

THE LAKE COUNTY TIMES

HAMMOND, INDIANA.

VOL. 1, NO. 104.—NIGHT EDITION.

HAMMOND, INDIANA, FRIDAY, OCT. 19, 1906.

ONE CENT PER COPY.

MAY DIE FROM HIS INJURIES

Joke Played by Ed Hack Threatens to Result in Tragedy.

VICTIM IS UNCONSCIOUS

Though Mat Minninger Received Injury a Week Ago He Is Still in Stupor.

(Special to Lake County Times.)

Lovell, Ind., Oct. 19.—Mat Minninger of this town is lying in a critical condition at his home as the result of a fight with Ed Hack, which had its beginning in a practical joke played by Hack Saturday night. Minninger's skull was fractured, his head striking the stone sidewalk when he was knocked down by Hack in a quarrel which followed the perpetration of the "joke." He has never regained consciousness since the time the injury was inflicted, and grave fears for his life are entertained. In the meantime his assailant is at liberty under \$500 bonds imposed by a justice of the peace before whom Hack was arraigned Thursday.

The circumstances, as near as can be ascertained, are to the effect that Hack, in fun, squirted some water from a small oil-can onto Minninger. He had been having a little sport with Minninger was one, along the same lines, and Minninger, thinking the can contained oil, became angry and demanded satisfaction with his fists. Hack, it is said, tried to persuade Minninger that he was only in fun, but Minninger refused to be mollified and thrust for blood, and insisted on fighting the matter out. Finally, Hack told Minninger that if he was looking for trouble he would accommodate him, whereupon he proceeded to land one on Minninger, with the tragic result recorded.

Young Hack was not arrested until Wednesday, and yesterday he was arraigned before Justice Sanders. The prisoner was put under \$500 bonds to appear for trial Nov. 6. In the meantime, if Minninger should die, Hack will be rearrested on the charge of manslaughter. Hack is an amateur pugilist, and Minninger has always been regarded as a "strong man," and is said also to be very "clever with his dukes." The parties to the quarrel are said to have been drinking at the time it took place.

HEAR SERMON ON TRAIN; HAMMOND PASSENGERS EDIFIED.

Stranger on Michigan Central Stands Up in Car and Asks His Hearers to Help Reform the Wicked Metropolis.

"I should like to address a few words to Christians on this train," said a voice from an end of one of the coaches which made up the 423 Michigan Central train after it had pulled out of Hammond on its way to Chicago yesterday afternoon.

Quite an unusual number of Hammondites had boarded the train, and had made themselves comfortable but a short while before, watching the flying landscape or reading their papers, when a blond man arose, and in tones that could be heard throughout the car, made the foregoing rather unusual announcement.

Everybody within earshot of the man's voice looked up, some smiling and others startled, but curious. He was a well-dressed man without any of the earmarks of the "fake" preacher, and devoid of any appearance of eccentricity. He was good looking, and apparently in earnest.

"As we approach the great and wicked city of Chicago," the preacher went on, "I wish to exhort each and every one of you to make up your minds to win some soul to Christ upon your arrival there. We all know the necessity of Christian influence in that great vortex of crime and sin, and in the name of the great Savior of mankind I ask you to do whatever may lie in your power to win some doubting one over to Christianity."

The speaker continued in this vein for a short while, and then, bowing, passed on to another coach, where he repeated his exhortation.

Almost all of the passengers listened courteously, as the man was evidently sincere, but some few "had fun with him." To the scoffers the evangelist paid no attention.

One of the trainmen said the man boarded the train a short distance this side of Detroit. He was no one seemed to know who he was or what was his customary vocation.

STATION AGENT SCALDED.

Joseph Pfeiffer, the Pennsylvania station agent at Schererville, was severely scalped yesterday when he stumbled through the doorway while carrying a boilerful of hot water. The accident happened at his home, and it was only under great difficulties that he was able to be at work today.

HOFFMAN WINS ECONOMIC TEST

Winning Car is a Great Pierce Arrow, Water Cooled.

AEROCAR IS SECOND

Contestants Are Soaked in the Rain—Enjoy Roaring Coal Fire and Good Dinner.

Twenty cars finished the gasoline economy test between Chicago and Cedar Lake yesterday after having negotiated the distance of fifty-seven miles through a drizzling rain. The winner was a Great Pierce Arrow driven by Paul Hoffman, the Hammond chauffeur of national reputation, and his machine consumed two gallons and twenty-three ounces on the trip.

Compared with the Aerocar which came second and the Premier which came third, the three cars made the following scores, respectively: 8.378, 5.824 and 5.758.

Although preparations had been made for heavy weather, and caps tops were brought into service, augmented by waterproofs, oil skins and tarpaulins, nothing could withstand the persistence of the shower and garments that were warranted waterproof gradually sprung leaks.

"You're a pretty bunch of drowned rats," was the greeting from the roadside, where a group of enthusiasts had displayed enough interest to brave the weather and witness the procession. The passengers had to admit that the phrase applied.

The journey was the more unpleasant because of necessity of crawling over the entire fifty-seven miles at a snail's pace. Where touring cars in a race would have thought nothing of a two-hour clip for the distance, the efficiency demonstrations were forced to kill four or five hours. A speed of twelve to fifteen miles was the average, and where the local speed ordinance prescribed a lower clip the drivers were ready to take it.

With a high spark and throttle shoved as nearly shut as possible, the drivers surprised themselves by the small amount of fuel required to negotiate the distance.

More than 100 Chicago motorists made merry last night at the Cedar Lake hotel, the original terminus of the run. Macadam roads of high degree of excellence made up the greater part of the course, but the last two miles around the lake to the hotel are of clay, and were virtually impassable. The finish line was shifted to a point directly across the lake from the hotel, and the passengers relied upon gasoline launches to cross the water, where the banquet board was groaning.

More welcome than food, however, was a roaring stove that soon dried out soaked garments and sent impeding, colds scurrying away. After its warm rays had reduced the shivering and grumbling autoists to their normal optimism the doors to the dining hall were opened and the festivities began.

Meanwhile the technical committee-men, David Beecroft and F. S. Edwards, were grappling with the handicap figures. The weight of each machine was divided by the amount of gasoline consumed, and the resultant unit and decimal expressed the relative merit of the performance.

STRIKE MAY BE DECLARED ON NEW FEDERAL BUILDING.

Clash Now On Between Bricklayers' and Cement Workers' Unions Because of a Difference in Time Schedule.

Within a few days two of the leading local labor unions will clash unless the impending trouble can be adjusted. H. P. Smith, president and business manager of the local hod carriers' and bricklayers' unions, and Dick Clark, president of the cement workers, met last night to discuss matters. The trouble has started because the cement workers employed on the new Federal building have been working nine hours a day while the hod carriers employed on the same building work only regulation eight hours, and unless the local cement workers adopt the regular union time schedule war will be declared and things promise to be made interesting.

President Clark of the cement workers, in his conversation with Smith, said that his men would continue to work on the nine-hour schedule, as they had a perfect right to do so according to the regulations of their charter.

Smith said they did not, and that he would like to have Clark attend the next meeting and show him where a nine-hour day was provided for in the charter.

Clark says he can do this, and unless he makes good, or the eight-hour day is adopted, a strike will probably be declared.

WEATHER.

Fair tonight and Saturday; slightly cooler tonight.

STANDARD STEEL CAR CO. SECURES HAMMOND SITE

Deal in Which City Incurs no Obligation Quietly Engineered by W. H. Gostlin, A. M. Turner, Peter Meyn and Hammond Realty Company.

TRACT PURCHASED IN THE CITY FOR \$250,000

Title of Company	Standard Steel Car Co.
Capital Stock	\$15,000,000
Cost of Plant	\$5,000,000
Daily Capacity	100 Cars
Men Employed	3,000
Weekly Pay Roll	\$200,000
Present Location	Butler, Pa.
Future Location	Hammond, Ind.

The Standard Steel Car company of Butler, Pa., capitalized at \$15,000,000 and having a daily output of 100 steel cars, valued at a total of \$100,000; an industry that will employ 3,000 men and will have a weekly pay roll amounting to \$200,000, has been located in Hammond and the work of constructing a \$5,000,000 plant will begin at once.

J. M. Hansen is president of the company and James E. Brady, the well known horseman, who is familiarly known as "Diamond Jim Brady," is vice president. W. L. Mellon and A. W. Mellon, Pittsburgh millionaires, are interested and are directors. The concern now does a business of \$25,000,000 a year.

The deal by which the city of Hammond is to secure an industry that will be larger than any three which are located in the city at the present time, was conceived and executed by W. H. Gostlin, Peter Meyn and A. M. Turner, members of the firm of Gostlin, Meyn & Company, and to them belongs the credit for securing this enormous plant and engineering the deal in such a manner that instead of paying the concern a bonus to locate, the Standard Steel Car company is buying the land it will occupy at a cost of a quarter of a million dollars.

Another thing that made the deal possible was the fact that the Hammond Realty company, of which Sid-

mon McHie is president, was willing to dispose of its holdings at a nominal figure to insure the locating of the plant in this city.

An Enormous Plant.

The Standard Steel Car company is not a new concern, but an existing company that is already doing an enormous business in the east and has orders for \$8,000,000 worth of cars that have not been built because the old plant is not large enough to make their manufacture possible for a long time to come.

When the need of a new plant became apparent it was decided to locate it in the west so that the demand there could be met without paying the freight on empty cars all the way from Pittsburgh. This freight amounts to an average of about \$25 a car and with the daily output of the Hammond plant, 100 cars, it will be seen that a saving of \$2,500 a day will be effected in the item of freight alone.

Another consideration was the proximity of Hammond to Gary, with its enormous supply of steel and the splendid railway facilities that there are in this city for the shipping of the finished product to all parts of the country.

Something of an idea of the size of the plant may be had by comparing it with the Hegewisch car works, which has a daily output of 40 cars compared to the 100 that will be manu-

factured here. The Simplex Railway Appliance company, which furnishes the Standard Steel Car company with car bolsters and other supplies, occupies about twenty acres of ground, while the new plant will occupy about 320 acres.

What Will Be Made.

The product of this company will include cattle cars, flat cars, coal cars, stock cars, box cars, baggage cars, express cars, and the manufacture of steel passenger cars will be taken up in the near future. In view of the fact that the New York Central recently placed an order for three hundred steel passenger cars, this part of the output of the company may become a very important one.

The Standard Steel Car company will rank third in size in the world when the Hammond plant is completed. The strongest competitors of the new company are the American Car and Foundry company and the Pressed Steel Car company, both of which exceed the Standard in size.

The story of the deal is an interesting one. W. H. Gostlin heard that a Chicago man had been in the postoffice several times to see him on important business, but in some manner the two had failed to make connections. The next day was Sunday and Mr. Gostlin was called to the phone by the persistent man, who was so desirous of seeing him. When asked what he wanted, the man said that he had come out to Hammond to buy some land. Mr. Gostlin asked him how much he wanted and was surprised to find that he desired to purchase at least three hundred acres.

200 Acres Wanted.

It did not take the local real estate man long to hitch up his horse and start on the way down town to see his prospective customer. He found a suave, heavy set, prosperous man, about 15 years old, and immediately took him in his buggy to show him the city.

On the way Mr. Gostlin got out of the buggy to show the stranger how deep the sewers were out on Calumet avenue. He started to pull off the cover from a manhole, when the man, who had not introduced himself, said that he had already taken the cover from one of the manholes and knew all about the sewers.

Mr. Gostlin then took him to the property which was afterwards purchased, and again was surprised to find that the mysterious customer had been all over the very ground he intended to show him. The two walked through the weeds for miles before they finally returned to the city.

It was learned from the man's conversation that he had already visited Gary, Indiana Harbor, and East Chicago, but of course, Mr. Gostlin only got an inkling of his impressions of those places and was still kept in the dark as to the identity of the buyer and the company he represented.

Finally the prospective purchaser revealed the fact that he was only the agent of a company that had sent him to investigate the matter of a factory site, and that he would have the president, Mr. J. M. Hansen, come out and see Mr. Gostlin. Mr. Hansen came and after numerous conferences practically decided upon the site, providing options could be secured on the property at a reasonable figure.

No Bonus Demanded.

The significant thing about the deal was the fact that the company was not asking for a bonus or for any favors whatever. It was simply desirous of purchasing a site at a reasonable figure and was willing to pay cash for it.

There was feverish activity in the office of Gostlin, Meyn & Company for the next two or three weeks while the members of the firm were engaged in securing options on the property. The greatest secrecy had to be observed for should the news of the location of such a factory become known to the owners of the desired property, it would have been impossible to buy the land for less than four or five times its actual value.

When all of the most important options had been secured Mr. Turner broached the matter to Mayor Becker and he, with Mr. Turner, went to New York to close the deal.

Where Located.

The new industry which will mean so much to Hammond is to be located on the triangle of ground that is bounded on the west by Columbia avenue, on the north by the Nickel Plate tracks and on the south by the corporation line. It is composed of the whole of the southeast quarter of section six, that portion of the northeast quarter of the same section which lies south of the Nickel Plate tracks and those portions of the southwest and southeast quarter of section five that lie to the south of the Nickel Plate railroad. A more intelligible description of the location to the average person not acquainted with the section lines, would be that it is almost directly east of the Conkey plant on the other side of Columbia avenue, and occupies the ground upon which the race track is now located.

Will Boom Real Estate.

This is the first large industry that has been located in the eastern part of the city, south of the Calumet river, and the impetus that will be given to real estate values will be without precedent in the history of Hammond. It is hard to realize what it means to a community to secure an industry that employs 3,000 well-paid workmen. Estimating conservatively that each man represents a family of four it will be seen that within the next year or two the population of Hammond will be increased by the addition of at least 12,000 inhabitants. It will be half again as large as it is now, and as there will have to be dozens of grocers and meat men to feed them, clothiers to clothe them, lawyers to defend them and prosecute them, it will be safe to add two thousand more to the number and estimate that the city will have a population of at least

40,000 before the next census is taken. Of course that portion of the city that lies nearest the plant will be benefited to the greatest extent and eventually it is believed that the territory on each side of Calumet avenue will be built up all the way down to the Conkey plant with parallel streets and side streets partially built up just as it is on South Hohman street.

New Business District.

Calumet avenue being the only street east of Hohman street which runs through the whole city from the north to the south, it is believed is destined to be, with State and Hohman streets, one of the most important business streets in the city. The business thoroughfares will form a great H with Hohman street and Calumet avenue forming the sides of the letter and State street forming the connecting bar.

Sibley street, too, will share the heavy load of traffic that State street will be compelled to carry, and in fact, the whole of the eastern portion of the city will be greatly benefited by the new industry. There will be an era of house-building that will transform the city in a few years and it will require an army of contractors to build the houses that will be required to house the workmen who will be employed in the new plant.

While the eastern portion of the city will receive the greatest benefit, the boom will affect the whole city and it is expected that every man who owns a piece of property will profit to the extent of a five to a ten per cent increase in its value.

Others Bid for Plant.

Perhaps the most significant thing about the whole deal is the fact that Hammond has passed the factory bonus period and has such remarkable advantages as an industrial and railroad center that the builders of a five million dollar plant turned a deaf ear to the offers of the builders of the majority of Gary, refused to be influenced by the eloquence of John B. Mallin, who offered them a site free of cost in the city of East Chicago, and after viewing the marvelous progress of the boom city of Indiana Harbor, finally decided to buy a site at Hammond upon which to build their plant.

The locating of this factory here will fix the eyes of the industrial world on Hammond and the result will be that other great concerns which will locate in the Calumet region in the future, will seriously consider Hammond before casting their lot elsewhere.

Those who have pinned their faith to Hammond through thick and thin and have refused to be led away by the noise and clamor of the building of other cities in the neighborhood, will have their reward in the satisfaction of seeing Hammond the peer of them all, the social, the industrial and the financial center of the Calumet region.

HAMMOND TO GET ANOTHER FACTORY

National Packing Company to Locate Cooperage Works Here.

WILL EMPLOY OVER 200 MEN

Force Now Engaged in Cleaning and Renovating Old G. H. Hammond Building.

A movement which has been on foot for some time has reached a head and H. Perkins, manager of the National Packing company came out Tuesday to Hammond and gave out definite information that they would start a cooperage works out here. This will be located in the G. H. Hammond Co.'s old buildings which is now the property of the National Packing company. The annals of his visit has just developed.

R. McIntosh of Chicago was sent out and has charge of the work here, having engaged thirty men to clean the inside of the building and get things in readiness for the installation of the machinery. Yesterday one of the leading men from each of the packing concerns represented in the National was in Hammond and expressed a good opinion of the place and seemed to be well pleased with the location, etc. The National Packing Co. is made up of a number of concerns including the G. H. Hammond Co., Anglo American Packing Co. and Omaha Dressed Beef Co. These concerns have been using the Hammond packing plants buildings for a general storage plant on a small scale. The storage feature will now be enlarged and a force of men will be used in this work alone. About 200 men will be employed in the cooperage plant.

NOTICE.

The winter will be turned off Sunday, Oct. 21, in all that district lying east of Calumet avenue, from Chicago avenue to 150th street, from 7 a. m. to 5 p. m.

SUP. WATER DEPARTMENT.

"CUT IT," SAYS JUDGE TUTHILL

Personal Injury Case of Adland vs. City Gets on Jurist's Nerves.

FIXES THE TIME LIMIT

Declares the Suit Must Go to Jury, Not Later than Two o'Clock.

The personal-injury case of Victor Adland of Chicago against the city of Hammond, which has been on hearing before Judge Tuthill for the past three days, has gotten on the jurist's nerves, and his Honor called counsel for both sides severally to task this morning, declaring that any further time the hearing might occupy would be waste of time, and warning the attorneys that the case must go to the jury by 2 o'clock this afternoon.

The court had sat through the long-winded performance like patience on a monument, until the lawyers began putting themselves on the witness stand and taking up large coils of time in hearing themselves testify.

The legal representatives on both sides had left no stone unturned which might help their side of the case. So persistent had both parties been in finding technicalities that Judge Tuthill shortly after eleven o'clock told the lawyers the case was beginning to be a waste of time. He said that it had taken up twice as much time as was really necessary.

After the case had been fought inch by inch Attorney Crumacker introduced a map taken from a prospectus that was put out by the city. After each party had checkedmate the other Crumacker asked that the city attorney be put on the witness stand, and then proceeded to question him about the authenticity of the map. Colonel Meyer declared that the map "purported" to be a map of Hammond. Attorney Crumacker asked that he be more specific in giving his knowledge about the map. Attorney Meyer then acted as counsel for himself and objected to the question. His objection was sustained by Judge Tuthill. Attorney Crumacker then asked to be sworn, which was done, and he took the stand, answering implied questions about the map.

"My name," said Mr. Crumacker, in his dual role of witness and lawyer, "is Peter Crumacker. I am an attorney. My place of residence is the city of Hammond. This map is an authentic map of the city of Hammond," or words to that effect.

How long the attorney might have continued asking himself questions and answering the same, had it not been for Judge Tuthill's interruption, can only be speculated on.

It was at this stage of the game that one of the court's patience-strings broke. He notified the lawyers that the case must go to the jury at two o'clock.

Adland is suing for \$10,000 for injuries that he and his automobile sustained July 18 of last year when he ran into the Sheffield avenue bridge in the night time. The automobile and a southbound street car met at the bridge simultaneously. The machine struck the bridge railing and was demolished, while its driver and owner, Mr. Adland, was injured. The plaintiff maintained that the smash-up was due to the carelessness of the city for maintaining such a narrow bridge in the first place, and, furthermore, failing to put a light on it.

PERSONALITIES IN CAMPAIGN. Political Candidates and Speakers Say Uncomplimentary Things of Each Other.

(Special to Lake County Times.) Indianapolis, Oct. 19.—As predicted some time ago, personalities will rule in the state campaign until Nov. 6, the day of the election. Hanly at Tipton, Ralston at Greensfield, Hanly at Spiceland and Shelbyville, Kern at Tipton (last night)—all said a whole lot of things about each other, and said them not mildly.

Ralston's speech was to have set the personal ball rolling, but Hanly's answer to the effect that afternoon seems to have stopped it to such an extent as to have called for another push. Hence the Kern speech at Tipton last night.

And incidentally, there is a "bad faith" story going around that is interesting. The fact that Hanly Wednesday afternoon, at Spiceland, delivered a completely prepared answer to the Ralston speech of the night before has led the Democratic leaders to believe that they were "betrayed" and Hanly given a copy of the Ralston speech in advance.

As a matter of fact, the first that Governor Hanly knew of the contents of Ralston's speech was early Wednesday morning. He spent the whole morning in framing the reply, and that afternoon it was delivered.



EX-SENATOR W. H. GOSTLIN.

The man who engineered the deal that will make Hammond a City of 40,000 Inhabitants.