

The Centre Reporter Centre Hall, Pa.

THOSE SUMMER ROMANCES

Bad Awakening of Man Who Asked "the Girl of His Dreams" for Her Hand.

The dark wood had become rosy and sweet. A new dawn had entered into Harkaway's vision, and it was all gloriously golden, says Harper's Weekly. Mabel, as they paced the sands on that wonderful moonlight night, had yielded to his passionate entreaties, in which he had voiced all the aspirations of his ardent nature and had spoken a soft yes to his question.

"Yes, Harold," she had murmured, with a shy glance at the moon—"yes, dear, I will be your wife."

For a long while Harkaway was silent. He feared to break the spell of the moment with ordinary human speech. So far and away beyond his real expectations had her answer been that it was difficult for him for the time being to realize that it was not all a dream, and who could tell but that the sound of his own voice would awaken him to a lonely reality? Thus they walked on for a brief period, and then summoning his courage to his aid he ventured:

"Say it again, Mabel—let the enchanting ascent come once more to my devoted ears that I may know it is true!"

"Yes, Harold," she repeated—"yes, dear, I will be your wife."

He folded her in his arms, and a kindly cloud obscured the moon for a second, as though to hide her blushes.

"Tomorrow I shall go to New York," he cried, his heart elate. "What is your father's address, sweetheart?"

"Father?" she repeated. "Oh—father's address—why, it is steen-hundred and two Wall street. What do you want daddy's address for, dear?"

"I am going to ask him to smile upon me," he began.

"Oh, no, Harold," she remonstrated. "I wouldn't do that. Dad's very busy, and we never bother him with little things."

"Little things?" he cried.

"Yes, dear. They annoy him very much, indeed," she replied. "I don't think I'm engaged to a single man now who's been to see popper—it makes him so mad when the fall comes and I break it off."

Motor Omnibus Useful in War.

The great army maneuvers this year will, as usual, possess many new and interesting departures affecting modern warfare. Among other innovations it is this year anticipated that motor omnibuses will play a very great part in the maneuvers.

Each motor omnibus will be provided with room for 50 soldiers, and possess a speed of about 25 kilometers an hour. This experiment was tried with a small portion of troops last autumn in Germany, and was found to work splendidly, the men being conveyed to the desired positions far quicker than if they had marched on foot, in addition to reaching their destination much fresher and readier for the work before them.

This year when a long march is taking place it is intended to use the motor buses in conjunction with foot marches. The buses will convey a portion of the troops ahead, drop them at a certain point, whence they will continue their march refreshed with the rest and the drive, and the buses will return to the main body for another load of soldiers, who will in turn be conveyed to the new advance guard.

The Flags of France.

From the time of Henry IV, 1589 to 1794, a white flag was the standard of the French monarchy. It consisted of a white field bearing three fleurs-de-lis in gold. This was the flag of France at the time of the conquest of Canada by the British. In 1794, during the Revolution, the tri-color of three vertical divisions, blue, red, and white, was adopted. This was also the standard of the empire under the two Napoleons, but it was powdered with golden bees and on the center stripe was the eagle of the empire. The tri-color is the flag of the republic at the present time.

Students Find Relics 700 Years Old.

Skeletons and skulls of centuries ago are being exhumed near the mouths of the Topanga and Temescal canyons in California by geological students from Stanford university. For years tides have been washing away an occasional relic of former life on this coast, but the Stanford students have followed the lead and dug further back from the shore. The search has also been rewarded by the exhuming of stone implements of husbandry and warfare. The explorers believe the remains are about 700 years old.

A Benefit.

"Has that muzzle worried your dog any?"

"No," replied the man who likes animals. "On the contrary, I think he has improved in both health and disposition since it became more difficult for my wife and daughters to feed him candy and salads."

Literary Note.

"What is the moral of William de Morgan's novels?"

"Don't write fiction till you're old enough to know how."

MANY DEAD IN DISASTER

Twenty-Nine Go Down With Car Ferry

THIRTY-FIVE ARE RESCUED

One Woman and a Passenger Are Among the Victims.

AID WAS SUMMONED BY WIRELESS.

Pere Marquette Car Ferry, No. 18, Lost in the Middle of Lake Michigan—Vessel Carried Crew of 60—Eight Bodies Are Recovered—Car Ferry, No. 17, Responds to Appeal for Aid and Brings in the Survivors—Loss to Vessel and Cargo Will Amount to Over Half a Million Dollars.

Ludington, Mich. (Special).—Thirty lives were lost when Pere Marquette car ferry, No. 18, bound from Ludington to Milwaukee, went to the bottom of Lake Michigan halfway across the lake.

The dead include Capt. Peter Kilty, of Ludington; S. F. Szepepanek, of Chicago, purser and wireless operator, whose signals of distress brought assistance to the sinking steamer, and two members of the crew of car ferry, No. 17, who lost their lives in an effort to rescue the crew of No. 18.

Eli Colbean, of Saginaw, Mich., a member of the crew of No. 18, would make a thirty-first victim, but it is believed that he was not on board when No. 18 set out from here on her fatal trip.

The steamship company issued a list of 35 names of survivors of the wreck, all members of the crew, and most of whom were brought here on Pere Marquette car ferry, No. 17.

Eight bodies were recovered, six being brought here on car ferry, No. 17, and two being taken to Milwaukee on car ferry, No. 20.

There was a moment of intense silence as the big black steamer came through the piers into the harbor. The men and women turned upon each other and fought and struggled with insane eagerness to get first tidings of the fate of relatives who went away from here last night as members of the crew of the ill-fated car ferry.

Loss More Than Half Million.

The ferryboat was valued at \$400,000, and the cargo, which included 28 loaded cars, at \$100,000 to \$150,000. The total loss will exceed half a million dollars, which is fully covered by insurance in Lloyd's, of England.

"Car ferry, No. 18, sinking—help," was the S. O. S. wireless message that brought the first news of the disaster to the city about 5 A. M. today.

The flash was repeated continuously for nearly an hour, but was unheeded. At 7:30 A. M. Superintendent Mercereau, of the Pere Marquette Car Ferry Line, received a wireless from car ferry, No. 17, stating that No. 18 sank at 7 o'clock after all on board had been rescued by life boats from No. 17.

Cause of Disaster Not Known.

Marine men are utterly at a loss to account for the shocking disaster. No. 18 was one of the finest and most costly car ferries ever built on the Great Lakes, and only yesterday the craft was inspected by Government officials at this port and found to be in first-class condition in every respect.

A Tragic Story.

The story of the loss of car ferry, Pere Marquette 18, constitutes the most tragic and thrilling chapter yet written in the history of the Lake Michigan mariners.

Leaving Ludington, at 11:50 o'clock with a fair but stiff wind and 29 loaded cars on deck, the ferry made good weather for five hours on its course to Milwaukee. At 4:30 o'clock word was sent to Captain Peter Kilty that his boat was rapidly making water aft and that the pumps were unable to keep even with the inflow.

With full confidence in the stability and seaworthiness of his craft, the veteran car ferry navigator headed his ship with all speed toward Sheboygan, on the Wisconsin shore.

An effort was made to run a number of railroad cars overboard and thus lighten the load and gain a few precious minutes.

With great difficulty 29 cars were dropped off the stern of No. 18, but this gave the vessel only slight and temporary relief.

Suddenly without warning and before the horrified gaze of 50 men on board the car ferry, No. 17, which had just arrived on the scene in response to a distress signal, the great black bow of the flagship rose high in the air, the stern settled swiftly toward the bottom and with a roar and crash like an explosion the ship shot downward and was lost to view.

Agonized Cries for Help.

Agonized cries for help rose above the roar of the sea. Irresistibly drawn by a tremendous suction, a score of men could be seen speeding toward the vortex of the sinking steamer's revolving wheels, which sealed their doom. Then began the rescue. Lowering one of her lifeboats containing four sails, the crew of No. 17 began a work of humanity which marks many of the number as heroes. No sooner had the tiny lifeboat touched the angry waves than it was hurled with terrific force against the side of the steel steamer and crushed into a shapeless mass.

Two Rescuers Drowned.

Two of the sailors were rescued by those on board, while the other two—Joseph Peterson and R. Jacobson, a scrubber—immediately sank and drowned. Others quickly manned another lifeboat, which was successfully launched. This boat, in charge of Duncan Milligan, of Ludington, did heroic service and in less than an hour picked up 14 survivors who were floating about clinging to bits of wreckage.

Then another lifeboat was manned and joined in the work of rescue. It was a race against time, for in the face of great danger more than 30 were saved.

FATAL EXPLOSION ON NORTH DAKOTA

Three Men of Crew Killed and Nine Badly Burned.

THIRD ACCIDENT ON WAR VESSEL.

Admiral Schroeder's Report Says the Fire Occurred While the Battleship Fleet Was on the Way from the Drill Grounds to Hampton Roads—The Dead Men Were Coal Passers.

Newport News, Va. (Special).—Three men were killed outright and nine others were horribly burned by the explosion of an oil tank in fire room No. 3 of the new giant battleship North Dakota, near Cape Henry, while that ship was coming to Hampton Roads from the Southern drill grounds, 36 miles southeast of the Capes, with the first and second divisions of the Atlantic Battleship Fleet.

While they were horribly burned about the face and body, all of the injured are expected to recover. They are now being cared for on the hospital ship Solace, which is anchored off Old Point Comfort. Though he gave out a lengthy statement relative to the disaster, Rear Admiral Seaton Schroeder, commander-in-chief of the Atlantic fleet, would not say what caused the explosion and official details are lacking. However, it is learned from sailors of the North Dakota that one of the pipes leading into the tank in fire room No. 3 was defective and the heat in the engine room ignited the oil in the pipe and the burning fluid passed in the tank, setting the oil there afire and causing the explosion.

While dazed for an instant after the explosion it is said that the uninjured men and even some of the wounded worked heroically to prevent the fire from spreading to the coal bunkers and causing a serious conflagration aboard the vessel. Lieutenant Murfin, the men say, displayed great coolness and nerve and, though burned about the face and body, bravely directed the firemen and coal-passers in removing the injured and extinguishing the flames.

For a few seconds after the explosion, excitement ran high on the ship, as it was at first thought that a boiler had exploded. However, the sailors were soon reassured and they set to work to save their ship from fire.

Schroeder Explains.

Following is the official statement given out by Rear Admiral Schroeder about the explosion:

"Between 10:30 and 11 o'clock A. M., oil from room No. 3, in the North Dakota caught fire while the first squadron of the Atlantic fleet was making passage from the Southern drill grounds to Hampton Roads. Under a request from the commander of the North Dakota, the commander-in-chief of the fleet immediately ordered the North Dakota to leave the fleet formation and the battleship New Hampshire put near to render assistance in case they could be of service. No assistance was necessary and by 11:30 o'clock the fire on the North Dakota was under control. It has not yet been ascertained how the fire started, although it is believed that the disaster was not due to any carelessness upon the part of the men of the North Dakota. A board of inquiry was named to investigate the accident, consisting of Capt. C. A. Cove, of the Delaware, senior officer; Lieutenant Commander C. V. Price, of the Delaware; and Lieutenant Commander A. M. Proctor, of the Connecticut. This board will thoroughly look into the cause of the explosion."

KISSES CURVED NERVES.

Man Sued for Divorce, Tells How He Cured Wife.

Washington, D. C. (Special).—Kissing as a healing power and a balm for nervousness is declared efficacious by James L. Carrio in answer to the petition of his wife for a divorce. Mrs. Carrio alleged in her petition that while she was sick her husband was continually under the influence of liquor and did not administer proper treatment to her. He asserted in his answer that: "When defendant put his arms about plaintiff and kissed her, her nervousness and other ailments disappeared."

He contends that she was simply "nervous" and unable to tell about his sobriety, but that, as soon as he kissed her, she returned to her normal self.

THOUGHT FLYING EASY.

Farm Hand Who Posed as Bird Fell 20 Feet.

Newmarket, N. J. (Special).—Convinced by the achievements of others that flying was easy, Hans Christiansen, a farm hand employed by Charles Fleming on the River road, near here, rigged himself up with wings and jumped on the roof of the barn. He fell 20 feet and was badly shaken up, but will get over it.

Christiansen tied inflated bags to his arms and fastened a parasol over his head and thought he could surely fly. Nobody saw Christiansen make the leap. His employer came across him in the grass by the roadside.

Storm Costs Scores of Lives.

San Juan, P. R. (Special).—Advices received from the interior indicate that probably a score of persons lost their lives and property damage running into the hundreds of thousands of dollars was done by the hurricane which swept the island and its waters Thursday night and Wednesday. It is feared that several small ships, not included in the first reports of losses, went down.

Gombers Is Served.

St. Louis, Mo. (Special).—Notices of the injunction suit instituted by C. W. Post to prevent the unionizing of the Bucks Stove and Range Company plant, were served on Samuel Gombers and other labor union officials today by United States Deputy Marshals. Gombers later met with representatives of the Stove Founders' National Defense Association to discuss methods by which the Bucks plant will be unionized.

Federal Judge McPherson on Monday refused to issue a temporary injunction for which Post asked.

Constable Killed.

Huntington, W. Va. (Special).—David Howell, constable of Mingo county, and detective for the Thayer Coal and Coke Company, was shot to death while passing a hotel in Williamson, the shot being fired from an upstairs window. Howell expired within five minutes after receiving the wound. He had been one of Mingo county's widely-known officers and had killed three men during his official career. No arrests have as yet been made.

WOMAN FLOORED BANKERS

Refused to Give Mrs. Ida von Clausen \$25,000.

New York (Special).—Because Calvert Brewer, first vice-president, and Carl G. Rasmus, second vice-president of the United States Mortgage and Trust Company, refused to give Mrs. Ida von Clausen \$25,000, she floored both of them with well-directed blows. Employees of the trust company hustled Mrs. von Clausen out of the building. She disappeared before the police arrived.

Mrs. von Clausen is the granddaughter of Michael Byrne, who left an estate of \$1,000,000. The United States Mortgage and Trust Company is trustee for the estate and Mrs. von Clausen claims that \$25,000 has accumulated which the officials refuse to give her. This the company denies, saying she has had all the money that was coming to her.

Tipped Off the Papers.

Before starting out Mrs. von Clausen telephoned the newspapers there would be "something doing," so she had a good audience when she appeared. She wore a stunning purple dress, a black picture hat and all her famous jewelry.

Mrs. Nellie Van Slingerland, who accompanied her, addressing Brewer, who accosted the couple when they came in demanded that he pay the \$25,000.

"I am very sorry," said Brewer, "but we are unable to do as you desire."

Mrs. von Clausen immediately rushed across the room, and as Brewer arose from his chair she landed a right jab on his jaw that grazed a piece of skin off his chin. A second blow was warded off, but her diamond ring cut a gash in his wrist. She then swung a right to the side of Brewer's head, and he fell over his chair.

Rasmus came to his chief's assistance, but Mrs. von Clausen grabbed him by his coat lapels, shook him like a cat shaking a mouse and hurled him backward, sprawling to the floor.

Threat to Sue Roosevelt.

Mrs. von Clausen achieved international notoriety about three years ago by threatening to sue the then President Roosevelt, because United States Minister Graves had refused to present her to the King of Sweden. She alleged that the King had expressed a desire to meet her and his failure to do so was entirely due to Minister Graves' action. She endeavored to lay her complaint before President Roosevelt in Washington, but was denied admittance to his office by Secretary Lusk, who thereupon became very unpopular with her.

SAYS HE PADDED BILLS.

Former Railroad President Implicates John M. Taylor.

Chicago (Special).—When the hearing of criminal cases against Frank B. Harrison, Charles L. Ewing and John M. Taylor, formerly Illinois Central officials, implicated in the car-repair scandals, was taken up Wednesday, E. H. Niles, former president of the now defunct Blue Island Car and Equipment Company, took the witness stand.

He declared that he had padded bills for repairing cars by adding from \$35 to \$45 to the cost of each car. In doing this, he said, he was acting under the instructions of Taylor, at that time general storekeeper of the Illinois Central. Niles occupied all the afternoon.

Niles told of the organization of the car company, and said that Harrison, Ewing, Taylor, Joseph E. Buker and the late Ira G. Rawn held stock. The company later was dissolved and reorganized as the Blue Island Rolling Mill and Car Company.

MEN ONCE HAD HORNS.

Skeletons of Warriors Found in California.

Los Angeles (Special).—Anthropologists of coast universities are endeavoring to discover to what age the prehistoric human bones that have recently been unearthed in Topanga Canyon should be ascribed. The absence of the bones of women or children is considered proof that the skeletons are those of warriors.

Thirty complete skeletons have been unearthed. The foreheads are low and receding, the jawbones prominent and the cheek bones high. The bones indicate that their owners were about the size of the average man of this day.

It is believed that they are the bones of old men, because the teeth are worn down to about what must have been near the line of the gums. Just above and in front of the ears each has a horn-like development three inches long.

DROWNS HIMSELF IN RIVER.

Man Told Wife Where to Find Body and Tied Himself Fast to Tree.

New Castle, Ind. (Special).—Ollie Payne, 35 years old, well known as a canner, committed suicide by drowning in Blue River, a mile north of this city. The water was only 18 inches deep.

After mailing a letter to his wife bidding her look for his body, he was best to end it all and telling her where his body would be found, he took his life. To prevent the body from floating away, Payne tied a leather strap to his ankle and then to a willow at the edge of the stream and also tightly grasped another tree with his left hand. It is said that he had no domestic trouble.

Stamps Hurt Eyes.

Saratoga (Special).—The current issue of postage stamps was condemned because of the colors of the National Association of Postoffice Clerks at the session of its eleventh annual convention. The colors were said to be hard on the eyes. A resolution was adopted favoring stamps with radically varying colors for different denominations in order to facilitate work at the office.

Heat Leads to Suicide.

New York (Special).—Albert Kraft, 20 years old, living at 443 Elton street, East New York, committed suicide by shooting himself in the temple. He had been crazed by the heat. Kraft left his work at noon on account of the heat, and on his return home seated himself on the doorstep. Suddenly, he drew a revolver and, placing it to his head, fired.

Big Strike Settled.

Kansas City, Mo. (Special).—The Southeastern coal miners' strike of five and a half months' duration ended at midnight when the operators and miners agreed upon the arbitration point regarding future contracts. This point has been the great stumbling block of all negotiations. All the miners in Missouri, Kansas, Oklahoma and Arkansas are affected. They get an increase of 5 1/2 per cent. in wages, and agree to continue work for 60 days pending the making of a new agreement.

RESOURCES FOR ALL THE PEOPLE

Conservation Congress Adopts Platform and Adjourns.

WARM DEBATE IN THE COMMITTEE.

Co-operation of State and National Governments Urged in All Cases of Divided Jurisdiction—Waters to Be Used Primarily for Supply and Irrigation and Secondarily for Navigation and Power.

St. Paul, Minn. (Special).—The National Conservation Congress adopted a platform placing the seal of its approval on national control of natural resources and adjourned.

A threatened fight on the part of State conservation commissioners to place the names of President Taft and Theodore Roosevelt in the platform as the great friends of conservation did not materialize on the floor. Under vigorous use of the gavel it did not even get started.

The Following were Chosen Officers:

President, Henry Wallace, Des Moines, Iowa.

Secretary, Thomas B. Shipp, Indianapolis.

Treasurer, D. A. Latchaw, Kansas City.

Gifford Pinchot and J. B. White, of Kansas City, declined to be nominated for the presidency, and Mr. Wallace was not opposed.

Vice-presidents for each State were chosen, each speaking briefly.

Granville M. Hunt invited the next congress to meet at Washington, D. C. L. G. Worsham, of Georgia, announced that a Southern conservation congress will be held at Atlanta on October 7 and 8.

The Platform.

The platform, in part, adopted by the convention is as follows:

"The second National Conservation Congress, made up of delegates from all sections and nearly every State and Territory of the United States, met at the call of a great moral issue, now in session assembled in the city of St. Paul, and State of Minnesota, does hereby adopt and solemnly declare the following platform of opinion and conclusion concerning the inherent rights of the people of the United States:

"Heartily accepting the spirit and intent of the Constitution and adhering to the principles laid down by Washington and Lincoln, we declare our conviction that we live under a government of the people, by the people, for the people, and we repudiate any and all special or local interests or platforms or policies in conflict with the inherent rights and sovereignty of our people.

People's Rights Inherent.

"Recognizing the natural resources of the country as the prime basis of property and opportunity, we hold the rights of the people in these resources to be natural and inherent and justly inalienable and indefeasible, and we insist that the resources should and shall be developed, used and conserved in ways consistent both with current welfare and with the perpetuity of our people.

"Recognizing the waters of the country as a great national resource, we approve and endorse the opinion that all the waters belong to all the people and hold that they should be used in the interest of the people.

For Democratic Supply.

"Recognizing the inter-dependence of the various uses of the waters of the country, we hold that the primary use for democratic supply and for agriculture through irrigation or otherwise, and that the uses for navigation and power in which water is not consumed are secondary; and we commend the modern view that each use of the waters should be made with reference to all other uses for the public welfare in accordance with the principle of the greatest good to the greatest number for the longest time.

"Viewing purity of water supply as essential to the public health and general welfare, we urge upon all municipal, State and Federal authorities and on individuals and corporations requisite action toward purifying and preventing contamination of the waters.

For Limited Leases.

"We hold that the deposits of minerals underlying, particularly mineral fuels, from ores and phosphate deposits, should be leased for limited periods, not exceeding 50 years, but subject to renewal, the royalty to be adjusted at more frequent intervals, such leases to be in amounts and subject to such regulations as to prevent monopoly and unnecessary waste.

State Co-operation Favored.

"We favor co-operative action on the part of States and the Federal Government looking to the preservation and better utilization of the soils by approved scientific methods.

"We approve of the continuance of the control of the national forests by the Federal Government and approve the policy of restoring to settlement such public lands as are more valuable for agriculture.

To Teach Conservation.

"We recommend that the public and private schools instruct the youth of the land in the fundamental doctrines of conservation."

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BOTH SIDES ARE SATISFIED

Hague Court Decides Fisheries Controversy.

The Hague (Special).—The International Court of Arbitration, after hearing prolonged arguments rendered its decision in the Newfoundland fisheries case submitted by the governments of the United States and Great Britain, but which also involved the local governments of Canada and Newfoundland.

Neither country wins a clear-cut award, but the Americans claim a substantial victory.

The general issue as submitted through the agreement signed in Washington was presented in the form of seven questions. On these questions or points the tribunal supports the United States in five instances and Great Britain in the other two.

The seven points involved were as follows:

First, must any reasonable regulations made by Great Britain, Canada and Newfoundland in the form of municipal laws, ordinance or rules, such regulations being appropriate or necessary for the preservation of the fisheries, desirable on grounds of public order and morals equitable and fair as between local fishermen and inhabitants of the United States, be subject to the consent of the United States?

Second, have the inhabitants of the United States, while exercising the liberty to take fish on the treaty coasts a right to employ as members of their fishing crews persons not inhabitants of the United States?

Third, can the liberties to take, dry and cure fish in treaty designated places be subjected, without the consent of the United States, to the requirements of entry or report at custom houses or the payment of dues or any similar conditions?

Fourth, can restrictions be imposed upon American fishermen making the exercise of the privileges granted them by the treaty to enter certain bays or harbors for shelter, repairs, food and water, conditional upon the payment of light or harbor or other dues, on entering or reporting at the custom houses or any similar conditions?

Fifth, what is a bay within the treaty's meaning?

Sixth, does the treaty give the inhabitants of the United States the same liberty to take fish in the bays, harbors and creeks of Newfoundland as in Labrador?

Seventh, are the inhabitants of the United States whose vessels resort to the treaty coasts to exercise the liberties referred to in Article 1 of the treaty, entitled to have for those vessels when duly authorized by the United States in that behalf, the commercial privileges on the treaty coasts accorded by agreement or otherwise to United States trading vessels generally?

Where England Won.

The British consider the two points decided in their favor, Nos. 1 and 5, as of the highest importance, and it is understood that the Colonial Office is satisfied with the outcome. On No. 1, however, the United States has raised certain questions of equity which will be submitted to a special commission for determination. It is also significant that the court was unanimous on all questions except the fifth, and from the decision of this Luis Drago, the member from the Argentine Republic, gave a dissenting opinion largely supporting the American contentions.

On all others of the seven main questions the tribunal sustains the principal contentions of America.

HUMANE HIGHWAYMAN.

Called Doctor to Attend Woman's - Ill Child.

Williamstown, N. J. (Special).—White on her way at midnight to get a physician for her sick baby, Mrs. C. D. Hartlett was held up by a highwayman, who played the part of a good Samaritan and brought the doctor in time to have her child.

Mrs. Hartlett lives about four miles out of town. After two miles were covered she became exhausted and almost collapsed. As she was making a brave effort to continue a man stepped from behind a tree and demanded her money.

She pleaded with the man to let her go, explaining her errand. The man asked the location of the doctor's residence, urged the woman to return and promised to summon the physician. A short time later Dr. George Van Belt was aroused by the stranger.

Doctor Van Belt did not want to take the journey until dawn, but the stranger was so persistent that the doctor consented. If the man would go to his stable and hitch up his horse. This he did, and then disappeared. The baby is now out of danger.

MEET HORRIBLE DEATH.

Three Killed When Auto Crashes Into Car of Molten Slag.

Chicago (Special).—Three persons, two women and a man, were burned to death in South Chicago when the automobile in which they were riding crashed into a car loaded with molten slag from the Wisconsin Steel Company. Miss Anna Baker, the