TAR HEEL CHRONICLES A GOOD ROADS PLEA

Happenings And Doings Gleaned From All Parts Of The Old North State.

Changes at A. and M,

The changes and addition iwil

Banks Declare Dividends.

000; the Merchants and aFrmers,

ional, \$15,000, which is 5 per cent

on its capital of \$300,000; the Ameri-

can Trust Company, \$14,000, which

is 4 per cent. on its capital of \$350,-

000; the Charlotte National, \$7,500

Savings Bank, \$2,000 which is 4 per

Union National, which is only two

years old, does not declare semi-an-

nual dividends but returns all the

profits to the surplus fund of the

Collectively speaking, all of the local banks have enjoyed a half-year

Drowned in Yadkin River.

Spencer, Special.—Claude Livingood, aged 20 years, of Jerusalem, Davie county, was drowned in the

Yadkin river near that place Sunday

at noon while in bathing with a party

of young friends. He was swim-ming in 15 feet of water some dis-

tance from the bank, when he was

noticed to throw up his hands and

sink. His friends made every effort

to save him, but were powerless, and

his body did not reappear until it was

recovered from the bottom of the

river several hours after the tragedy.

The cause of the drowning is un-

known, but it is presumed Mr. Livin-

good was seized with a cramp and lost his powers of locomotion.

Must Go To Trial.

in has declined to grant a pardon to Susan Hoyle, a 70-year-old white woman indicted at the August term,

1905, criminal court of Burke coun-

ty. She was charged with arson, Being adjudged insane the woman was not tried, but committed to the She was charged with arson,

criminal insane department of the

State Prison. Governor Kitchin de-

clined to grant the pardon on the

ground that the woman had not been

convicted and the Constitution re-

Bond Issue Held Up.

the fact that not every part of the

distature, a question of validity has

arisen and the Supreme court will

be asked to pass upon it at its fall

They Were Walking Some.

ian Morrison, son of Mr. J. K. Morrison, and Master Miles Cowles, son

county for the exercise and novelty of the thing, and spent a week there with relatives and friends of Miles.

And they returned home a-foot, They left Wilkesboro Tuesday morn-

ing at 6:30 o'clock and reached their

homes here last evening at 8 hav-

at the Cowee tunnel near Dilsboro on the Murphy division of the South-

ern Railway where a cave-in occur

Cave In Blocks Traffic.

Statesville, Special.-Master Jul-

The bond issue is there-

Raleigh, Special.-On account

Raleigh, Special.-Governor Kitch-

of marked prosperity.

cent. on its capital of \$50,000.

he must face first. He will \$10,000, which is 5 per cent. on its tless be given a hearing on the capital of \$200,000; the First Nat-

Charlotte, Special.-The snug sum

Shot Down by Offiger. Special.-Sheriff J. F. Durham, Special.—Sheriff J. F. Raleigh, Special.—Dr. Burton J. Harward returned Wednesday at Ray, of Raleigh, has been appointed \$:15 from Virgilina, Va., where to an instructor's position in the Charles Carroll, a Durham tough, chemical department at the A. and s badly wanted for various and sun-lry deviltries. Carroll has been clud-John E. Ray, of this city. Dr. Ray ng the officers here for the past is a graduate of Wake Forest and three years. His worst offense is completed his graduate work at Corburglary, breaking into a house and stealing \$16. He has stolen chickens Dr. L. F. Williams, who served as enough to make the most approved an instructor in chemistry for the tolored thief everlastingly jealous past two years, has been promoted to and has made blockade liquor of the grade of an assistant professor theap chemicals and general cussed-Dr. Williams is a graduate of Trinity ness to pollute every stream in the College and completed his graduate He has always managed to work at John Hopkins University. escape when in trouble, but was shot once by Deputy Belvin when he was W. Shorwood, now holds a position chased by the Durham man. When at A. and M. being located in the captured Carroll made a break, but State Experiment Station. eH gradwas shot down and was brought to uated at A. and M., this year, in the Deniston, Va., on a cot. The Dur- Department of Industrial Chemistry, ham officers met him there and and was appointed as an assistant brought him here. His pal escaped, chemist in the experiment station. but bloodhounds were put on his track and he is expected to be baggreatly strengthen the faculty in the Department of Chemistry and the ged. Carroll, in person, is the least pretty of men. He is 6 feet, 8 inches staff in the experiment station. with the most clongated legs. He has the reputation of being able to outrun a horse, has been frequently of \$73,250 was distributed in cash in known to catch a rabbit and in a foot the form of semi-annual dividends to race against Deputy Belvin is the only man who has ever distanced him. the fortunate holders of stock of the several Charlotte banks on July 1st. It was in one of these chases that Of this aggregate, the Commercial caused Captain Belvin to shoot at National will pay out \$25,000, which him and injure him in the hand. is 5 per cent. on its capital of \$500,-There are so many charges against

The Current Turned On at the Sanford Mills.

count for burglary.

this fellow that nobody knows which

doubtless be given a hearing on the

Sanford, Special.—Electric power from the Carolina Power and Light which is 3 per cent. on its capital of Company's plant at Buckhorn Falls \$250,000, and the Southern Loan and Company's plant at Buckhorn Falls was turned on at Sanford Cotton Mills Tuesday morning and now their 11,000 spindles and 400 looms, which were formerly run by a 450-horse-power engine supplied by steam from four 100-horse-power boilers, now turn at the hum of electric motors. This is the second manufacturing plant in our town to use electric power, the Sanford Ice Plant the first, and others will follow as early as wiring can be done, the power line having been completed only a few

Wagon Shaft Plunged in Messenger Boy's Body.

Salisbury, Special.—Clarence Mon-roe, aged thirteen, a Western Union messenger boy, son of Mrs. Robert Monroe, of this city, was seriously injured here late Tuesday afternoon while on a bicycle. In avoiding a collision with a street car he ran into a delivery wagon, the shaft of which pierced him in the side. So terrific was the blow that it required two men to pull the boy from the shaft, His shoes were torn from his feet. In an unconscious condition he was carried to a physician's office for treatment, and his condition is decidedly precarious.

Maud Kelly Convicted.

Raleigh, Special.—The court room of Police Justice Stronach was jam-med to the limit Monday-black and white were there to hear the trial of the abandoned white woman, Maud Keely, lately captured at Rocky Mount and brought here last Friday. She was convicted on evidence by three State's witnesses of unlawful relations with William Jones, a negro hackman.

Last week Jones was sentenced for quires convicted and the constitution is on the roads. Monday the is authorized to pa on. It was Kelly woman, convicted of being his stated that she will red in to Burke paramour, was given the same senceunty for trial and the the solicitor may nol pros the case.

The Squirrel aMn.

Durham, Special.—Maurice Mas-sey, a negro man of 52 years of age, came into town last week with a load of squirrels, making 582 that he has act voting a bond issue of \$500,000 killed and sold. The old fellow has, was read three times in the last legdeveloped a decoy that is 'Tatal to them. He can so thoroughly imitate them. He can so thoroughly his gun arisen and the rodents that they run up his gun arisen and the and are slain. He has ocme to be asked to p known as "the squirrel man," and session. The large number of patrons. fore held up.

Hogs Dying From Cholera.

Rocky Mount, Special.-There is a report from several parts of the two oc with the hogs just at present, and ville, did some walking Tuesday. The counties that cholera is working bavthat many are dying of the disease. boys recently walked to Wilkes The disease seems more prevalent in the section between here and Sharpsburg and heavy losses have been re-ported within the last two weeks by farmers who live in this neighborhood. One farmer in this neighborhood and within a few miles of this city is reported to have lost over twenty-five last week.

Fire Destroys Carthage Stables.

Carthage, Special .- G. C. Graves ig liverp stable was destroyed by fire here Sunday night at 11 o'clock. No stock was burned but all the other contents, including a lot of

The Duty of the Press in This Important Movement.

GREAT QUESTION OF THE HOUR

An Able Paper By C. H. Varner, Esq., Editor of the Lexington Dis-patch, Read Before the North Carolina Press Association Their Recent Convention Held at Hendersonville.

Building good roads is the great question of the hour in North Carolina. In the familiar phrase, it is the paramount issue, not only in this State, but throughout the Union. It transcends in importance politics, the tariff, the money question or any other question. Nothing is hampering this country so much as mud; nothing could possibly do more for the development of the State and nation than macadamized highways. Hence. the duty of the press in this State, especially, to begin a State-wide campaign for the promotion of better roads. It is our manifest duty to ery aloud to advocate strongly, to publish information, to mold public opinion until the people reach that point where they are willing to hear the cost of building modern roads in every county.

It is idle for me to attempt enumcration of the benefits good roads confer on a people. Every man, no mat ter how unlettered, instinctively knows that a good road is a fa better thing to have than a bad road We naturally have it in us to know the value of, and to construct an easy pathway, but, unfortunately, th devil of tax steps in and tempts us to hear the ills we have, rather than fly to blessings we know of and greatly desire. Our people all believe in good roads, but there are some who are unwilling to pay the cost. I have heard good men and good farmers de clore that inasmuch as the mud trails we now have were used by their fathers, they are good enough for us and it were useless to suggest a change in them. Others declare that we are too poor to attempt road construction, and still others are vehenment in their opposition to the idea of handing down to succeeding generations

such a lothsome thing as a public debt. These are some of the blee tions one hears. Factor in Civilization.

believe in my soul that a bad road is the greatest curse that can be laid on a community. It stunts the industrial, moral and intellectual life of a people. But a good road is equally as great a blessing, for once a community gets facilities for transportation and communication, all other blessings will be added thereunto. tax. Guilford has been building Mr. Roosevelt has well said that the roads six years and she has 100 miles. difference between semi-barbarism using bonds. We are too far behind and civilization is the difference be- to depend on a direct tax. We must tween good and poor means of communication. Far back in history good roads, increase our wealth, and reap manyfold the cost of the roads. Is leading factor in advancing civilization. We are told that early explorers in Peru found improved highways, one of the military roads being 2,-000 miles in length, with tunnels through mountains, bridges or ferries over streams, a road 20 feet wide, made of flagstones covered with bitumen. Ancient Mexico built good roads, as did India and Persia. In the latter country the monarch built a smooth, hard highway niongside of the common earth road, and none could travel it save his royal high ness. The Roman roads are still the marvel of a modern world and are still used. Nothing contributed more to Rome's prosperity and prowess than these imperial highways,

straight as an eagle's flight, reaching to all parts of the world-empire. Good roads mean progress and prosperity and are a benefit to the people who live in cities, and an advastage to people who live in the country. Like good streets, they make habitation along them desirable. You never, or rarely ever and then not for long, see a shabby home by the side of a modern road, where everybody passes and sees how you live. They make people straighten up and put their best foot forward. The value of farms is enhanced. Statistics prove that in nearly every case the States having the highest percentage of improved roads are s powerful factor in encouraging the settlement of unused lands. Roads also have a far-reaching influence in holding men to their farms, and re-straining them from drifting to the towns. While the manufacturing towns must have labor, who is here that will deny that if our counties bad good roads, the hundreds of good farmers would not have moved their families from the country home to

ingmade the tramp of probably 40 town to work in the mills? So great miles in a single day. ago that farm labor was almost imposssible to secure. These people are needed in the country; there they needed in the country; there they would have stayed had there been good roads, which make farm life ern Railway where a cave-in occursed several days ago, is anything but
encouraging according to official reports received here Tuesday night
and Wednesday. The high officials
of the Southern are not prepared to
any just when they expect to have
the trouble cleared and trains passing through. It will certainly, howeven he some time yet.

good roads, which make farm life
so much more attractive. As the
price of lands depends as much on accessibility to market as on productivity, it follows that road improvement, by holding people and attracting others, directly tends toward increase in values of all farm lands
within touch of the improved highways. It is shown that in States

where the average price of land is less than \$20 an acre the precentage of improved roads is only 1.8, whereas, in States where the acreage value. uc is more than \$20; the average of improved roads is 9 per cent of the total mileage. There are records which show that

roads have increased the value of farm lands from 50 to 500 per cent. It has been ascertained by a dozen railroads through their land and industrial departments that farms through which good roads run are enhanced in value from \$2 to \$9 an eacre, and whether conservative or enthusiastic, all concede that the increase is marked, immediate and inevitable. Suppose a county of 200,-600 acres voted bonds, and placing the enhanced value at only \$1.50 an acre, it will be seen that the land owners thus benefitted would gain not less than \$900,000. If the bond issue amounted to half a million, there would be \$400,000 profit at once. The increase in the profit and price of farm products is equally certain and plain. The farmer's produce is worth nothing unless it can be placed on the market. Time was in England when food would be rotting in one place while people suffered for the lack of it in a community a few miles away, because it was impossible to transport the products of the farms. Price of Farm Products.

Official records in Guilford county show that the price of farm products since good roads have ben built has increased from four hundred to seven hundred per cent. And yet, there is a farmer in my county who maintains that good roads will ruin him and the county, because they will reduce the price of produce, since, when the roads are bad, he gets \$2.50 a cord for wood, because wood is made scarce by the impassability of the highways; and he says he would rather haul wood through mud hub deep for \$2.50 than to roll along a smooth road and sell it for \$1, which price he claims a cord will drop to in the event of good roads. The experience of Charlotte and Greensboro entirely disprove this absurd idea, for there are not two better markets in the State, and the first named has 200 miles of good roods leading to it, and the second 100 sees.

Tax o The question good ronds? tax or shal we pay as now ar part?

in the cou cure good ro it the State venrs after now at the age of accou dead and gone, I stand I fecklenburg has been building years, and she has about 200 miles, using direct roads six years and she has 100 miles, go ahead and issue bonds, build the cration before good roads come to pass† God forbid. We would lose enough to macadamize every mile of

road in the State. Should a county issue bonds be fore a dollar is expended, a competent civil engineer should be secured and put to work mapping out the county. He should be under either the county commissioner or a highway commission composed of the commissioners and other men selocted by the people. It is absolutely necessary that an engineer be employed, even though he cost con-siderable salary, for the location, construction and maintenance of reads are operations that no man or set of men without the aid of an engineer can conduct in the proper way to get the best results at the cost. There is a disposition on the part of many people to cavil at the price paid such an engineer, and if you undertake to fight for roads you will meet it at the outset. That idea must be eradicated, as must also the idea that the men entrusted with the public funds will not place every dol-lar where it belongs. In an age of skepticism in business, it is not un-natural that people should suspect that huge sums voted for roads will be preyed upon. No county can build roads without an engineer who acts as pathfinder, going over the county, as pathinder, going over the county, studying the situation, making maps, and doing all that very necessary preliminary work without which ofttimes money is worse than wasted.

Rosd-Building an Art.

When county affects learn to appreciate the fact that road-building is

an art, they will rely more and more upon expert advice and scientific de-monstration, and when they have learned what class of roads is desir-

able, they will construct them and then guard them.

Therein lies one of the most important of all American highway questions. Americans build as good roads as Englishmen or Frenchmon, but having done so, they rest contented with their efforts and let each passing the state of the state of

Two requisites, therefore, confront the county supervisors at the outset -first to ascertain what roads would be most suitable to that particular section, and secure what sums should be expended for their maintenance after completion.

These are vastly important and th nation's very small percentage of in proved roads is due largely to a fai ure to give consideration to ther Millions of money have been waste in building roads which local cond tions made impracticable and out all cost proportion to the county revenues.

There are exceptions to all rule however, and Pike county, Alabam stands as a glittering exception the usual construction blunder. Ther the county officials had planned to ex pend a large sum in the building gravel roads.

Mr. W. L. Spoon, United States st perintendent of road construction being sent to make an inspection the county's road possibilities, learn ed that 700 miles of important route needed improvement. He figured the the cost of gravel roads would \$3,000 a mile-plainly a sum greater than the county could be bonded for Conditions, however, were ideal for sand-clay construction and he strong ly urged its adoption. By legal pr viso the county could be bonded for only 3 1-2 per centum of the asse ed value of the real and person property. The plan was decided up and an issue of \$143,000 was vot One hundred thousand dollars' worth due almost entirely to the system of of the bonds were quickly sold, being disposed of in \$50,000 allotments.

The first allotment brought a pre mium of \$325 and the second one of \$325. Forty thousand dollars was at that in reality about \$29,000,000 of

ing machinery and work was started. of banknotes belongs to the fiscal With the sum remaining, 118 miles year 1908 instead of to this year, and of the finest sand-clay roads in the South had been built within two years from the date of the bond issue; a generous sum was still on hand; eight gangs were at work, and the people were so pleased they stood ready to take up the remaining issue of \$43,-000 and expend it in the same way.

Inasmuch as road building and road mending have been for a century under county commissioners and township road supervisors with practically no beneficial results observable it seems plain that the time for a l change of methods is at hand. tood roads, and I believe that the time is at hand when the government will hit upon some plan whereby it may co-operate with the State and the State with the county,

in the work. It has been argued that it is unconstitutional. Why should it be more so than expenditure of money for river and harbor improvements, which often take the form of a private enterprise? As a matter of fact, it has been shown conclusively in Congress that so far from being of ordinary disbursements over ordiunconstitutional, the government in its very beginning began the construction of good roads and expended St. Louis, a distance of 700 miles, and the work was only abandoned because ment deficiency. there arose a question of authority and responsibility as to who should maintain and repair the road, the State, or the Federal government. What does the government do for the farmer? We spend millions annually on the army, a dead loss, though doubtless necessary; we spend some hundred millions on the navy; have spent a half billion on river and harbor improvements. During ten years we spent more than six billion dollars of which about forty-seven million went to the agricultural department; but not a dollar for the promotion of good roads, a common blessing for all the people. During fifty years, in all the vast sum our government his disbursed for one thing and another, not dollar has been appropriated roads. And yet, the farmers of the country compose the bulk of population, and last year contributed to the national wealth some eight billions of dollars. The one-horse farmer around behind the hill miles from town forms the foundation of the nation, and what has the government done for him? Nothing. The burden is upon him, he foots the bills; and the government takes his money and spend it on everything under the sun by the millions, on everything but on what affects him mostly-roads. In 1908 the farmers of this country not only fed more than eighty millions of peo ple, but sent across the sea a billion

five hundred millions of farm products. This preserved the balance of trade with all the world, and gave five hundred millions to the country to set aside for the proverbial rainy day. Had this not been, a billion dol-lars would have had to have been sent abroad to pay import duties. It was enough to pay the immense appro-priations of Congress and still add half a billion to the national wealth. In the face of all this, the Federal government has done not a thing for od roads,

The forerunners of a national way from New York south to Atlan have recently passed through the ate. I believe the time is at hand State. when the government will spond mon-ey on that road. I believe we shall see a road from Asheville and the west through to the coast. It is bound to come. The duty of the press lies in hastening the day.

MACVEAGH SUBMITS

redemption of National banknotes en-forced by the law of 1890.

This segregation of the items for-merly carried together in the daily

the deficit chargeable to redemption

that therefore the showing apparent

at the close of the last fiscal year was

fictitious. Such showing cannot be

made under the new form of state

classes: (1) Ordinary; (2) Panama Canal; (3) public debt. The Panama

ernment has expended \$170,000,000

000,000 came from the proceeds of

bond sales and \$82,000,000 was paid out of the current cash of the Treas-

ury. For \$60,000,000 there is no re-imbursement provision, but the Treas-

ary stands to be reimbursed from

bond sale on account of the other \$22,000,000, and it is assumed that

future Panama expenditures will come out of future Panama bond is-

The ordinary receipts and disburso-

ments of the Government consist mainly of receipts of customs and in-

ternal revenue, and the disburse-

ments on account of war, navy, pen-

sions, interest on public debt and mis-

cellaneous items.

Despite the fact that they were

pensions and Postoffice Depart-

ment as public debt receipts and dis-

during the fiscal year just ended the

colossal amount of \$60,000,000, so

count of the so-called public debt

Shot Down Almost in Wife's Pres-

ence at London Gathering.

sination of a political character oc-

curred toward the conclusion of a

ublic gathering at the Imperial In-

An Indian student, whose name is not known, shot and killed Lieuten-

ant-Colonel Sir William Hutt Curzon

Shanghat.

tated.

Vyllie and Dr. Cawas Lalcaca, of

Wyllie fell dead on the spot. Dr.

Lalcaca showed signs of life after he feli and was hurried to St. George's

Hospital, but on arrival there it was

These near the assassin seized and

peld him until the arrival of the po-

ice. He had two revolvers, a dagger and a kuife. All were new, and it is believed that the crime was premedi-

Mayor Busse Under the Knife.

was operated upon for appendicitis in a hospital. He was taken suddenly ill in his office. The operation was

Veteran Castodian Dead.

Martin J. Keeze, the veteran custodian of the City Hall, New York, illed on the eve of his saventy-signal birthday.

Miner Killed by an Auto.

Paul Hance, twenty-one years old.

a Hungarian miner in the employ of
the Thomas Iron Company at the
Richard Mine, was struck and instantly killed at Dorer, N. J., by no
automobile driven by Nelson Post, of
New Foundland.

Mayor Fred A. Eusso, of Chicago

London .-- A startling double assas-

ess than it was one year ago.

HARVARD WINS; YALE LOSES

NEW TREASURY FORM Crimson Carsman Sweep Thames With Three Victories.

> Greatest Crowd That Ever Assembled On the Historic Course-Great Effort of Both Crews.

YALE-HARVARD REGATTA.

Forty-third Year. . 'Varsity Race, 4 Miles,

Won by Harvard. Yale's time, 22.10. Harvard's lead about six lengths.

Record of Victories-Twentieth

for Harvard.

Stages of the Race—One Mile

—Leader, Harvard by threequarters of a length; stroke,
34. Time—5.10. Yale stroke,
31. Time—5.12. Two Miles— 21. Time—5.12. Two Miles—Lender, Harvard by one length; stroke, 34. Time—10.45. Yale stroke, 22. Time—10.48. Three Miles—Leader, Harvard by five lengths; stroke, 35. Time—16.10. Yale stroke, 34. Time—16.29. Finish—Leader, Harvard by six lengths; stroke, 36. Time—21.50. Yale stroke, 26. Time—22.10.

Preshman Race, 2 Miles.

Won by Harvard. Yale's time, 12.09. Harvard's lead about ten lengths

'Varsity Four-oared Race.

Won by Harvard. Time-13.14. Yale's time, 13.23.
Harvard's lead about two lengths. Referee-William Meikleham.

New London, Conn .- Harvard carried every honor away with her from the Thames when her three splendid crews beat Yale's three in three as clean-cut victories as has ever been seen on this historic course.

ment.

In the new statement the receipts finish and won by six lengths in and disbursements are divided into 21:50. Yale's time was 22:10. By this victory Harvard won her

second consecutive boat race from proceipts consist solely of proceeds of bonds, and it is show a that the Government has expended \$170,000,000 on this project to date, of which \$87.

Harvard's growing confidence in her boating system brought double and quadruple the number that usually follow the crimson to the Thames, while Yale's determination to win back her glory on the river brought record-breaking Yale crowd. The railroads could not Jurnish a cars to accommodate all the people who fought and struggled for sents on the observation trains. It was es-timated that at least 40,000 people witnessed the spectacle from trains, every kind of vehicle, and from a

that graces American waters.
Although Harvard won by a hand-some margin and administered a crushing defeat to Yale the race was Despite the fact that they were larger during the fiscal year just ended than they were in 1908, the excess of ordinary disbursements over ordinary receipts amounts to \$55,000,000 for this year as against only \$20,000,000 for last year. This is due to the fact that the Government expenses have increased \$40,000,000. The principal items of increase are more than seven millions on the old penses have increased \$40,000,000. break in the Harvard boat. Rowing Cumberland road from Maryland to The principal items of increase are all the way two strokes and some times three strokes to the minute more than Yale, the Harvard eight more than Yale, the Harvard eight crept away from Yale little by little. For two and a half miles Yale kept within a scant boat length of her Cambridge rival. Then Harvard put on her power and increased her lead to three lengths, then to four, and finally to five and six lengths. Yale spurted with her old-time determination but it was in vain. In the item given in the new statebursements, the Treasury has lost that the balance of the general fund for the year is about \$120,000,000 less of cash in the Treasury on ac-

tion, but it was in vain.

The explanation of Tale's defeat is item is not so much because of the rottrement of bonda by the Government as it is due to the retirement of banknotes.

SIR WILLIAM WYLLIE KILLED.

SIR WILLIAM WYLLIE KILLED.

speed.

Any crew that can row in the form that Harvard or Yale rowed in and still row on an average two more strokes a minute than its rival, and not exhaust its men by so doing, is bound to win, and the margin at the finish will only be measured by the physical endurance of the men in the winning boat.

SUGAR TRUST CONSPIRACY.

President Thomas, John R. Par and Four Other Directors Indi-New York City.-Indictme eging conspiracy in restraint of tr

leging conspiracy in restraint of trand commerce, domestic and fore were returned by the Federal Gray were returned by the Federal Gray Jury against the Sugar Trust and of its officials, including Washing B. Thomas, its president, and JE. Parsons, its chief counsel, others caught in the Grand Jury are Arthur Donner and Charles Senff. of this city: John Mayor Morristown, and George H. Fra of Philadelphia, directors.

It indicted Thomas B. Hardonsel for Adolph Segal, head the Pennsylvania Sugar Beat Company, and Gustav E. Kisselthis city, the agent through whom trust got hold of and wreeked the refinery in Philadelphia to put it of counseling which the constitution with the refinery in Philadelphia to put it of counseling when the counsel

of competition with the owned by the trust.

MCCLELLAN OUSES DENGHAM