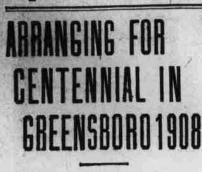
DAILY INDUSTRIAL NEWS, SUNDAY, JULY 14, 1907



Enthusiastic Meeting of Representatives of Various Branches of Business,

UNIVERSAL SENTIMENT FAVORS CELEBRATION

Prepare Suggestions to Be Submitted committee, acted upon his own initiato a Mass-Meeting of the Citizens of ified and approved by the executive com-mittee. It may fairly be said, therefore, Greensboro.

A short time ago the chamber of comnial celebration in 1908.

chamber yesterday afternoon, with Pres- Navigation Company. ident Thompson in the chair, and R. D. ized, and shortly after the foreclosure Douglas acting as secretary.

committee to consider the matter and to call a mass-meeting of citizens to which

Fry, Lee H. Battle, George A. Grimstey, E. J. Justice, C. D. Banbow, H. C. Hunt-ley, Ceasar Cone, J. Van Lindley, L. L. Hobbs, Neil Eilington, Fred N. Taylor, J. M. Millikan, O. C. Wysong, E. J. Stafford, R. M. Douglas, James E. Boyd, W. B. Marsimon, David Dreyfus, C. C. W. B. Marrimon, David Dreyfus, C. C. McLare, M. W. Thompson, J. M. Reee, Andrew Joyner, R. W. Haywood, Al. Fairbrother, William Barber.

The above committee will meet at the call of the chairman, which will probably

be in a few days. Suggestions have been made from time to time as to the date for holding the celebration. Among the suggestions is one that the centennial, the annual fair and the home-coming of North Carolinians be held at the same time, with a view to securing a larger at-tendance than would be probable under any other arrangement. The question date, however, and all other vital matters pertaining to launching the movement will probably be passed upon. by the mass-meeting of citizens. All Greensboro is becoming alive to the importance of the celebration, and it is safe to predict thatt he city's centennial will be marked by a demonstration of great magnitude.

declares that competition has been eliminated as a result of Harriman's operations, not only within the United States but on business between the Pacific coast and Oriental ports, and in effect charges, although mildly, that the Southern Pacific and the Union Pacific, in their operation, constitute a combina-

tion in restraint of trade, and cites other combinations that are in all probability illegal and susceptible of civil action.

Harriman Entirely "It."

Within three years after the reorganization of the Union Pacific Railroad Company in 1897, according to the re-port, Edward H. Harriman became the dominating spirit in that corporation. The report continues: "The investigation showed that in practically all the great transactions of this company Mr. Preliminary Committee Appointed to Harriman, as chairman of the executive

> tive, and his acts were subsequently ratthat the policies and purposes of the Union Pacific have been those of Mr. Harriman."

When the Union Pacific was reorganmerce passed a resolution instructing ized it owned 1,822.59 miles of railroad, President M. W. Thompson and Secre- extending from Council Bluffs, Iowa, to tary J. S. Kuykendall to call a meeting Ogden, Utah, from Julesburg to Denver, from Denver to Cheyenne, from Kansas representatives of the various from Denver to Cheyenne, from as the City to Denver (formerly known as the branches of business, and the several or- Kansas Pacific), and various branches ganizations of the city, to consider the extending into the territory on each side question of holding a Greensboro centen. of these main lines. Previous to the reorganization the old company had con-

In compliance with this resolution the Oregon Short Line and Utah Northern meeting was held in the rooms of the railway, and the Oregon Railroad and

sale the Union Pacific Railroad Com-It did not take long to ascertain that pany acquired by stock ownership the the universal sentiment of the meeting the universal sentiment of the meeting was in favor of holding the celebration. After considerable discussion as to the best way to put the movement on foot, Union Pacific to Huntington, Ore., and

it was decided to appoint a preliminary from Salt Lake City to Butte, Mont. The Oregon Railroad and Navigation Company owns the lines from Huntingshall be submitted suggestions and re-quest the citizens themselves to select the men to manage the great affair. The following were appointed to con-stitute the preliminary committee: C. M. Vanstory, chairman; R. D. Douglas, secretary; L. J. Brandt, E. E. Bain, J. L. King, T. A. Glasscock, G. S. Bradahaw, Garland Daniel, E. P. Whar-brand to San Francisco, and a line of steamers from Portland to San Francisco, and a line

Fron, E. C. Hood, C. H. Ireland, J. W. of steamers from Portland to Japanese Fry, Lee H. Battle, George A. Grimsley, and Chinese ports. The Union Pacific E. J. Justice, C. D. Benbow, H. C. Hunt- also owned one-half the stock of the

With these properties as a nucleus, and with the credit based on these assets, the Union Pacific has in the past six years so grown in power and influence that at this time it controls every line of railroad reach-ing the Pacific coast betwen Portland on the north and the Mexican border on the south-a distance as great as that from Maine to Floridaexcepting alone the Santa Fe line, in which it has a large stock inter-est; and of his ability to "take" this road at any time the law will permit Mr. Harriman expresses no doubt. Among the lines thus brought under the same control, in addition to the Union Pacific, Oregon Railroad and Navigation Company, and Oregon Short Line, are these:

The San Pedro line, running from Salt Lake City, through Los Angeles to San Pedro harbor. Pacific coast, projected and begun by Senator Clark as an independent line, which Mr. Harriman stopped and absorbed. All the lines of the Southern Pacific Company (a holding corporation), including: Southern Pacific "Sunset The Route," running by two routes from San Francisco to Los Angeles, and thence through Arizona, New Mex-ico, Texas and Louisiana to New Orleans, with many extensive The Central Pacific "Ogden Route," running from Ogden to San Fran-cisco and from Roseville (near Sacramento) to the Oregon state line, ramento) to the Oregon state line, with several branches. The Oregon and California rail-road, running from Portland to the California state line, which, with the Central Pacific's "Shasta Route," connects Portland with San Francisco. In addition, the Union Pacific controls every regular line of trans-Pacific steamships operated out of the Pacific coast ports south of Puget Sound: also the Pacific Mail Line, plying between San Francisco and Panama: and the Morgan Line of freight and passenger carriers, operated between New York city, Havans, New Orleans and Galves-Mr. Harriman may journey by steamship from New York to New Orleans, thence by rail to New Orleans, thence by rail to San Francisco, across the Pacific ocean to China, and. returning by another route to the United States, may go to Ogden by any one of three rail lines, and thence to Kansas City or Omaha, without leaving the deck or platform of a carrier which he controls, and without duplicating any part of his journey. He has further what appears to be a dominating control in the Illinois Central railroad, running di-rectly north from the Gulf of Mex-ico to the Great Lakes, paralleling the Mississippi river; and 2,000 miles west of the Illinois Central he controls the only line of railroad paralleling the Pacific coast and running from the Columbia river to the Mexican border. Within a year his sphere of influ-ence has extended eastward; the Union Pacific and Oregon Short Line have acquired 18.62 per cent. of the stock of the Baltimore and Ohio, at a cost of \$45,466,960, and have invested \$19,634,324.93 in New York Central and Hudson river

(Continued from First Page.)

Mr. Harriman himself made at the hearing. To Exclude Competition. The report states that it was the

Harriman policy to gather under one railroad securities." head all existing transportation lines, or Kuin, Loeb & (sued by the Union Pacific. With the proceeds of these bonds the Union Pa-Pacific Company, and a majority of the outstanding stock of the Northern Pa-cific, which latter incidentally carried with it control of one-half of the stock of the Chicago, Burlington and Quincey, the stock of which had been purchased collateral trust bonds issued therefor. Possession given to the Union Pacific absolute mastery over every avenue leading to the Pacific coast within the United States save that afforded by the Great North-ern railroad on the northern border of the country, and that offered by the Santa Fe upon the Southern.

This plan, if executed, would have subjected to a common will and policy, the report says, nearly one-half of the territory of the United States-a comparatively undeveloped, rapidly growing, and extremely rich territory, into which must necessarily extend the population ment of these two railway companies Burlington by the Union Pacific was prevented by a decision of the United and from oriental ports. States Supreme Court.

Speaking of Union Pacific's control of principal cities throughout the United

"It is claimed by the Union Pacific," continues the report, "that the principal reason for acquiring the Southern Pathrough line of transportation with the against it in the receipt and transportation of freight and through traffic.

National Policy Involved.

were born out of a national sentiment and need. The nation felt the necessity for rail connection in its isolated Pacific coast territory, and for this purpose, and to an unprecedented degree, pledged its own credit and donated its own lands to create a national highway between the Missouri river and the Bay of San Francisco. In every statute passed by Congress affecting these two roads there is to be found proof of the existence of such a policy. They were to be built toward each other—one from the east and one from the west-and were to form one continuous line, which was to remain for all time available to the business and governmental necessi-

ties of our people." There is then quoted in the report the et of June 20, 1874, which provides that any officer or agent of the companies" (Central Pacific, Western Pacific, Union Pacific, Kansas City and Denver Paauthorized to construct the a

as it was dealt with much as many have large railway systems fail to meet other roads were at that period. The their obligations or go into the hands of first of these statements is, we trust, receivers, and the object of legislation true; the latter statement is not calculated to uphold the value of American the risks of railway investments.

Says That Harriman Has Killed All of His Rivals PETER PAN WINS "NIGGER" PISTOL

Kuhn, Loeb & Company's connection as many as possible, and to exclude the incoming of all competitors. For this \$100,000 of convertible bonds were isserved that the bankers who warded. by them and the othre half given to the syndicate to whom the bonds were ing lines. Competition between rail sold. banking house received a commission of of these lines would have the Union Pacific absolute mas-commission of \$2.50 per share on the petition, yet the acquisition of any con Chicago and Alton stock sold to the significant that a member of this firm refused to disclose the extent of its interest in these securities.

Conclusions Reached.

The conclusions of the commission are as follows: The effect of the control of the Southern Pacific by the Union Pacific has been

and business of the eastern states. The and their steamship lines, and to elimicontrol of the Northern Pacific and the nate competition between them in transcontinental business and in business to

The Union Pacific, as has been shown controls the San Pedro, Los Angeles and Southern Pacific the report says: Salt Lake railroad, the stock of which "Whereas, formerly the two companies is deposited in the hands of a trustee. had separate commercial agents in the This line was originally intended as an independent road, extending from Salt States, soliciting traffic over their re Lake, where it connects with the Union spective lines, they now have common Pacific and with the Denver and Rio agents and solicitors who represent the unified Union Pacific and Southern Pa-cific system." and Southern Pacific.

It appears that the Union Pacific also owns \$10,000,000, par value, of the stock cific was to obtain the Central Pacific of the Atchison, Topeka and Santa Fe connection from Ogden to San Fran-ciso. It is undoubtedly true that this is a desirable connection for that com-with the Union Pacific, making \$40,000,is a desirable connection for that com-pany; but, whether purchased or not, the Central Pacific is required to form a entire capital stock of the Santa Fe Comthrough line of transportation with the pany. Who owns this stock, outside of Union Pacific, and not to discriminate the \$10,000,000, Mr. Harriman declined to state. Two directors of the Union Pacific are also directors of the Santa Fe Company; and there is now a divis-

ion of the oriental traffic by the Pacific Mail Steamship Company between the Union Pacific and the Santa Fe sys-

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

similar to that of the Alton. Prior to the acquisition of the South-ern Pacific by the Union Pacific, the Denver and Rio Grande system, extending from Denver, where it connects with various lines to east, to Salt Lake and Ogden, was given equal facilities over the Central Pacific, and thereby practically formed another transcontinental Since the amalgamation of the ine. Inion Pacific and Southern Pacific, and the construction of the San Pedro road, this line has been denied equal facilities sheet in writing Kansas insurance. The in the receipt and transportation of suits involve every fire insurance comfreight over the Central Pacific and the pany doing business in the state

San Pedro lines. Its business, therefore, has decreased, and its ability to compete with the Union Pacific and the Southern Pacific impaired. On this account the Gould lines are aiding the count the

tion upon the Santa Fe board.

Recommendations Made.

pression of competition.

\$25,000 HANDICAP TOTERS IN COURT and administration should be to lesser James R. Keene's Colt, the Fav- Mayor Boyden Sends Youngsters (2) It is contrary to public policy, as

well as unlawful, for railways to acquire manage laws and in the constitutions and law these operations appear to be richly re-warded. The testimony shows that proceeds of these bonds the Curban variable. The testimony should be a laws of all the states, and find in about Kuhn, Loeb & Company received 5 per laws of all the states, and find in about forty of the majority of the cent. of \$5,000,000 on the issue of \$100, forty of them prohibitions against con-outstanding stock of the Northern Pabonds, one-half of which was retained of competing railways, or the purchas On the 750,000 shares of Southern ways as well as between other indus jointly by the Northern Pacific and their sold. On the 250,000 shares of the partitic pur- tries is the established policy of the na-Great Northern companies and their chased at \$50.61 per share, the same tion. And while the acquisition of a small minority of the stock of a com siderable amount of stock, with repre Union Pacific at \$86.50 per share. It is sentation on the board of directors of such railway, unquestionably has the effect of diminishing competition and lessening to that extent its effective ness. So long as it is the policy of the general government and of the states to

maintain competition between naturally competing lines, the ownership of any stock by one railway in a competing railway should not be permitted, and such lines of railway should be prohib-ited from having any common directors or officers.

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

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

FIRE INSURANCE

ance companies, charging them with vio-

lation of the state antitrust laws. The

suits are based on information furnished

by Charles H. Barns, superintendent of

insurance, and seek to prevent the com-

panies from using the Eldridge rating

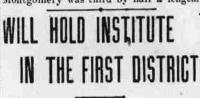
COMPANIES ARE SUED

62

orite, Leads at Brighton Beach.

New York, July 13—Peter Pan, James R. Keeue's game colt, won the \$25,000 Brighton handicap at Brighton Beach to-day in a drive that brought the 33,000 spectators in the stand to their feet velling like mad. The great colt was a fering the stores of certain merchan's, hot favorite with the betters, being backed down from 2 to 1 to 8 to 5. and those today were three in number, Notter won his race in the stretch, and charged with the larceny of a pistol. as Peter Pan, jump by jump, went into Mr. Kesler felt that he could not dis-pose of the case as he would like, and the lead, the biggest crowd that ever as-sent it up to the Superior Court for sembled at the Brighton track rose to the judgment of a Superior Court offiits feet with a wave of cheering that eer. did not cease until Notter had ridden

At the mile Montgomery had come forth and was two lengths behind Mc Carter. Coming into the stretch Not-ter gave Peter Pan his head and the colt responded with a rush. Through the bunch he came like a cannon bell and back to the scales and Peter Pan had bunch he came like a cannon ball, and The city is sympathetic with the when at the eighth post McCarter fal-tered, the race was over Pater Part. White family here, because Miss Adelaide White, known everywhere in the state for her beautiful voice, is ill at tered, the race was over. Peter Pan rushed under the wire winner by a neck. Montgomery was third by half a length. home with a mild case of smallpox. The



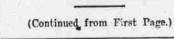
distingusihed guests besides copious showers of rain. Walter Huff, who last REPRESENTATIVE SMALL OBTAINS year won the championship of America by hitting 199 out of the possible 200 PROMISE FROM U. S. DEPART-MENT OF AGRICULTURE. ing them pointers. He is truly teaching the young idea how to shoot. Mr. Ander-

Washington, D. C., July 13 .- The farmers of the eight counties comprising the club, although the statutes debar the First Congressional district of North his taking part in the sport. They will Carolina, beginning July 25, will be treated to an institute provided by the department of agriculture through the road building, forestry, drainage, plant. ing and other subjects of interest to the farmer.

Washington several days making ar-After numerous conferences with Secetary of Agriculture Wilson, Mr. Smail has been advised that eight experts of the department will be sent to the First district on the date named to instruct the farmers of that section along the





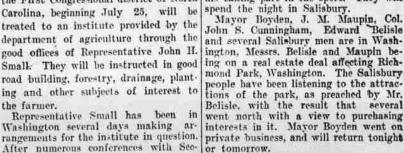


destruction began. Eight years have elapsed since that day of rioting, the consequences of which was the calling out of United States troops at the re-quest of Governor Steunenberg, the establishment of the first military 'bull-

pen," and the laying of the foundation,

berg, resulting in his assassination by

Vicksburg, Miss., July 13 .- This city and surrounding country suffered greatly by a cloudbrust, which struck here early today. Nearly every bridge in the city and county was washed away. The flood carried away one house. The Yazoo and Mississippi Valley railroad reports 3,400 feet of track washed away a few miles



VICKSBURG STRUCK lines indicated. Mr. Small borrowed this





on to Higher Court-Case

of Smallpox.

J. D. McCalls of Charlotte, tomorrow

is quarantined, and Cashier W.

H. White, of the First National Bank, is kept from his place of business and

at home. There is absolutely no danger

of a spread of the contagion, and none that Miss White will not emerge soon

The Gun Club is this afternoon having

pigeons, is with the sports, and is giv

son, representing the U. M. C. people

and himself a great shot, is a guest of

family

completely cured.

ALBEMARLE TO HAVE NEW OPERAHOUSE

Albemarle, N. C., July 13.—A con-tract has just been closed with Contrac-tor L. A. Moody for the erection of an operahouse for Albemarle. Messrs. F. E. Starnes, D. F. Parker and J. C. Parker have united in the construction of this have united in the construction of this handsome structure, which will adjoin the Smith-Biles building now occupied by P. J. Honeycutt & Co., in West Main street. This will be one of the finest buildings in the town and will be pushed as rapidly as the material can be ob-tained. It has long been in great de-mand and the people of Albemarie are delighted with information that it is to be built be built.

STONE BUILDING SUPPLY COMPANY

Dealers in all kinds on

Building Materials

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Washington Hydraulic Press Brick, Whitehall Portland Cement, **Peerless Mortar Colors.**

Write us for prices on Metal Ceiling, Metal Shingles or Metal Lath.

Estimates on Steel Structural Work cheerfully furnished.

Stone Building Supply Co. J. W. & E. R. WHARTON, Props.

That it is only the law which pre-vents the concentration into Mr. Harriman's hands of every railread line lying between Canada and Mexico is the frank admission of

said roads, or any company engaged in operating said roads, who shall refuse of another line from Ogden to San Fran o operate and use the road or telegraph

The joint control of the Alton rail under his control," or "shall refuse in such operation and use to afford and seway by the Union Pacific and the Chicago, Rock Island and Pacific Railway cure to each of said roads equal ad-Company has undoubtedly eliminated vantages and facilities as to rates, time, transportation, etc.," is deemed guilty of a misdemeanor and punishiable by fine competition between the Alton and the Rock Island between Chicago, St. Louis and Kansas City. These are conspicuous illustrations of the development of the theory of "community of interest" and "harmony of management," which Mr. Harriman suggested when he demanded representa-tion uncount the Sente Ta based

not exceeding \$1,000, and by imprison-ment of not less than six months. The "The fact that the Union Pacific and

Central Pacific companies were there-after separately reorganized under the laws of Utah and acquired these lines, does not relieve them from the public obligations imposed by acts of Con-gress. The Union Pacific was therefore forever guaranteed without pur-chase a connection with the Central Pacific upon terms as favorable as might be given to any other connection." The commission, in framing its report, paused for a while to praise Harriman as fol-

ows:

"It has been, however, no part of the Harriman policy to permit the proper-ties which were brought under the Union Pacific control to degenerate the Union companies, except connecting lines, for the purpose of forming through routes of transportation, including branches and Pacific control to degenerate and decline; as railroads they are better prop-erties today than they were when they feeders. It is in the interest of the public to facilitate the consolidation of connecting lines. The credit of a railcame under that control. Large sums have been generously expended in the carrying on of engineering works and betterments which make for the imway company is founded upon the re-

provement of the service and the permanent value of the property." The commission tells how the San

Pedro, the road built by former Senator William A. Clark, of Montana, came under the control of Harriman. The San Pedro and the Union Pacific entered into ah agreement whereby the two roads maintained the same rates, charges and elassifications on competing business. The roads contended that the agreement covered only business within the State of California. The agreement was abrogated in April on the ground that the legislature of California at its last session enacted a statute prohibiting con-tracts in restraint of competition.

The commission squints at another probable violation of laws in the con-trol of the Union Pacific and the Rock Island over the Chicago and Alton. tem is located. The Alton Deal.

The Alton Deal. Harriman's manipulation of the Alton is treated at great length. No new light is thrown on this particular transac-tion. The report refers to the Alton deal as "indefensible financing." "By way of justification or excuse," the report says, "we are told that the methods of the financing of railroads which prevailed in the year 1900 are now obsolete, owing to a higher degree of conscientiousness among financiers; and, moreover, that the Chicago and Alton abould not be re-garded as an isolated instance, inasmuch

Wilmington, N. C., July 13 .- The first Orchard in 1905. Since that time, no spike in the Wilmington, Brunswick and witness except Orchard has been found Southern railroad will be driven at to tell the story or incriminate himself

until this afternoon, when Dewey, now a resident of Colorado, made his con-Navassa July 25. Today the first carload of steel rails arrived, and other shipments will follow as rapidly as pos-told why he had come to Boise to consible.

years, he said, and had even risen to be graded, and a large quantity of cross-ties have been cut and placed. At the If the policy of purchasing and con-trolling stocks in competing lines is perelected town marshal. time of driving the first spike, a num-ber of speeches will be delivered by prominent Wilmington and Brunswick "What promise of immunity of punishment was given you before you de-cided to make the confession of crime? mitted to continue, it must mean supcounty men. The new road will traverse What reward will you receive? What induced you to make this statement now, after all these years?" were some an excellent agricultural, naval stores

Recommendations of general policy and lumber territory.

are made as follows: (1) The function of a railroad cor-**REPORTS POLITICAL AND** poration should be confined to the furn-

PERSONAL, SAYS HARRIMAN

the that sort of procedure on the part of government tribunals charged with the sources and prosperity of the country through which it runs. Its surplus duty of impartially administering the laws.

funds and credit should be used for the "I shall study it carefully, and have betterment of its lines and in extensomething to say about it later. But, from what I am told, it is full of strange sions and branches to develop the country contiguous to it. The testimony misstatements of fact. For example, taken upon this hearing shows that in reference to the Chicago and Alton, about 50,000 square miles of territory in the State of Oregon, surrounded by it says that I caused about \$12,000,000 to be credited to construction expendiin the State of Oregon, surrounded by the lines of the Oregon Short Line Rail-road Company, the Oregon Railroad and Navigation Company, and the Southern Pacific Company, is not developed; while the funds of those companies which could be used for that purpose are being invested in stocks like the New York Control and other lines have tures, in order to find an excuse for borrowing money to pay dividends. As a matter of fact, that was a written recommendation made by President Fel-ton, when I was in Alaska, and it was adopted by the board of directors at a meeting at which I was not present.

"Again, it is said that a certain method of accounting that was carried would have the effect of covering up the payment of the special dividend, thereby intimating some wrongful con-cealment. This is a most extraordinary

New York Central and other lines having only a remote relation to the terri-tory in which the Union Pacific sys-

Railroad securities should be are people cealment. This is a most extract and the risks of the railroad statement for the writer of the report to make, when it is considered that the duration of the div-Railroad securities should be safe and

(Continued From First Page.) people of this country can stand

of Richardson's questions. the witness answered:

sneered Richardson.

justice.

in Wallace in August and July of 1904.

It was at this time, the state asserts, that Orchard himself says that Orchard was in Denver, planning the Bradley murder.

One of the witnesses today swore that Orchard was at his hotel in Denver in July or August, 1904. McGee was also one of the witnesses, who swore that Orchard was at Mullan on the day of the explosion at the Bunker Hill and

Sullivan concentrator. Suffivan concentrator. Ten witnesses in rebuttal were ex-amined today. Most of them were called to disprove statements as to Orchard's movements in North Idaho and as to the disposal of his interests in the Her-cules mine. One of the most interesting

The disposal of the interesting witnesses was Angust Paulson, once a poor miner partner of Orchard's in the Hercules mine. He retained his interest in the Hercules for five years until the mine became one of the best properties in the country, and he is now wealthy.
Orchard swore that he planned to kidnap Paulson's children and extort a ransom of \$30,000. The coup did not come off. Paulson was called at this time to show that Orchard disposed of his interest in the mine some time before he left Idaho.
Paulson will be recalled later. Counsel for the state expect to finish the rebuttal by Tuesday streng or Wedneeday at the latest of the state of th

below Vicksburg and traffic over this line is at a standstill. Outside of the cost to the railroad according to the prosecution, for the animus on the part of the Western Federation of Miners against Steunenthe storm damage in this city and county is at least \$150,000.

Savannah Firm Bankrupt. Savannah, Ga., July 13.—Dougan & Sheftall, wholesale grocers, today filed a petition in voluntary bankruptey. Their liabilities are placed at \$100,000. The assets are given as \$41,618.

Keep Well

' with Good Food

Proper selection of Food

the sure way to get well

A Missouri woman says: "While getting over the grip, and while my stomach was so irritable i

"None," was the laconic reply to the and keep well. Use ... first two questions; but to the last one Grape-Nuts

"I read Orchard's confession." "You saw how well he was treated here, and decided to get a little of it?"

"It was nothing of that kind," sponded Dewey quietly. "I thought I ought to help along with the doing of

could not eat anything without distress. I found I could take a dish of Grape-Nuts with cream or good milk, and feel built up like I had eaten a full meal, Dr. I. L. McGee, against whom a warrant for perjury was issued, is a wealthy resident of Wallace. One time he kept a hospital there. In his testimony for the defense he swore that Orchard was

and yet have none of the unpleasant ef-fects of indigestion. I wish manie knew its worth. "It seems to me trained nurses a physicians could use it to such good ad-vantage. It is really the most nourish-ing and easily digested food I ever

Grape-Nuts food is now recommend-ed by physicians all over the world. They know is contains the delicate par-ticles of Phesphate of Potash obtained from the field grains. This is the ele-ment Nature combines with albumen of of the food to build the soft gray sub stance in the nerve centers and brain.

in the human body. The effect is in some ways like a stimulent, but does not wear off, for it is a natural rebuild-

