

WHY DID SNYDER QUIT THE FAIR JOB MAKES?

Questions Are Asked Following Auditor General's Disposal of \$7000 Post

ATTEMPT TO CARRY WATER ON BOTH SHOULDERS SEEN

This Is Query Being Made by Moore Followers, and Explanation Is Wanted

By GEORGE NOX MCCAIN

Charles A. Snyder, auditor general, has as yet neglected to come across with any explanation as to why he slipped into town, appointed a prominent anti-Moore leader to a \$7000 job, between hours, and then slipped out again as quickly as he could.

Mr. Snyder, whose term is about to expire, is a candidate for state treasurer next year. The presumption in Moore administration circles is that Mr. Snyder is assiduously practicing the graceful art of carrying water on both shoulders. Like the old organization in Philadelphia he is professedly ignorant of the fact that a new administration and a new deal is on in this city.

Mr. Snyder is not the only state leader who, shortly after his appointment, came to a realization that things have changed in Philadelphia; that there is a new hand at the wheel that must be consulted in connection with appointments and legislation affecting this city.

If any state leaders are wedded to their idols, who have been the Republican organization, they will have to take the consequences and abide by the results. It's their funeral.

Lay Rising Living Cost to Lack of Production

Prices Will Sink in Natural Adjustment of Reconstruction Period in Opinion of Some Manufacturers Here

Manufacturers of the city believe generally that the high cost of living is due not to profiteers, but to lack of production.

And they believe, some of them, that prices will sink in the natural adjustment of the reconstruction period, while others say that there will be no relief until everybody gets down to hard work.

Scarcity and high price of raw material, short hours and lack of help are the factors which bring about the high cost of living, in the opinion of S. B. Fleisher, of the S. B. & B. W. Fleisher Co., Inc., yarn manufacturers.

"These causes tend to decrease the amount of production," he said. "High wages, most manufacturers believe, are justly and necessarily high because of the high cost of living, of foods and wearing apparel, shoes, suits and so on. Certainly, manufacturers are not anxious to place a high price on their goods. The manufacturer must try to keep his prices well within the purview of the consumer. If he doesn't he will soon find out he has no market."

"It is true that the excess profit tax is a factor in keeping prices high. One can easily understand why. Anything that takes away a part of the margin of profit on goods which cost a great deal to produce naturally increases the cost to cover the manufacture of such goods.

"There may be profiteering, but I think that profiteering is not general among manufacturers. It is known that during the last four years of the war there has been an abnormal consumption

GABLE AND REILLY TO GET BEST OBS IN SHERIFF'S GIFT

Former State Senator Slated for Chief and Real Estate Deputy

CLAUDE L. ROTH SELECTED FOR \$5000 SOLICITORSHIP

Way Believed Open to Election of Woodruff to Civil Service Commission

The three biggest plums in the sheriff's office are to fall into the hands of Independents, it was stated authoritatively today.

"Vivian Frank Gable, former state senator and close personal friend of Sheriff-elect Robert E. Laubertson, is slated for the office of chief and real estate deputy at \$6000 a year. The job is now held by George McCurdy.

Horace W. Reilly, secretary of the Town Meeting party and formerly connected with the committee of seventy, is to be made personal deputy at \$3000 a year. He was believed the present incumbent, George De B. Myers, a veteran in the office, would be retained.

Claude L. Roth, attorney for the Town Meeting party, is to be appointed solicitor of the sheriff's office. The position pays \$5000 a year. Mr. Roth was in charge of the corps of attorneys engaged in Moore campaign committee during the primary contest. The present solicitor is George S. Russell.

Reilly, who is to be named personal deputy, was a candidate for civil service commissioner, also \$3000 office. If prospective appointment to the sheriff's office is believed to make Clinton Rogers Woodruff's election to the civil service commission probable, Mr. Woodruff is now registration commissioner.

The determination to name Reilly to the personal deputyship jarred members of the Republican Alliance. It was hoped by them that John A. Voorhees, executive secretary of the alliance, would be named to the post.

It was reported that the strong candidates for the Civil Service commission were the late Mayor's son, Alfred G. Hetherington and George W. Coles, chairman of the Town Meeting party.



THE HON. ALEXANDER MARY CADOGAN

Fourth daughter of the late Viscount Chelsea and the Hon. Lady Mary, whose betrothal to the Marquis of Blandford is announced. He is the eldest son of the Duke and Duchess of Marlborough, the former Consuelo Vanderbilt of New York.

PRESIDENT ORDERS 7 GERMAN LINERS GIVEN TO BRITAIN

Passenger Ships of Imperator Group to Be Turned Over at Early Date

NO WORD FROM ENGLAND ON RETURN OF U. S. TANKERS

103 Other Vessels Under Shipping Board Control Will Be Sold by Government

By the Associated Press

Washington, Dec. 26.—On recommendation of the State Department, President Wilson has ordered that the remaining seven former German ships to be turned over to Great Britain.

By his instructions, the shipping board announced today, this action would be taken as soon as a properly accredited British representative was ready to receive the vessels, now in New York harbor. The Imperator, second largest ship afloat and one of the original eight built by American shipbuilders employed in American transport service, was delivered recently to the Cunard line.

Congress Faces Problem of Compensating Roads

The Senate has passed the Cummins railroad bill and the House has passed the Esch bill. These measures now go to conference.

In neither bill has the question of roads sustained during government operation been settled satisfactorily to the owners. Both provide for government aid.

Other proposals before Congress gave way to these two measures.

By the time the railroads are returned to their owners a solution of the financial problem is expected to be found. The government may have to issue bonds to tide over the railroads.

ANTI-STRIKE PLAN IN CUMMINS BILL BELIEVED DOOMED

Compens and Brotherhoods May Determine Labor Provisions in Railroad Measure

WAGE RISE DEMANDS MAY AGAIN BE PUT OFF

Machinists Vote to Quit if Anti-Strike Clause Comes Law

By CLINTON W. GILBERT
Staff Correspondent of the Evening Public Ledger

Washington, Dec. 26.—The meeting of Senate and House railroad brotherhoods here next week will largely determine the labor provisions of the railroad bill in which both branches of Congress will reach an agreement, and under which the railroads will return to their former owners.

The union leaders will meet to take action upon this legislation. They will not have anti-strike legislation to fight; that part of the Cummins bill is believed to be dead. It was drawn in the heat of the anti-labor excitement. Much water has gone over the dam since it was conceived.

No Longer Shouting Revolution

Railroad labor is no longer shouting about revolution. The Plumb plan is dead. Even government ownership is likely to get only a mild endorsement out of next week's meeting—an indorsement called for by the official position of the American Federation of Labor on this subject. On the other hand, the prohibition has been tested in the injunction at Indianapolis and has failed. In a word, labor and the politicians have given up their dreams of a few weeks ago and are working together as of old.

It is as if the days of the Plumb plan excitement, of general strike talk, and of anti-strike plans were only an unpleasant nightmare.

It is doubtful if the anti-strike clause of the Cummins bill ever had any support among practical men. The railroad administration was always privately opposed to it, and undoubtedly told the Senate and House committees what it thought of it. It is doubtful, too, if the old railroad executives had more faith in this panacea than had Mr. Hines.

Brotherhood Chiefs Win Favor

All practical, experienced men preferred to deal with the chiefs of the railroad brotherhoods themselves rather than to trust to laws which would make their own hands and without having probably be unenforceable. They had found the railroad brotherhood chiefs reasonable and practical.

And the chiefs have given favor to their handling of their men during the recent trying times. The government is desirous of returning the roads to their former owners without railroads management and without having a strike. The problem of facing the men's demands is to be left to private ownership, and this is reasonable.

And the basis to be made the roads should determine what they will pay their workers. They should not be put in the position where they may say that the government during its period of railroad management has burdened the roads with impossible costs.

Unions Still Conciliatory

The brotherhood chiefs have been moderate. The unions' demands for more money were made last summer, but they have not been insisted upon. The chiefs gave the government until January to return the roads to their former owners before pressing for increased wages, and it is to be presumed that they will give it three months more of railroad management. The new date set for the restoration of private operation.

They have foreborne to press for the immediate satisfaction of their demands on the basis that the administration has time to reduce the cost of living. The government has had three months in which to cheapen living and it has failed. It is understood that the chiefs will wait until the end of the year.

Such moderation has had its reward in at least an official attitude which has killed anti-strike proposals and thereby has reduced the possibility of the unions regarding the labor provisions of the railroad law.

Government and labor have got back to their old understanding of each other. The government knows that it is better to sustain and work with moderate labor organizations than to have the chaos that they bring about by severe and unpracticable tactics.

2 KILLED BY TRAIN AS MOTOR IS HIT

Men Are Victims of Grade-Crossing Accident in Wilmington, Del.

BODIES DRAGGED 100 YARDS

Two men were killed in Wilmington early today when their automobile was struck and demolished by a train bound from this city to Washington.

They were J. C. Gordy, twenty-eight years old, a fireman who had been boarding at 14 West Twentieth-sixth street, Wilmington, and E. C. Magaral, an engineer, of Marshallton, Del.

The accident occurred while the men were motoring to their homes after finishing work at the Edgemoor freight yard of the Pennsylvania Railroad. It happened where the company's tracks cross Thirty-third street.

The automobile was wrecked. The train, an express which left Broad Street Station at 11:15 o'clock last night and was due at Washington at 3:45 o'clock this morning, finally stopped, parts of the demolished machine were still stuck to the cowcatcher of the locomotive.

Both bodies were found more than a hundred yards from where the accident occurred.

The accident was at a private crossing, at which a switchman is on duty from 7 o'clock in the morning until 12 o'clock at night. The crash occurred at 12:02 o'clock this morning.

STATUS OF OIL TANKERS IN DOUBT

While the President's order pro and to the contrary over the German ships, the status of twelve Standard Oil tank steamers formerly under the German flag, but now in the Fifth of Fourth British jurisdiction, remains in doubt.

Delay in turning over the German passenger-craft by the shipping board, it is understood, has been due to efforts to obtain title to these oil carriers.

The last formal action as to the tankers was the order of the Supreme Council at Paris that the United States had no right to retain the ships beyond the period of their service in bringing back American troops, now completed, and so reported to President Wilson.

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FREE TRADERS EXCHANGE WELL MEANT BUT IMPRACTICAL GIFTS

This was free trade day.

It was celebrated by Republicans as well as Democrats. They flocked to the store where the terrible tantalizing spectacle that "mom" gave to "pop" was swapped for something in keeping with "pop's" general atmosphere.

Shirts with wildflower patterns were swapped for those of civilized complexion. Slippers with fur collars were traded for natty gaiters.

In trading at home, "mom" and "pop" got the worst of it, as usual. Girls who got impossible things from rural aunts slipped them to mother and condescended to take a dozen good handkerchiefs or lace collars. Wise youths who liked dad's new tie, pins and cuff links convinced him they were too good, and, like real martins, gave him some but not quite silk socks with which they were deluged.

ASKED FOR SUGAR; TOOK \$70

"Customer" Holds Up Camden Grocery Store Manager

Herbert Schreyer, manager of a grocery store at 765 Walnut street, Camden, was held up at the point of a gun by a "customer" and robbed of \$70 shortly before noon today.

Schreyer was counting money when a man entered the store and asked for a pound of sugar. He was about thirty-five years of age, of medium size and of medium build. When Schreyer returned with the sugar he found the stranger pointing a revolver at him.

The "customer" gathered up the bills to the amount of \$70 and escaped. Schreyer immediately communicated with the police, but no trace of the thief has been found.

MOTORMAN KILLED IN TROLLEY COLLISION; GLASS CUTS THROAT

Crash on Hunting Park Avenue Follows Successful Effort to Avoid Hitting Auto

Thomas Strahlan, motorman, was fatally hurt in a collision this morning on Hunting Park avenue, at the intersection and Clarissa streets when two Route 33 cars collided. The motorman, whose throat was cut by flying glass, died later in St. Luke's Hospital.

The cars were proceeding along the avenue when the leading car was suddenly stopped, to prevent a collision with an automobile. The United States bus, which was in the lead, crashed into the car ahead, and the rear of the first car and the front of the car behind were badly smashed.

Passengers were thrown to the floor by the force of the impact.

Several women fainted, but were revived when carried out into the air. Strahlan was brought to the hospital in the ambulance of William A. Kohler, 5630 North Marine street.

Traffic was blocked for more than an hour by the collision. Patrol wagons from three districts were summoned, but none other than the motorman was hurt sufficiently to require hospital treatment.

RAILROAD STOCKS RISE

Forward Movement Follows Proclamation of President Wilson

New York, Dec. 26.—The railroad shares and bonds made appreciable response in today's stock market to President Wilson's proclamation ordering the return of the transportation systems to private ownership on March 1.

The fact that the date of the return of the carriers has been deferred from next Thursday, according to the original plans of Congress, for two months is of the highest importance in the views of both railroad and financial leaders. It likewise removes a great deal of uncertainty attending the present situation in the minds of security holders.

The action of the President will permit a more careful and intelligent study of the transportation systems. The forward movement in the railroad stocks was gradual and unattended by any sensational features.

While the entire group were carried up, the greatest benefit was derived by the secondary issues, or what is called the low-price stocks. The high grade issues, however, for the same impulse and made substantial gains.

CAUGHT AFTER LONG HUNT

Alleged Fugitive Nabbed on Eve of Leaving Country

On the eve of sailing for his home in Bulgaria, after 20 years had fled from the United States, without a trace, Louis Petroff, thirty years old, 112 Pearl street, Camden, was arrested at his home. He was located in Cleveland.

Petroff, it is charged, absconded five years ago with \$2500 from a restaurant in Cleveland. He has been a fugitive ever since. It was said, "When captured he had \$200 and a steamship ticket in his pockets. He will be held for extradition to Ohio."

HAVANA-NEW YORK CABLE IS BROKEN

NEW YORK, Dec. 26.—The Commercial Cable Co. announced today that its Havana-New York cable is broken and messages cannot be handled to any part of Cuba. A repair ship has been dispatched to mend the break, it was added.

WOMAN IGNORANT OF HUSBAND'S MURDER SENDS CHILD'S PICTURE

A letter with the picture of a baby girl inscribed "Daddy" and addressed to Salam Sheriff, who was murdered in Gloucester on October 19, was turned over to the police authorities there today. The letter was written by the wife of the dead man, Bertha, who does not yet know that her husband was killed. It was received at a restaurant where the man was employed as a cook, and where he was killed with a cleaver by a man, who is being sought by the police.

The letter indicates that the couple had been separated for some time and that Sheriff had never seen his child. It reads in part: "Please come home for Christmas, baby and I both want you. All is forgiven. I am teaching the baby to say 'Daddy.' The police of Gloucester will notify the wife of her husband's death."

GETS FINE PRESENT

Man Receives Valuable Package by Mail After It Was Stolen

One of the most prized Christmas presents received by S. Millens, of 202 South Ninth street, was a package containing valuable papers which had been stolen from his home on Christmas Eve. A suit of clothes and an overcoat were also stolen, but only the papers were returned.

The package, which was returned by mail, did not bear the name of the sender. Mr. Millens spent Wednesday night worrying about the loss of the papers, as they were very valuable to him. When he received the package his Christmas was brightened.

COLD TURKEY

Cloudy and warmer tonight. Snowy fair, we are told. Jack Frost is nowhere in sight. But the turkey, at least, will be cold.

GUARD MABS BOY, HATS GLITCH THEFT

The boy, who gives an address in Early street near Twelfth, was caught in the basement of 37 North Ninth street by the watchman last night.

Meanwhile the burglar almost was ringing, and the police of the Eleventh and Winter streets station hurried to the place just in time to see a limousine speed away.

When arrested the boy, thinking his comrades were cornered, according to the police said, "Look out, they have guns and will shoot."

Stacked on the pavement were robes of cloth worth \$100. The robbers were surprised before they had time to remove any of it. The bars of the rear window had been sawed through and bent back, and the boy entered, and he said, "I saw the cloth in his confederate's outside."

He told the police he had "done a job" on Ridge avenue for the same gang several nights ago, for which he was paid \$50, but had not been paid the money. According to the police the boy has been in the reformatory twice.

WILSON DEFERS SIGNING PENDING MEMORANDUM FROM BOARD

Washington, Dec. 26.—(By A. P.)—President Wilson is withholding action on the McNary bill extending the life of the sugar equalization board until the board files a memorandum concerning the measure.

It was said at the White House today that the board has requested the delay. There was no indication what the board's attitude on the bill would be.

HE GOT THE SCOTCH

Benevolent Possessor of Four Bottles Rewards a Soldier

New York, Dec. 26.—A joyous person who exulted the Christmas spirit rolled into a northbound subway train at the Herald square station yesterday afternoon, carrying a large bundle in his arms as carefully as if it were a baby. He plumped himself into a seat and beamed on the tired shoppers.

Just then a United States army regular entered the car and sat down opposite. The man with the bundle got up and crossed over to him.

"Do you know that I have four bottles of lovely Scotch in this bundle?" he said.

"How could I know?" answered the man in uniform.

"You don't imagine I'd be carrying home cider?" was the reply in a hurt tone.

"Say! Just told a gentleman I wouldn't give any of it to anybody but a worthy object. But you look all right. Were you over?"

"I had two years of it," said the military person rather sheepishly.

"Well, I've found a worthy object at last. I'm going to give you a bottle."

And he did.

FRANCE OVERSUBSCRIBES LOAN

New York, Dec. 26.—France's national credit loan was oversubscribed on the first day, according to cable advices received here today from Paris by the French commission. The advices added that the oversubscription had exceeded the most optimistic expectations of the government.

WINSTON, ON CITY HALL VISIT, GREETED BY COINCIDENCES

Next Director Meets Office Force of Public Works Department, but Doesn't Indicate Whom He May Retain

John C. Winston, the next director of the Department of Public Works, visited City Hall today to get a line on his new job.

Incidentally, Mr. Winston encountered coincidences which relieved the monotony of his tour through the rear corridors. He was accompanied on his trip by Director Datsman, who gave no hint as to his plans for possible changes in the department.

The prospective director, who conducts a publishing house on Arch street, first visited the main office of the department. After being introduced to all the employees Mr. Winston met J. Jarrett Johnson, the negro messenger.

"This is the man who guards your outer door," said Director Datsman, indicating Johnson.

After greeting Johnson cordially Mr. Winston said:

"I hope you will keep out all buses and hobos."

"Yes," said Johnson with a spreading grin, "and the book agents, too."

Mr. Winston smiled. There were volumes in his smile, but he issued no specific order against the book agents.

He then visited the various bureaus. In the Bureau of Lighting he met Alexander Bibbe, chief of the bureau, who has been helping to throw light on many things in Philadelphia.

Later in one of the corridors the next director encountered former Director of Public Works Thomas L. Hicks.

"It's funny," said Mr. Winston, under Moses Bible, chief of the bureau, "how they pick us out of the crowd and put us in charge of these affairs."

"That's the way things go," said Mr. Hicks.

Only one man felt a little uncomfortable after the prospective director's visit. He was the chauffeur of Director Datsman.

After introducing Mr. Winston to the chauffeur, the director said: "He knows all about a Pierce-Arrow. That's a good car," said the visitor, "but I use another."

PHILA. AUTO USED IN PASSAIC MURDER

Woman Killed in Hold-Up—Letters in Car—Seek Girl

Address Here

ARREST LOCAL CHAUFFEUR

An automobile stolen from this city was the "murder car" used by auto bandits who held up a store in Passaic, N. J., and shot and killed the wife of the proprietor when she resisted.

The machine was stolen from the Philadelphia and Reading Railway garage, Twelfth and Cherry streets, Wednesday afternoon. Five hours later the thieves drove up to the store in Passaic and the murder followed.

Three persons got out of the stolen machine and entered the furniture store of Morris Goldstein. Mrs. Goldstein was covered with a revolver and ordered to turn over the cash in the register. She resisted and was shot. She died a few hours later in a hospital.

Machine Is Abandoned

After the shooting the bandits ran from the store, made their way through a crowd of excited shoppers and jumped into the car. The machine was found abandoned later on the outskirts of Passaic. The auto is a seven-passenger touring car, the property of John Peters, superintendent of the Philadelphia Division.

The gang is believed to have been met by another machine. They are thought to have been taken to New York or brought back to this city.

A handbag with several letters written to a Philadelphia young woman in it was found on the floor of the abandoned machine. A man in Jersey City wrote the letters.

This man, Harry J. Nelson, twenty-four years old, told the police the woman resided in Jersey City until early in the fall, when she moved to this city. He corresponded with her frequently, he said. The letters were identified by him as some he had sent to her.

Police Won't Divulge Name

The police of Passaic refuse to divulge the name of the woman. They admitted, however, that their only clue to the knowledge of the whereabouts of the gang is a man in Jersey City who is expected here today to aid local detectives in their search for the woman.

The gang, according to the Passaic police, is a desperate band of criminals who operate along the line of the Lincoln Highway between New York and Philadelphia and towns adjacent to that thoroughfare.

During the last two years the band has stolen more than \$100,000 worth of goods, much of which was stolen from big freight trucks plying between the two cities.

The murder of Mrs. Goldstein is not the first laid to robbers along the highway. A few months ago a truck was held up and more than \$20,000 worth of cloth stolen. The driver died from injuries received defending the cargo. The cloth was bound for this city.

Nelson, the Jersey City correspondent, proved to the police that he was in Jersey City at the time, and could not have been implicated.

WOMAN KILLED IN HOLD-UP—LETTERS IN CAR—SEEK GIRL

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JAPANESE VOLCANO ACTIVE

Cattle Poisoned by Eating Ashes on Grass Near Mount Aso

Tokio, Dec. 26.—(By A. P.)—Mount Aso, a volcano in Kyushu has been unusually active for several weeks. Rumbling, small eruptions and showers of incandescent material occurred a comparatively big eruption occurred a few days ago when masses of ashes fell over the surrounding country.

The atmosphere above the volcano district was a mass of reddish yellow clouds and the mountains and fields were mantled with a thick layer of grayish ash from the crater. Numerous cattle which ate the grass on the fields have died through poisoning.

CATTLE POISONED BY EATING ASHES ON GRASS NEAR MOUNT ASO

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WRECK BLOCKS P. R. R. ROAD

15 Freight Cars Derailed on Philadelphia and Baltimore Branch

Traffic was blocked for several hours today on the Philadelphia, Baltimore and Washington branch of the Pennsylvania Railroad as the result of a freight wreck at Northeast Maryland.

Fifteen cars of a lengthy train were derailed by a broken truck on one of the front cars. The cars were strewn over the four tracks and it was necessary for southbound trains to Washington to make a detour over the tracks of the Baltimore and Ohio Railroad.

Most of the wreckage was removed before noon and the southbound track is now clear.

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