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OIL HEARING IS MOVED

Rates From Hammond To East St. Louis Not Required 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 Betha's courtroom yesterday morning, and because of the regular district court business, were compelled to resume the hearing in the low, dark, unholstered 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 & Northwestern 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, Ill. 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.

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, Dune 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.

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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 and wait.

There was a considerable swell rolling 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 dismally within a cable's length of us.

We began to be anxious and rang our own 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 bow-sprit. She had evidently passed us. After waiting some time longer with no view of her we concluded we were out of danger.

At eight bells the next morning the fog lifted. There was no sign of land, but on our starboard quarter was a barkentine without sails, her foremast 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 stare in the door of the captain's cabin to find that 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 35 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 slavers were running the last cargoes of negroes from the African coast to the United States. In the fore-cabin 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 this 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 melee his wife went to the cabin and locked herself in. Possibly she may have lain on the berth, faint from fright, and died there.

And so it was that this woman's bier floated no one knew where. Likely it drifted southward, 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 sea 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 slavers sank to the bottom.

ALEXANDER ELY.

Stocks, Grain and PROVISIONS

Latest Events in the Markets Special Wire to THE TIMES

NEW YORK STOCK MARKET

Open	High	Low	Close
Atchafalpa	91	91 1/2	91 1/2
Am Sugar	123 1/2	123 1/2	123 1/2
Am Car	40 1/2	40 1/2	40 1/2
Am Copper	77 1/2	77 1/2	77 1/2
Am Steel	89 1/2	89 1/2	89 1/2
Anaconda	44 1/2	44 1/2	44 1/2
B & O	98 1/2	98 1/2	98 1/2
Brook R T	49 1/2	49 1/2	49 1/2
C & O	43 1/2	43 1/2	43 1/2
Can Pac	36 1/2	36 1/2	36 1/2
Ches & O	43 1/2	43 1/2	43 1/2
Ill Central	140 1/2	140 1/2	140 1/2
L & N	107 1/2	107 1/2	107 1/2
Nat Lead	83 1/2	83 1/2	83 1/2
N Y Cent	106 1/2	106 1/2	106 1/2
Pa Pac	146 1/2	146 1/2	146 1/2
Ont & W	41 1/2	41 1/2	41 1/2
Pennsylv	124 1/2	124 1/2	124 1/2
Reading	123 1/2	123 1/2	123 1/2
Rock Isl	43 1/2	43 1/2	43 1/2
Sa Pacific	108 1/2	108 1/2	108 1/2
Union Pac	109 1/2	109 1/2	109 1/2
U S Steel	47 1/2	47 1/2	47 1/2
Do 100	110 1/2	110 1/2	110 1/2

Money closed 1 per cent. Total sales, \$67,400.

GRAIN AND PROVISION MARKET

July	96 1/2	97 1/2	96 1/2	97 1/2
Corn				
Dec.	63 1/2	63 1/2	63 1/2	63 1/2
Jan.	62 1/2	62 1/2	62 1/2	62 1/2
Feb.	62	62 1/2	61 1/2	62 1/2
Dec.				
Dec.	47 1/2	47 1/2	47 1/2	47 1/2
Jan.	49 1/2	49 1/2	49 1/2	49 1/2
May	44 1/2	44 1/2	44 1/2	44 1/2
Pork				
Jan.	1575	1550	1515	1515
May	1512	1537	1512	1512
Wheat				
Jan.	920	935	917	935
May	915	937	915	937
Ribs				
Jan.	815	827	815	827
May	822	840	822	840