

Evening USTRATES Ledger

VICTIM AND SURVIVORS OF MOUNT UNION WRECK

SURVIVORS TELL TRAGIC STORY OF WRECK; TRAIN CREW PRAISED

Men Strove Desperately to Rescue Dving From Mass of Debris-Women Showed Heroism-One Man Thanks God for "Second Life"

At \$:43 the relief train bearing fiften of from the rear and when we did get out we began the car and when we did get out we began the street station, all the survivors hat the decar and when we did get out we began the street station. All the survivors hat the third ear and when we did get out we began the the car and when we did get out we began the street to the end—the the rear the shock was severe. Mrs. Thus the steel the loss of life would be the third car in a lower berth when the third car in a lower berth when the third car in a lower berth when the third to all the steeley of the street to the street

and tred looking and was plainly unherved by her experience. "I was awakened." she said, "by a hor-rible grinding crash which sent a shiver down my spine, and set every nerve in my body a-tingle. Then I had a fearful sen-sation of being propelled upward. after which the car seemed to settle with sicken-ting emphasis ing emphasis.

CRIES OF THE DYING

"I could hear cries and shouts in the darkness. I got out of the car as soon as possible. I have never seen before such omplete wreck as the car which was

'telescoped.' "To my dying day, I will never forget that scene. I saw the arms of a woman protruding from a window of the wrecked car. Looking closer. I observed to my horror that there was an infant clasped tightly to the breast of the woman. The left arm, bent in a death krip, kept the body of the baby in place. That was only one of the terrible scenes I witnessed. I was not frightened by the crash, and I felt no fear until I stepped outside and saw the wreckage." wreckage.

wreckage." George Sellers, of Kokomo, Ind., said: "T was awakened by a jolt which nearly sprawled me out of my berth. It did not take me long to hustle into my clothes and get outside. The force of the collision was so great that the forward trucks of the wrecked sleeper were pushed in front of the third car."

TRIED TO SAVE OTHERS.

William H. Greaves, a business man on e way from the West to New York, said:

The way from the West to New York, said: "I lay in my berth for a couple of min-utes after the collision, scarcely sensing what had happened. I remember hearing voices cry out as if in agony, and then everything was still for a minute. Then be-gan a scramble of passengers to get out of my car. We all did what we could to aid in the relief work."

D. P. Doering, of Akron. O., who was a passenger in the sleeping car next to the end, said he felt that he was enjoying "second life" when he reached Broad Street Station. Mr. Doering was on his way to New York to visit some relatives and trans-

"I retired shortly after 11 o'clock Mon-day evening after chatting with passengers in the smoker," he said. "If I recall dis-tinctly, the last thing that we discussed as we were getting into our berths was Presi-dent Wilson's message to Congress. I was found asleep when I was awakened by a noise which sounded to me as though some-ting the sounded to me as though something was penetrating through our car—it may have sounded like a cannon shot. It was simply a loud noise—a noise of the kind that I will never forget.

COULDN'T DESCRIBE IT

"If you gave me a thousand-dollar bill I outdn't describe that noise. "My berth was an upper one and I saved myself from being thrown to the floor of the car by getting hold of a strap. As I was dangling from the strap my right hand slipped and I fell to the floor. Everybody in our car was shouting and screaming. Some one yelled that there was a collision. But it wan't necessary to aunounce it be-Some one yelled that there was a collision. But it wasn't necessary to announce it be-cause we all knew that we were in an acci-dent of some kind. I ran to the door of our car and jumped off to the tracks. Well, what I saw after getting to the ground will remain on my mind as long as I live.

"It was dark and for about fifty feet shead of me was a cloud of smoke and team. I groped my way through the steam and smoke when I began to hear means. Then the train crew appeared with lighted Interns. I remember seeing the car that was telescoped.

seemed to me, from one end to the other of the herth, and then everything stopped dead. You couldn't hear a sound. It was like that for several minutes.

MEN MOST EXCITED

"Then I heard the men in the car. They really seemed to be more excited than the women at first. They went running down the aisles telling every one to be caim, and

"When I cooled off enough to look around found the floor of the car was nearly level; all the glass was smashed out of the windows; no one seemed to be hurt except for bruipes. The men helped us out of the car and we went to the rear to see what had happened.

happened. "It seemed to me every one must have been killed in that car. There wasn't a sound coming out of it. Both sides had been split open, and there was such a pile of wreckage you could hardly tell it had been a car. I could see nothing of the people who must have been in it.

MT. UNION HELPS

"People from Mt. Union arrived almost at once with coffee and blankets and they were most helpful. I was asked by at least

were most helpful. I was asked by at least six different persons to come to their homes to get over the shock. "We all did what we could to find some one in the rear car, but the wreckage was so thick it was just about impossible. Even after the doctors and nurses arrived they could do very little until the wrecking crew cleared away the steel and broken furnish-ing and other things that seemed to over ings and other things that seemed to cove

the car. "The rear car, besides splitting open, hal jammed itr front trucks almost under the center of the car ahead. That one seemed to be detailed and its front trucks were lifting the end of the car I was in." Israel Epstein, a tailor, of New York city, who was on his way from Nashville, Tenn. said :

The whole thing was too terrible words. What impressed me most was the silence that followed the crash.

SILENCE OF THE GRAVE

"It was the silence of the grave. When the collision came I was in my berth, and I was thrown across the aisle by the impact. I ran to the back door, but found the mass of wreckage jammed up against the rear and steam hissing over all.

"I ran around to the front of our car and clambered down. By the time I had reached the wrecked car the steam had ceased and all was quiet except for the shouts of the trainmen and others. I found a human hand by the side of the rails and also saw several bodies under-neath the clutter. But there was no except

neath the clutter. But there was no cry-ing. I guess everybody must have been killed instantly."

Mrs. Edna Lester and her daughter, Dolly, one year old, were in their berths at the time of the crash. "My baby was thrown out of my arms

"My baby was thrown out of my arms, and out through the curtains to the floor," said Mrs. Lester. "I thought for a moment she had been injured, but she was un-harmed. As quickly as 1 could I dressed and ran out. I found everything very quiet —as still as death." Among the survivors who were taken to Harrisburg was James O. Stone of 712

at 4 o'clock this morning.

boarded the train at Tyrone, being assigned to the sleeping car Bruceville. He had just retired when the crash came. He was joited, but was able to go to his home in killed. In 1916, 196,294,146 passengers Harrisburg on a later train. A gruesome feature of the wreck was were carried on the entire system withou a fatality.

the fact that the first freight car in the train which crashed into the express was loaded with coffins, consigned from a Pittsburgh firm to a business house in the These were strewn over the wreckeast.

age. Traffic was blocked for two hours. Then Train No. 4, which left Pittsburgh at 8:30 o'clock was sent to Harrisburg. It reached there at 3:55, but carried no survivors of age the wreck,

A relief set out from Altoona at o'clock, carrying Superintendent N. W. Smith, of the Central Division of the Penn-sylvania Railroad, and doctors and nurses from Altoona. Other physicians were picked up at Huntingdon, and the relief train rushed to Mount Union. The Mercantile Express, known as No.

was composed of four Pullman sleeping 6, was composed of four Pullman sleeping cars and four day coaches. The Pull-mans, all were bound for New York. John P. Dohoney, investigator of acci-dents for the Public Service Commission, left Harrisburg for the scene of the wreck of dicher this morphan.

U. S. INVESTIGATES

"CHET" MINDS'S TRAGIC DEATH DRAPES RED AND BLUE IN BLACK

Railroad Accident-All-Round Star on Track, Gridiron and Diamond

he college community in West Philadelphia, was one of the ablest, cleanest, most popular men that ever went to Penn. He had a reputation to live up to, one set by his brother, "Jack" Minds, who in his day was a brilliant all-around athlete who brought prode to Red and Blue men everywhere. He lived up to it, too. He was a great football player, a great baseball player, a great track star, and none of these things was allowed by him to interfere with the business which brought him to college-that business heling learning. He took third honors when he graduated in 1914. Then he took his diploma and went home to Ramey, forgot about athletics and went to work for his father, who is a coal mag-

o work for his father, who is a coal magied as a great loss, and particular! nate. The only thing that took his time from business after that was love, at first, and his family later. He went up to Con-ifer, N. Y., in the fall and away back in is the mourning deep at the Psi Upsilon house. That was his fraternity. Chester A. Minds was married in the midst of an Adirondack forest, the cereone of the deepest recesses of the Adiron-dacks on September 8, 1915, he married Miss Doris Caflish, of Conifer. One baby blessed their short married life, who, with iony being performed by the Rev. George W. Owen, of Lynn, Mass., assisted by the Rev. W. P. Clark, of Conifer, N. Y. The bride was attended by her sister. the parents, was killed in last night's trag-edy at Mount Union. "Chet" Minds made a hit from the start Miss Francis Caflisch, as maid of honor, and the bridesmaids were Miss Ethel Minds, a sister of the bridegroom; Miss Bessie Miles, Miss Ruth Carr and Miss Ruth Cook. William Minds, of New York, was the best when he came to Penn. He was expected

COATESVILLE HOTEL BAR UNDER FIRE

TUESDAY

February 27, 1917

Witnesses Tell Court Law Was Openly Violated at the Speakman House

GIVES NAMES AND DATES

Downingtown Men Furnish Ammunition for the No-License Assailants

WEST CHESTER, Pa., Feb. 27 .- in what continued hearings in court here today, he matter of revoking the license of the Speak-man House, Goatesville, occupied the time of the court. The no-license attorneys called several Downingtown men to support heir claim; the defense will come later.

of the Downingtown delegation. According to him the law was openly evaded by the barmen in the Speakman House.

iever became intoxicated.

never became intoxicated. Harry Deitz, also of Downingtown, said he had been in the Speakman house on a number of occasions and that men were packed against the bar four deep. Beer was passed back to persons in the rear who were too much intoxicated to secure it themselves. Edge C. Lewis and Larus Frain, of Downingtown, corroborated for-mer witnesses as to doings at the hotel when they were present. Frain said a number of Mexicans were in the harroom and started trouble, but were rejected. It is prohable that the learings cut we

It is probable that the hearings will con-sume several days. Two more cases from Coatesville are on the list and then the two against the hotels in Downingtown occupy much time.

PATROL BOAT SHELLS

Captain and Mate Badly Wounded in "Engagement" on the Rappa-

tween the schooler and the State oyster boat, Commodore Maury, near here, in which the State vessel is reported to have swept the decks of the schooler with a three-inch gun.

three-inch gun. Captain Doggett, of the Commodore Maury, having been directed to call a halt to the operations of the whicky vessel, which is said to have sailed out of Balti-more with a heavy cargo a week or so ago sighted the schooner last night and drew within hailing distance. A command is surrender is reported to have brought only a string of oaths and a volley of pistol shots from the other vessel. Captain Dogget then brought his gun into play with the re-suit that the crew of the other ship hoisted the white flag.

Four other members of the crew, who were uninjured, were also lodged in jall.

ROMANCE AT ALTAR

Campus Mourns for Scholar-Athlete Killed in

"Chet" Minds, as he was known all over the college community in West Philadel-hia, was one of the ablest, cleanest, most hia, was one of the ablest, cleanest, most his was one of the ablest of Penn. He had a reputation to live up to one set by his and fullback in his sophomore and junior years. He was a

nan.

Mark H. Barefood was the star witness

"I was there," he said, "on November 25 of last year; with me was James Epps-heimer. Drinks were passed back from the bar to men who were visibly intoxicated at the time. I was there also on December 9, and there were more than 125 men packed against the bar. Several times in January I was there and saw intoxicated men secure drinks. Harry Hoopes, of Down-ingtown, was present, and very drunk."

The witness testified that he drank, but

FLOATING SPEAKEASY

hannock River

IRVINGTON, Va., Feb. 27.—Captain like Bonman and a mate of the schoner Eliza-beth Clarke, which has been cruising in the waters of the Rappahannock River selling whisky, it is alleged, in violation of the State prohibition laws, were prisoners in Lancaster County jail today, both bady wounded, as a result of an engagement be-

the white flag.

ART STUDENTS TO CROWN

Marriage License Granted to Norman K.

From left to right are George Sellers, of Kokomo, Ind.; Miss Marguerite Fimm, of Plattsburg, N. Y.; Mrs. Arthur Pritchard, of Ithaca, N. Y., and William H. Greaves, a former Philadelphian, who arrived at Broad Street Station this morning on the relief train bearing survivors of the Mt. Union wreck, in which they escaped serious injury. Chester A. Minds, former Penn athlete, who with his wife and all the members of his party lost their lives in the collision. is shown at the right. Mr. Minds's photograph is by Gilbert &*Bacon.

STATEMENT BY ROAD The statement of the Pennsylvania Rail road follows:

"The management of the Pennsylvania Railroad regrets to announce that in a rear-end collision at Mount Union, Pa., at 12:10 this morning nineteen passengers and one Pullman porter were killed and an engineman and a Pullman porter were slightly injured.

"While the mercantile express-train No 6, an eastbound train-was unloading par-sengers at Mount Union Station, an east-bound freight train, PS-20, engine 614, ran into the rear of it, demolishing the ran into the rear of it, demolishing the last car, which was a sleeping car named Bellwood. All of the persons who were hilled were in this car. The engine of the freight train was forced partly into the one end of the Bellwood, while the end of the sleeping car ahead of it was forced into the other end of the sleeping car. The passengers in the other cars of the train were not injured were not injured.

"Six freight cars were wrecked and two of the main tracks were blocked. Wrecking trains, with physicians and nurses, were sent to the scene of the accident imme-

"Out of the debris smoke and steam wa continuing to pour.

TRAIN CREW BRAVE

"The train crew acted bravely. They de serve commendation for the way they worked. Some of the crew sailed right into the debris-removing pieces of wreckage in their anxiety to save passengers who were in the wreck and who probably were killed instantly.

WORSE THAN U-BOATS

"I have no idea how the accident hap-pened or who is to be blamed, but I am thankful to God that I ar alive. I have read a great deal about steamships being blown up by submarines. It must be an awful scare to the passengers. But, believe me, that scare that I got when I heard that noise after retiring has something on the submarines. I wasn't hurt.

Martin Horn. of 144 North Monroe street. Butler, Pa., who occupied a berth in the

"I escaped injury, but I don't know what owe my good luck to. Tell you what appened after the collision? I really don't now how to begin or where to finish.

WOMEN SHOWED BRAVERY "The women in my car certainly acted like Trojans. They, of course, became alarmed—who wouldn't? But they didn't become panic-stricken. We all thought of

TWENTY CRUSHED TO DEATH

Harrisburg was James O. Stone, of 712 Sixth street, Washington, D. C., a private in Company C, Third Infantry. He was on his way home from the Mexican border.

"All of the persons who were killed were jammed into a little space not more than eight feet long." he said. "When we left there was no way to tell how many were killed, but very few were hurt. Nearly every one on the train was asleep when the freight train struck us, and those who were killed were killed outright.

"I saw them take a little girl out of the crushed sleeper. She was moaning and crying, but she died while they were placing her on the stretcher.

CANADIANS IN WRECK

Mr. and Mrs. J. C. Stokes, of Toronto, Ont., who had boarded the train at Steubenville, O., for their first trip East, were two other survivors. They, like many other passengers on the wrecked train, were on their way to Washington to attend the inauguration. Mr. and Mrs. Stokes are farmers. Mrs.

Stokes has a brother who is a member of the police force in Washington, and he in vited her and her husband to attend the inauguration. They were sitting in the chair

car, talking over the good time they expected to have when the windows of the cars were smashed by the terrific force of the freight train, and they were thrown from their seats.

Four Interstate Commerce Commission officials were sent to investigate the wreck soon after the receipt of the news of it by the Commission. They are George Ellis, chief signal engineer; W. P. Borland, assist-ant chief of Division of Safety, and In-spectors Duffy and Bronley, stationed at Harrisburg.

A third train from the scene of the wreck reached Harrisburg at 4:55. It car-ried only a few survivors and no injured.

The freight train, according to reports here, was hauled by Engine No. 614 and was in charge of Conductor E. E. Fagan, with A. T. Cook as engineer. Both are from Harrisburg. Cook suffered an injured foot.

oot. Fagan escaped injury. Pennsivania officials pointed out that this s the first time in three years that a single passenger has been injured, to say nothing of being killed, on all the Pennsylvania lines, and in that time several millions have been carried. It is the first time such an accident has occurred in four years counting only the Pennsylvania line

ast. Train No. 6 is the same passenger train that was wrecked last August at 'Mexico, the engineer and fireman. The disaster affected officials of the rail-

road, who took pride in the good record it had maintained for safety of passengers, Not a passenger had been killed on the entire system in three years, in which

diately. The cause of the accident has not yet been determined, although early this morning the following officers of the company were appointed to make an investi-

"R. B. Freeman, trainmaster, Tyron-

Division. "B. F. Dickinson, supervisor of signals, Philadelphia Division." the fraight enginer, who had only

Cook, the freight enginer, who had only recently been promoted to the throttle, it was reported, declared that the block signal at "Mu" tower, a mile and a half from Mount Union, showed white, indicating a clear track. His fireman and brakeman, who were in the cab when the tower was passed, said they told him it was green which would warn that another trai in the block. H. H. Jacobs, Harrisburg, flagman on the express, who had been sent

to guard the rear, says the freight came rushing on despite his frantic signals, and he had to hurl himself down an ment to escape death.

" signal loomed It showed red. Cook applied his airbrakes. A moment later, with the engineer and crew standing steadfastly at their posts, the freight crashed into the How the engineer and his comexpress.

to be a prominent figure in athletics—it ran in the Minds family to be so—and he came up to expectations. He brought with him an athletic reputation, earned at Dickinson Seminary, Williamsport, and kept right up to standard. He guided the freshman football team at quarterback and caught for the freshman basebal

News of The

World

in

One hundred and fifty yards from the station the overhead "bridge" signal loomed up in front of the freight. It showed red. But the warning was too late. Cook appanions in the cab escaped death is a mys-tery. The first few cars of the freight 'uckled up and went over the embankment.

P. R. T. Must Run Darby "L" Trains

Continued from Page One matter of an operating lease has been set-tied with at least some degree of definite-

When the commission took up the city's When the commission took up the city's application for a certificate to construct the four-and-a-half-mile elevated line from Thirtieth and Market streets to City Line, the argument for the city was presented by Assistant Transit Director Atkinson and Assistant City Solicitor Lowengrund. The entire board of commissioners sat in the

The members of the commissioners sat in the about evenly divided, it was made plain, upon whether the certificates should be granted at once or whether they should be withheld until there is definite assurance that the Philadelphia Rapid Transit Company will be the operators. Under the present program, however, those in favor of delay are to be permitted to have their own way and the city will be unable to let any additional contracts on any of the lines

until this program is changed. Both Assistant Director Atkinson and Assistant City Solicitor Lowengrund joined in making eloquent pleas for immediate "The city will be hamstrung in its present

negotiations," declared Mr. Atkinson, "un-less the Transit Department gets the au-thority to proceed with the construction

"When could you let contracts." Com-missioner Brecht interrupted. "for the Darby line should this certificate by

Birloy ine should this certificate be granted?" "I can only state approximately," replied the Assistant Director, "but I think we could advertise for bids about the end of the summer and then the work would be continuously progressive." "If you cannot advertise for bids until the end of the summer," interrogated the Commissioner, "why do you insist that the certificate should be granted immediately." The prompt issuance of all the certificates now pending. Mr. Atkinson explained, would place the city in a better position to con-clude the lease negotiations with the Phila-delphia Rapid Transit Company and would advance the date of the initial operation of the various lines.

advance the date of the initial operation of the various lines. Further evidence to show that the high cost of labor and materials has materially changed the estimates for the cost of the various lines was presented by the As-sistant Director. The estimated cost of the Darby line he save as \$4,200,000. To this must be added about twenty per cent for interest and sinking charges which are to be taken from loan money during the period of construc-tion and for one year thereafter. This would bring the total cost of the line-on the basis of the present prices to \$5,520,000.

Morse and Miss J. Iren Milnes

The romance of two art students and members of prominent families will culmi-nate in marriage next Tuesday afternoon. nate in marriage next Tuesday atternoon. Today Norman K. Morse, a landscape archi-tect. of Wayne, Pa., who has a studio at 41 South Fifteenth street, obtained a license to marry Miss J. Irene Minnes, daughter of William H. Milnes, a manufacturer of Philadelphia. Miss Milnes, who is a grad-uate of the Pennsylvania Academy of the Fine Arts, resides with her parents at 331 Commencement Chestnut Mill Gowen avenue, Chestnut Hill.

The ceremony will be performed next Tuesday afternoon in the Episcopal Church of St. James the Less, Thirty-fifth and Clearfield streets, by the Rev. Edward

FOOD PRICES DROP HARD IN NEW YORK

Housewives Keep Up Boycott and Refuse to Buy Provisions

NEW YORK, Feb. 27.—Food prices dropped as dizzily today on the East Side as they had skyrocketed only last week. But the enraged housewives spurned to purchase and maintained by physical force the boycott that was declared when food mounted beyond their slender purchas pound, against 30 last week. Onloss were down to 9 cents, against 18 last week. Po-tatoes were offered at 7 cents, against 12 and 14 last week, and were refused. Other foods were similarly reduced, but there was little trading. Woman surrounded pushcarts and stores and drove trade away. away.

Mayor Mitchel has written a letter to the State Legislature, it was announced today, urging that some legislation of con-structive lines be enacted at once to re-lieve the situation in New York city.

DREW WIFE'S CASH FROM BANK

Domestic Quarrel Results in Man's Arrest and Hunt for 'Other Woman'

FOTTSVILLE, Pa., Feb. 27.—John Olin-skey, of Minersville, quarreled with his wife yesterday morning. At noon he took a woman with him to the First National Bank and representing her as his wife dree out \$265 of Mrs. Olinskey's deposits. He then left. He was captured at Shenandosh last evening by State Policeman Helser, with this city, and he is now in the county prison to await trial.

The woman who obtained the money being sought by the police.

No Excise Election for Beverly

No Excise Election for the Supreme Court-today refused a writ of mandanus to compel the city commission of Beveriy to call an election for an excise commi-sion. The Court holds that the Walsh Com-mission Government act, under which the Beveriy Commission holds office, super-sedes all other acts, including that creating an excise board. an excise board.

Jersey Man on Inauguration St TRENTON, Feb. 37. - Major Bockton, Jr., of Bordentown, ha anned hy Major General H. L. Bor

Immediate identification of the bodies was almost impossible. ing Mr. Fanning on his marriage was found

on his body. On the body of the young woman believed to have been his brid was found a Bible, which contained the name and address of Miss Ella Thayt, 2600

Halifax street, Denver, Colorado. Few were only injured. So complete was

Continued from Page One

work of destruction where the blow feil that injury meant death in almost every case. A. T. Cook, of Harrisburg, engineer and A. T. Cook, of Harrisourg, control of the of the freight train, and the porter of the Bruceville were reported as receiving slight

westigation into the cause of the welk, the worst on the Pennsylvania lines many years, was started immediately. express, which left Pittsburgh at 7:10 lock last night, was standing at the work Union station for minor repairs to axie. It was about to steam out of the en at 12:10 a. m., when suddenly the ight train, approaching from behind, ashed into the flyer with a roar that

hito the life against the Bruce-iel wood buckled sgainst the Bruce-iel was halved, while the freight imped the track, sending six freight imbling down a steep embankment struct of the town. For a few mo-lit was confusion, but the crews of its rate confusion, but the crews of its rate confusion, but the crews of its rate confusion, but the shock with plauging into the work of res-

ware

. RELIEF TRAIN ARRIVES A relief train arrived in Philadelphia at \$:45 o'clock. It carried fifteen passen-gers of the wrecked Mercantile Express.

according to the railroad officials. The gotes to the trainshed were barred, and no one was permitted to get near the train

The wreck was horrible, according to the stories told by those who came in on the relief train.

The fast freight, which was compo mostly of cars carrying cattle to relieve the eastern food supply, crashed into the rear end of the passenger train while going

The passenger than while going at full speed. The passengers in the two other Pull-mans, directly ahead of the telescoped cars, and in the four day cosches shead, were thrown from their berths and beds, and the windows of all the cars were smashed. thrown from their berths and beds, and the windows of all the cars were smashed. The other six cars of the passenger train remained on the tracks, however, while six of the freight cars hurtled down the em-bankment at the station where the pas-senger train had been standing when the freight train crashed into it.

BRAKEMAN TRIED TO WARN

BRAKEMAN TRIED TO WARN The rear brakeman of the passenger train. S. K. Jacoba, standing on the rear platform of the alceping car Bellwood, saw the freight train approach. He frantically waved his red lantern, but the freight came on with unchecked speed and the brakeman finally jumped and saved his life. The Right Ray, Henry G. Darlington.

GETS \$134,312 VERDICT CIVIL SERVICE EXEMPTIONS AGAINST LUMBERMEN REQUESTED BY WEBSTER Tennessee Resident Manager Wins Claim in U. S. Court Here for International Co. Services IN WRECK OF PENNSY EXPRESS A verdict of \$134,312.07, in favor of E. Kirby Smith, of Sewanee, Tenn., against

the International Lumber and Development company, was rendered by a jury today before Judge Thompson, in the United States District Court.

The suit was based on seventeen note: and drafts given Smith by John R. Markley and Isaiah B. Miller, Chicago contractors, in settlement of salary and expenses Smith averred was due him as resident manager of the lumber company's plantation in Campeche, Mex. When he left the employ of Markley and Miller, who are two of six

men who served prison terms for embez-alement of the money of stockholders, he was given notes and drafts in lieu of a cash settlement.

Liability on these notes was denied by the lumber company. Asserting that Mark ley and Miller had not carried out the speci neations of contracts for the development of the plantation land, the company also contended that McMahon had been given no specific authority to accept notice of the assignment. McMahon was formerly treasurer of the company and he served a jail sentence for his part in the lumber swindle.

MANHOLE BLOWS UP

MANHOLE BLOWS UP An explosion of gas in a manhole caused by a spark coming from a break in an electric cable at Seventh and Walnut streets at noon today, blew the 500-pound cast iron cover ten feet in the air. The cover feil back again in the manhole and broke in several pieces, one of the pieces crushing several cables. A mounted policeman had a narrow es-case from faing seriously injured. He had interest the manhole show the back

regulatio

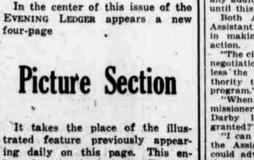
Pictures Director Pleads Inability to Obtain Men for City Iceboats and Dredging Plant Because of difficulty experienced in obtaining men to handle the city loeboat fleet and the city dredging plant, Director Webster, of the Department of Wharves, four-page Docks and Ferries, has asked that all thes sitions he exempted from civil servic The Civil Service Commission, in order to investigate the request of the director, has arranged to hold a public hearing at City Hall on March 7. At this hearing exemp-tions for a total of 238 positions will be

urged, on the ground that most of them are filled but a portion of each year and that it is with increasing difficulty that the proper men can be obtained for the service. SHOOTS GIRL TO FRIGHTEN HER

Youth Wanted to Make Her Go Home

ASBURY PARK, N. J., Feb. 27.-To frighten Miss Lillian Taylor, thirty years old, of West Point Pleasant, into going home before dark from the home of Mrs. Randolph Hulse, at that place, where she Randonn Holse, at that place, where she was a frequent visitor, so that he wouldn't have to accompany her. Lloyd White, eighteen years old, shot her through her right flip. White told Recorder C. V. Hance he did not intend to hit Miss Taylor. He was held in \$1000 ball.

Signs Unobserved in Auto Death NORRISTOWN, Pa., Feb. 27.—The Coro-ner's jury investigating the death of Dr. Bertha Lewis, of Bryn Mawr, February 11, when the automobile in which she was riding collided with another driven by Image Burton, found that petther Burton



It takes the place of the illustrated feature previously appearing daily on this page. This en-larged attraction of the Evening LEDGER will be

America's Greatest

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