FIRE VISITS CARNEGIE CO.

Fabricating Shop and Contents Burned

DAMAGE IS $100,000

Plant is Located at Bush and Wicomico Streets.

STEEL WORK TO BE DELAYED

Blaze Started in the Engine-room and Soon Enveloped the One Building — The Other Structures on the 15-acre Tract Saved—Officials Do Not Believe the Fire was of Incendiary Origin, Although an Investigation Will Be Made — Three-fourths of City's Firemen Called to Scene.

Starting in the engine-room, fire last night soon enveloped the fabricating shop of the Carnegie Steel Company, formerly the Baltimore Bridge Company's works, at Bush and Wicomico streets, and before the majority of the city's firemen who responded to four alarms had extinguished the blaze, the entire building and its contents were destroyed. The damage approximates $100,000 and is covered by insurance.

Coming soon after the conviction in Indianapolis last week of men alleged to have dynamited and aided in the dynamiting of similar plants, there was considerable speculation as to the origin of the fire. However, officials of the company do not believe that it was of incendiary orgin and there is no proof to substantiate any such theory. But not until after a thorough investigation has been made will the cause be determined.

Practically all of the export structural iron material made by the Carnegie Company is finished at the local plant. Work for buildings and bridges in many countries, which was being prepared for shipment, was damaged. However, eliminating the building, which was worth about $50,000, most of the loss was incurred through damage to machinery and tools.

WORK TO BE DELAYED.

Material which is under contract to be finished at the plant will be delayed in its completion, although efforts are already under way to use some nearby shops for this work. About 190 men were employed in this building, which is the largest of those owned by this company, and situated on about 15 acres of ground fronting on Bush and Wicomico streets.

This was the first fire to visit this plant. Thirteen was the hoodoo, inasmuch as this is 1913 and the shop destroyed was constructed 13 years ago. In close proximity to the fabricating shop were other buildings of the company, including a big office building at the southwest corner of Bush and Wicomico streets. That the flames did not reach these was due to the operations of the firemen under the direction of Chief Emerich.

In the vicinity of the company's properties there are no tall buildings and the glare of the flames shooting skyward could be seen for miles around. Thousands of persons were attracted to the scene.

Two firemen were slightly injured at the fire and both received surgical attention at the department's ambulance, which was located on Bush street, near Wicomico street. The men injured were:

JOHN L. SMITH, No. 10 Engine Company, hurt by a sliver of steel entering his shoe and piercing his foot.

WILLIAM HUNT, No. 13 Truck Company, injured about the hand by a piece of steel.

The building was 270 feet long and 136 feet wide. It faced Bush street, about 200 feet back of the building line. The sides were constructed principally of steel. The steel girders of the roof were covered with wood and on top of this was slag.

WATCHMAN ON THE JOB.

It was about 6:45 o'clock when William Shepard, the night watchman, in making his rounds saw the reflection of flames in the engine-room, near the center of the shop. He quickly pulled the automatic alarm, No. 14-4-7, in the plant and then ran into the office. Here sat S. H. Bland, chief clerk. After notifying Mr. Bland of the fire the watchman hurried out and turned in a general alarm from Box 538. He then returned to the burning shop, but the flames had spread so rapidly that he could not enter.

When the firemen reached the plant the whole place was ablaze and another, the third alarm, was sounded, and then the fourth. The greater portion of the department responded to this, and Chief Emerich took charge. The magnitude of the flames convinced the firemen that there was little chance of saving the fabricating shop, but they threw water on other buildings and on the fire until, about 8:30 o'clock, it was under control. Several companies remained on the scene all night to check blazes which sprang up here and there in the building.

In the building were the engine-room, boiler-room, machine shop, blacksmith shop and assembling-room. Many blue prints were burned, and large and valuable machines, including 40 motors, were damaged beyond repair.

PLANT CLOSED AT 6 P. M.

W. H. Wheatley, foreman of shops, was on the scene while the fire was at its height and assisted the firemen in every possible way. The plant had closed about 6 o'clock and all the workmen had gone to their homes. "I saw the fire while making my usual rounds," said Mr. Shepard, "and have no idea how it started."

Harry D. Bush, general superintendent of the Carnegie plant, was telephoned for and arrived after the blaze had been extinguished. "I have not the slightest idea how the fire started," he said, "but I intend to make a thorough investigation. I cannot believe that it was of incendiary origin."

Mr. Bush stated that the plant would immediately be rebuilt and that efforts will be made to fill all contracts. The company carries its own insurance, which is of an amount sufficient to cover all losses. The men employed in the shop will not be thrown out of employment, but will be put to work in moving the debris and rebuilding.

The fabricating shop, which was consumed, consisted of a series of buildings constructed of steel and wood and topped with a slag roof. Though the lower part of the building was one great room, four peaks surmounted the whole. The intense heat generated by the burning wood under the slag roof carried it over the entire structure within a few minutes and the flames burst out of the corners, illuminating the sky long before the fire apparatus had reached the scene.

Though the fire was discovered in the southwestern end of the building, the flames spread rapidly to the eastern section of the building and the roof on this section was the first to fall. Tons and tons of steel and burning beams were carried down to the ground, covering the structural steel work that was ready for shipment. All this steel and three great derricks were twisted and bent by the intense heat, and for a time it was feared that the cable holding all the derricks would break. Workmen closely watched the heated cables, and an attempt was made to turn one of the derricks which was close to the office, so that in the event it did fall it would not crash through the building. The water thrown on the fire had a tendency to cool the cable, and the derricks were still standing at a late hour last night.

LOW WATER PRESSURE.

While the fire was at its height the firemen turned their attention to the building to the east of the fabricating shop, and which is called the barroom. This is a steel, wood and corrugated iron building. The firemen were handicapped by the low pressure on the mains, and while a portion of them fought the raging fire in the fabricating shop the remainder turned their attention to the adjoining buildings.

The Carnegie Steel Company one year ago purchased the plant from the Baltimore Bridge Company. A part of the work for bridges and buildings in foreign countries, which were damaged by the intense heat of the fire follows:

Nine bridges and steel for buildings for Brazil.

Thirteen bridges and buildings for Mexico.

Five bridges and buildings for Colombia, South America.

Four bridges and buildings for Cuba.

One bridge each for the following countries: Koren, Porto Rico and Chili.

A few minutes after the arrival of the city fire department a fire-fighting locomotive in the Mount Clare yards of the Baltimore & Ohio Railroad started out under full steam for the scene of the blaze. It arrived within a few seconds and a hose was attached to one of the city plugs on Bush street, and in a few minutes the railroad men had a well-directed stream of water on the burning building. Having come from the yards on the eastbound track, all traffic between Washington and this city was temporarily tied up, and after the fire was under control a number of trains which had been flagged were allowed to proceed. Police Captains McGee and Cole and the Fire Commissioners were on the scene.

THE FORMER OWNERS.

While the plant is now owned by the Carnegie Company, it formerly belonged to the Baltimore Bridge Company, which was organized August 19, 1902, and which succeeded to the business of the Structural Iron and Steel Company, which originally started in a small wooden shop. The Baltimore Bridge Company was one of the largest contractors for bridges and steel structural work in this city, and during the summer of 1910 was probably awarded the largest government contract ever given out to any local concern of its kind, that of constructing three giant towers to be erected on the government reservation at Arlington, Va., for the naval wireless station, the cost of which aggregated many thousands of dollars.

The company was also prominent in the construction of bridges and buildings exported to foreign countries, such as the bridges for the Guatemala Transcontinental Railway, bridges and buildings for the United Fruit Company in Costa Rica and Panama, and for the largest sugar mill in the world, at Nipe Bay, Cuba. They also furnished large quantities of steel and concrete forms for the Isthmian Canal Commission, as well as many bridges for railroads. It constructed the notable steel arch bridge over the spillway of the Crotan Dam for the New York Aqueduct Commission. The garbage plant at Bodkins Point was constructed by the Baltimore Bridge Company, and it also completed the large two-story pier of the Baltimore and Ohio Railroad at Locust Point, the same being nearly 1,000 feet long. It furnished the steel work for the following structures in this city: Bernheimers' extension, Hotels Caswell and Junker, Crown Cork and Seal factory, Masonic Temple, and furnished 2,500 tons of steel for the new Fidelity Building two years ago.

BLAZE AT ELITE LAUNDRY

Fire Starts on the Fifth Floor in Rubbish Truck.

What might have been a serious fire broke out on the fifth floor of the Elite Laundry Company's plant at Fayette and Greene streets at 10:30 o'clock last night. As it was the fire was confined to the fiber rubbish truck in which it started, and several ironing boards. Had the fire started in the front end of the room, which is partitioned off, a serious conflagration might have been started, despite the sounding of the automotic alarm, for the eastern end of the room, which is used as a dining-room for the hundreds of girls who work in the plant, had been decorated for the Christmas holidays with streamers of paper bunting and a large cedar tree stood in the corner of the room directly behind a large piano.

The room in which the fire started is a workroom where torn or ripped laundry is repaired at the expense of the company before it is sent back to its owner. It is believed the fire started from spontaneous combustion and the heat generated sounded the automatic alarm. This brought a number of engine and truck companies, all of which had been to the fire at the plant of the Carnegie Steel Company at Bush and Wicomico streets earlier in the evening. The fire laddies were tired from their battle with the flames at the latter place, and when the alarm was sounded from the Elite Building visions of another big fire flitted through their minds. On reaching the scene the men found that they had to climb five flights of stairs, carrying with them extinguishers, tarpaulins and accoutrements. The work of extinguishing the fire occupied but a few minutes.

Woman Hurt by Fire Carriage.

En route to the Carnegie Company's fire the carriage of a district fire chief ran down Mrs. Susan Eigner, 63 years old, 1325 North Bond street, at Gay and Preston streets. Mrs. Eigner was badly bruised and shaken up and her left ankle sprained. She was taken to the home of John R. Olivene, 1758 East Preston street, by several persons who were passing, and was later accompanied to her home. Her condition is not serious.

Slight Fire on East Pratt Street.

A slight fire was discovered last night in a pile of old clothes in the second floor back room of the house at 1815 East Pratt street, occupied by David Foreman. A passerby noticed smoke issuing from one of the windows and turned in an alarm from Box 1424, Pratt and Exeter streets. Shortly after the arrival of the firemen the blaze was quickly extinguished. The damage, which was slight, is fully covered by insurance.

Bullet Fired Through Skylight.

C. Ridgley Howard, 939 St. Paul street, reported to the police of the Central district yesterday morning that on New Year's morning about 1 o'clock some one fired a bullet through the skylight of his home.

LOCAL MENTION.

FLOWER TALK No. 13

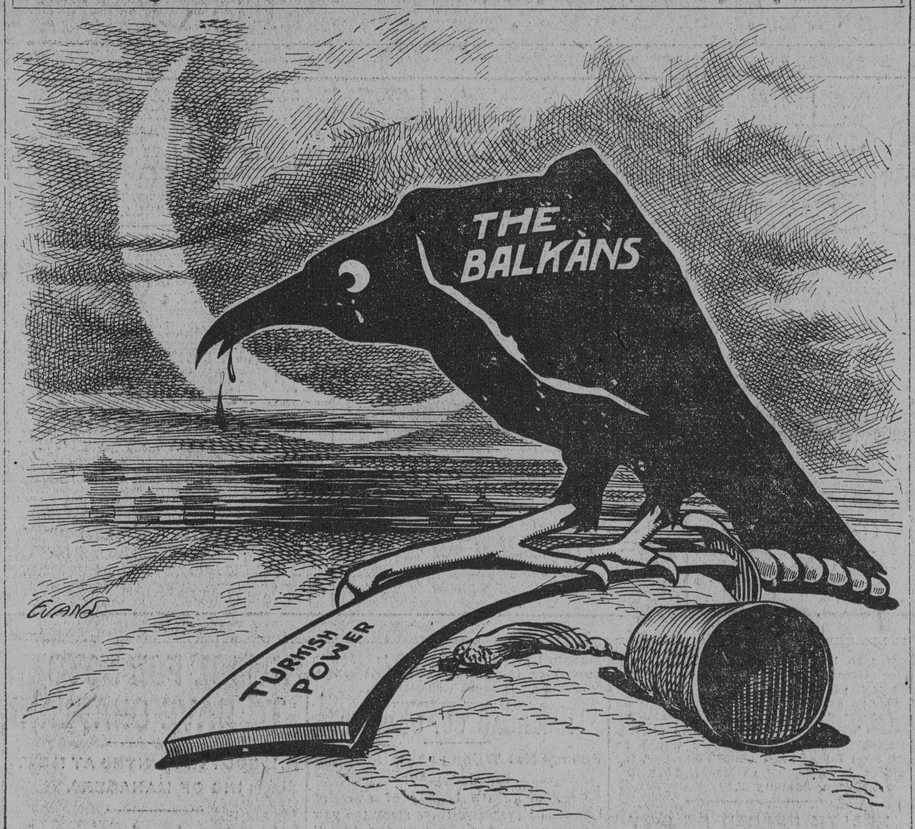
During the festive week more flowers were sold than ever. Baltimoreans are recognizing the fact that flowers form the most valuable accessories to any festive occasion. No entertainment is complete without them; no table spread for a feast looks right until graced by "Nature's jewels." A dollar invested in flowers to adorn the festive board adds as much, if not more to the spirit of the assembly as ever any other object used in such an occasion. "From the grower direct to the consumer," is our motto.

Seidewitz's Flower Shop 323 Charles St., North.

Coal—E. Stabler, Jr., Coal Co.—Wood. Highest Grades Coal. Lowest Market Prices and Full Weight. Office, Cor. Eutaw and Madison Sts. Yard, Cor. Oliver St. and Maryland Ave.

Dr. Schirman, of New York, says: "Lorrimer's Hair Tonic truly does the work." Removes dandruff. Stops hair falling. Try 25c. bottle.

QUOTH THE RAVEN, NEVERMORE



THE TURKS HAVE FINALLY SUBMITTED TO A MAJORITY OF THE DEMANDS MADE BY THE BALKAN ALLIES.

BOUND TO RAILS, KILLED BY TRAIN

AN UNIDENTIFIED WHITE MAN MEETS HORRIBLE END.

HEAD AND ARMS CUT OFF

Authorities Working on Theory That Man Ground to Death Near Patuxent Station, Anne Arundel County, Was Victim of Murderers—Unsuccessful in Efforts to Establish a Motive, However—Scout Suicide Idea.

Death, with its worst horrors, was the portion of an unidentified white man shortly before midnight Wednesday, when he was bound hand and foot to the tracks on the main line of the Pennsylvania Railroad, within 300 yards of the Patuxent Station, Anne Arundel county, and ground beneath the wheels of one of the biggest locomotives on the road. Secured to the rails by peculiar bindings, his body drawn taut, he was unable to free himself, though he knew death was near.

That he was murdered there is no doubt in the minds of the authorities of Odenton, in which district the gruesome discovery was made early yesterday morning by a track-walker. All of the section around Odenton and Patuxent is wrought up over the crime, and hundreds yesterday visited the scene in hope of being able to identify the man. However, he was a stranger around those parts, and no one could help the authorities in solving one of the most perplexing cases in the history of Anne Arundel county.

The spot on which the tragedy occurred is dark and lonely, flanked by thick woods and swamps, through which the murderers, for there must have been two or more, could easily escape. Houses are few and far between.

The general idea is that the man was walking along the tracks when he was attacked. The motive for the crime is another and greater mystery, for he did not seem to be a man having much money or articles of great value on his person. However, all indications point to murder.

Could Not Have Tied Self.

That he could not have tied himself to the tracks is evident from the fact that when his amputated arms were found a hundred or more feet from where the tragedy occurred, both of the wrists plainly showed marks of where rope had held him fast to the rails. A rope had evidently been tied around his ankles and stretched to the eastern rail of the southbound track, while the base of his neck was in all probability placed on the western rail. This was indicated by the way the head was severed from the body. The arms, which were cut off between the elbows and shoulders, after the hands had been bound, were forced over the head. Then the strange bindings were brought into use.

The fastenings which held the body to the rails were made of pieces of burlap 2½ inches wide and about 18 inches long. That they were made for some definite purpose and could not possibly have been torn from a bag, nor have come from wrappings around the feet of the man, had he worn them, is positive. Each of the long sides was hemmed to prevent their being torn easily, and at the ends were open hems through which long pieces of window-weight rope had been drawn, forming a draw-string. These were found on the track beneath the rails where the train struck the body.

The remains, horribly mangled, were scattered along the roadbed for a distance of more than 1,000 feet. The head was found lying in a deep gully to the west of the road, about 100 feet from where the murder occurred. In the middle of the tracks the trunk of the body and arms were found. In the gully also was found part of a black derby hat. The man's clothing was torn to shreds and scattered about.

Found by Trackwalker.

The first intimation of the tragedy came when passenger train No. 91 pulled into Union Station, Washington, shortly after midnight. On the cowcatcher was found a blood-stained undershirt, and word was flashed along the road to be on the lookout for any persons injured by the train. Shortly after 1 o'clock Dennis Walker, colored, who lives at Arundel, and is employed as the night trackwalker, discovered the body. The head was missing. He communicated with Magistrate Byron Phelps, at Odenton, and afterward removed the body to a toolhouse.

Early yesterday morning Magistrate Phelps went to the scene and held an inquest. The verdict of the coroner's jury was that the man had met his death by accident or at the hands of some person or persons unknown. However, all were unanimous in their declaration of foul play. The only thing found by which the authorities hope to identify the man was a silver open-face watch of Swiss make. The stumps of the hands show that the tragedy occurred about 11:46 o'clock.

No papers or cards could be found in the remnants of the clothing, and the only thing on them was a button with "For Gentlemen" stamped on it. They were ready-made clothes.

The victim, who is about 30 or 35 years old, with light hair and complexion, stubby, sandy mustache and blue eyes, wore a suit of dark gray clothing, black lace shoes and blue socks with white stripes in them. He weighed about 150 pounds. The thumb of his left hand was missing, having been amputated some time ago. In the roadbed was found a peculiar gold-plated watch chain.

Walker, the trackwalker, who found the body, said that during his previous rounds he had seen no one resembling the dead man on the tracks, nor had he come across anyone else.

Sheriff G. Thomas Beasley late yesterday afternoon was acquainted with the details of the case and is in communication with the State's Attorney. What action the county authorities will take has not yet been determined, but yesterday there was much talk of having Baltimore detectives called in to unravel the mystery.

DAMAZIO HELD FOR COURT

Held Responsible for the Killing of John Lamanno.

That John Lamanno came to his death about 5:30 o'clock on the morning of January 1, 1913, in St. Joseph's Hospital, from a bullet wound in the right breast, causing hemorrhage and shock, the pistol causing said wound being held in the hands of Michael Damazio, was the verdict brought in last night by the coroner's jury, which met at the Northeastern Police Station. The jury, after hearing the testimony of about half a dozen witnesses, deliberated just 20 minutes before reaching the verdict. Damazio was brought from his cell and told the verdict of the jury. He was held for the action of the Grand Jury on a charge of manslaughter.

To Give New Year's Dance.

A New Year's dance will be given tonight by the Towson Town Club.

THANKS MAYOR FOR HIS WORK

RICHARD B. TIPPETT WRITES TO CITY EXECUTIVE.

GRATIFICATION TO CITIZENS

Mayor Preston Commended for Improvements and Hope Expressed That Future May Bring Many Honors and Blessings—"We Are Giving a Sincere Administration and, I Believe, an Honest One," Replied Mayor.

In a letter to Mayor Preston yesterday Richard B. Tippett, the well-known lawyer, asserted that the substantial and permanent improvements of the past year should be a source of much personal gratification to the people of Baltimore. As a citizen of Baltimore Mr. Tippett warmly thanked the Mayor for the splendid work he has accomplished so far. In his letter Mr. Tippett said:

Hon. James H. Preston,
Mayor of Baltimore City.
My Dear Mr. Mayor:

I do not propose to allow this time to pass without extending to you my sincere congratulations for the splendid work you have accomplished for our great city during the past year.

The man who had endeavored to do something of real worth, at this season, looks back to see how much he has accomplished for his neighbor, for his fellow-man and for humanity. You, as Chief Magistrate of our city, have much greater opportunity for doing good work than the ordinary citizen, because your field of effort is a great and populous city and I believe that the past year has been one that you can look back upon with real satisfaction.

The substantial and permanent improvements made in our city during the year 1912 for the convenience, comfort and happiness of the people should be to you and to them a source of much personal gratification.

May the future bring you many honors and blessings and may the people of our city, when your administration shall have ended, look back upon your administration as one in which your best efforts of mind and heart were engaged for their welfare.

Wishing you a Happy New Year, I am,
Very sincerely yours,
RICHARD B. TIPPETT.

(Signed).

Replying, the Mayor said:

I beg to acknowledge your very kind letter of December 31.

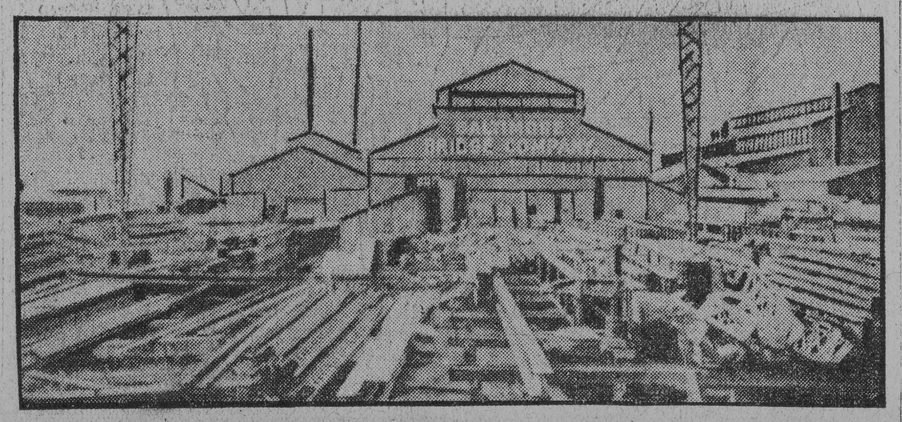
I am very much gratified to have received your approval—we are all working very hard at the City Hall, with what results you and the public are the better judges; for no man is a very good judge of his own work. However, we are giving Baltimore a sincere administration, and I believe, an honest one—with what success and ability is a matter for you and the public to determine.

I thank you very much for your kind words, which helps to make life pleasanter here.

Woman's Southern Club Today.

The Woman's Southern Club of Baltimore will meet this afternoon at the home of Mrs. R. G. Mowbray, 1916 Park avenue. An extensive and interesting program has been arranged and includes, among other things of interest, a paper on Alaska and Its Industries, which will be read by Mrs. John E. Norwood. A review of Jack London's The Call of the Wild will be given by Mrs. James Walker.

SCENE OF $100,000 FIRE



Reproduction of Carnegie Steel Company's plant at Wicomico and Bush streets, the fabricating shop of which was wrecked last night. The origin of the blaze is a mystery. The plant was formerly that of the Baltimore Bridge Company, which was absorbed by the Carnegie concern. Thousands of persons were attracted to the blaze, to which most of the city's fire-fighting apparatus was rushed.

FIDELITY ABSORBS AMERICAN BONDING

MERGER OF BIG SURETY COMPANIES ANNOUNCED.

EDWIN WARFIELD PRESIDENT

President George Cator, of Bonding Company, to Become Chairman of Board of Trustees of New Concern—Maryland Casualty Is Rumored to Have Been Negotiating for Stock of Absorbed Institution.

Another consolidation of big financial interests in Baltimore was consummated yesterday when the Fidelity and the American Bonding Companies were merged. The last big merger was that of the Merchants' National Bank and National Mechanics' Bank. The consolidation of the Fidelity and American Bonding Companies was effected yesterday afternoon at a meeting of the directors of both companies in the boardroom of the Fidelity Company. Directors of both companies voted unanimously to merge, and it is understood that over 50 per cent. of the stockholders of the American Bonding Company have already given their approval to the plan.

The stock of the American Bonding Company was assumed at $90 per share. Stockholders of the latter company have the option of exchanging their stock pro rata, two shares for one of the Fidelity Company. The capital stock of the American Bonding Company, which aggregates $750,000, is absorbed by the Fidelity Company, which, to meet this absorption, increases its capital stock to $3,000,000. The latter company assumes all obligations of the American Bonding Company.

Former Gov. Edwin Warfield will remain president of the Fidelity Company, and President George Cator, of the American Bonding Company, will become chairman of the board of trustees of the new concern. The Fidelity Company, by the consummation of the merger, gained a decisive victory over the Maryland Casualty Company, which, it is understood, has been negotiating several months for the purchase of the stock of the American Bonding Company.

Letter to Stockholders.

The following official statement was given out over the signatures of former Gov. Edwin Warfield, president of the Fidelity and Deposit Company, and President George Cator, of the American Bonding Company:

To the stockholders of the Fidelity and Deposit Company of Maryland and American Bonding Company of Baltimore.

Gentlemen: After most careful consideration we have agreed that it would be wise for the Fidelity and Deposit Company and the American Bonding Company, the two oldest surety companies of Baltimore city, to merge their business and assets, thereby increasing the efficiency and strength of the two companies and bringing about economies in administration expenses. This merger will, in our opinion, inure greatly to the profit of the stockholders of the two institutions and increase materially the income from their investment.

The stock of the two companies has been bringing about the same in the public market, and the dividends paid have been at the same rate of interest. The surety premium receipts of the two companies have been in the ratio of $1,200,000 for the American Bonding Company to about $2,400,000 of the Fidelity and Deposit Company, which is the same ratio that the par value and the market value of the shares of stock bear to each other.

As the par value of the stock of the Fidelity and Deposit Company of Maryland is $50 a share, and that of the American Bonding Company $25 a share, and as the stock of the former has been selling around $150, and the stock of the latter around $75, it is an equitable proposition to exchange two shares of stock of the American Bonding Company for one share of stock of the Fidelity and Deposit Company of Maryland.

The capital and surplus of the Fidelity and Deposit Company of Maryland is $4,837,000 and the total assets are $8,615,553.41.

The capital and surplus of the American Bonding Company of Baltimore is $1,706,862 and the total assets are $2,962,935.79, making the grand total of assets of the two companies $11,578,489.19, which will make the largest and strongest surety company in the world.

It is estimated that the income from surety premiums alone next year will be not less than $3,500,000.

A saving of 5 per cent in expenses on this business alone would save the companies $175,000. We believe that the economies will result in a greater saving than this, and that the merging of the two companies will increase the earnings in many directions.

We recommend that this merger be carried out on the basis suggested, and we are convinced that the stockholders of the American Bonding Company will greatly profit by surrendering their stock and taking stock of the Fidelity and Deposit Company in the ratio suggested, and that this merger will result in great benefit and profit to the stockholders of both companies.

This plan of merger has been unanimously approved by the executive committees and the directors of our respective companies.

Firms Covered Same Territory.

The initial negotiations, which were carried on with great secrecy, were conducted by President Warfield, of the Fidelity and Deposit Company, and Van Lear Black, vice president of the Fidelity Trust Company, on behalf of the Fidelity and Deposit Company, and by President George Cator and Vice President Charles A. Webb, of the American Bonding Company. The Fidelity and Deposit Company of Maryland and the American Bonding Company of Baltimore are the oldest in Baltimore. Each Company has a reputation for aggressiveness in its particular field, and both companies are successful.

It is also understood, although the details have not as yet been worked out, that after a time the present offices of the American Bonding Company in the Equitable Building will be closed and that all of the business of the merged companies will be conducted at the offices of the Fidelity Company, at Charles and Lexington streets. It is also expected that many of the out-of-town agencies of the American Bonding Company will be closed, as both of the present companies cover largely the same territory. This is expected to prove a considerable saving to the company, while in no way reducing its territory or profits.

STORE PLAN SUGGESTED

But Price Cutters-to-be Want Further Investigation.

That Roland Park may have a co-operative store is the opinion of many of the members of the Civic League of Roland Park, after hearing the report of the committee which was read by Mrs. C. A. Luederitz, chairman, at the meeting of the Civic League, which was held last night at the Woman's Club. Officers were elected and a day was chosen for the annual banquet.

While no vote was taken on the plan, it was generally accepted and the committee was told to continue its investigation and to make another report at some future meeting.

The plan was first considered after an address which was made by Prof. Paul Haupt, of the Johns Hopkins University, at one of the meetings of the Civic League several weeks ago. He stated that the plan was working admirably in Germany and England. A committee composed of Mrs. A. R. L. Dohme, Mrs. W. C. Vansant, Mrs. B. W. Corkran, Jr., Professor Haupt, C. E. Moore and W. E. Morton, with Mrs. C. A. Luederitz as chairman, was at once appointed to investigate. After several preliminary meetings the committee drew up a plan, which was in brief as follows:

That a complete co-operative store, handling all the necessities of the household, should be started on a strictly cash basis, the idea being to begin in a small way and to gradually increase as the workings of the plan became more familiar. That this store might be operated in connection with a proposed Housewives' League and that it should be conveniently located between Roland and Tuxedo Parks. To get the original capital it was suggested that each member of the store shoul pay $5 into a general fund and that this money should be used to buy fresh produce and other staples in large quantities and sell them to the members of the store at the lowest possible price, eliminating entirely the middleman's profit.

The first Thursday in February was the day chosen for the banquet. It will be held at the Baltimore Country Club and according to the custom of the league, members may invite their friends

The following officers were elected for the ensuing year: Prof. Paul Haupt, president, P. Latrobe Weston, first vice president, C. A. Luederitz; second vice president; Rev. T. C. Foote, secretary, and H. B. Dillehunt, treasurer.

The directors of the league for the year are: Col. C. F. LeVinnes, Thomas L. Berry, Dr. John R. Weston, Robert C. Cole, Charles C. Moore, F. J. Taylor, C. A. Luederitz, D. Latrobe Weston, George P. Nellson, W. B. Fallon, Prof. Paul Haupt and W. G. Nolting.

PREJUDGING THE CASE

Engineers Angry Over Newspaper Attitude as to Their Work.

Denouncing the attitude of certain newspapers which, they charge, have "tried to put words in the mouths of the committee," the group of engineers which Mayor Preston appointed recently to investigate the cause of the cavein at Baltimore and Calvert streets wrote to Mayor Preston yesterday explaining the situation. The letter of the committee was signed by Sewerage Engineer Hendrick, Water Engineer Whitman and City Engineer H. Kent McCay.

The letter of the committee, it was said at the City Hall, was directed principally at a morning newspaper which attempted to publish the finding of the committee several days ago before they had conferred regarding the matter. The newspaper in question even went so far as to say that the engineers had differed among themselves as to the real cause of the break in the old sewer pipe.

The letter of the committee follows:

Hon. James H. Preston,
Mayor of Baltimore.

Dear Sir: For the last several days newspapers have been endeavoring to put words in the mouths of the committee which you appointed to investigate the cause of the breakage in the old private sewer on the north side of Baltimore street, leading from the Hotel Emerson. I am writing to say that there is not, nor has been, any disagreement among the members of the committee, nor has a conclusion or report been formulated, as our investigation has not been completed. We thought that you should know the facts in the case.

Yours truly,
(Signed) CALVIN W. HENDRICK,
EZRA B. WHITMAN,
H. K. McCAY,
Committee.

The engineers were indignant over the story which appeared in the Sun last Tuesday and which purported to be an "official finding of the committee." The Sun attributed the cavein to the weakness of the mains of the high pressure pipe line system.

"We have not finished our investigation as yet," said Engineer Hendrick yesterday. "We may not complete our work before next week. We are giving the matter careful thought."

VETERINARY SURGEON DEAD

Dr. William Dougherty, Aged 68, Ill But a Short Time.

Dr. William Dougherty, 68 years old, one of the oldest as well as one of the first graduate veterinary surgeons in the city, died yesterday morning at his home, 1039 Cathedral street, after an illness of one week. Death was due to throat trouble and infirmities of age. He went to bed Friday night and on Saturday morning was unable to talk, as his throat had become inflamed and swollen. Dr. Charles O'Donovan was called in and he succeeded in reducing the swelling. Monday night Dr. Dougherty suffered a relapse, and Tuesday morning Dr. O'Donovan gave up all hope of saving his life. Mrs. Agnes Robertson, his housekeeper, immediately telegraphed to his sister, Mrs. K. V. Duggan, of Boston, Mass. Yesterday morning shortly after 2 o'clock Dr. Dougherty breathed his last.

Dr. Dougherty was born in Gortion county, Ireland, on October 18, 1844, and at an early age came to the United States with his parents, who settled in Lowell, Mass. He was educated in the public schools, and at the outbreak of the Civil War joined the Union Army and was put in charge of transportation work of the quartermaster's department on the Gulf of Mexico. He remained in the Army until 1865. He saved money during his enlistment and later went to Lakewood, N. J., where he opened a livery stable. In 1870 he was offered a position as trainer of a New York horseman's stables and he accepted.

In 1876, on the advice of several friends, he began studying as a veterinary surgeon under Dr. Alexander Liautard and Dr. James L. Robertson, two of the most prominent horse physicians in their day. His knowledge of horses made the study easy for him and in 1872 he entered the New York College of Veterinary Surgeons and graduated in 1872 with the degree of D. V. S. Not satisfied with the knowledge gained in the New York College, he entered the American Veterinary College and graduated with honors and a degree in 1876. After completing his education and realizing that Baltimore had no graduate practitioner, he came to this city and opened a hospital at 1035 Cathedral street, which he conducted successfully until three years ago, when he sold out and retired. He was president of the Maryland State Veterinary Society for several years and vice president of the American Veterinary Medical Association

The funeral will take place tomorrow morning at 9 o'clock and Rev. Joseph McLoughlin, of St. Ignatius' Catholic Church, will celebrate a requiem mass. Burial will be in Loudon Park Cemetery. The pallbearers will be six veterinary surgeons of Baltimore.

UNCONSCIOUS IN BED

William Budd Found in Room Filled With Gas Fumes.

With gas flowing from an open jet, the unconscious form of William Budd, 56 years old, a bartender, was found lying across the bed in the second story front room at 1111 Hillen street, last night. Budd is now in St. Joseph's Hospital in a serious condition, where he was rushed in the Northeastern district ambulance. Despondency, because he recently lost his position, is the only reason that can be assigned by the man's friends for his act. Budd was found shortly before 9 o'clock last night by John Carbis, another boarder in the house, which is conducted by Conrad Schmick.

According to Carbis, shortly before 9 o'clock last night he went to his room on the second floor, and as he reached the top of the stairs, detected the odor of gas. Tracing the smell, he found the door leading to Budd's room locked. He immediately hurried downstairs and notified Mr. Schmick. Together the two men broke open the door and there found Budd lying across the bed unconscious. They turned off the gas and immediately summoned Dr. John Hecht, who, after making an examination, advised that the man be sent to a hospital. The Northeastern auto-ambulance was summoned and a hurried run made to the institution.

According to Mr. Schmick, Budd was formerly employed as a bartender by him. Recently he was discharged, but continued living at Schmick's home. Yesterday afternoon about 3 o'clock he came in and went directly to his room. This was the last seen of the man until his unconscious form was found last night.

MORRIS' ARREST TO BE PROBED

POLICE BOARD WANTS TO KNOW ALL THE FACTS.

MAGISTRATE DISMISSES CASE

After a Fine of Five Cents Had Been Imposed—Colonel Morris Denies That He Acted Disorderly on Car or Pushed Patrolman Handley, Who Arrested Him—On Contrary, He Says, Handley Caused All the Trouble.

An investigation into the arrest of Col. John T. Morris, former police commissioner, who was arrested Wednesday evening on a Gilmor street car by Patrolman Handley, of the Western district, on the charge of disorderly conduct, and who was dismissed by Magistrate Supplee at the Central Police Station yesterday morning, will probably be made by the Police Board.

At the hearing before Magistrate Supplee yesterday morning Patrolman Handley and the two other patrolmen—Hermann, of the Western district, and William J. Forrest, Jr., of the Central—testified that Colonel Morris had created disorder. This was the only testimony to that effect offered.

Conductor Goodman, of the car, who was within two feet of Colonel Morris, said he had neither seen nor heard anything disorderly. The testimony of Motorman Phelan was the same. Colonel Morris denied the patrolmen's accusations that he had pushed Handley and prevented the policeman from entering the car. Just as the hearing was over a telephone message was received from a woman on West Fayette street who said she was on the car and had been pushed by the policeman and that she could testify that Colonel Morris was not disorderly. It was too late for her to come to the station-house, however. Magistrate Supplee said that, on the testimony of the policemen, it was evident that there was some disorder and he imposed a fine of five cents and no costs on Colonel Morris. The fine—the lowest on record in a police court—was paid. Then the magistrate found out that the law provided a minimum fine of $1 and costs. He recalled Colonel Morris and the charge was dismissed.

Colonel Morris was at first undecided whether to make a complaint to the Police Board against Handley, although he freely expressed his indignation at Handley's conduct. He announced last evening that he would at the present time make no complaint. It is understood, however, that the Police Board, through Marshal Farnan, is conducting a thorough investigation into the affair and that a result of this investigation may be announced within a few days.

The testimony at the hearing before Magistrate Supplee yesterday was in a line with the statements of Colonel Morris and the patrolmen as published in yesterday's American. Handley said Colonel Morris had pushed him against the cash box of the car. Colonel Morris said he had done no such thing.

"I believe that the whole thing was due to Handley's haste to get into the car, so that he could get one of the seats up front," said Colonel Morris last night. "He brushed by me very rudely and then when he got inside, waited for me. Thus, when he, as a policeman, should have tried to avoid a scene, he tried to create one. When he addressed a few remarks to me I looked at the number on his cap, and this evidently made him angry and he arrested me. That's all I can say about it." Colonel Morris, when told that the Police Board would probably investigate of its own initiative, said he would appear before them if they requested him.

"This rush of policemen to get into cars and seats should be broken up," said Colonel Morris. "I know that years ago there was a standing order in the department that policemen, who ride free, should give seats to passengers who pay their fares. I suppose this order is still in effect, but it certainly is not being obeyed."

"STOLEN" JEWELS FOUND

Mrs. Evans Thought She Was Robbed—Gems Mislaid.

Mrs. W. H. Evans, wife of Commodore Evans, of yatching fame in and about Baltimore, of 1129 North Caroline street, is congratulating herself on the recovery of a pair of highly-prized and valuable diamond earrings, a wedding present of 27 years ago, which she thought had been stolen from her home last Sunday night. The trinkets are valued intrinsically at $1,000, but their worth in the estimation of their owner exceeds that sum.

On Sunday night Mrs. Evans returned to her home from church service and took off her jewelry, which included, besides the earrings, a valuable diamond brooch. The brooch was put in a fireproof safety case, but the earrings were not. However, Mrs. Evans thought they were. On Wednesday night Mrs. Evans dressed for a reception to which she and her husband were invited. She went to the case for her jewelry and found there only the brooch. Becoming greatly alarmed, she searched the home without result and finally believing her prizes to have been stolen, notified Captain of Detectives McGovern.

The two detectives assigned to run down the "thief" went to the home and were given the details that had evolved from the imagination of Mrs. Evans. They went to work with a will, but could obtain no clue to the robber. They were discussing this unusual robbery yesterday morning in Detective Headquarters, when Mrs. Evans informed them over the telephone that she had found her treasures. But she would not tell where they were found.

Col. Harry A. Barry Ill.

Col. Harry A. Barry is seriously ill in his home on Montrose avenue, Oak Forest Park, with paralysis and grip. Several days ago Colonel Barry suffered a slight stroke of paralysis and yesterday contracted a heavy cold from which grip developed. Colonel Barry is a Civil War veteran.

HEADACHES

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