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A DRY OPERATOR CALLS FOR HELP

Special Trains Are Sent Out Hurriedly, Only to Find A Drunk.

WAS ON A WILD RAMPAGE

SENT MESSAGE OVER THE WIRES THAT THE AGENT HAD BEEN MURDERED AND BANDITS WERE RAIDING PLACE.

Conde, S. D., September 18.—A lone operator in Cresbard, a town of 200 inhabitants fifty miles west of here in the center of prohibition South Dakota, thrilled alarms for help throughout the 200 mile lone Conde division of the Minneapolis & St. Paul railroad. A Minneapolis and St. Paul railroad. Along the line 10,000 men caught the cry, rushed armed aboard improvised trains wherever they could be found and within ten hours filled every available track of the Cresbard yards with puffing engines. The town's one street teemed with men armed with sawed off shotguns and pitchforks.

Daring operators were roused by such calls as:

"Help, for God's sake! The station has been attacked and the agent killed. People of the town have been driven from their homes."

The cry was heard at Conde and Division Superintendent H. E. Jones hurriedly made up a train of three cars, called upon all able-bodied citizens to get aboard with guns and started at record speed for the scene of the catastrophe.

In the meantime the operators along the line acting on orders, had gotten busy with the telephones and alarmed the whole countryside until in the majority of farm houses only mother and the dog were left.

By the time the special from Conde pulled onto the siding at Cresbard a band of country people had surrounded the depot five deep, but no one ventured within.

At the alarming situation presented, Mr. Jones, flanked by picked braves of the waiting rescuers, armed like battleships, stealthily approached the railway building. Wearing cautiously within, the body of the operator was seen reclining at full length upon the floor.

No other person being visible, the committee, after consultation, entered and examined the prostrate man for dead wounds.

The operator rolled over and sleepily inquired if some one wouldn't give him a drink. He explained that his whisky had run out. That was why he

Barbers plan to Organize Against All Onion Eaters

Minneapolis, Sept. 18.—The suggestion of Rudolph Willets of Milledgeville, New Jersey, to form a barbers' anti-onion eating association to be known as the "Anti-Onion League of America," is received with favor by some Minneapolis barbers and with disfavor by others. Willets has sent out circulars outlining his scheme for what he calls the "betterment of our ancient and honorable calling."

The only conditions Willets would put upon admission to the order are that the applicant shall be a barber, and shall promise to abstain absolutely from onions so long as he shall continue to wield the razor upon the general public.

During vacations or at such times as he is not engaged in his work for a period of not less than three days a member may wallow in onions if he likes and still remain in good standing.

"It would be a good idea, all right," said a Hennepin avenue lather-and-shave artist, "if barbers as a class never ate onions, but they don't. I once knew one who did, and as soon as I found it out I fired him. He pleaded with tears in his eyes that he had a passion for onions and that he simply must have them. I told him he could help himself and smell like a potato salad if he wanted to but he couldn't work for me. I saw him the other day. He has quit the barber shop and works in a stable, so that he can indulge his appetite for onions unmolested. No, I cannot see

the value, if any it has, of Mr. Willets' proposal.

"It is a capital scheme, if only for advertising purposes," declared another Hennepin avenue barber. "If we could get it going once it would attract people to our shops just to see if it were true, that have not been shaved nor had a hair cut outside their own kitchens since Bryan first began running for president. They would ask if the workmen in the shop belonged to the anti-onion association, and this would be a peg upon which to hang a conversation that might lure them into a chair. Some of them would never come back, but a good many, once the ice had been broken would become regulars."

The proprietor of a shop on Washington street spoke of the "inalienable right" of barbers to eat onions. He said that while he did not advocate their use as a regular thing, he didn't believe that the members of his calling should be deprived of what is truly their only means of self-defense against onion-eating customers.

"If those who patronize barber shops would agree not to eat them, it would then be all right for us to give them up," he said, "but as it is, I regard it as folly for us to renounce the odoriferous vegetable. In onions there is strength, and that is why, when it becomes necessary, we should be permitted to step to the rear of the shop and take a good taste-compelling bite. There are worse things to have on your breath than the aroma of onions."

wanted help. This morning the sober operator wired his resignation to the headquarters at Minneapolis. The reply came while the wire was open: "You are thirty hours late."

OLD WOMAN IN FIRE

Philadelphia, Sept. 18.—Left alone in a burning building when the other occupants made a hasty flight, Mrs. Anna Hermann, 75 years old, of Old York Road and City Line, made a thrilling escape when she crawled along a narrow cornice on the roof of the house to a neighboring window.

The path to safety was only a few inches wide, but with remarkable pluck and agility she passed along until safety was reached. Seven other persons were able to leave the building before the flames reached the staircase.

Joseph Noerpel, a boy, his wife and three small children and two employees, Catherine Malloy and Minnie Alster, live in the house. It is believed the fire was caused by a defective flue. The motorman of a passing street car saw the flames, and

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PENNSY WILL OBEY

Railroad Protests and Reserves Right to Appeal At Any Time.

WILL REACH THE COURTS

Washington, Sept. 18.—The Pennsylvania railroad will comply under protest with orders recently issued by the Interstate commerce commission, providing for a general balance sheet statement and for the treatment of expenditures for additions and betterments.

The Pennsylvania has announced its course in a letter making protest, but at the same time giving notice that its accounts will be kept in accordance with the accounting rules laid down by the commission.

This means that the Pennsylvania reserves the right to appeal from the commission's order at any time and it is expected that the matter of this classification of expenditures on the railroad will be fought out in the courts.

The question has been the subject of an extensive correspondence between the commission and Pennsylvania railroad and the latter's letter according to the commission classes the correspondence "in a manner entirely agreeable to the commission."

The particular point at issue pertains to the rule that expenditures for additions and betterments shall in no case be charged to operating expenses, and further to the fact that it is no longer permissible to charge such expenditures to income, to profit and loss or to special funds in such a manner as to exclude them from the property accounts in the balance sheet statement.

The policy of improving property out of the revenue is not called in question, but the new accounting rules do provide that every increase in the capital assets of the company should be set up in the property accounts.

There was no guarantee under previous methods that a railway balance sheet covered all transactions, but the commission has taken the position that from this time on the official balance sheet shall be a complete record and reflect all transactions.

It holds that anything in the nature of a secret account which results in either an overstatement or an under-

statement of the accumulated surplus is repugnant to the principle of publicity for which the twentieth section of the Hepburn railroad law makes provision.

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