

MODEL FOR WISTER "VIRGINIAN" DEAD

Trafton Once Held Up Nineteen Stage Coaches in Yellowstone Park

DIED DRINKING A SODA

Los Angeles, Calif., Aug. 16.—(By A. P.)—Edwin B. Trafton, whose experiences in the Jackson Hole country of Wyoming were said to have formed the basis of Owen Wister's novel, "The Virginian," fell dead while eating an ice cream soda here yesterday.

Charles D. Skirfin, former traffic policeman here, was the actual character depicted in "The Virginian." In 1908 Skirfin shot and killed a youth who was a member of a gang which attacked him. Skirfin's former army officers appeared to defend him. Skirfin was exonerated. Later Skirfin resigned from the force to become head keeper of an extensive game preserve in New York State.

Edward B. Trafton, a merry highwayman of the old school, broke all previous handi records one day after noon in 1914 by holding up a single-handed Yellowstone National Park nineteen coaches filled with well-to-do tourists.

All the tourists spoke highly of adventurous Mr. Trafton as the gallant and at his trial his wife was indignant. The Government decided, however, to let the young highwayman a Federal prison for five years, persons needing smiles and games and the outside world not liking to pay the price for his chivalry. Mr. Trafton apparently thought it worth.

Trafton apparently had already formed the plan of attack like a general. On the road along which the coaches had to go there was a place where a large rock jutted out. Beyond this rock, which commanded the highway, there was a small level space looking quite like a park, the slope of which was covered with grass and many small trees. None of these trees, though, was of sufficient size to offer protection to a human body.

The first coachful of tourists, coming rolling up, just as the gallant highwayman, Trafton, wearing a handkerchief over the lower part of his face, stepped out and lighted a high-powered rifle at the driver.

"Turn right at once," Trafton commanded, "and stop right there in front of me." The driver, being able to do nothing else, did what Trafton said him.

"Now, open all your windows," continued Trafton to the passengers, "and hold up your hands." The passengers, with respectful looks toward the driver, who had compared the park to a nursery for safety of his coach, spread a blanket at his feet.

"Line up!" he commanded, "and march past me. As each one walks past, drop your valuables in this basket." And don't you little boys—be obedient. You Eastern plebeians would yell, but a poor Westerner would not," he continued plaintively. "If you do, I'll get a bullet in you."

Stunned by the unexpectedness and show of force, the tourists, who did as they were told. Trafton kept one eye on them and the other along the road where the other coach was approaching. As it came within the rock, Trafton again looked up and gave the same commands. The process was repeated seventeen more times.

It was hours before the coaches could get in a place to report the amazing hold-up. As soon as they did, police and soldiers galloped off on the bandit's trail. Scouts traced him from the scene of the hold-up to the camp of a Joseph Martinez, a shepherd. Here he spent the night and went off the next morning with a saddle horse and a male he stole from Martinez.

Scouts and park soldiers trailed Trafton from the Mexican's sheep camp to a little town in Idaho called Frisco. Trafton's trail was very plain, the hind foot of the saddle horse, which was unshod, making a peculiar mark in the soil. The stolen horses and saddle, which were recovered from Trafton, were used at the trial in Cheyenne, Wyoming, in evidence, and were identified by the Mexican and others.

Yerkes Caves In as Girl Lauds Him

Continued from Page One. date to please me only. Well, that's a rare. I never hear such good words in this country. Mind you, you're discharged."

Then the tears of the fair prisoner were suddenly turned off. She breathed a polite "thank you," and gathering up her bags, hurried off, she turned toward the door with just a trace of lurking triumph.

But when she did face so well. Many had to dip and dig deep, although the officers did not seem to have any alarming feeling from oral explanations.

William Ward, fifty-three, and Pemberton, a lawyer, explained that he was moseying along at the modest clip of thirty-five miles an hour. Ward declared, however, that he was only driving with one hand as the other was out of commission on account of blood poisoning.

And Then He "Dug Down" "If you drive fifty-five miles an hour with one hand," said Yerkes, "just imagine how fast you would go with two of them. You're probably seventy miles an hour."

Principals in Killing



MRS. IVY GIBERSON WILLIAM GIBERSON Mrs. Giberson is accused of killing her husband in her home at Lakehurst, N. J.

Parker Planning New Death Arrest

Continued from Page One. decision for the defense than for the prosecution.

William H. Jeffery, Mrs. Giberson's attorney, today described a visit paid to Mrs. Giberson's cell in the Federal House at 2 o'clock this morning, in which Ga Nui figured with Detective Parker, Wilford Jayne, Jr., the prosecutor, Deputy Sheriff Brown and two state policemen.

Tells of Midnight Quiz "I had a midnight quiz," said the attorney, "to prevent any snafus. After I had gone away, at 2 o'clock, the group assembled and went to the jail. They stood outside the window at Lakehurst, N. J., and Mrs. Giberson.

"The party stood outside her cell door, but saying anything to her. Parker, everything. She looked at him steadily for a moment, then replied: 'Very well, Mr. Ga Nui, you don't know anything and it doesn't interest me.'"

"I am sorry about this trouble, and I am going to stand by you through it. I am here to explain the wrong impression the authorities have taken from the letters I sent you."

Mrs. Giberson greeted me as 'Mr. Ga Nui' and I spoke to her as 'Mrs. Giberson.' We were never anything more than friends."

Worked on Navy Hangar

Ga Nui worked in Lakehurst on the construction of a naval hangar, and was a construction foreman. He knew Mrs. Giberson from January to July of last year. Mr. Jayne, the prosecutor, seemed to attach importance to letters which passed between Mrs. Giberson and him, and went to Brooklyn recently to see Ga Nui, who volunteered to return with him. The prosecutor explained Ga Nui and his wife were estranged at least in slight degree because of letters which Mrs. Giberson wrote Ga Nui.

"I am here voluntarily," he said, "and expect to remain several days. In January, 1921, I worked at the naval aircraft factory at Lakehurst. I had a good job and was making good money. I decided to quit and get a better job from Dr. Harold Potts for \$50 a month. I took in to live with me Edgar Doone and his wife, Eugene Tomblin and his wife and William Doone, Edgar's brother."

"I was taken ill with the grippe and Mrs. Giberson looked for me. She never brought the food to my sick room, however. I lived in Lakehurst until June 4. Ga Nui denied that he had trouble with his wife. He explained the letters that had passed between Mrs. Giberson and him.

Joe Richmond, Mrs. Giberson's son by a former marriage, was going to Rider College, where he played on the football team," said Ga Nui. "Mrs. Giberson asked me, when her boy came home, to kind of look after him, as I did not think the town might be too good a place for a young boy. I kept an eye on him while he was home. Then he left to go into business. Some time after that I found a thin man had a picture on it and I sent it to Mrs. Giberson. She replied and that explains the correspondence."

Admits Receiving Letters Ga Nui explained that three sets of letters had been interchanged. The first was the letter thanking him for the picture. He said the letters had covered a comparatively brief period. She had written three, he said, and he had answered her letters, the last of which had been received August 4.

"Her letters were in a melancholy strain," said Ga Nui. "They said she thought she would have to go into a hospital for an operation, and this seemed to depress her."

Washington Hopes for Rail Peace

Continued from Page One. Harding's proposal for ending the strike, rail heads declared, all but broke their faith in the success of the suggested conference, but despite their lack of confidence executives of the Western roads approved acceptance of the proposal to meet the unions in New York tomorrow.

Although conditions on roads in the Far West were relieved by breaks in the strike of train crews, the general situation remains in a critical stage. President Harding's next expected move was to buy the whole industrial crisis before Congress.

Several Embargoes Lifted Embargoes were lifted and trains were moved again over the Atchafalaya, Topoka and Santa Fe, the Southern Pacific and Union Pacific, the roads chiefly affected by the walkouts of the "Big Four" transportation brotherhoods.

Southern Pacific trainmen and switchmen at Roseville and Tracy, Calif., two division points, returned to work yesterday. Officials of the Santa Fe railroad at Los Angeles announced that three westbound trains had moved out of Albuquerque, N. M., last night. The Santa Fe also reported consolidations of seven stalled trains. Gallup, N. M., reported the arrival of the first Santa Fe train from the West since Saturday. Five westbound trains were still en route.

Governor Campbell of Arizona, telegraphed President Harding last night that the situation in that State had been relieved, and that all citizens would be protected in their individual rights. All trains held up had been moved, he reported. Trans-continental trains left Los Angeles on schedule time yesterday.

Virtually all engineers, trainmen and conductors of the Chicago, Milwaukee and St. Paul road, Wisconsin, returned to work today. Rail guards were replaced by deputy sheriffs.

A conference designed to end the walkout of engineers, conductors, engineers and trainmen on the Cumberland Valley division of the Louisville and Nashville Road in Corbin, Ky., was planned today. An erroneous announcement yesterday stated that an agreement to return to work had been reached. Union officials said the question was put to a vote three times yesterday, and that the men were 100 per cent against returning until armed guards were removed and equipment put in safe condition.

Outbreaks and violence in connection with the strike during the last twenty-four hours included a clash between strikers and guards and workmen in the Missouri Pacific yards at Van Buren, Ark., six miles west of Fort Smith. More than 100 shots were fired. At Little Rock, Ark., George Walker, eighth and Frank Walker, seventh, were seized by three men in the Missouri Pacific yards, taken into the streets and begged for money. Walker was missing early today. Neither of the youths had been working in the railroad shops, but were en route to their home in Chicago.

Numerous Arrests Made

Four men were arrested at Bristol, Va., on Federal warrants charging them with instigating non-union work in the Norfolk and Western Railroad yards.

Nine men were arrested and warrants were issued for others in connection with riots at Newton, Kan., August 12. The warrants charged violations of the Kansas Industrial Court law.

Between 150 and 200 railmen and workmen on the St. Louis Southwestern (the cotton belt) Railroad walked out at Illinois, Mo., virtually tying up traffic. The walkout followed a disturbance at Fairfield, in which an engineer was hit in the leg by one of 200 shots fired. The striking trainmen charged that the presence of guards and shooting affairs at several points made working conditions hazardous.

At Topeka, Kan., officials of the Industrial Court took steps to prosecute strike agitators under provisions of the anti-strike law.

SUES FOR ALLEGED ASSAULT ON SHIP

W. T. Candler, Son of Coca-Cola Company Head, Defendant in Action for \$100,000

WOMAN'S CHARGES DENIED

Atlanta, Ga., Aug. 16.—Damages of \$100,000 were asked of Walter T. Candler, son of the millionaire head of the Coca-Cola Company, filed today in DeKalb Superior Court at Decatur, Ga., as a result of an alleged attack upon her by Mr. Candler in her stateroom aboard the steamship Hibernia on the night of July 18 last.

She alleges that as a result of the attack she has been forced to keep to her bed much of the time since, her condition finally necessitating an operation, which was performed here Monday.

Mrs. Byfield is the wife of Clyde K. Byfield, local automobile dealer, charged by Mr. Candler in a suit filed Monday in Superior Court here with having extorted \$25,000 from him while aboard the liner enroute to France.

Mr. Candler's petition asked that Mr. Byfield be restrained from realizing on a note for \$20,000 which, with \$2500 in cash, he said was given by him in the month of July last, which he gave Byfield when he was found in Mrs. Byfield's stateroom. In his petition Mr. Candler states that he could not account for the \$25,000 which the stateroom and denied any improper conduct.

Candler Denies Charges When informed of the suit filed by Mrs. Byfield and its allegations, Mr. Candler said: "I have already stated everything that took place in my petition to cancel the note Mr. Byfield held. I never touched Mrs. Byfield and nothing of any improper nature occurred. This is an attack on the character of my wife. Mrs. Byfield's past performances to get money out of me and it will be answered at the proper time."

Mrs. Byfield's petition sets forth that she and her husband were persuaded by Mr. Candler to make the trip to Europe and that their party was composed of the Byfields, Mr. Candler and his two daughters. She said Mr. Candler was paid for her aid in caring for the two girls.

The petition then recites actions of the party on the night of the sixteenth. At dinner she set forth, champagne was partaken of sparingly by all, but "nobody became intoxicated," she adds, "and all were in full possession of their faculties."

After dinner she and her husband, she asserted the Candler children to their berth and helped put them to bed. She then rejoined the party on deck. Later she and her husband went to their stateroom to retire, but Mr. Byfield, she says, was somewhat abruptly, decided to go back and stay with the party for a while.

"A short time after petitioner's husband had left her," adds the petition, "Candler opened the door, tore the bed clothing off her, disrobed her, seized her and attempted to force her into his arms. Petitioner says she screamed until her husband rushed in and engaged in a terrific fight with Candler."

The struggle with Candler and the fight in the stateroom between him and petitioner's husband, she says, unnerved petitioner, made her ill, and she has remained ill from that day until the present.

Petitioner and her husband landed in France and remained there necessarily for a few days before taking ship home. While she was in France her mother was visited and she was sick and remained in bed.

Petitioner has returned home and is now in bed, ill, at the home of her father, as a result of said Candler's conduct, and on August 14, 1922, she underwent a surgical operation rendered necessary by her condition produced by the said Candler's conduct."

The general agreement, concluded here Monday, was that the railroad union leaders in Washington continued in session preparing for the conference which the railroad executives have obtained from the Association of Railway Executives in New York tomorrow. They left for New York at 3 o'clock this afternoon.

Warren S. Stone, chairman of the meeting, said that he and the heads of the brotherhood group of train service men met to meet the committee of railroad executives but that they desired the heads of the striking crafts and the officers of other railroad unions to be on the ground.

"We might need them for conference at any moment there," Mr. Stone said, "and we want to have everybody at hand while the discussions are continuing."

E. Sheppard, chief of the Order of Conductors, said the brotherhood officials would go into the meeting with the executives without any fixed proposition, but prepared to consider the matters that might come up in a "confidential spirit."

and adopted by the union as a basis for supplemental agreements throughout the coal fields, continues the old wages and working conditions, including the check-off of union dues, to April 1, 1923, and provides machinery for negotiating but not arbitrating next year's scale. The agreement also calls for a national convention of operators and miners of the bituminous territory, to be held in this city next October 2, for selecting a fact-finding commission to investigate the coal industry.

Officials Empowered to Act

Under the policy laid down by the union the district officials may conclude new with any soft coal operators either as individuals or as associations. Whatever success results from this policy for resuming work, union officials pointed out today, it leaves them facing the problem of dealing with the strikers of the Connelville and other Central Pennsylvania fields, which were without unions until the strike started. State officials, however, non-union men, officials said, have enlisted in the union ranks in these fields, and the union's plan contemplates the financing of the strike theory, with funds coming to the union from the workers going back to the mines in other fields.

In a way, union officials regarded yesterday's settlement as a historical repetition. In 1909 John Mitchell, as president of the United Mine Workers, was confronted with the breakdown of the central committee's settlement, the same situation that arose here. Mitchell won the strike as far as getting the miners' wage demands met by operators by separate agreements with the operators, the plan, adopted by the Union Policy Committee, is similar, except that it regards the general settlement as a basic one for all soft coal fields, with separate contracts to supplement the general agreement entered into here.



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HARDING TO DISCUSS RAILROAD STRIKE

Washington, Aug. 16.—(By A. P.)—President Harding in a message tomorrow to Congress will present to the Federal legislators and to the country the government's position with respect to the existing industrial troubles, particularly the railroad strike.

Arrangements for the President's appearance at a joint session tomorrow of the Senate and House were completed at a conference today at the White House between the Executive and Senator Lodge, of Massachusetts, Republican leader in the Senate.

The belief had been expressed in some quarters prior to the conference that the President might delay presentation of his message until after it had been determined whether the mediation efforts of the train service brotherhood chiefs in tomorrow's conference with a committee of railroad executives would be successful or result in failure.

Senator Lodge said he found the President fully decided to go before Congress at the earliest possible moment. The President after conferring with Senator Lodge immediately started preparation of his message, which he expects to be a comprehensive statement of the strike situation, of the efforts of the government toward settlement and finally of the Government's policy hereafter.

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Pittsburgh Coal Men Won't Meet Miners

Continued from Page One. tions with anthracite operators at Philadelphia tomorrow, predicted that Philadelphia operators would accept the agreement made here, and held out hope for an early quarterly production.

He also said he was hopeful of the result of the conference with the anthracite and House were completed at a conference today at the White House between the Executive and Senator Lodge, of Massachusetts, Republican leader in the Senate.

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SCRANTON RAIL MEN ATTACKED BY MOB

Strike Disorders Keep City's Police Riot Squad Busy Scranton, Pa., Aug. 16.—(By A. P.)—Numerous disorders in connection with the railroad strikers' strike kept this city's riot squad on the jump last night and early today. No one was seriously injured and no arrests were made.

A crowd estimated at 2000 attacked a shop worker in Bellefonte and gave him a beating before he was rescued by police. Two other men employed by the Central Railroad of New Jersey locked themselves in a passenger coach to escape from the crowd. Every window in the coach was smashed before the police arrived and dispersed the crowd of men and boys.