told, it is full of strange misstatements of fact. For example, in reference to the Chicago and Alton, it says that I caused about $12,500,000 to be credited to construction expenditures in order to find an excuse for borrowing money to pay dividends. As a matter of fact, that was a written recommendation made by President Felton when I was in Alaska and it was adopted by the board of directors at a meeting at which I was not present.

"Again it is said that a certain method of accounting that was carried would have the effect of covering up the payment of the special dividend, thereby intimating some wrongful concealment. This is a most extraordinary statement for the writer of the report to make when it is considered that the stockholders necessarily knew of the dividends because every one received his share, and when it was published in every financial journal at the time, and was reported to the Stock Exchange and shown on its printed lists. The suggestion, therefore, of any reason or desire for concealment is most unfair.

"I am informed by those who have examined it more carefully that the article is full of errors as glaring and inexcusable as these."

ANNOUNCEMENT

Creighton's Great Clean Sweep Sale

STARTS WEDNESDAY, JULY 17TH.

WATCH TUESDAY'S JOURNAL FOR BIG ADVERTISEMENT.
EXTRA HELP WANTED. APPLY AT ONCE.

NOTE.—Store closed half-day Tuesday to arrange stock for sale.

CREIGHTON'S
FOR MILLINERY,
113 EAST BROAD STREET.

Wash Suits, Waists and Skirts

Much Reduced.

On Monday and Tuesday we place on sale as a special mid-summer bargain 75 Coat Suits, in linen, rep, linnene and cannon cloth, all in the popular Prince Chap coat effects and new plaited skirts with one and two folds. The very suit for a Richmond Day outing at the Exposition, and priced at a third to half of their real value.

At $4.50

Cannon Cloth Suits, with Prince Chap coat and full plaited skirt.

At $5.00

White and Tan Rep Suits, Prince Chap coat; collar and cuffs trimmed in tan and blue, skirts full plaited, with one or two folds.

At $7.50

Natural Linen Suits, Prince Chap coat and full-plaited skirt, with folds; nobby jumper effects in Rep and P. K. Suits in white.

Waist at 89c.

15 dozen Waists of the most attractive lace and embroidery fronts and tucked backs, short or long sleeves. None of this lot sold for less than $1.00 and as high as $1.50. All sizes in the lot.

Wash Skirts at 89c.

7 dozen Wash Skirts, in three styles, of cannon cloth and linen; good values at $1.25 and $1.50.

Owens and Floyd
THE WOMAN'S SHOP.

Runs Engine in Tree Top.

[Special to The Times-Dispatch.]

SPENCER, N. C., July 13.—Engineer W. S. Taylor, of the Asheville Division of the Southern Railway, drove his engine into the lap of a huge tree, forty miles west of Salisbury, Wednesday night, the tree having been uprooted by a severe storm and thrown across the track. In the darkness the engineer did not see the obstacle until the locomotive had plowed through the heavy limbs and foliage. The headlight and a number of minor parts of the engine were smashed, and a wreck was narrowly averted.

NEW ENTERPRISE COMES TO RICHMOND

Atlantic Bithulithic Company Makes This City Its Home—Offices in Mutual Building.

By the removal of the general offices of the Atlantic Bithulithic Company from Spartanburg, S. C., to this city, Richmond gains a valuable new enterprise. The company has established offices in the Mutual Building, having taken possession of rooms 413 and 414.

The Atlantic Bithulithic Company was organized something like a year ago for the laying of bithulithic pavements in this section of the country. At first the company was located at Spartanburg, but as the business developed very rapidly it was thought desirable by the officials of the company to locate in this city, as it is more centrally located, and the facilities for handling business are much better.

This brings quite a little business to Richmond, as the company has large contracts for bithulithic paving in cities in North and South Carolina. Since locating here the company has finished contracts at Suffolk and Roanoke, and are now at work building bithulithic and macadam pavements on the Jamestown Boulevard inside the city of Norfolk.

THE WEATHER

Forecast: Virginia—Fair and warmer Sunday; Monday partly cloudy; variable winds.

North Carolina—Local showers Sunday; Monday partly cloudy; warmer in east portion; variable winds.

CONDITIONS YESTERDAY.

Richmond's weather was warm and rainy. Range of the thermometer:

9 A. M.	72	6 P. M.	78
12 M.	78	9 P. M.	75
3 P. M.	76	12 midnight	78

Average.....75 1-2.

Highest temperature yesterday.....79
Lowest temperature yesterday.....69
Mean temperature yesterday.....74
Normal temperature yesterday.....78
Departure from normal temperature 4

CONDITIONS IN IMPORTANT CITIES
At 8 P. M., Eastern Time.

Place.	Ther.	H. T.	Weather.
Asheville, N. C.	74	80	Rain
Augusta, Ga.	78	84	Rain
Atlanta, Ga.	70	82	Rain
Charlotte	76	82	Rain
Charleston	76	88	Rain
Jacksonville	76	84	Rain
Mobile	80	86	Rain
New Orleans	80	88	Rain
Raleigh	72	74	Rain
Savannah	76	88	Cloudy
Norfolk, Va.	70	76	Cloudy
Tampa, Fla.	76	86	Rain
Wilmington	74	86	Rain

MINIATURE ALMANAC.

July 14, 1907.

		HIGH TIDE.	
Sun rises	5:01	Morning	4:07
Sun sets	7:30	Evening	4:43
Moon sets	10:30		

BOARD CONCLUDES IMPORTANT WORK

Will Seek to Make Norfolk Port for Immigration to Southern States.

MEETINGS AT JAMESTOWN

Pure Food Experts of Whole Country to Have Annual Convention at Exposition.

TO-MORROW'S PROGRAM AT JAMESTOWN EXPOSITION.

Conventions meeting.
Georgia press.
Drill by Twelfth United States Cavalry.
Drill Battery D, Third Regiment, Field Artillery.
Drill Twenty-third Infantry.
Guard mount Twenty-third Infantry.
Exhibition of weather bureau earthquake recorder, Government Building A.
Special exhibition by the Fisk Jubilee Singers at the Negro Building.
Mexican Band concert, Auditorium.
Preparation of large weather map from reports from all sections of the country, Government Building A.
Biographic and stereopticon exhibition, scenes on Indian Reservation, with lecture Interior Department, Government Building A.
Piano recital, Mr. Joseph Maerz, Auditorium.
Biographic exhibition and lecture, scenes in Yosemite Valley, Government Building A.
Lecture on "Aerial Navigation," Mr. Ludlow and Captain Lovelace, Aeronautic Building.
Innes's Band concert, Auditorium.
United States Life Saving Service drill at station.
Illustrated lecture, "Reclaiming the Desert," by Mr. J. C. Watts, U. S. R. S., Interior Department, Government Building A.
Special exhibition by the Fisk Jubilee Singers at the Negro Building.
Illustrated lecture, "Yellowstone National Park," by Mr. E. C. Culver, Interior Department, Government Building A.
Organ recital, Earnest H. Crosby, Auditorium.
Dress parade Twenty-third Infantry.
Lecture on "Aerial Navigation," Mr. Ludlow and Captain Lovelace, Aeronautic Building.
Mexican National Band concert, reviewing stand.
Innes's Band concert, Auditorium, Warpath closes.
Arrival Findley cadets.
Arrival Company H, First Infantry National Guard of Georgia.
Departure Company M, Second Regiment Infantry, National Guard of Georgia.
Departure Company L, First Regiment Infantry, National Guard of Georgia.

[Special to The Times-Dispatch.]

JAMESTOWN EXPOSITION GROUNDS, July 13.—The State Board of Agriculture and Immigration, which met here Thursday and Friday, adjourned last night, and the members are to-day returning to their homes. The following members were in attendance: President Heater, in the chair; Messrs. J. H. C. Beverley, A. O. Mauck, A. R. Scott, T. J. Arvin, J. M. Barker, B. D. Adams, C. W. Heater, W. H. Eggborn, J. W. Churchman and Dr. J. M. McBryde, the only absentee being Mr. J. R. Goodwin, of the Ninth District.

Commissioner Koiner was present and made a report in regard to his immigration work in Europe. He stated that he had been exceedingly successful, and that, as a result of his efforts, he expected a great many immigrants in the course of the next few months. He had inaugurated the work in Belgium, and hoped to receive a desirable class of immigrants from that country.

Mr. Beverley, chairman of the immigration committee, reported that Dr. Henry Smith, of Norfolk, who had been sent to Canada by the board to conduct a campaign of immigration work, was meeting with success, and already a number of Canadians were in Virginia as a result of his efforts. Dr. Smith is directing his attention now particularly to sending to Virginia that class of home-seekers who wish to purchase farms, the board having instructed him to that effect. The board believes that this branch of the immigration work should be pushed vigorously, in order that all of the idle land in the State may be taken up. Mr. Mauck read a very interesting letter which he had received from Dr. Smith, in which the latter gave some account of the conditions as he found them in Canada.

Messrs. Hurt and Walker, representing the Portsmouth association, the Norfolk Board of Trade, and the 200,000 League, appeared before the board and asked the co-operation of that body in aiding in securing the agreement of the steamship companies to land immigrants at Norfolk. The board was heartily in favor of this proposition, and, indeed, had discussed at former meetings the advisability of such action as would secure this end.

A meeting of the agents of the railway and steamship companies is to be held in Norfolk on the 23d of this month, and the board appointed Messrs. Beverley, Mauck and Koiner to appear at this meeting and co-operate with the Norfolk committee in endeavoring to secure the agreement of the steamship companies to land immigrants at Norfolk.

The test farm committee—Messrs. Barker, Adams and Arvin—submitted a report as to the condition of the farm and the progress of the work. The report was most favorable, and showed that good work was being done at this experimental station.

The executive committee examined the accounts of the department, and reported that same were correct and that all expenditures were accounted for by the proper vouchers.

Plan of Organization.

The board made amendments in the plan of organization under which the body has been working for several years, the changes made being deemed necessary, in order that the work of the department might be carried on to the best advantage, and more directly under the supervision of the board, which, under the law, is charged with its control and management.

The officers of the board under the reorganization are as follows: C. W. Heater, president; J. H. C. Beverley, vice-president; E. B. Chesterman, secretary and treasurer. The membership of the executive committee was reduced from five to three, a smaller committee being deemed desirable on account of being more easily gotten together, and as tending to lessen the expense of any special meetings which it might be required to hold. The following is the executive committee under the new plan: Messrs. Heater, Beverley and Eggborn.

The board in a body visited the Virginia exhibit and the exhibit of the Virginia Polytechnic Institute, with both of which they were much pleased. The V. P. I. exhibit is the first of its kind ever installed of any similar institution. Practical demonstrations are made in all branches of the work, a graduate of each department being in charge.

The board will hold its next quarterly meeting in Richmond October 16th.

A. B. C. BAKERY

Follow the Flag,
It means the Best;
Look for the Wagon,
Give us a Test.

The American Bread and Baking Co.,

Leigh St., between 1st and St. James (3 blocks from Broad and 1st).

Phone Orders 1657-J.

SOLDIERS FACE SERIOUS CHARGE

Privates of Twenty-Third Infantry Arrested, Charged With Robbery.

[Special to The Times-Dispatch.]

JAMESTOWN EXPOSITION GROUNDS, July 13.—Ed. Murphy and Frank Luce, privates, Twenty-third United States Infantry, stationed at the exposition, have been placed under arrest by the Powhatan Guard, the exposition constabulary, charged with holding up and robbing Peter Heyn, a prominent member of the Milwaukee Aerie of Eagles.

The alleged robbery was committed in one of the tents at Camp John Smith. Heyn lost his coat, money and various trinkets, including the insignia of the Order of Eagles. Several of the articles were given to James Sampson, of the Quartermaster's Department of the regiment, in exchange for $1. Sampson reported the matter to his superiors, who, in turn reported it to the guard. Heyn was found coatless at Pine Beach.

Luce and Murphy were arrested and identified by Heyn and Sampson. Justice Backus held the prisoners for the grand jury.

Barr Assumes Charge.

JAMESTOWN EXPOSITION GROUNDS, VA., July 13.—Director-General James M. Barr, officially assumed the direction of the Jamestown Exposition Company at noon to-day. Throughout the afternoon he was closeted with officials of the company, but declined to make any statement to the press.

Architects Elect Officers.

JAMESTOWN EXPOSITION GROUNDS, July 13.—The North Carolina Architectural Association closed its annual convention to-day, after selecting Charlotte as the next convention city, and electing the following officers: President, Charles C. Hook, Charlotte; Vice-President, C. W. Barrett, Raleigh; Secretary-Treasurer, Franklin Gordon, Charlotte; Directors, Charles McMillen, Wilmington; C. L. Hartge, Raleigh, and the officers.

HOT WEATHER.

During hot Summer weather men, women and children of all conditions will drop down from sunstroke and heat prostration, if the constitution is weak.

Every one should, during these hot, humid days, be on guard. Life depends on care. Keep the body strong and vigorous, shun iced drinks, unripe fruit. Eat and drink with discretion. Put a teaspoonful of

ABSOLUTELY PURE & UNADULTERATED TRADE MARK

Duffy's Pure Malt Whiskey

in each glass of water you drink. It kills all disease germs. Prescribed as a family medicine by thousands of leading doctors. If you wish to keep strong and vigorous and have on your cheeks the glow of perfect health, take Duffy's Pure Malt Whiskey regularly, according to directions. It is dangerous to fill yourself with drugs; they poison the blood, while Duffy's Pure Malt Whiskey tones and strengthens the heart action and purifies the entire system. Duffy's Pure Malt Whiskey has stood severe tests by skilled chemists for fifty years and has always been found absolutely pure and to contain great medicinal properties.

Sold by druggists, grocers and dealers, or direct. $1 a bottle. Illustrated medical booklet containing some of the many convincing testimonials received from grateful men and women who have been cured, and doctor's advice free. Duffy Malt Whiskey Co., Rochester, N. Y.

ROWDY SCENES IN STREETS AT ROANOKE

Fight Between American and Greek Led to Violent Rioting.

HOSE TURNED ON CROWD

Judge Bryan Ordered Police to Shoot—Carbolic Acid Thrown.

ROANOKE, VA., July 13.—Resenting the treatment a young American received at the hands of several Greeks in a Greek restaurant on Salem Avenue about 11 o'clock to-night, a crowd gathered in front of the place and bombarded it with bricks, demolishing the windows and doors. Some one fired several shots into the street, none taking effect, however.

The crowd continued to hurl bricks and other missiles for two hours, the police being unable to quell the disturbance. At 1 o'clock this morning Mayor Joel Cutchins and Police Justice John Randolph Bryan are in the street, the latter armed with a revolver, aiding the police in forcing the crowd back to Commerce Street.

Judge Bryan ordered the police to arrest an American who was in the street, but when the officers started to do so the crowd yelled, "No, you don't!" and closed in. The policemen did not make the arrest.

Another attempt by the police to arrest a man in the street failed, and Judge Bryan then warned the disturbers that he would shoot the first man that assaulted an officer.

A fire alarm was turned in by direction of Mayor Cutchin, and a company from the Central Station came upon the scene. As the hose was being attached to the hydrant there were cries of "Cut the hose," but when the water was turned on the crowd, they fell back in all directions. The showers of bricks continued to fall on the restaurant, and a place next door to the Greek restaurant in which the trouble started, was bombarded. As a matter of precaution, Mayor Cutchin ordered the all-night Greek restaurants closed.

A quantity of carbolic acid was thrown from the window of a building opposite the restaurant, and a number of persons on the sidewalks were burned on the hands and arms.

As the firemen went through the streets they were stoned by the crowds.

FOR BOARD OF CONTROL.

Labor Council Wants Members Elected by People.

An important meeting of the Central Trades and Labor Council was held at Smithdeal Hall on Friday night. The annual election of officers resulted as follows: President, A. B. Tyson; Vice-President, A. Valtz; Recording and Corresponding Secretary, J. Hirschberg; Financial Secretary, Joseph Portch; Treasurer, John Powell; Sergeant-at-Arms, John Steiss.

A resolution was passed providing for a committee to wait upon the committee of the City Council in reference to the proposed board of control and to recommend the establishment of such a board, and the election of its members by the vote of the people.

At Y. M. C. A. To-Day.

The speakers at the young men's meeting this afternoon at the Y. M. C. A. will be Mr. George W. Bahlke; theme, "Exercise," and Mr. Frank W. Laughton; theme, "Waste." The meeting opens at 3:30. Every young man is cordially invited to come and bring his friends with him. A special invitation is given to young men attending the business colleges. The meeting will be followed by a fifteen-minute discussion and "quiz."

The regular meeting of the Boys' Sunday Afternoon Club will be held at 2:15 o'clock in the boys' room. Mr. S. P. Townsend will speak on "The Young Man's Possessions." The meetings for boys will be kept up during the whole summer, and good speakers will be secured for every Sunday.

Anniversary of Horrible Crime.

[Special to The Times-Dispatch.]

SALISBURY, N. C., July 13.—Rowan county citizens shudder to-night as they think of the wholesale murder of Isaac Lyerly and four members of his family, which occurred near Barber's one year ago to-night. The old homestead stood deserted for the greater part of the past year, the two daughters who escaped the ax of the assassins having gone to make their home with relatives after the lynching of Neaso Gillespie, John Gillespie and Jack Dillingham, the three men charged with the worst crime in the history of Rowan. The storming the county jail by a mob which took the men from the officers, resulted in the erection of a new and modern prison, which is now nearing completion.

Cut Down Expenses

The man who lives up to his earning power will never make a success of life. It is the thinking, industrious man who regulates his expenses so that a surplus remains for his bank account.

The first step is to open an account with us—one dollar is enough—and then see how regularly you can make additional deposits.

When will your name be on our books?

Planters National Bank,
Savings Department,
RICHMOND, VA.

Capital, - - - $300,000.00
Surplus and Profits, $1,000,000.00