

## EARLE AND T. KNOTTS AGREE NOW

Big Property Owner Gets Franchise for His Pet Scheme, and in Return Withdraws Objections to the Burns Ditch Project.

## AUGERS WELL FOR NEW INTERURBAN

Incoming Company Secures Right-of-Way Over Gary Electric Line Already Established—Change of Ditch Route Is Satisfactory to Everybody.

George Earle, the big land holder southeast of Gary, has now withdrawn his objections to the Burns ditch project in a written statement to the town board through a compromise by which the Gary, Hobart and Valparaiso electric line receives a franchise over the tracks of the Gary and Interurban into Gary.

The decision of Earle is the result of the diplomatic action of the town board in refusing to grant them the franchise which they requested while they still opposed the pet project of the region. George Earle and his sons wanted the interurban franchise and they wanted it had. They were also as strenuous in their opposition to the ditch, but as long as the town board of Gary held the whip hand over them it was necessary to take a choice, with the above result.

**Earles Last to Get Into Line.**

The Earles are the last of the large property owners to fall in line and withdraw their opposition after years of effort by the promoter, Randall H. Burns. He was also one of the two largest land owners, the others being the Tolson Gun club (who are known as chronic "kickers"), which originally opposed the plan. It now appears probable that the Burns proposition will have clear sailing and that the work of the commissioners will be unhampered.

When asked why the opposition had been withdrawn, John Earle, a son of George Earle, said:

"There are several reasons why we have withdrawn, the most important of which is the fact that we are now entirely satisfied with the way in which the ditch will be cut, according to the change in plans. Instead of making Deep river run into the Calumet at hat was formerly known as Lake Station, it will be cut in at the old town of Liverpool, both of which places are now called East Gary.

**Sees Good in Change.**

"The advantages in making this change in the plans are evident. In the first place the distance between Deep river and the Calumet at Liverpool is about a fourth that of the distance between the two streams at Lake Station, and that, in addition to the fact that there is a natural channel at Liverpool, makes the latter a much more desirable place to make the cut. In the other plans it would be necessary to dig through several large hills which would make a great additional expense.

"Another matter which must be taken into consideration is that, if the ditch were dug at Lake Station, causing a reversal in the flow of Deep river, that section of the stream west of the ditch would be dried up and the farmers would lose a valuable source of irrigation. As the river west of Liverpool is not used so much for this purpose, the damage accruing will be considerably less. Still another reason I might mention is the fact that a ditch at Lake Station would necessitate the construction of two bridges and at Liverpool it would not require one."

**Run Cars Decoration Day.**

Simultaneous with the securing of the franchise, Mr. Keator announces that the engineers will be put to work on the surveys, and that he does not expect that it will take them over two weeks to complete the work of laying out the right of way for the Gary, Hobart and Valparaiso line.

As soon as the surveys are completed the grading will be begun, and the actual construction of the road will be well under way. It is the purpose of the promoter to have the road completed by Decoration day, according to original plans. Mr. Keator says that the grading will be completed, if possible, before the frost settles in the ground. The written agreement given to the town board by George Earle is as follows:

"Whereas, the Gary, Hobart and Valparaiso Traction company has submitted to the board of trustees of the town of Gary, Indiana, an ordinance for permission to enter into a direct contract with the Gary and Interurban railway for an entrance into said town of Gary;

"And whereas, it is the desire of said board of trustees to have withdrawn the remonstrance and objections against the Burns ditch proposition, heretofore made by John G. Earle;

"Now therefore, in consideration of the passage of the aforesaid ordinance the said John G. Earle hereby agrees not to file any further objections to said ditch. It, however, being mutually under-

## GOES TO WASHINGTON FOR CONVENTIONS

E. W. Wickey Is Delegate to Three National Gatherings.

## WILL BOOST HARBOR PROJECT

Duty of Presenting City's Claims to Congressional Committee Falls on Attorney and Mayor.

(Special to THE TIMES.)

East Chicago, Ind., Dec. 2.—Representative E. W. Wickey will be one of the busiest men in Washington (D. C.) next week. Mr. Wickey will attend three national conventions, in the course of which he is actively interested. He will leave on Monday evening and for the balance of the week will be "eternally at it." The National Conservation committee, in the Indiana branch of which Mr. Wickey is a delegate, will meet on Dec. 8 to consider the educational and complicated proposition of the conservation of the country's natural resources. This is one of the serious questions confronting the United States and Mr. Wickey's appointment to a committee for its consideration is indeed an honor for the East Chicago man.

**East Chicagoans Interested.**

On Dec. 9, 10 and 11 the National Rivers and Harbors congress will hold its sessions. This congress will consider a project that closely interests East Chicagoans, and in fact all residents of the north end of Lake county—that of the governmental harbor in this city. Upon their final recommendation, the matter will be more fully brought to the attention of the congressional committee upon this subject, with the result that Indiana Harbor will be given a substantial appropriation for the building of the water way. The bringing of this matter to the attention of the National congress has been entrusted to Mr. Wickey, and to Mayor De Brise, who with Councilmen Walton and Lewis yesterday received an appropriation covering their expenses to the sessions.

Concurrent with the congress meetings, Mr. Wickey will attend the sessions of the executive committee of the National Farmers' congress, of which he is also a member. The East Chicago attorney will return about Dec. 14 and prepare to take his seat in the Indiana legislature, despite the appeals of Hon. Ed Simon for recognition.

## COMES WITHOUT PAPERS

Fred Winter, Gary Contractor, Furnishes Bail in Circuit Court.

Fred Winter, the Gary contractor, who was arrested in Chicago for the larceny of a load of tile, has agreed to be good and will come to Lake county, Indiana, and stand trial without compelling the authorities to go to the trouble of getting out requisition papers.

Yesterday Deputy Sheriff Trost was expecting to go to Chicago to take the necessary steps to compel Winter to come to Lake county, when he was informed that Winter had gone to Crown Point and furnished bail there.

This will insure his appearance in the circuit court here and will avoid all of the trouble which was expected to extricate him. The case was set for trial in February.

Winter is said to be a man of considerable means and he is said to have a fine residence in Chicago. The case has attracted a great deal of attention in Gary and the rest of the county.

## MORE BLIND PIGGERIES

Gary Police Buy Liquor in Speak-Easies With Ease.

It is known to the police of Gary that there are several saloons in the "Patch" in Gary which are supposed to be closed and have no licenses, and yet are "speak-easy" places.

A representative of the police department went into five of these places yesterday and succeeded in getting a drink in each of them. He found that both beer and whisky were being sold. The police will make another investigation in the near future, and if the condition is not improved there will be a number of arrests under the "blind tiger" law.

There are very few of the saloons on the south side which now have licenses, and yet it is understood that practically all of them have supplies of beer and whisky on hand to sell to those who can be trusted.

The Gary police do not propose to tolerate this sort of lawlessness, and there will be arrests in the very near future if the practice is not stopped.

stood and agreed that said John G. Earle does not waive any rights to such damages as he may sustain or be awarded by reason of building of said Burns ditch.

"Signed, JOHN G. EARLE."

**Advice.**

The man who comes to you for advice will be almost sure to take it if it agrees with what he has made up his mind to do.

## WHO IS TO BLAME FOR SAND

In a Letter to Town Board Captain H. S. Norton Tells Members that Gary Land Company Is Not Responsible for Conditions.

## CALLS ATTENTION TO STREET CAR COMPANY

Says That Delay in Paving Broadway Is Cause for Unightly Conditions Existing on That Thoroughfare—Co-Operation, However, Is Assured.

In a reply to the letter of the Gary town board, yesterday, concerning the drifting sand, Captain H. S. Norton, property agent retorted in a way that suggested "What more do you want?" He also took the opportunity to take a shot at the Gary and Interurban, whom he blames to a certain extent for the sand accumulating on the streets.

In regard to the drifting sand which has been a menace to Gary for the past two years, Captain Norton said in the letter that they had already done everything that they could in protecting the streets and the comfort of the people by covering the residence property with black dirt and sowing grass seed. He also says that in addition to this that they had built fences to protect the west side of the first subdivision, extending from Eighth to Fifth avenue.

**Land Company Answers Letter.**

The Land company stated that it was their intention to do everything in their power to mitigate the nuisance. They, however, own the largest strip of property in the first subdivision and it is only within their power to prevent the sand blowing from their lots. The city suggested building fences in front of them, but it is not likely that the Land company will consent to do this.

The letter written by Captain Norton is as follows:

**The Land Company's Answer.**

"Receipt is acknowledged of your letter of the 23d inst. The Gary Land company is keenly alive to the desirability of preventing the shifting of sand within the first subdivision and the avoidance of the accumulation of drifting sands in and along the improved streets, as well as upon residence lots. With a view of lessening this objectionable feature, necessarily incident to existing conditions in Gary, the company has to a large extent covered the residence property with black earth and sown grass seeds of various kinds. In addition to this, with a view of protecting the first subdivision, the company has built fences on the west side, extending from Eighth to Fifth avenues.

**Take Care of Street Car Line.**

"From time to time attention has been given to the company's vacant property abutting on Broadway, with a view of preventing the shifting sand. It may be after the Gary and Interurban Railway company has completed the paving of Broadway between the tracks, a great deal of the unsightly condition of Broadway to which you refer, may be removed. This is not mentioned with any critical intention, but merely to call your attention to the fact.

"In conclusion, permit me to assure the board of trustees that the Gary Land company will co-operate for the best appearance in the first subdivision.

Yours very truly,  
"Signed, CAPT. H. S. NORTON,  
"Property Agent."

## TO BUILD TEN HOUSES

Frank Gavit Will Reduce the Demand for Residences.

The plans were completed yesterday by Architect J. J. Verplank of Gary for the construction of ten new houses on the south side for Frank N. Gavit, president of the Gary and Interurban railroad. Mr. Gavit announced that the construction of the buildings would be started at once, and that he intended to have them completed just as soon as possible.

The buildings will be erected on the south end on Madison street, between Twenty-sixth and Twenty-seventh streets. Mr. Gavit owns an entire block at this place and half of this block will be filled up with the residences at once and the other half will be filled with houses next spring by the interurban president.

All of the houses to be built will be constructed of brick and will cost about \$1,200 apiece. This will be a splendid thing for the south side and will aid materially in reducing the demand for residences which is growing every day and which will not likely be met by much residence building the winter.

Mr. Gavit, beside the block in the south end, owns many other lots in Gary and he has not made any plans for them as yet, but he will not dispose of his other property, but will hold it for the purpose of building. The contract for the construction of the buildings will be let next week.

## BIG FIRE IN GARY THIS A. M.

Largest Frame Structure South of Wabash Tracks Goes Up in Smoke.

## ORIGIN OF FIRE A MYSTERY

High Wind Threatens the City and Occupants Jump From Burning Windows.

The largest frame building north of the Wabash tracks, in Gary, was totally destroyed this morning at 3 a. m. The building was the property of John Prosser and was valued at \$20,000. It was covered by \$7,000 insurance. The building contained twenty-four apartments and many of the occupants of the building had narrow escapes to avoid being overcome by the smoke or consumed by the flames.

**High Wind Prevents Department.**

A high wind made it almost impossible to save the building from destruction and the volunteer fire department with its chemical outfit and its few lines of hose was helpless against the onslaught of the flames.

It is not known how the fire started. The flames started in the room that was formerly used as a saloon, on the main floor. The fire had gained considerable headway before it was finally discovered and a telephonic report was sent to the police station.

As quickly as possible the chemical equipment and the new hose was taken to the scene of the fire and an effort was made to stop the progress of the flames.

When this was found impossible the efforts of the volunteers were directed to saving the surrounding property. The high wind was carrying the flying embers a long distance and it was feared that other buildings might catch on fire.

**Wild Scramble to Get Out.**

Previous to the arrival of the fire department there was a wild scramble on the part of the occupants of the building to get out. Some of them were compelled to jump from second story windows, but fortunately none of them were injured.

The building was located at the corner of Twelfth and Adams and was one of the finest structures on the south side. The fire again demonstrated the fact that with a proper fire fighting force the property which is now a total ruin could have been saved.

As arrangements have already been made to organize a regular paid fire department, it is not expected that there will be another unnecessary loss by fire.

## HEARS HIS BROTHER'S DEATH OVER WIRE

Telegraph Operator at Gary Does Not Recognize the Name.

## APPRISED WITH A SAD SHOCK

Carl Smith, Agent at Wabash Depot, Called to Hobart for the Inquest.

Sitting by his telegraph instrument in the Wabash depot, Monday night at Gary, Carl Smith heard the report of the terrible accident of the man killed on the Pennsylvania railroad. Little did he think that yesterday he would receive a message stating the man who was ground to pieces under the wheels of the flyer was no more or less than that of his own brother.

Yesterday shortly after 12 o'clock Smith received a message from Defiance, Ohio, from his parents saying that his brother, Arthur, had been killed on the Pennsylvania railroad near Liverpool, Ind., the night before. The story of the horrible death of the man the night before now dawned upon Smith and the shock was great when he learned that it was his own brother.

Smith left yesterday afternoon for Hobart, here the inquest over the remains of his brother is being held. He will accompany the body to Defiance, Ohio.

**Has An Invalid Mother.**

So far as could be learned today, it could not be established just how Smith met his death. He had just started to work for the Pennsylvania about three days before and was stationed at Liverpool Monday, awaiting his turn on the switching crew. It is thought he was walking along the tracks near Liverpool when he was struck.

Carl Smith, the operator at the Wabash station at Gary, was at home to spend Thanksgiving day. He saw his brother at that time and said that he wished he would not go back to work at breaking again, for it was only a matter of time until he would get hurt. His words only came too true.

Mrs. Smith, the mother of the deceased, is an invalid and is so low it is not known whether she can withstand the shock.

Mr. Smith has many friends at Gary and much sympathy is tendered to him in his sad bereavement.

**World's Wool Production.**

The world's wool record is held by Australia, with Argentine second and the United States third.

## EVIDENCE WAS LACKING

Judge Reiland Finds Pat Kiloran, Foreman, Not Guilty.

Indiana Harbor, Ind., Dec. 2.—Although there was no doubt in the mind of Judge G. E. Reiland that the defendant was guilty, he was compelled, through lack of evidence, to dismiss the assault and battery proceedings brought by Andrew Baroch against Pat Kiloran, a foreman in the labor gang of the American Steel Foundries company.

Baroch declared that he was ordered by Kiloran to pick up a large sheet of metal, weighing several hundred pounds. He was given one helper, but found that the weight was even beyond the capacity of their combined strength. He naturally asked for assistance, and was told that he could not have any more helpers, and ordered to "get busy." Seeing that a conflict was bound to follow, Baroch took the alternative, as he thought, and asked for his wages. Instead of getting these he alleged that Kiloran jumped at him and struck him fifteen or twenty blows in the face with his clenched fist.

Baroch named several witnesses of the fight, all of whom would have remembered its occurrence, had not the company supplied Kiloran with their Chicago attorney. The men were evidently afraid that they would lose their positions, and would say nothing injurious to the company's case. It was almost as bad as a case of "frameup" and it was by the merest chance, the court declared following the trial, that Kiloran was able to regain his freedom.

## ARRANGE FOR LECTURES

The Gary Masonic Social club held a meeting last night at the Gary Hotel at which time each member was supplied with a number of tickets for the lecture course which is being given under the auspices of the club.

From the way the tickets are being disposed of at the present time, shows conclusively that the entertainments promise to become very popular.

The first attraction of the lecture course will be on December 9th, when the Orisole Concert company will appear. There are few attractions in the lyceum field that have been received with more warm applause than this concert company.

Following are the other attractions of the course:

Jan. 9—Scotch Singers of Glasgow.  
Feb. 17—Opie Road.  
March 6—Lyceum Grand Concert Co.

The committee last night, who were appointed some time ago, to look after securing suitable rooms for the club, made their report and rooms will be secured later.

## GARY TOWN BOARD LETS \$940 CONTRACT

Gallagher and Williams to Build Temporary Fire Station.

## THE WORK BEGINS AT ONCE

Another Request Is Made of All Railroads to Erect Gates in the City Limits.

The contract was let yesterday afternoon by the town board for the construction of the new fire station, which will be located at the southwest corner of Seventh avenue and Massachusetts street. This property is in the rear of the Victoria hotel and has been leased to the city for the temporary station.

The contract price for the work was \$940 and was the bid offered by Gallagher & Williams. The only other bidder was Henry Miller, who wanted \$1,150. The contract, which will be drawn up with Gallagher & Williams, stipulates that the work shall be completed by the 15th of this month. This means that the work will have to be started at once and rushed to completion.

The plans are so arranged that the building can be constructed easily. It will be 24x40 feet in size and will have a tar roof and tar covering for the sides. In this station will be kept one horse, two men and various other equipment, which will be known as the central station.

The only other important matter to be discussed by the board was the reply of the railroads to their request to have gates placed at all of their crossings, because of the accidents which have resulted from the danger. The railroad which has been the least guilty of this offense and which the town board intended to be the most lenient with was the only one to reply. The board will undoubtedly take further action in an attempt to secure the safety of the public.

**Peter Pan in Real Life.**

The lucky man is the man who through all the seasons of many years remains at heart a boy. He will be asked by boys to share boyish amusements and to fall in with boys' ideas of what sport should be, which is the best compliment of all. He has a man's store of experience, an added patience, a maturer philosophy, but in all else he remains a boy.—London Field.

# THE GARY LAND COMPANY HAS CREATED GARY

It is sparing neither money nor labor to promote the advancement of Gary. It is building a model city of homes.

It handles exclusively, property in the FIRST SUBDIVISION, that part of Gary where all public utilities are now installed, such as water, gas, sewerage and electric lights. All residence streets boulevards.

Gary will be, not only a manufacturing town, but an EDUCATIONAL CENTER, a city of schools and churches, an ideal place for you to build a home, a place where your sons and daughters will have exceptional opportunities.

Write for Map and Price List

## Gary Land Company

5th AVENUE AND BROADWAY

GARY, INDIANA