

Seventeen Terribly Mangled Bodies Are Hurlled Through the Air by Awful Gas Explosion in N. Y.

Seven Other Persons Missing and Four Are Seriously Injured in Catastrophe of This Morning.

**GAS MAIN BLOWS UP
DEALING OUT DEATH.**

Thought That Many of the Injured Managed to Leave The Scene Which Would Account for Missing.

ACCIDENTS IN CHICAGO.

**AUTO CARRYING FOUR MEN AND
FOUR WOMEN PLUNGES OVER
BANK, HURLING OCCUPANTS
INTO CALUMET RIVER.**

New York, Nov. 20.—Seventeen lives were lost and seven persons are missing and four were seriously injured today in an explosion of a gas main on Goldstreet, Brooklyn, where a gang of men were constructing a new sewer. Two carpenters and eleven laborers, one woman and three children comprise the list of the dead. The gas immediately became ignited and shot a hundred feet into the air, but the fire department, by shutting off the supply of gas, prevented the fire from consuming the surrounding property. Bodies were hurled in all directions and they were terribly mangled. It is thought those missing managed to hobble off with their injuries.

THROWN IN RIVER.
Auto Goes Into Open Bridge and Two Are Drowned—Others Rescued.

Chicago, Nov. 20.—Two persons were drowned and six were rescued in a thrilling automobile accident early this morning, when a mammoth touring car containing four men and four women plunged half way over an embankment of the Calumet river at Terrace avenue bridge. As it hung suspended over the brink, it spilled its passengers into the river. The bridge tender and his assistants plunged into the river and rescued six. Those drowned were Joseph Meyer, aged twenty-two, chauffeur, and Margaret Atkins of 2106 Armour avenue.

The machine was approaching the river at top speed when it was suddenly discovered the bridge was open. The sudden checking of the speed caused a tremendous shock which quickened the passengers in their precipitous plunge forward.

LABORERS KILLED.
Burlington Train Strikes Hand Car Near Chicago.

Chicago, Nov. 20.—Four Greek laborers were killed and four others fatally injured early this morning when a Burlington railroad handcar on which they were going to work on a section, was struck by a suburban train from Aurora. A fog prevented the engineer from seeing the handcar and the men on the latter didn't hear the train.

JURY DEBATES ON LAMPHERE'S GUILT

State Closes Its Fight Against Alleged Guinness Murderer.

A VERY EXCITING FINISH.

**LAMPHERE'S CONFESSION TO
WILLIAM CURTISS CLINCHED
IN REDIRECT EXAMINATION
AMIDST DEFENSE OBJECTIONS.**

Laporte, Ind., Nov. 20.—The state closed its case against Ray Lamphere today with the clinching of Lamphere's confession to William Curtiss, deputy sheriff, in re-direct examination punctuated with rapid fire of objection from the defense. Anstiss told his story and it will be difficult to overcome. The jury is now out to weigh the evidence.

There is some question as to whether the defense will be ready to go on with the trial or whether a recess will be taken until Monday morning. It will depend upon when it will be possible for Dr. Walter S. Haines, the chief witness for the defense, to come to Laporte.

Deputy Sheriff Leroy Marr was called and he testified that on the evening of April 28 he went to the home

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SUPREME COURT UPHOLDS RAILROAD COMMISSION ORDER

Pennsylvania Must Comply With Request of Local Shippers for Interchange of Freight Here.

**RULING OF COURT
DECISIVE VICTORY.**

Ruling Ends a Squabble Which Has Been Carried on For Months—History of Interesting Case.

The Indiana supreme court today in a ruling refused to enjoin the Indiana Railroad commission from compelling the P. C. C. & St. L. railroad company to build jointly with the C. C. & L. railroad, a track connecting the two railroads in this city, for the interchange of freight. The supreme court in ruling on the case, says that in compelling a railroad to build a track that is needed in the discharge of its duties to the shippers, is not taking property without compensation within the meaning of the constitution. The ruling of the court is a decisive victory not only for the Indiana Railroad commission, but also for the Richmond Commercial club, which instituted the proceedings before the commission about a year ago.

"The decision involves a new proposition of law in this state as to whether or not railroad companies can be compelled under the railroad commission act, to build connecting tracks and interchange freight with other roads. The Minnesota supreme court recently ruled favorably for the Minnesota Railroad commission on a similar case, and this ruling was greatly relied on by the attorneys for the Indiana Railroad commission in presenting the case before the Indiana supreme court," stated E. K. Shiveley of the law firm of Shiveley & Shiveley, which represented the Indiana Railroad commission.

What steps the P. C. C. & St. L. will now take remains in the dark, but it is the general opinion that the company will drop the case and comply with the orders of the railroad commission. However, the company may file an amended complaint before the Marion superior court, from which court the case was appealed to the supreme court, and ask for a new hearing of the case, or the company may appeal the case to the United States Supreme court.

The principal argument advanced by the P. C. C. & St. L. attorneys when the case was heard before the supreme court was that most of the proposed connecting track would be built on its territory and that it would not receive compensation for the same. The company contended that such action was unconstitutional. The supreme court ruled that the order of the railroad commission did not carry with it a seizure of the company's property, but merely regulated its use for the benefit of the public, such action being held by the court to be constitutional.

After the Richmond Commercial club appealed to the railroad commission for an order compelling the P. C. C. & St. L. railroad to build a connecting track and interchange freight with the C. C. & L., the commission held a session in this city and heard the arguments for and against such an order. A short time later the commission complied with the petition of the Commercial Club.

The P. C. C. & St. L. then brought suit in the Marion superior court to set aside the order of the railroad commission and enjoin the enforcement thereof. Shiveley & Shiveley for the commission then filed a demurrer to the company's complaint and Judge Carter sustained the demurrer. The

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DOVE OF PEACE HOVERS OVER CONFERENCE

Probable Dayton & Western And City Officials Will Sign An Agreement in the Near Future.

**CONCESSIONS MADE
BY BOTH PARTIES**

Traction Company Will Not Have to Accept City Tickets While City Gets Rights Stubbornly Fought For.

As a result of the conference held yesterday afternoon between W. Kellogg, president of the Ohio Electric Railway company, which controls the Dayton & Western traction company, the board of public works and City Attorney T. J. Study, a tentative agreement was drawn up, satisfactory both to Mr. Schoepf and the city, and it is expected that within the next three weeks the last of the many traction squabbles, which have afflicted the business interests of the city for the past two years, will have been finally disposed of.

The board and Mr. Study dropped their bull-headed policy yesterday and met Mr. Schoepf half way. The company made concessions and so did the city officials, hence the drawing up of a tentative agreement did not prove a difficult task. This agreement Mr. Schoepf will submit to the officials of his company and will be returned to the board next Wednesday in the form of a franchise agreement. This will then be submitted to council for endorsement. Undoubtedly council will only be too glad to take such action.

The concessions made by the city was waiving the clause providing that the Dayton & Western accept city line tickets for fares on its cars when operating in this city, and waiving the clause which provides the company shall issue transfers to city cars and accept the same for fares. The company on its part agrees to waive the clause providing its cars can do local business from the east corporation line to the west corporation line, limiting this business from the east corporation line to Eighth street. The company further agrees that if it shall use the north end freight line for passenger business its cars shall operate under the same agreement that the T. H. I. & E. passenger cars would be obliged to operate under, which agreement provides that transfers shall be given and accepted and that city line tickets shall be accepted for fares.

Schoepf Doubtful.
When Mr. Schoepf was informed that his company in submitting its franchise agreement to the board, had specified in the agreement that the company be permitted to do a local business, Mr. Schoepf flatly refused to believe the company had inserted such a provision but was convinced when the agreement was shown to him. He said that it was not the policy of his syndicate to ask any city the privilege of doing a local business.

City officials are highly pleased that the tentative agreement does not permit the company to operate a local business from the east corporation line to the west corporation line. They point out that with the company not obliged to issue or accept transfers, or to sell or accept city line tickets, and with the privilege of doing a local business throughout the city, it would have been possible for the company to substitute its cars for city line cars doing an east and west business, which cars are obliged to sell and accept tickets and issue and accept transfers.

For Third Time Fox Takes Judges' Oath of Office

The Wayne circuit court has a new judge. He is elderly in years and old in experience, but nevertheless he was new today. It may have been a sort of rejuvenation. Judge Henry C. Fox was sworn in as judge of the Wayne circuit court. It was the third time he has taken the oath. The term of office is six years and the salary \$3,500 per annum.

It was the fifth commission the judge has received from the governor. The others were for the office of prosecuting attorney. The judge's recent term expired November 13, or when

his successor qualified. As there was to be no change in the succession, the judge was in no hurry to receive his commission, as the salary was not interrupted. Judge Fox is recognized throughout the state as an able jurist. His opinions on legal subjects always are perused with confidence by other judges and attorneys. He is one of the best read judges in the state.

He was the recipient of congratulations by attorneys and others today. The oath of office was applied by Clerk Penny. When asked as to his obligations in the oath, the judge replied "You bet."

STATE BREWERS TALK OVER THE SENATORSHIP

Natural That They Should Work for Man Who Would Take Stand Against the Littlefield Bill.

**L. ERT SLACK THREATENS
TO INVADE KERN'S HOME**

Indianapolis Man Must Be Good and Not Seek Votes In Slack's Home County—Gossip of Candidates.

Ellie Searies.

Indianapolis, Ind., Nov. 20.—When it became known here that a number of Indiana brewers went to Chicago yesterday and held a conference, it was understood at once that the meeting had something to do with the Indiana United States senatorship. "In the brewers' party were Albert Lieber and Maurice Donnelly, of this city, Stephen B. Fleming of Fort Wayne, and several others. Joseph E. Bell of this city, the attorney for the brewers in nearly everything that they have to look after, was also with them."

Bell said, when questioned in Chicago, that the brewers were in that city to attend a strawboard meeting, and that the senatorship was not even discussed, but it is thought it was for two reasons.

First, and above all, they probably went there to talk over the legislative program that they will try to follow during the coming session of the legislature. It is known that the brewers are favoring certain bills that will be introduced, among them being one to limit the number of saloons to one for each 500 of population; to send a saloon keeper to jail for the first violation of the law and revoking his license for the second violation; the repeal of the county option law, and the repeal of the metropolitan police law.

The second reason was, that they wished to talk over the United States senatorship. Ordinarily the brewers do not care much about a United States senator, because the laws for the regulation of the liquor traffic are nearly all state laws, and not government acts. But there is in Congress the Littlefield bill, by which it is proposed to prohibit the interstate shipment of liquor from a wet state into dry territory, and this bill has attracted the fire of the brewers and whiskey dealers throughout the country, and has made it as necessary for the liquor interests to be represented in congress as in the legislatures of the states. For this reason they are believed to be getting ready to take a hand in the fight for United States senator in this state.

Who Are Brewers For?
Up to this time no one has been able to guess accurately just where the brewers will "light" for senator, and there is nothing in sight now that answers the question, unless it be the general vague impression that they will be for Kern at the windup. And even in the face of that impression there remains the fact that Steve Fleming of Fort Wayne, one of the big brewers of the state, is against Kern, tooth and toe nail and he will fight him to the last ditch. So after all, there is no telling where the strength of the brewers will land.

L. Ert Slack of Franklin, one of the candidates for senator, does not take kindly to the proposition that each candidate should remain out of the other candidates' counties and not try to get votes there. He insists that they should stay out of each other's district.

He puts it on the ground that Marion county is a district of itself with eleven members of the legislature. He says Kern has no right to expect votes when Slack and the other candidates have only one or two members from their counties. He says he is willing to remain out of the other candidate's districts if they will stay out of his, but not otherwise. He says that if Kern goes into the Fourth district in the search of votes he will surely invade Marion county and take all he can away from Kern.

Up to this time the entire field is open and the candidates are trying to line up votes wherever they can, but it is believed that they will try to reach some agreement that will keep them out of each other's private territory.

Lamb Still in Race.

A report was started yesterday that John E. Lamb, of Terre Haute, was about ready to get out of the senatorial race, but Lamb denies it and says he will be in it at the finish. It is pointed out by some that Taggart, when he announced his withdrawal from the fight, made a smooth move in the interest of John W. Kern. They figure that Taggart remained in long enough to put up a show of fighting Kern, thus causing some of the strong anti-Taggart members of the legislature to go to Kern and promise their support. As soon as they were committed, Taggart withdrew, they say, and left these anti still committed.

Must Give Up Beautiful Home As He Is Now a Poor Man



TOM L. JOHNSON OF CLEVELAND.

Loses Wealth But Not Courage

Thomas Johnson in Fight for People of Cleveland Becomes Poor—Disposes of all His Property including His Mansion.

Cleveland, O., Nov. 20.—Mayor Tom L. Johnson, Cleveland's three-cent fare executive, whose street railway management was recently sat upon so severely by the voters of Cleveland and whose bank went out of business last Monday, Thursday afternoon declared himself a poor man. It is said by bankers that Johnson even put up his personal jewelry as security for loans at his bank.

His fight for better street railway conditions for the people of Cleveland has cost him his personal fortune. He will give up his home on Euclid, which is in his wife's name and move to a smaller house as soon as he can, as he cannot afford to keep up the larger place. His automobiles will go, too. Determination to stick to the fight he undertook when he became mayor in 1901 has brought about the sacrifice, together with his efforts to save the estate of his brother Albert for the widow and four children.

He has poured his personal fortune unspendingly into the enterprises conducted by his brother at the time of the latter's death, in July, 1901. He refused to leave his work in Cleveland to give his time to managing the estate and through this lack of personal direction one resource has followed another until the mayor has practically exhausted his resources.

Devotion to the low-fare cause also led to personal losses not connected

with his withdrawal, they say, leaves a good many members free to vote for Kern who were holding off to see what Taggart would do. At the right time they say further, Taggart will come out squarely for Kern and throw to him all his own following. Thus, it is pointed out, he will have landed three different elements in the Kern camp. It is pointed out as a very clever scheme if it only works.

Organized labor appeared yesterday for the first time in the senatorship fight.

Fred L. Fick, representing the Brotherhood of Railway Trainmen, sent letters to all members of the legislature, requesting them to consider labor's interests when they vote for senator. He tells the members that labor is not favoring any particular candidate, but that it hopes to see a man elected who will give labor a fair deal. It is believed that this will cause many of the members to consult with labor leaders before casting their vote for senator, but Fick says labor will not recommend any candidate.

Richmond Boy Made Member of Debating Team at Harvard

When Howard Reed walked sixteen miles every day to attend the Richmond High school, despite the inclemency of the weather or condition of roads, he had ambition to go to a large university some day. He kept on walking, however, and at the end of four years was graduated with honors. He had made a brilliant record as a student and was well liked by his classmates. But this particular young man did not care to confine his future to the opportunities offered by a country grocery at Middleboro, and determined to push onward and upward. He had heard Harvard University, the most famous of the American institutions of learning, is a rich man's school. He knew he did not fill this bill, but with the determination that led him to walk sixteen miles daily for a high school education, he made his way to Cambridge. He is said to have reached the seat of Har-

vard with but sixty cents in his pocket. That was the beginning. Reed secured entrance to the institution and has been at Cambridge ever since. Perseverance and pluck and the ambition to succeed have enabled him to secure employment. He has plodded ahead and now comes the news he has been selected a member of the debating team of the freshman class. He has been elected treasurer of the organization, also. Other honors are said to be awaiting the young man and local friends feel assured he will be found lacking in none of the requisites.

When a student at the local school, Reed was interested in forensics. He was active in class debates and usually managed to be found on the side that won. He was elected president of his class during the junior year. He is energetic in all things and has stated that next year he intends to do better than at present.

ROCKEFELLER FACES FAMOUS TRUST-BUSTER

Kellogg, to Certain Extent, Overcomes the Trap Cleverly Laid for Him by Standard Attorneys.

**JOHN D. SMILING AND
SERENE ON THE STAND**

Business Has Added to Its Earnings \$500,000,000 and Has a Surplus of \$300,000,000.

BUSINESS WAS A HAZARD.

SEVERAL TIMES DURING COURSE OF TODAY'S HEARING, OIL MAGNATE JOKES AND LAUGHS HEARTILY.

New York, Nov. 20.—Great John D. Rockefeller, smiling and serene, was put on the griddle today by the famous "trust buster," Frank B. Kellogg, to undergo a cross-examination in the effort to dissolve the Standard Oil company of New Jersey, but Rockefeller's high priced lawyers appeared to have stolen the march on Kellogg by closing their examination yesterday at the point which led up to 1882, when the present gigantic monopoly was formed with the Standard Oil Company of Ohio as the backbone. This, however, did not prevent Kellogg from bringing out in a general way the many potent things. Kellogg established the fact of the immense increase in the production as years went by and the enormous profits reaped, and asked John D. if he considered it a hazardous business which had increased its capital stock by sixty millions and added to its earnings more than \$500,000,000, besides having a surplus of \$300,000,000, but Rockefeller did not consider these questions determined whether a business was a hazard or not.

Rockefeller's lawyers interposed many objections to the questions, but they were generally overruled. John D. proved himself a ready arithmetician in calculations in millions, but was not closing the examination yesterday at some of the details of the big transactions. Rockefeller admitted the dividend in 1907 was about forty per cent or \$40,000, but said this might be a million or so in favor of the "poor old Standard company," which elicited a hearty laugh in which Rockefeller appreciated his little joke by joining in.

When asked if he considered such a business risky, another general laugh was indulged in and John said the question of profits does not determine hazard of business.

Rockefeller launched into lengthy oratorical effort, stating that since the very first refinery was built, they were prepared every moment day and night to hear fire alarms which might wipe them out of existence, because of extremely explosive nature of product, but admitted, on being questioned, that all profits had been over and above fire losses as they were extremely conservative in keeping accounts, because of the possibility of waking up some fine morning and finding all their oil gone.

Such contingency had not arisen, however and Rockefeller said "and I am mighty grateful for it," which stirred up merriment.

Rockefeller became a little nervous when the Standard's relations with the Pennsylvania railroad company came up, involving the alleged rebates and he answered all questions hesitatingly. Rockefeller recognized an agreement which Kellogg produced, covering the payment of ten per cent to the oil company out of the amount of freight charges realized in the consideration of certain large sized shipments, which it stipulated was not to be the case to any company not shipping as large a business. This was because the Standard was the biggest shipper.

MURDER—30 DAYS THEFT—8 YEARS

Hammond, Ind., Nov. 20.—Two remarkable and record-breaking verdicts were brought in by the same jury in the Lake County Superior Court here in the same day. Joe Mahovsk, charged with murder, who slashed one man's throat, stabbed a second in the stomach and laid the scalp of a third wide open, was sentenced to 30 days in jail.

The next case on the criminal docket was against Lawrence Ryan, who stole a pair of boots to keep his feet warm. He was sentenced for eight years under the indeterminate act to the state penitentiary.