

YOU CAN GET MONEY AT ONCE WITHOUT FORMALITY FROM US
DO YOU NEED ANY?
HAMMOND LOAN & GUARANTEE CO.
PHONE 257
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There Is Comfort

WHEN A MAN'S SALARY STOPS
Through sickness, failure of his em-
ployer, or a suspension of business, to
find that you have something to fall
back on in your hour of trouble.

Put a small amount each week in sav-
ings in a good, reliable savings bank,
like the

Citizens' German National Bank
ONE DOLLAR STARTS A SAVINGS
ACCOUNT.

Best Equipped Repair Shop in the State
G. W. HUNTER
AUTOMOBILE GARAGE
Compressed Air FREE
Bower Gasoline System
81 S. HOHMAN STREET
Phone 122. Huchin Block, Hammond, Ind.

OIL HEARING IS MOVED

Rates From Hammond To
East St. Louis Not Re-
quired by Commission.

Judge Ferris of Chicago, the Standard Oil hearing before him, the attorneys for the government and defense, and the witnesses were ousted from the sumptuous quarters of District Judge Bethel's courtroom yesterday morning and, because of the regular district court business, were compelled to resume the hearing in the low, dark, unupholstered grand jury room on the eighth floor of the federal building.

H. E. Pierpont, general freight agent for the Chicago, Milwaukee & St. Paul railroad, introduced tariffs and supplements to tariffs and gave testimony in support of that given by H. E. Felton, general traffic manager for the Standard Oil company, stating that railroads gave to shippers the lowest combination rates possible from tariffs in order to get their traffic.

State Rates Not Filed.

Frederick Zimmerman, assistant general freight agent of the Illinois Central railway, and Frank P. Eymann, assistant general freight agent of the Chicago & North Western railroad, were witnesses at the hearing in the afternoon. Both testified that prior to September 1906, it was not customary for railroads to file with the Interstate commerce commission state rates, even if they were used for interstate traffic within a switching district, such as the Chicago switching district, which includes Whiting and Hammond.

6 Cent Rate Existed.

Mr. Eymann asserted that a 6 cent rate was in existence prior to September 1906, and that it was a state rate, not filed with the commission, but used in interstate traffic from Whiting to East St. Louis, I. L. This is the rate the Standard Oil company used, and on which it was prosecuted before Judge Landis.

IF YOU DON'T SEE IT IN THE OTHER PAPERS LOOK FOR IT IN THE TIMES.

TIME TABLE

THE CHICAGO, LAKE SHORE & SOUTH BEND RAILWAY CO.

Trains for GARY, HARBOR JUNCTION, EAST CHICAGO, MICHIGAN CITY, SOUTH BEND and all intermediate points leave HAMMOND:

** 5:10 A. M.	** 3:20 P. M.
** 6:10 A. M.	** 4:10 P. M.
** 6:50 A. M.	** 4:50 P. M.
** 7:30 A. M.	** 5:30 P. M.
** 8:10 A. M.	* 6:10 P. M.
** 8:50 A. M.	** 7:10 P. M.
** 10:50 A. M.	** 7:50 P. M.
** 11:50 A. M.	** 9:00 P. M.
** 12:30 P. M.	** 10:10 P. M.
** 1:10 P. M.	** 11:30 P. M.
** 2:10 P. M.	

Limited train stops at Gary, Harbor Junction, East Chicago, Miller, Dunes Park, Michigan City, Hudson Lake and New Carlisle ONLY.

**Hammond and Gary ONLY.

**Local trains Hammond and South Bend.

H. U. WALLACE,
General Manager

Effective Sunday, September 6, 1908.

GOSTLIN, MEYN & CO.

OFFER THE FOLLOWING BAR-
GAINS IN REAL ESTATE.....

Cottage on Wilcox Street	\$750
Cottage on Logan Street	\$650
Story and one-half house on Michigan Avenue near Library	\$1300
Several desirable homes in Franklin's Addition south of Conkey Ave., at prices varying from \$1400 to	\$2300
For Sale on Easy Terms	

Numerous Parcels of Income Producing Property

Very Attractive as an Investment

GAS IRONS! REGULAR PRICE \$4.00

THIS WEEK \$1.50

South Shore Gas & Electric Co.
PHONE 10
147 SOUTH HOHMAN STREET

Artistic Commercial Printing--Times Office

THE LAST OF
THE SLAVERS.

[Original]

I was first mate of the Mary Goodwin of Philadelphia when the strangest thing in all my seafaring life happened. We were on the banks of Newfoundland, the home of the fog king, and the mist had come down on us thicker than I had ever seen it. It lasted so long without lifting that the captain lost all traces of reckoning. We were off Halifax, Cape Race or Cape Breton, we didn't know which. Finally he concluded to drop an anchor.

There was a considerable swell running beneath us, but of course no wind. That would have blown away the fog. One night the watch heard the sound of a distant bell. For an hour it tolled faintly, then very slowly became more distinct. It was evidently coming toward us. It must be drifting, for there was no wind to fill sails, and we could hear no sound of steam. At last the bell tolled dimly within a cable's length of us.

We began to be anxious and rang our bell to let the stranger know that we were in her course. There was little chance of her crew being able to turn her, for there was no wind, but they might anchor. She was coming so slowly as not to hurt us much from fouling except for the waves. If we should be rolled together in the trough of the sea or one should be let down on the other, there might be a terrible crash.

Our signal excited no reply, except the tolling of the bell, which continued constantly. Fearing those on the approaching vessel had not heard us, we fired a gun. But this elicited nothing. Presently we could hear the bell tolling right beside us, and now and then something black would appear not twenty feet from us, hover there for a few minutes, then disappear. Once it came near enough for us to distinguish the side of a ship.

We were on a terrible strain for awhile, fearing that we would clash with the stranger; then we caught a glimpse of her stern under our bowsprit. She had evidently passed us. After waiting some time longer with no view of her we concluded we were out of danger.

At eight bell the next morning the fog lifted. There was no sign of land, but on our starboard quarter was a barkentine without sails, her forecastle gone, rolling with the waves. A wind sprang up, and raising sail, we made toward her. When we came near her the captain sent a boat's crew to investigate.

We found a derelict that had evidently been floating a long while. The only thing aboard that had ever had life in it was the body of a woman, and we had to stave in the door of the captain's cabin to find it. It was lying in a berth, and, notwithstanding the many tossings the vessel had received, it had not rolled out. We looked on the log book for the last entry. It was dated eighteen months ago, Nov. 10, 1854.

We read the entry and went back further for an explanation. No part of the log made mention of anything unusual transpiring aboard. Nevertheless we traced what must have been something of the story. A bundle of love letters from a woman to the captain, the last dated not long before the log began, told us that he and his wife must have made the voyage a wedding trip. The last observation showed latitude 23 degrees 33 minutes north, longitude 1820 east, or about 300 miles south of the Canary Islands and off the coast of Africa. The ship's boats were gone, which led us to believe that every one on board except the woman had left the vessel and made for the land.

The period, 1854, was when the slaves were running the last cargoes of negroes from the African coast to the United States. In the forecastle we found a scrap of paper on which was written, "The old man won't consent; do the job." We interpreted this to mean that the men wished to force the captain to take the crew ashore to secure a cargo of slaves. He declined, and they were to kill him. All these accounts for the captain's wife being locked in his cabin. The port anchor was gone. This indicated that the ship was at anchor when the crew left her. We found no evidence to show whether the captain was killed or went with them. The cable had evidently parted and was blown offshore. Probably while the men were ashore after negroes a storm came up and broke the cable. Likely the captain was killed on the ship, and during the mele his wife went to the cabin and locked herself in. Possibly she may have lain in the beth, faint from fright, and died there.

And so it was that this woman's beth floated no one knew where. Likely it drifted southwestward, eventually turning northward, possibly to the northern end of the Atlantic ocean, then caught winds or currents which bore it south again to where we found it. The rope to the bell rotted away, and the waves tolled with it a requiem for this bride whose happiness was so short lived.

But it was destined to float no longer. Such a derelict so near the line of Atlantic steamers between Europe and America was a menace to life. Fortunately we had on board plenty of combustibles to destroy her, and after giving the body of the bride a final burial we placed a large quantity of gunpowder in the hold, fixed a slow match, then, getting into our boats, pulled away, the bell still tolling its requiem. Presently a flame shot up, the waters trembled, and the last of the slaves sank to the bottom.

ALEXANDER ELY.

Stocks, Grain and
PROVISIONS

Special Wire to
The TIMES

NEW YORK STOCK MARKET

Open	High	Low	Close
Atchison	91 1/2	93 3/4	93 1/2
Am. Sugar	123	125	124
Am. Car.	49 1/2	49 1/2	49 1/2
Am. Copper	77 1/2	77 1/2	78 1/2
Am. Smelt	89 1/2	90 1/2	90 1/2
Am. Zinc	44 1/2	44 1/2	44 1/2
B & O.	92 1/2	93 1/2	93 1/2
Brook. R. T.	49 1/2	49 1/2	48 1/2
Ches. & O.	42 1/2	43 1/2	43 1/2
Canad. Pac.	175 1/2	176 1/2	175 1/2
Chicago & N. W.	81 1/2	81 1/2	81 1/2
Chi. & N. W.	120 1/2	120 1/2	120 1/2
Chi. & N. W.	130 1/2	130 1/2	130 1/2
Chi. & N. W.	131 1/2	131 1/2	131 1/2
Chi. & N. W.	132 1/2	132 1/2	132 1/2
Chi. & N. W.	133 1/2	133 1/2	133 1/2
Chi. & N. W.	134 1/2	134 1/2	134 1/2
Chi. & N. W.	135 1/2	135 1/2	135 1/2
Chi. & N. W.	136 1/2	136 1/2	136 1/2
Chi. & N. W.	137 1/2	137 1/2	137 1/2
Chi. & N. W.	138 1/2	138 1/2	138 1/2
Chi. & N. W.	139 1/2	139 1/2	139 1/2
Chi. & N. W.	140 1/2	140 1/2	140 1/2
Chi. & N. W.	141 1/2	141 1/2	141 1/2
Chi. & N. W.	142 1/2	142 1/2	142 1/2
Chi. & N. W.	143 1/2	143 1/2	143 1/2
Chi. & N. W.	144 1/2	144 1/2	144 1/2
Chi. & N. W.	145 1/2	145 1/2	145 1/2
Chi. & N. W.	146 1/2	146 1/2	146 1/2
Chi. & N. W.	147 1/2	147 1/2	147 1/2
Chi. & N. W.	148 1/2	148 1/2	148 1/2
Chi. & N. W.	149 1/2	149 1/2	149 1/2
Chi. & N. W.	150 1/2	150 1/2	150 1/2
Chi. & N. W.	151 1/2	151 1/2	151 1/2
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Chi. & N. W.	157 1/2	157 1/2	157 1/2
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Chi. & N. W.	161 1/2	161 1/2	161 1/2
Chi. & N. W.	162 1/2	162 1/2	162 1/2
Chi. & N. W.	163 1/2	163 1/2	163 1/2
Chi. & N. W.	164 1/2	164 1/2	164 1/2
Chi. & N. W.	165 1/2	165 1/2	165 1/2
Chi. & N. W.	166 1/2	16	