



## Where the Door Opens Constantly

You can quickly heat and keep cozy the draughty hall or cold room—no matter what the weather conditions are—and if you only knew how much real comfort you can have from a

### PERFECTION Oil Heater

(Equipped with Smokeless Device)

you wouldn't be without one another hour. Turn the wick as high or as low as you please—there's no danger—no smoke—no smell—just direct intense heat—that's because of the smokeless device. Beautifully finished in nickel and japan—ornamental anywhere. The brass font holds 4 quarts, giving heat for 9 hours. It is light in weight—easily carried from room to room. Every heater warranted.

The **Rayo Lamp** meets the need of the student—a bright, steady light—ideal to read or study by. Made of brass—nickel plated, latest improved central draft burner. Every lamp warranted. If your dealer does not carry Perfection Oil Heater and Rayo Lamp write our nearest agency.

**STANDARD OIL COMPANY**  
(Incorporated)



Alabama's "Injunction-Proof" Rate Laws.

New York World, Nov. 9, 1907:—Any one owning a patent process for turning out railroad-rate laws that are Judge-Jones-injunction-proof could probably get immediate employment with Governor Comer of Alabama. The Governor will provide the Legislature. Gov. Comer has just suffered another heart-breaking disappointment. He had tried one experiment with the Alabama rate laws and at once found himself tangled up in some of Judge Thomas Goode Jones' Federal injunctions. At first it looked as if Gov. Comer would join Gov. Gleen of North Carolina and secede from the Union. On second thought, however, he decided to call his Alabama lawyers and Alabama legislators together and enact new anti-railroad laws that Judge Jones could not temporarily suspend by any of his Federal restraining orders.

There were about twenty bills in all. They regulated passenger rates. They classified all kinds of freight. They fixed fares for certain distances and between certain cities. They were to go into effect Dec. 1. And they were "injunction-proof."

The Legislature passed them all and adjourned Saturday evening. Gov. Comer signed the last of them Tuesday night and was waiting for the ink to dry when Judge Jones stepped in with another Federal order restraining the State Railroad Commission, all solicitors, clerks of court, shippers and passengers from obeying or enforcing the Governor's injunction-proof laws until it could be ascertained whether they violated the Constitution of the United States.

It was tragic. And to think that it was all due to the notions about the United States Constitution held by a Southern jurist who had fought and shed his blood for the Confederacy, who had once been Governor of Alabama himself and who had been appointed United States District Judge by that other celebrated railroad regulator, Theodore Roosevelt. Instead of going into effect next week, Gov. Comer's injunction-proof laws must withstand the test of the courts. And the worst of it is, Gov. Comer knows that if he interferes he is liable to go to jail by Judge Jones' order for contempt.

PROHIBITION IN CITIES.

To our mind the only intelligent and tenable opposition to such (prohibition) legislation, as applied to populous municipalities, must be based on the apparent fact that experience fails to show such a result from the total suppression of legalized saloons in any large city as would justify a reasonable belief in the efficacy of that method of dealing with the problem. That prohibition has worked wonders in some small towns and in many villages and country districts is so indubitably true that time would be wasted in producing the records which prove it. But that a like radical treatment can be efficaciously applied to large cities, especially where the law is of State not of local adoption, is a conclusion not supported by any evidence which has come within our knowledge. The recent official testimony of the Governors of Maine, New Hampshire, Vermont and Kansas is emphatic to the point that in the centres of population in those States the law is universally a dead letter, and that the illicit traffic has not only contributed to the growth of intemperance, but has spread popular contempt of the law in all directions and brought about a condition of affairs, generally, far more deplorable than existed when licenses were granted.—Norfolk Virginian-Pilot.

Do It Today—Now.

Order the Philadelphia Press Daily, one year, and they will send you a Safety Razor with it. The value of the Daily Press one year and the Safety Razor is \$8.00. The Press makes the unheard of offer of both for \$3.50.

Each is a Christmas Gift in itself. The Press will mail the paper one year to one address and send the Safety Razor to another if desired. The offer is good only to January 1st.

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S. S. Carib... Friday, Dec. 13, 1907.  
Wilmington to New York.  
S. S. Carib... Saturday, Dec. 7, 1907  
S. S. Navahoe, Saturday, Dec. 14, 1907  
Wilmington for Georgetown.  
S. S. Navahoe... Monday, Dec. 9, 1907  
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General Offices, P. O. Box 11, Wash. 41, Apr. 15-17

# The Standard Oil Company



## By John D. Archbold Vice-President

"I say, with the utmost frankness, that I now believe the policy of silence which the company maintained for so many years, amid the misrepresentations which assailed it, was a mistaken policy, which, if earlier abandoned, would have saved the company from the injurious effects of much of that misrepresentation."

JOHN D. ARCHBOLD,  
Vice-President Standard Oil Company.

This is a significant statement taken from the introduction of a remarkable article written by the active head of the Standard Oil Company which appears in this issue of

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AGENTS



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