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BRITISH STEAMER SINKS, MANY LIVES LOST

Huge Seas Pound Berlin to Pieces and Few Aboard Escape.

FATAL NORTH SEA DISASTER

Ship Struck Off the Hook of Holland in a Terrible Storm, and Tugs Could Not Reach Her to Bring Assistance—Over 100 Perish.

Hook of Holland.—The mail steamer Berlin, belonging to the Great Eastern Railway Company, of England, from Harwich for the Hook of Holland and Rotterdam, was wrecked off this place shortly before 6 o'clock a. m., and, with the exception of fourteen persons, it is believed that all on board were lost.

Among the drowned are Fraulein Schoene, of the Mannheim Court Opera, who the week before saw the Wenerian parts of Blise and Elizabeth at Covent Garden, London; M. Orloff, architect, of Amsterdam; and M. M. Steinhilber and Memmler, who all sang minor parts, and Fraulein Gobel, of the Court Theatre at Dresden, who acted as leaders of the chorus during the Covent Garden season.

No one knows the cause of the disaster. The vessel encountered a terrific gale all through her journey from Harwich. Just as she was entering the new waterway here she was seen to turn around as though her engines had stopped, and a moment later she was dashed against the jetty. She had taken the channel entrance correctly and was making her way between the piers.

A short time after the vessel struck she broke in two and the fore part slipped into deep water, as the persons on shore at first believed, but seems to be imbedded in the sand bank. There were still a few persons on board clinging to the wreckage. During the high water of the tide, the waves of the storm, the waves shot off all view of the wreck, which led to the belief that no trace of the Berlin had been left.

The receding tide, however, revealed the remains of her stern with a handful of survivors.

After over thirty hours' incessant effort the Dutch lifeboatsmen reached the wreck of the Berlin and took off eleven of the fourteen survivors. Two women and a child refused to jump and the lifeboatsmen had to come away without them.

The life-savers launched their boat repeatedly, only to be hurled back by mountainous seas. At last, with the receding tide and some improvement in the weather, they succeeded. It was 3.30 p. m. when the rescue was made.

The cold had been so intense throughout the night that it was deemed hardly possible that any living thing so exposed could survive, but when daylight broke small groups could still be seen clinging to the poop and deck houses, the only portions of the vessel visible.

Captain Jensen says he was compelled to leave the two women and the child on board the wreck because they did not dare to make the descent of the rope owing to their completely exhausted condition. In fact they appeared to be dying.

Captain Parkinson, of the Holt Steamship Line, who was a passenger on the Berlin, said that the disaster was due to the fact that the Berlin reached to in the terrific sea as she was entering the waterway, and was dashed upon the pier head, immediately "crunching up like a concertina and parting amidships."

Many of the bodies which already have been washed up are battered beyond recognition and some are without heads and others without arms or legs.

It now appears certain that after the catastrophe there were many more than fifteen persons remaining on the wreck and that most of them were washed off by the waves. One woman was carried away just before the rescue was effected.

The survivors huddled together for warmth and the members of the crew who were still alive shared their food with the others. There was not enough to go around, however, and for twenty-four hours not a morsel of food passed the lips of these unfortunates.

TAR HEEL LAWMAKERS

What Our State Lawmakers are Doing Raleigh.

Considering the Revenue Bill.

At noon the House resolved itself into a committee of the whole and considered the revenue bill, Royster in the chair. Doughton, chairman of the finance committee in charge of the bill, said there had been no changes in the sections up to 5 of the present act, and these were adopted without reading. A slight amendment by the committee to section 6, regarding the inheritance tax, was adopted. From that section to section 23 there was no change from the old law and there was adoption without reading. Section 23, requiring the tax-payer to send certificates of income to the corporation commission was changed so that it is to be sent to the tax-lister. Section 27 was amended so as to include exhibitors of moving pictures and magic lantern pictures in the \$2 per day class for taxes, provided they do not give continuous performances. There was prolonged debate over the committee amendment to section 29, imposing a tax of \$300 instead of the present \$200 on circuses. Gallert offered an amendment making the tax the same as at present, and fervid speeches in behalf of circuses privileges for the people and in support of the amendment were made by him and Bickett, Galloway, of Greene, Kennedy and Peel. The amendment was defeated.

Having reached section 35 without material amendment of the committee's report, the committee of the whole arose, the House resumed its session, MacRae being speaker pro tem, and Chairman Royster reported the progress of the committee and the adoption of the bills up to section 35. Consideration will be resumed Friday morning.

The Senate bill to authorize street and inter-urban railways to build and maintain water power plants passed and the House adjourned.

A Short Session of the House

A short session of the house was held at night, during which only bills, on which there was no contest, were considered.

Preston's Immigration Bill Passed.

At 9 o'clock Preston's immigration bill came up as special order. Speeches in opposition to any immigration of any kind were made by Stevens, Peele and Price, of Rockingham, contending that the scarcity of labor was a blessing in disguise by decreasing the products of farm, shop and factory and enhancing their prices, while labor could command higher wages and be more independent, and immigration would injure laborers by competition. Strong arguments for the bill were made by Preston, Neil, McRae, Doughton, Laughinghouse, Clifford, Parson, Galloway, Julian and Blount.

The Rate Bill.

McLean then spoke about his own bill, providing a flat 2-cent rate for the big railroads and a 3-cent rate for the others. Daniel declared that McLean by his own argument, had proved his own bill illegal, that Daniels' was illegal. He said further that McLean had taken parts of his own bill from parts of the House bill and that two sections of McLean's bill and Daniel's bill were alike, so that McLean was really opposing his own bill. Reid said at first he too for to two-fare rate, but now thought this would complicate the situation and might invalidate the law and was convinced that it should be only one rate. The only question is how much shall the reduction be. It must be substantial. The substitute of Daniel pleased him better than any other bill before the Senate and he would support it. He answered McLean's argument that the bill interfered with inter-State rate, saying that interfering with these and prescribing them any but two very different things, and that North Carolina ought to get its just proportion of the rates charged from points in the State to points out of it and from points without to points within.

Mason declared that Gaston county people paid more money for freight in 10 days than for passenger fares in a year. He offered an amendment to Graham's bill fixing first-class fare at 2 1/4 cents, second-class at 2 1/4, leaving the remainder of Graham's bill as it now stands. Ayeoek spoke in support of Daniels' substitute. He said that no opponent of rate reduction had introduced a bill to reduce freight rates, though it was now within two weeks of the end of the session. He said he had asked the railway officials to reduce the freight rates and remove the discriminations against North Carolina while the Legislature was in session, but that the railways had not done this and would not do it until forced. Holt said he deplored the sending out by lobbyists the impression that this was a Legislature of Communists and Socialists, while it was a very conservative body. He regretted the statement by Senators that vested rights of stockholders of railways would be destroyed and their property confiscated. He opposed leaving the matter with the corporation commission, saying the people and the Democratic party had put the responsibility upon the Legislature which ought not to try to shift the duty. McLaughlin had stated that no Senator who paid \$2,000 a year for freight would be willing to vote for 2 1/4-cent rate. McLaughlin said he paid \$10,000 a year for freight and thought a passenger rate of 2 1/4 cents fair and just and what the people wanted. He attacked the railways for their neglect of North Caro-

lina, saying if they would give better facilities for travel in this State their traffic would greatly increase.

Long said he hailed from a county which knew the Democratic party had a platform at the last election and that this promised lower railway rates and relief from railway extortion and injustice upon the people. He declared that the proper regulation of these public service corporations was the only question before the American people today.

The discussion was here ended, the chair stating that there was 75 bills to be ratified. Webb offered a resolution that at 11:30 Friday all debates shall close on the pending railway bills and a vote be taken. This resolution was opposed by Pharr, Graham and Hicks and was lost, only Webb voting for it. Seventy-five bills were ratified and at 2:15 the Senate adjourned. On Friday the Senate passed the rate bill, only 3 votes being cast against it.

The Rate Bill Debate.

The Senate took up the discussion of the passenger rate bill. Mitchell said he regretted the disposition of many people in North Carolina to impugn the motives of the legislators in reaching conclusions on this subject, and believed the people wanted only what was fair and right. He admitted there was a popular demand for a reduction but declared it was his opinion that 2 1/2 cents was the proper figure and begged the Senate to look at the proposition from a business instead of a political standpoint, as the railways had to meet the same problems which confronted the people of the State. With a great labor, and the State demanding lower freight and passenger rates, better service, and better equipment, and that no man could see justice in all these demands at once.

McLean spoke very sharply in criticism of the report in The News and Observer of his speech, the statement having been made that he stood for a "cheese paring" reduction.

At this juncture a resolution came over from the House and was immediately adopted for a joint ballot for trustees of the State University.

Lovill, who has introduced a substitute bill referring this entire matter to the corporation commission, spoke for the development of his section.

Drewry said the question of passenger rates was an issue in the campaigns of Wake, his opponent taking position for a 2 1/2-cent rate, but that he had not made declaration as to what rate he would vote to fix, but had promised to hear the matter discussed and then give his verdict. At first he favored a flat rate, but now favored the Graham bill for two fares. Odell said he was satisfied the Senate was not sufficiently informed to make a proper passenger rate at present, as it cannot be accurately said exactly what the railways in the State are earning, and it was impossible for a legislature in 30 days to learn the matter so thoroughly as to know exactly what should be done, but the Democratic party had placed the responsibility upon this Legislature and the Senate must fulfill the party's promises. Graham spoke for the committee's bill and demanded the previous question, but allowed McLean to offer an amendment.

Amendments and Substitutes.

McLean's amendment provides that the corporation commission may, for such time as it thinks proper, permit railways of 100 miles or less and all new or independent roads, to charge not over 3 cents per mile. This adopted. McLean's substitute was lost 11 to 27. Lovill withdrew his substitute. Daniel's substitute was lost, 18 to 27. Blair offered a substitute for one class passenger fare, not to exceed 2 1/2 cents, though the corporation commission may allow roads under 100 miles long not to exceed 2 3/4 cents. This was lost, 6 to 34. Graham's amendment, embodied in the committee bill, was adopted.

Graham's amendment to his own bill makes section 3 apply to roads earning as much as \$1,500 per mile. So if earnings are less than that amount three cents can be charged. The amendment was adopted to go into effect July 1st, 1907.

The vote on Daniels' bill was ayes, 18; noes 27.

The House bill was put on reading. Webb moved to substitute the Graham bill for the House bill. This was done. The Graham bill then passed its third reading: Ayes, Ayeoek, Ballenger, Blair, Brown, Burton, Buxton, Carter, Daniel, Davis, Dawes, Dickey, Drewry, Efrid, Fleming, Godwin, Graham, Harrington, Hicks, Holt, Howard, King, Klutz, Long, Lovill, Mason, Mauney, McLaughlin, McLean, Mitchell, O'Dell, Ormond, Perrett, Pharr, Polk, Rowline, Reid, Reinhardt, Rives, Seawell, Stubbs, Turner, Webb, Wilson, Wood; total, 44. Noes: Ballamy, Breese, Greer; total, 3.

Text of the Rate Bill.

The following is the text of the passenger rate bill as it passed the Senate:

Section 1. That the passenger rates fixed by the corporation commission be reduced for first-class fares from three and one-quarter cents to two and one-half cents per mile, and second-class fares from two and three-quarter cents per mile to two cents.

Section 2. That all railroads carrying passengers in North Carolina shall issue interchangeable mileage tickets for 500, 1,000, 1,500 and 2,000 miles to be used by the purchaser thereof in transportation of any person or persons who may choose to travel on said ticket.

Section 3. That the foregoing sections shall apply only to those railroad companies where the passenger earnings per mile of road exceed \$1,500; and if not so much, then the first-class fare may be three cents per mile and the second-class fare two and one-half cents per mile, but only for those trains which in operation do not pay \$1,500 passenger earnings per mile of road.

Section 4. That all railroads where the passenger earnings per mile of road do not exceed \$1,000, may charge the rates now in use.

Section 5. That the railroad companies affected by this act shall put the passenger traffic rate herein prescribed into operation on July 1, 1907.

Section 6. This act shall take effect from and after its ratification.

Compulsory Education Bill.

The bill providing for compulsory attendance on public schools 16 weeks each year under certain conditions came up for consideration, Dilling, the author of the bill, spoke in support of it, saying he hoped it would be the care of the insane of the State, that is a unanimous vote. He declared that in spite of the criticisms from the North and East of factory conditions in the South, the mill men of North Carolina had done more and were willing to continue to do more for the betterment of the conditions of their employes than from any other class of employes in the State.

Chairman Blount, of the committee on education, explained the bill, saying that it was so flexible that compulsory education would be required only in counties which saw fit to adopt it, upon petition of citizens. Speaking of the necessity of some such laws in certain sections of the State, he declared that investigations showed that the largest number of children of school age who failed to attend schools were in the cities or larger towns, where first-class graded schools were a sight of their homes. Statistics showed that last year there were 40,000 children of school age who could not read and write, and 144,000 children of school age who did not attend the public school that year. He read other statistics of the illiteracy, showing that the ratio of decrease was not as great as it should be. He appealed in behalf of children whose parents were illiterate and did not care to make use of the advantages for educating their children and urged that in aid of such children the bill be passed.

Discussing the principle of compulsory attendance, Blount said nearly every State in the Union had this law and so did every country in Europe except Turkey and Spain. He referred to the great need for such a law here and to the demands, requests and petitions for it from all over the State, from labor organizations, from councils of the Junior Order, from educators, from heads of great manufacturing plants and their employes, and these were told of to show the urgent demand for a mild law requiring attendance on the schools.

Midyette opposed the bill, saying the grandfather of the election law and the constitution was sufficient incentive to compel attendance on the schools, and that it had done more than anything else to arouse interest in education and that there was no sort of trouble in securing attendance in eastern North Carolina. The theory of compulsory education was all right, but the practical application of such a law would not do for his people. He opposed it as concentrating too much on boards of education, but said, however, that if the provision of the bill whereby the board of any county could require compulsory attendance, in that county, or in districts only, upon petition by a certain proportion of the voters, was stricken out and this matter left to a vote of the people, he would support the bill.

Stevens offered an amendment exempting Union from the operations of the law and spoke against the compulsory law theory, saying educational enthusiasm had no right to try and enforce such a law down the throats of the people.

McNeill, supporting the bill, said his only objection to it was that it was not an absolutely compulsory law for the entire State. Galloway, of Greene, opposing the bill, declared that the proposition to take charge of the children, even in the matter of education, would be bitterly resented, and that the effort to force parents would greatly retard the present voluntary educational progress. Parsons supported the bill, saying it was as mild as it could be and was prepared by the most conservative of men, consecrated to the plan of bettering the entire people, men he was not only willing to trust with education, but to look after any matters. He expressed his willingness to also trust his county board of education.

The Bill Passes.

Further speeches for the bill were made by Manning, Bickett, Kennedy and Douglass, the latter reading statistics showing great benefit of such a law. In Macon county the school attendance had increased 35 per cent and in Raleigh had greatly increased, without a single provision. Dilling called the previous question. All amendments to the bill except one proving that the law should not apply to territory already under the compulsory school attendance law. Bill passed second reading 91 to 9, those voting against it being Crawford, Eringhouse, Galloway, of Green; Johnson, of Johnston; Morgan, Rose, Royster, Stevens and Vann.

On third reading Representatives

from many counties joined in an amendment that their counties be excepted unless the question of compulsory attendance be left to a vote. The exempted counties being Bertie, Chowan, Currituck, Greene, McDowell, Franklin, Pasquotank, Union, Johnston, Yancey, Swain, Granville, Brunswick, Onslow, Polk, Halifax, Rowan, Nash, Camden, Catawba, Lincoln, Columbus, Swain, Wilkes, Clay, Davie, Chatham, Cleveland, Northampton, Gates, Stokes, Jackson, Caswell, Pamlico and Martin. Blount appealed to members not to follow the lead of enemies of the bill.

Rate Bill Agreed On.

The House committee on public service corporations, after three weeks' consideration of all the freight rate bills, Saturday night completed its work and finally agreed unanimously on a substitute bill, which will be reported to the House Monday.

There were a number of new bills introduced, among the number one to establish a tuberculosis hospital in the State and provide for its maintenance.

TRAIN DASHES OVER BANK

Escape of Occupants of Famous 18-Hour New York-Chicago Train Wrecked at Mineral Point Little Short of Miraculous.

Johnstown, Pa., Special.—The Pennsylvania special, the famous 18-hour New York-Chicago train of the Pennsylvania Railroad, was wrecked at Mineral Point seven miles east of here Saturday about midnight. None of the passengers were killed, and but one, John P. Kline, of Joliet, Ill., probably fatally injured. The train crew also escaped serious injury. Practically all the 54 passengers on the train were more or less hurt. Ten of the injured were taken to the Altoona Hospital, and the others were able to continue their journey.

The escape of the occupants of the train from death was little short of miraculous. The train was running at the high speed of more than 50 miles an hour when the last three cars of the train, Pullman sleepers, suddenly left the rails. They turned down twice, then slid down the 60-foot embankment into the Conemaugh river. The cars went through the heavy ice, but there was little water in the river so that there was no danger of drowning.

The wreck it is thought, was caused by the dropping of the brake rigging on the first sleeper following the locomotive and combination car. The rigging lodged under a tie, derailing the following cars. The locomotive and combination car remained on the track.

Artist Killed in Office.

Chicago, Special.—Webster H. Guerin, alias Louis Fisher, proprietor of the Harrison Art Company, was shot and killed in his office at La Salle and Van Buren streets by Mrs. Flora McDonald, wife of Michael C. McDonald, a millionaire, who was for many years the Democratic political "boss" of Chicago. The motive of the killing is not exactly known. Mrs. McDonald became hysterical, and was unable to make a connected statement. From what she said, however, it is believed that for some time Guerin had obtained money from her by the threat of making certain disclosures to her husband.

The Lyric Theatre Burned.

Altoona, Pa., Special.—The Lyric Theatre conducted at Keith's vaudeville house was destroyed by fire Sunday. The fire is supposed to have been caused by crossed electric wires on the stage. The house was opened last November. The loss is about \$90,000. Ex-Congressman J. D. Hicks and D. J. Neff, whose law offices were in the building, lost \$10,000 in their office furniture and law library. Several other occupants of the building lost heavily. The insurance is only partial. While running to the fire, Wm. W. Redding, of Dixon, Ill., a visitor to the city, was stricken with paralysis, and is in a serious condition at the Altoona Hospital.

Longshoremen's Strike Renewed.

Norfolk, Va., Special.—The strike of the longshoremen employed on the foreign shipping which arrives here, was renewed when some 200 men loading and unloading the British steamship Hestia and the German steamship Wollunde, quit work. The longshoremen insist upon an increase in wages of five cents per hour, making a total general pay of about 25 cents per hour. If the strike continues the vessels may be taken to Newport News to complete their cargoes.

Many Injured in Fire Scare.

Chicago, Special.—More than a dozen women and children were injured, several of them seriously, in a fire scare in an Italian church Sunday. Two hundred persons became frightened by escaping vapor from a radiator and rushed from the building. Most of their injured were trampled on or cut by glass from a window, which was demolished.

REVIEW OF WORK OF CONGRESS

What Our National Lawmakers Are Doing From Day to Day

Smoot Holds His Seat.

With the galleries packed and the crowds extending out into the corridors, the vote on the question of re-appointing Reed Smoot's retention of his seat was taken after an entire afternoon had been devoted to the consideration of the debate. The final vote stood 42 to 28 in favor of Smoot. Eighteen Senators were paired on the question, bringing the actual vote recorded and paired up to 51 to 37 in favor of the retention of the Utah Senator. The entire strength of the Senate was either recorded or paired, with the exception of but two Senators—Mr. Smoot himself and Mr. Wetmore, of Rhode Island, neither of whom voted.

Throughout the entire speechmaking Senator Smoot listened attentively, but when the voting began he retired to the Republican cloakroom and there awaited the result. At the conclusion of the voting there was a rush of Republican Senators to the cloakroom to congratulate Mr. Smoot. A large number of members of the House followed and then the Utah Senator was patted on the back and his hands were shaken in hearty fashion by the men who expressed their admiration of his bearing in the long and trying ordeal through which he has passed. On the floor of the Senate and in the galleries it was many minutes before order could be restored.

The final vote on the proposition to expel the Mormon Senator was as follows: Yea, Republicans—Burrows, Clapp, Dupont, Hale, Hansbrough, Kirtledge, La Laitte and William Alden Smith, of Michigan; total, 9. Democrats—Bacon, Berry, Camack, Clarke, of Arkansas; Clay, Culbertson, Dubois, Frazier, Lattimer, McCreary, McLaurin, Money, Newlands, Overman, Pettus, Rayner, Simmons, Stone and Tillman. Total, 19. Aggregate, yeas, 28.

Nays, Democrats—Blackburn, Clarke, of Montana; and Daniels, of Virginia; total, 3. Republicans—Arlie, Allee, Ankeny, Beveridge, Bulkeley, Burnett, Burnham, Clark, of Wyoming; Crane, Curtis, Depew, Dick, of Illinois; Dooliver, Flint, Foraker, Frye, Fulton, Gallinger, Jumble, Heyburn, Hopkins, Keen, Knox, Lodge, Long, McCumber, Millard, Mulkey, Nelson, Nixon, Penrose, Perkins, Piles, Spooner, Sutherland, Warner and Warren. Total, 39. Aggregate nays, 42.

Pass River and Harbor Bill.

The Senate passed the River and Harbor Appropriation bill, carrying a total appropriation of \$92,720,472. All the committee amendments were agreed to.

The bill as passed carries the appropriation for the completion of the 35-foot channel, 600 feet wide, up the Patuxent river to Baltimore.

Grazing on Public Lands.

It was conceded by Senators in charge of the agricultural appropriation bill in the Senate that the grazing lease provision will be eliminated from the bill on a point of order.

Several Senators desire to make speeches on the provision before it is stricken out, otherwise this action would have been taken at once. The reading of the agriculture bill was completed after most of the day had been spent in debate on the forestry system and the grazing provision. There is to be decided objection, according to Senator Lodge, on several provisions relating to the bureau of chemistry of the Department of Agriculture, and these were passed over. An amendment was agreed to at the suggestion of Senator Nelson which will add \$5,000 each year to the appropriation for agricultural colleges until the total amount for each state for these colleges shall be \$50,000 annually. The annual appropriation at present for agricultural colleges is \$30,000.

The salary of the assistant secretary of the department was increased from \$4,500 to \$5,000.

The provision for the survey of the White mountain and Appalachian mountain water sheds, to ascertain the feasibility of making a forest reserve, was also passed over for discussion.

The session throughout the day was devoted to the agricultural appropriation bill, and it is understood that this measure will be again considered with the idea of getting final action on the measure.

Senator Depue presented the following resolution. It was ordered printed and went over. "Resolved, That the committee on finance be authorized to investigate and report what legislation, if any, may be necessary in relation to the deposit of public moneys and the issue of currency to prevent conditions of abnormal and dangerous rates of interest at certain periods of the year and provide such elasticity in the currency that it will be more responsive to the conditions of business."

Unofficial Return Indicate a Victory for Mayor Dunne.

Chicago, Special.—Unofficial returns from the Democratic primaries indicate a victory for Mayor Dunne with 655 delegates, former Mayor C. H. Harrison with 239, Roger C. Sullivan with 62. Four hundred and ninety-four delegates are necessary for a choice. The city convention will be held February 23.

DEFEATS QUAKER CITY PARTY

Reyburn Elected Mayor of Philadelphia by Big Majority.

Leaders, Who Had Been Driven Out by the Reformers, Are Restored to Power.

Philadelphia, Pa.—John E. Reyburn, member of Congress from Pennsylvania, was elected Mayor of Philadelphia by a majority that conservative estimates place at 40,000 over William Potter, candidate of the City Party. In Potter's defeat, the City Party, which, after its victory over the organization in the gas lease fight of 1905, has gradually been on the sliding scale, goes down to defeat—a defeat from which even its friends scarcely hope it can recover.

The election of Reyburn means that the reform forces have been routed and that McNichol, Dave Lane, Dave Martin and all the other leaders that the popular demonstration of 1905 swept temporarily off their feet are dominating factors in the political situation.

Hugh Black, regular nominee for Mayor of Texas, was elected by only a few hundred votes less than his running mate. His opponent on the City Party ticket was Franklin Spencer Edmonds, who twice since 1905 has served as chairman of the City Committee. Edmonds was at one time a professor in the City High School and a feature of his campaign was the lining up of his former pupils in his behalf.

In every ward in the city the decadence of the City Party was noticeable. In November last, when there was a hot fight for the District Attorneyship, the organization candidate had a majority of 12,000. In City Party strongholds the figures showed a great decrease. The Twenty-second Ward, of which Potter is a resident and which has always given big majorities to the reform cause, returned a majority of only 2100 for the City Party. Similar conditions prevailed elsewhere.

The talk of a serious break between leaders McNichol and Lane, on account of the latter's prediction for United States Senator Penrose's influence, has been repudiated by the results. So far as the control of City Council is concerned, the organization has a safe majority. The leaders are jubilant, and declare that with control thus assured they will push city improvements that will include completion of filter plants and the parkway.

TRUST MEMBERS FINED.

Turpentine Combination Men Fined and Will Pay \$30,000.

Savannah, Ga.—The S. P. Shotton Company, the Patterson Dowling Company, the Standard Naval Stores Company and the Belgian company, corporations, and S. P. Shotton and J. F. C. Myers, individuals, forming what is known as the "turpentine trust," entered pleas of guilty in the United States Court to a violation of the Sherman Anti-Trust act. Judge Emory Spear fined each individual and corporation \$5,000, making an aggregate of \$30,000.

Other individuals indicted had their indictments nolle prossed. Shotton and Myers agreed in writing not to violate the law again.

RABID MAN ATTACKS WORKERS.

Coal Shovelers Suffering From Hydrophobia Try to Tear Faces.

Bridgeport, Conn.—Frothing at the mouth, barking, snapping and acting in every way like a mad dog, John Rilly, thirty years old, took possession of a coal yard, driving all employees out of the place in fear. He was finally overpowered by six policemen and locked in a padded cell. It is thought Rilly has hydrophobia, the city having recently had an epidemic of rabid dogs.

Rilly attacked the shovelers with whom he was working, tearing at their faces with his hands and trying to reach their throats with his teeth.

WASHINGTON'S FAME IN ITALY.

Government Issues Instructions to Teachers to Explain Significance.

Rome, Italy.—The Government issued instructions that the directors of all schools explain to their students on Washington's Birthday the meaning and importance of the celebration of this day in the United States. The instructions close with these words: "All civilized countries must aspire to peace as their supreme aim."

Poultry Prices Advanced.

The inability of the farmer to take his poultry to the killing house because of the severe snowstorms in the West has also resulted in the prices of chickens, turkeys, geese and ducks being advanced.

Senator Bailey's Defense.

Senator Bailey appeared before the investigating committee at Austin, Tex., and, taking the stand in his own behalf, replied to the charges preferred against him by Representative Coeck.

Liberal Policy to Catholics.

The Chamber of Deputies, by a majority of 301, sustained the liberal policy advocated by M. Briand, the Minister of Education, toward Catholics.

Russian Radicals Win.

Returns from the final elections to the Russian Parliament indicated a large radical majority in the lower house. The Nationalists were successful in Poland against the Socialists and Jews.

It Is Not "Missouri."

The State Legislature of Missouri adopted a resolution fixing the proper pronunciation of "Missouri." It is not "Missouri."