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INQUEST WAS A FORMAL AFFAIR

No Effort Made to Discover the Cause of the Terrible Disaster at Salisbury.

BODIES BEING EMBALMED

PEOPLE OF THE CITY NOT EMOTIONAL.

Salisbury, July 2.—The embalmers are busy tonight, and by tomorrow the majority of the bodies of the score of Americans who lost their lives in the wreck of the Plymouth express Sunday morning will be prepared for their return for burial in the land they left so recently in the fullness of life and hope. Frederick H. Cossitt's body already has been forwarded to London on its way to America.

The inquest today was a prolonged and tedious formality which utterly failed to give any idea of the cause of the accident. No questions on that point were asked, and the subject seemed to be avoided—a strange proceeding to the many Americans present, but which is thought to be due to the queer formalism that seems characteristic of such cases in this country.

Surprised the Jury.

The proceedings were solemn, sad and monotonous, so much so that spectators surprised a juror by asking what necessity there was to adjourn the inquest for a fortnight. No answer was given. The delay is believed to be due to the declared intention of the board of trade to institute an investigation.

It seems strange to Americans that, while the population of Salisbury is shocked by the disaster, practically no emotion is displayed. It would seem as if such accidents were an every day occurrence, and yet nothing even remotely approaching it has heretofore disturbed the peace of this city. There have been no scenes, no groans, nothing of the picturesquely tragic element associated with the pit mouth in times of trouble so familiar to those in coal mining regions. There is genuine sorrow, no doubt, but beyond the formal expression it has not been translated into action.

GOING AT GREAT SPEED.

One Passenger Was Inclined to Pull the Alarm Cord.

London, July 3.—The London newspapers this morning again keenly discuss the causes of the disaster to the Plymouth express train, and the rumors of speed competition. Great attention is devoted to the evidence of George A. Strachan of Boston, Mass., in a published interview, to the effect that the speed of the train was so great that he had a strong inclination to pull the alarm cord, but that on the advice of friends he refrained from doing so.

According to the Standard, the American consul at Southampton, Mr. Swalm, made the novel suggestion, based on the fact that high speed produces a cushion of compressed air in front of a swiftly moving train, that this air resistance between engine and the houses rising above the bridge may have been sufficient to raise the front of the engine slightly and cause it to leave the rails on the curve.

PERKINS FINALLY ALLOWED TO RESIGN

New York, July 2.—The resignation of George W. Perkins as trustee of the New York Life Insurance company was accepted at a special meeting of the board today. Mr. Perkins tendered his resignation last December, but no action was taken until the last meeting of the board when the trustees declined to accept it. At today's meeting Mr. Perkins insisted upon its acceptance.

Other trustees in addition to Mr. Perkins, who resigned today and whose resignations were accepted, were J. A. Blair, H. Walters and Norman B. Ream. The following were named to succeed the four trustees who resigned: H. H. Lurton of Nashville, Tenn.; A. A. Raven, New York city; George F. Bovard of New York city, and James H. Eckels of Chicago.

HOWELL COMING HOME TO DECIDE THE MATTER

(Special to The Herald.)

Washington, D. C., July 2.—It was learned today that the question who is to be the next postmaster at Ogden has not been definitely settled either by Representative Howell or the postoffice department. Before leaving Mr. Howell made a tentative recommendation for the appointment of a candidate, provided on reaching Utah he still desired this candidate appointed.

If the department hears from Mr. Howell that his recommendation is to stand the person named will get the place. If not, everything will begin all over again and there is no telling who will get the place.

CALIFORNIA EDITOR DROPS DEAD AT HOME

Santa Cruz, Cal., July 2.—John Paxton Cooper, a well known newspaper man of this state and former sporting editor of the San Francisco Chronicle, dropped dead this morning of apoplexy.

Mr. Cooper was apparently in the prime of life, but had complained of heart trouble for some time. For several years he was city editor of the Santa Cruz Surf and for fifteen years sporting editor and writer on the San Francisco Chronicle.

GRAND JURY CALLED.

Cleveland, O., July 2.—United States District Judge Tayler today issued an order for a grand jury to investigate the charges of rebating and discrimination against the Lake Shore & Michigan Southern and other railroads in favor of the Standard Oil company.

SITUATION NOT FULLY GRASPED

Preliminary Report of Committee of Pennsylvania Board of Directors.

ROAD JUSITIFIES ITSELF

HOLDS THAT NO GREAT WRONG HAS BEEN DONE.

Philadelphia, July 2.—A preliminary report of the special committee of the board of directors of the Pennsylvania Railroad company recently appointed to investigate alleged discrimination in the distribution of coal cars as revealed at the hearings of the interstate commerce commission, was submitted today to the full board of the company. After a short discussion the report was unanimously approved.

The committee, after stating that it had been requested to extend its investigation to all companies controlled by the Pennsylvania railroad, and that it had carefully considered the testimony showed "that of more than 200 operators of bituminous coal mines situated on the lines of the Pennsylvania Railroad company, less than ten operators in all have testified that they believed themselves to have been unfairly discriminated against either in the distribution of cars or in the matter of sidings connecting mine workings with the railroad line."

Claim Not Proven.

"Fifty-one of the more than 123,000 officers and employes of the Pennsylvania Railroad company," the committee says, "were examined before the interstate commerce commission, and of those witnesses twenty-one were shown to have acquired, in various ways, interests in coal companies or properties, alleged but not proven, to have received undue and unreasonable preferences in the distribution of coal cars, or in the construction of sidings. Despite the public impression to the contrary derived from the fragmentary publications of the evidence in the newspapers, the testimony of the witnesses examined before the commission does not prove that there have been in fact any undue or unreasonable preferences either in the distribution of coal cars or in the construction of sidings."

Records Alone Will Show.

The committee says it has received replies from all officers and employes having charge of the distribution of cars to inquiries made by the committee regarding car distribution, but until the companies' records of the daily movement of cars can be examined the committee will be unable to know whether the distribution of cars varied from the rules governing the same. Expert investigation of the companies' daily reports and other records of car distribution has been undertaken.

The committee calls attention to many difficulties encountered in the distribution of cars, and says:

"There must be a fair system of pro rata distribution, but whatever the system there will inevitably come periods when the demand for cars will exceed the supply of cars, because of increased market prices, sometimes caused by weather, sometimes by suddenly increased industrial development.

Question of Priority.

"Under such conditions priority must be given, first to shippers who furnish coal to the companies engaged, and next to those whose fulfillment of contracts will keep other railroads in operation, prevent municipalities from being left in darkness, or enable steamships to sail, etc. It is not to be assumed without proof that any special order was issued by any officer from any improper motive. On the contrary, the reasonable presumption is that every such order was issued only because of a sufficient business necessity."

The report says that the question of privately owned coal cars is not a new question, nor one which admits of an offhand solution. "The greater part of the coal tonnage of England is moved today in privately owned cars. The use of such cars on the Pennsylvania lines is peculiar to a few favored shippers. They have been used from the beginning of coal transportation."

Heads to Come Off.

The report emphasizes the statement that investigation will be made of every report of failure in the performance of his duty of an officers or employe of the company, or the performance by the company of its duties to the public; that its conclusions will be reported to the president of the company in the confident assurance that every officer or employe found to have failed in the performance of his duty will be properly dealt with.

The report in conclusion says that in its early history the great problem for the company was development of industrial enterprises in its territory, and officers and employes were encouraged to invest in those enterprises, as otherwise it would have been difficult to induce other people to invest. Today the problem is to provide adequate facilities for the business of the country. "Under the conditions of today," says the report, "it is essential that all of the officers and employes should be absolutely free to discharge their duties impartially. Applying this principle to the coal trade as an illustration, the keen competition of today requires every officer and employe of the Pennsylvania Railroad company to part with an investment which he has in the shares of any coal producing company, and also to part with any interest which he has in or with any firm or individual mining company on any of the lines of the Pennsylvania Railroad system, and every officer and employe should be required to refrain from any investment whatsoever which may possibly prejudice or affect the interests of the company or interfere with the company's full discharge of its duty to the public."

RICH GOLD DEPOSIT UNCOVERED BY BLAST

Afton, Wyo., July 2.—While working on an irrigation ditch near Thane today workmen struck a cement body which it was found necessary to blast in order to get through. In clearing away the dirt after the explosion the men picked up nuggets of gold, some being as large as wheat kernels. Hundreds of the nuggets were found and considerable excitement prevails because of the belief that a rich gold deposit has been found. It is estimated that the one blast brought forth gold to the amount of $5,000.

PRISON FOR MELDRUM.

Portland, Ore., July 2.—Former United States surveyor general for Oregon, Henry Meldrum, was today denied a new trial by United States District Judge Wolverton, and cited to appear Thursday for sentence.

Meldrum was convicted for having, while in office, forged affidavits for the purpose of defrauding the government of public lands. He was convicted on eighteen counts on Nov. 17, 1904.

REALIZING THE HORROR OF IT.

"Say, That Was a More Horribler Axdent Than I Thought It Was."

APPEAL IS TAKEN TO HIGHER COURT

Defendants in Kansas City Rebate Cases Not Satisfied With the Result.

Kansas City, July 2.—The final steps in the United States district court here in the rebate cases were taken today when appeal bonds were perfected, and when bills of exception were filed for the Chicago, Burlington & Quincy Railway company and George L. Thomas, the New York broker and his chief clerk, L. B. Taggart. Bill of exception had previously been presented in the cases of the Armour, Swift, Cudahy and Nelson Morris packing companies. The next step will be the filing of bills of exceptions with the court of appeals, which will be done at St. Louis on August 21.

In the case of Burlington railroad the exceptions taken apply particularly to the allegation of the defendant that the interstate commerce act does not apply to port rates and that the district court lacks jurisdiction.

Exception to Charge.

Particular exception is taken to the following charge to the jury made by Judge Smith McPherson, who presided at the trials:

"It is alleged that this carriage was by way of a concession to Armour & Co., to the extent of twelve cents per hundred pounds for that part of the distance between East St. Louis or the Mississippi river, and New York city, where it could be loaded upon the steamship. The allegation is that this was an unlawful concession, thereby subjecting the defendant to the penalties of the act of congress passed Feb. 19, 1903, commonly called the Elkins act."

This part of the charges referred to a shipment of packing-house products accepted by the railroad at a 23-cent rate when the tariff on file with the interstate commerce commisison was 35 cents.

As to Thomas and Taggart.

The exceptions in the cases of Thomas and Taggart are based principally upon the assertion that it was not shown that the defendants had been a party to the alleged conspiracy entered into with George A. Burton, the Kansas City shoe merchant, to violate the Elkins act by securing rebates on shipments from New York and that no overt act was committed. The indictment charged Thomas and Taggart with conspiracy, alleging seven overt acts.

RESULT OF WEAK MIND.

Oakland, Cal., Man Shoots His Sister and Commits Suicide.

Oakland, Cal., July 2.—Charles Bowen today fired two shots at his sister, Mrs. Tessie Chouniski, one taking effect in the left side and the other in the mouth. He then fired a third shot into his brain. Bowen arrived here about two weeks after the earthquake with his sister and they seemed to be getting along very nicely together. The woman may recover. She says her brother at times displayed a weakness of mind. The couple were preparing to go to Portland.

ESCAPE FROM DEATH.

St. Louis, Mo., July 2.—A car in the scenic railway, filled with pleasure-seekers, jumped the track on a fifty-foot trestle at Creve Coeur lake yesterday afternoon, turned over, but did not fall off the trestle. Ten persons were injured, several seriously, but none will die.

THE HERALD'S REBUS CONTEST.

No. 2.

Here's one from Idaho. Who knows what it is?

PANAMA CANAL BONDS OFFERED

Interest Is 2 Per Cent and the Issue Will Be Payable in Thirty Years.

Washington, July 2.—Secretary Shaw today offered the public $30,000,000 bonds of the Panama canal loan, authorized by the recent act of congress. The bonds will bear interest at the rate of 2 per cent, will be dated Aug. 1, 1906, and interest will be payable quarterly. They will be redeemable at the pleasure of the government at the end of ten years, and will be payable thirty years from date.

The bonds will be exempt from taxes or duties of the United States, and will be available to national banks as security for circulation. The bonds will not be sold for less than par. All citizens will have equal opportunity to subscribe for them, and the bids must be submitted to the department on or before July 20, 1906.

Secretary's Statement.

In a statement made public today, Secretary Shaw says:

"In considering bids, the bidders offering the highest prices will receive the first allotment. If two or more bidders offer the same price, those asking for the smaller amounts will receive priority in allotment. The department reserves the right to permit bidders offering the highest price to increase the amount of their purchases.

"The department also reserves the right to reject any or all bids if deemed to be to the interests of the United States to do so.

"The bonds will be ready for delivery about Aug. 1, 1906.

"Prospective bidders desiring information not contained in this circular may address the secretary of the treasury, division of loans and currency, Washington; the assistant treasurers at Chicago, St. Louis, New Orleans or San Francisco."

OPEN TO THE JEWS.

Toronto, Ont., July 2.—At the opening of the seventh annual convention of the Federation of Zionist Societies in Canada here, resident De Sola of Montreal announced that the sultan of Turkey had revoked the laws for bidding Jews to settle in Palestine. He did not wish it understood that they had received a charter, but it was now possible for Jews to inhabit the country and enjoy the protection of its laws. He predicted that the sultan's action would give an impetus to emigration from Russia.

SENATOR LODGE IS QUESTIONED

Massachusetts Republican Boss Called Before Boston Grand Jury.

Boston, July 2.—United States Senator Henry Cabot Lodge, who was summoned to appear before the grand jury of Suffolk county in an investigation into campaign contributions by District Attorney John B. Moran, came to the court-house today. The senator had been called to appear tomorrow but arrangement was made to meet the district attorney today instead.

Mr. Moran was busy and after greeting Senator Lodge asked him to wait until Mr. Moran was at liberty.

The investigation is a development of the case of Robert G. Proctor, who last week was convicted of the larceny of $225 which John C. Bestgen officially claimed he had given Proctor who was Senator Lodge's secretary, as a contribution to the Republican state campaign fund in 1904. Several prominent Republicans, including officers of the state committee, were summoned to appear before the grand jury tomorrow.

Jury Sworn In.

While Senator Lodge was with the district attorney the grand jury, which is an entirely new one and will serve for the remainder of the term, was sworn in and received its instructions from Judge Bishop. Senator Lodge was escorted into the grand jury room by the district attorney just before 12 o'clock. He remained about forty minutes.

Upon departing he said that he could not disclose the nature of the questions asked him. He could say, however, that the subject seemed to him to be "quite unimportant" and one upon which he could give no information. He said it was his understanding that the district attorney's purpose was to secure the testimony of the members of the Republican state committee concerning certani campaign contributions.

Senator Lodge then left the court house.

Judge De Courcey of the superior court, before whom Proctor was tried, announced this afternoon that he would not grant a new trial for Proctor, which had been asked for on the ground that the verdict was against the evidence. Later Judge De Courcey sentenced Proctor to serve ten months in the house of correction. It is understood that the case will be carried to the supreme court.

HARGIS TRIAL BEGINS.

Beattyville, Ky., July 2.—The trial of former County Judge James Hargis, B. Fuiton French, an attorney, former Sheriff Ed Callahan and others on the charge of assassinating Lawyer James Marcum three years ago, was begun today. It is expected the day will be spent in securing a jury. Hargis and Callahan and their friends have made a personal canvass of all the men available for jury service.

CITATIONS FOR CONTEMPT.

Kansas City, Mo., July 2.—In the common pleas court at Kansas City, Kan., today Assistant Attorney General Trickett filed close to 100 citations for contempt against saloonkeepers who had prevvious to the general closing of Saturday and Sunday disobeyed the court's order to shut up their places. Only one arrest was made for violating the closing order yesterday.

JAILED THE LAWYERS.

Toledo, O., July 2.—Judge Kincade today sentenced Clarence Brown and T. H. Tracy, attorneys for the icemen, to ten days each in jail for contempt of court in filing a motion charging the judge with misconduct.

THAW MUST WAIT FOR HIS TRIAL

District Attorney Jerome Not Disposed to Make Haste in the Matter.

PRISONER IS CHEERFUL

WIFE CALLED AT THE USUAL HOUR.

New York, July 2.—With the return of District Attorney Jerome from his vacation in the country, the investigation into the Thaw-White tragedy was given renewed impetus today. Attaches of the district attorney's office had been engaged in whipping into shape the information concerning the case already at hand and everything was in preparation to be submitted to the chief upon his arrival.

Thaw passed a very comfortable night in his cell in the Tombs, and today appeared to be in better condition than at any time since he was arrested for shooting Stanford White a week ago today. The prisoner's wife called at the usual hour today and spent some time with him.

Thaw in Good Spirits.

When Mrs. Thaw left the prison she said she found her husband in better spirits and more cheerful than at any time since the tragedy. "He is as cheerful as any one in his position could be expected to be," she said.

From the prison she went to the office of her husband's attorneys.

Allen W. Evarts, counsel for the White family, called at the district attorney's office today and had a ten-minutes' talk with Mr. Jerome. This is the first occasion on which the White family has been in touch with the district attorney's office in connection with the murder. Another caller at the district attorney's office was P. L. Bergoff, a private detective, who says he was employed by Stanford White for many months before the tragedy. Bergoff was accompanied by three of his assistants, who he says were actively engaged in watching both Mr. White and a corps of detectives who had been employed by Thaw.

Important Witness Dead.

William Bedford, Harry K. Thaw's valet, died in the Presbyterian hospital today from complications following an operation for appendicitis. Bedford was removed to the hospital Friday night and was operated upon Saturday last. He was expected to be one of the most important witnesses at the trial of Thaw.

District Attorney Jerome said today that there would be no speedy trial of Thaw. During the summer vacation there were only two parts in the general sessions court in session, and Mr. Jerome believes that to put a murder trial, which would probably last two or three weeks, in the calendar, would be unfair to at least fifty or sixty of the other prisoners who have a prior claim to have their cases settled. Mr. Jerome refused to discuss the visit of Mr. Evarts, nor would he have anything to say regarding the arrival in New York of the architect's brother, R. M. White. He said the details of the case are in the hands of Mr. Garvan. The district attorney will remain here only until Wednesday, and will then resume his vacation.

Conference With Counsel.

Former Judge Olcott of counsel for Thaw spent nearly the entire afternoon in the prison in consultation with his client. Much of the time was spent in going over letters which have been received by Thaw since his imprisonment. His mail is increasing in size daily, and many of the writers declare themselves ready to disclose certain information concerning Thaw's victim which they think may be of use to the defense. More than half a hundred letters were received by the prisoner today, and fully half of these were deemed to be of sufficient importance to demand consideration by his counsel.

Taken Out for Exercise.

For the first time since his imprisonment, a week ago, Thaw was permitted to exercise in the open air today. With about forty other prisoners he was taken to the court yard of the prison and together they walked around the elliptical track around the sides of the yard. The west side was shady and the east side sunny. After two laps Thaw found the sun too hot and dropped out and sought a shady corner. Later he again entered the line and made a few more laps, but soon asked permission of the guards to stay in the shady spot for the rest of the exercise time. It is likely that Thaw's request was not so much due to the fatigue or disinclination to stay in the sun as to the fact that the windows of every sky-scraper around the prison were filled from the fourth story up with people armed with field glasses who were watching the walking prisoners. When he got into the shade of the wall he could not be seen by these curious ones.

TALKATIVE LAWYER.

Assistant District Attorney Gives Out a Statement.

New York, July 2.—The death today of Thaw's valet, William Bedford, in the Presbyterian hospital, from complications following an operation for appendicitis, removed an important witness from the case. Assistant District Attorney Garvan today gave out the substance of the last statement made to him by Bedford.

From him Mr. Garvan said he learned that Thaw was not addicted to any drug. Bedford declared that he had not acted as a "go-between" for White to get notes to Mrs. Thaw. He had seen no notes passed, he alleged. The Thaws, he said, never quarreled. As to the revolver, the valet supplemented his previous statement that Thaw had carried a revolver for three or four months by stating that Thaw had carried a weapon for two years. In connection with the European trip of Thaw and Miss Nesbit, he said that he had accompanied Thaw, and that Thaw and Miss Nesbit had occupied adjoining, connecting rooms. The only marriage he had heard of, he said, was the one that had taken place at Pittsburg. Mr. White, he said, had never called upon Mrs. Thaw to his knowledge.

Mr. Garvan examined today P. L. Bergoff, a private detective, who says that for many months he was employed with three assistants by Mr. White to guard him and to keep watch on a corps of detectives employed by Thaw. Three detectives employed by Thaw to watch White for about six months were also examined. They were J. W. Rourke, William McDonald and Harry Raleigh. They, according to the assistant district attorney, had been instructed by Thaw to follow White to a steamship pier and to engage men to pick quarrels with him at the pier in order to annoy the architect.

MORE ICEMEN IN COURT.

Philadelphia, July 2.—Thirteen ice manufacturers charged with conspiracy to raise the price of ice waived a hearing today and were held to answer in court.

HERALD MAN IS WORLD BEATER

C. A. Nichols Breaks Linotype Record on Regular Eight-Hour Shift Sunday Night.

SETS 106,300 EMS NONP.

FORMER RECORD, 96,000 EMS, HAS HELD GOOD SINCE 1896.

All type-setting records were broken Sunday night by C. A. Nichols, a Herald linotype man, who set 106,300 ems of nonpareil type in eight hours. The former world's record was 96,000 ems nonpareil set by George A. Green of Boston in Chicago in 1896. This record was beaten by Mr. Nichols by 10,300 ems.

The trial for a new record commenced at 7 o'clock Sunday evening, when Mr. Nichols went on his regular shift. When he stopped at 11 o'clock for lunch he had set 52,300 ems. After spending thirty minutes for lunch he returned to his machine. At 3:42 o'clock Monday morning the last line of type was cast and a world's record in linotype composition had been established. Mr. Nichols had eight minutes of his eight hours left to his credit when he quit. The record made by Green, a Boston Advertiser man, had stood good since 1896, but the Herald man's record made it look like small potatoes in a big hill. Green set 13,000 ems agate an hour for seven hours in Boston. Had he worked eight hours Green would have set 104,000 ems. Agate type is smaller than nonpareil and can be set faster.

Besides setting this type, The Herald's world-beater corrected his proof. This work did not consume much time, as the matter was unusually free from typographical errors, despite the terrific speed.

There are 26 em spaces to a line and 6,400 ems for a Herald column. Figuring shows that the matter set measures over 340 inches. This matter would fill two pages of The Herald with three columns left for a third page. Figuring heads, sub-heads and slugs for the matter, it will fill nearly three pages of The Herald.

Work of Ten Men by Hand.

Mr. Nichols' feat will be a thing of history in typographical spheres. To break by 10,300 ems a record which has stood for years cannot fail to impress even the man whose ignorance of modern typesetting does not permit him to realize fully the magnitude of the work done. Those who have watched the country printer setting type by hand in what appears to be a terrific speed may gain some inkling of this when it is explained Mr. Nichols set as much matter as ten experts can set by hand in eight hours. During the eight hours of actual work The Herald man set an average of 13,287 ems per hour. The capacity of the linotype machine in finest working order is 14,040 ems per hour. The average first-class printer sets about 7,000 ems in an hour, or 56,000 ems in the regular shift of eight hours. In the contract between the Typographical union and the newspaper companies it is agreed that 38,000 ems shall constitute a fair day's work of eight hours.

Several weeks ago Mr. Nichols set 83,800 ems in seven hours with no trouble. This feat, too, was great because he "worked from the hook," going to a hook for copy, filled his metal pot, and set everything and anything sent to the mechanical department from the editorial rooms. Confident that he could lower the world's record, Mr. Nichols announced his intention of doing so.

William Bain, a member of The Herald's business force, was put to work a week ago transcribing special copy for the trial. Sunday matter was copied by typewriter to give copy which could be read with ease. Mr. Bain copied 23,400 words. Other copy furnished was ordinary print, comparatively difficult to set rapidly.

"That will hold him a week," said he, when he had finished.

Mr. Nichols chose Sunday night for the trial because a bigger and steadier voltage is furnished by the electric power companies Sunday night than on any other night during the week. Stores are not open, thus furnishing power used ordinarily about town for lighting purposes.

Done in Regular Way.

There was no hurrah made during the trial. The operator was not led forth amid the cheering of multitudes and playing of bands. At 7 o'clock Mr. Nichols sat down at his machine and a few seconds later the steady tick-tick of falling matrices announced that the race was on. Burt L. White, machinist, and Edwin A. Johanson, better known as "Corkey," helper on the Herald's mechanical force, were on hand to perform their parts in the programme. Mr. White kept the machine in running order. "Corkey" was there to take away the type when the receiver was full and to supply fresh metal for the metal pot.

Other machines were rattling and buzzing on all sides of Mr. Nichols, but his mind was intent upon his own work. His fingers flew over the keyboard and as each key was pressed, a matrix dropped through its proper channel into position in the assembling box. When the assembling box, holding a line of matrices, was full, the operator lifted a lever, throwing the line into the mould. When the lever was released the assembler box returned to receive another line of matrices, while the machine automatically cast a brand new line of type and ejected it into the receiver or "stick."

Too Fast for Machine.

This performance was repeated thousands of times during the eight hours' setting. Line after line of type dropped into place. Column after column was carried away to galleys.

The ordinary printer finds his machine fast enough, but Mr. Nichols had a collar placed on the motor or driving pulley to increase the speed of the machine. A peculiar and unusual indication of the speed attained occurred several times during the shift. When a cast has been made, the matrices are taken automatically to the top of the machine where they are distributed in their proper channels. Mr. Nichols worked so fast that the machine was unable to keep up with him. The machine would not carry the matrices back as fast as he used them, and several times a shortage of "e's" resulted.

The letter "e" is used more than any other letter in the alphabet. In this connection figuring shows that the letter "e" was used 17,775 times. The machine is one of the first models of the Mergenthaler manufacture and has been in constant use for thirteen years. That there were so few stops during this world-beating run is due altogether to the expert work of B. L. White. The Herald machinist. Stops for repairs consumed twenty minutes dur-

Continued on Page 2.