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The Pensacola Journal.

12 PAGES TO-DAY 2d Section Pages 9 to 12

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RANKS OF THE PUZZLE ARMY DEPLETED

Many of the Little Soldiers Failed to Answer to Roll Call Last Week.

SILVER DOLLIAR WON BY MISS EFFIE SUGGS AND BOX OF CANDY GOES TO MISS LOUISE ROCH—MORE ANSWERS EXPECTED THIS WEEK.

When the puzzles were opened this week, there were only such a few of them that a feeling of sadness stole over the puzzle editor at the absence of so many of the little army whose names had grown so familiar that they are regretfully missed even when nothing has happened. But as the names were recorded, the puzzle editor wondered, who of the brave little army had suffered from the storm, and sincerely offered up a hope that not one of the little soldiers were absent for good. Many members of the puzzle army lived at Warrington, Fisherville and various places along the bay front. Only one puzzle came in this week from Warrington, and of course, was sent before the terrible disaster overtook the little town. The puzzle was from Richard Vogel, and the puzzle editor sincerely hopes, that the little boy escaped uninjured. The editor also wishes it understood by every one of the puzzle army that if they have suffered from the storm and the puzzle editor can in any way alleviate their misfortunes each little soldier will write to the editor, who will see that what ever is necessary for their comfort and happiness will be forthways interesting: Who receives the editor to add that the contents of the letters will be known only to the writer and the recipient, if they so desire it, but as some of our slangy little puzzle boys would say, "It's a cinch" that as long as The Journal has a puzzle army they shall suffer for nothing, if The Journal finds out who they are.

So there you are, my army, if you have lost all your clothes in the storm and mother has not time or can not at present get more, tell your troubles to the puzzle editor, for what's the good of a captain if he deserts the army as soon as misfortune overtake it. No indeed, my brave little soldiers, only report at "headquarters" and things will soon be bright again.

The Winners.

Now for something which is always interesting: Who reveives the dollar this week and who gets the box og Huylers? Well, "that dollar" is the property of Miss W. Effie Suggs, who may have the same by calling at The Journal office. The box of candy is for Miss Louise Roch, 222 E. Government street.

The correct answers to last week's puzzles were:

No. 1—Steering wheel.
No. 2—Horn.
No. 3—Tank.
No. 4—Sparking plug.
No. 5—Axle.
No. 6—Sprocket wheel.
No. 7—Lamp.

Correct answers were received from W. Effie Suggs, city; Alice Louise Rich, city; Richard Vogel, Warrington; Gus Keating, Jr Montgomery, Ala.; Gladys Bell, city; Edna V. Riedel, city; Viola Roch, city; Hilda Louise Harris, city; Lloyd Blumer, City; Lottie Martin, city; Althea Blumer, city; Evelyn Maxwell, Wytheville Va.; Lola Beatrice Thompson, city; Leona Walker, Brewton, Ala.; Toney S. Johnson, city; Lillian Suggs, city; Jack Suggs, city; Pearl Suggs, city; Freddie Kuester, city; Rosby Brown, city; Joe Loida, St. Louis, Mo.

Those who had but one mistake in their coupons, and that mistake was in answering number one, were Arthur Johnson Stella Touart and Eva Holsen, ate Christie's answer to number four was wrong. Also Manuel Johnson's answer to number four.

The puzzle editor acknowledges the receipt of the following little note from Irene Brown of DeFuniak Springs:

DeFuniak Springs, Fla., Sept. 23.
Dear Puzzle Editor:

I thank you so much for the box of candy.

I am going to try harder than ever to get the puzzles right. I send my answer in with this and I hope it is right.

Your little friend,
IRENE BROWN.

Next week no doubt the army will come out in force again and the fright of the storm will be a thing of the past.

She Found Relief.

If you are troubled with liver complaint and have not received help read this. Mrs. Mary E. Hammond Moody, Texas: "I was in poor health—with liver trouble—for over a year Doctors did no good and I tried Herbine, and three bottles cured me. I can't say too much for Herbine, as it is a wonderful liver medicine. I always have it in the house. For sale by all druggists.

Start at "A" and continue without crossing any lines or raising your pencil and you will draw an animal found only in one part of the World

In the small pictures No 1 represents the name of this animal, each of the others tells you something about it.

To the Boy or Girl Whose Name Is Drawn From the Correct Answers Received At This Office By Next Thursday Night, The Journal Will Give a Silver Dollar.

The Boy or Girl Whose Answer Is Drawn Second Will Be Given a Box of Huyler's Candy When Called For at D'Alemberte's Pharmacy.

SUMMARY OF RAILROAD RATE LAW AS AMENDED

SCOPE OF THE MEASURE, REQUIREMENTS AND PENALTIES AND POWERS AND DUTIES OF COMMISSION.

Harry L. Christie, attorney for the St Louis Business Men's League, has prepared for the Post-Dispatch the following summard of the interstate commerce law:

Scope of the Law.

The law relates to interstate and eign commerce, and not to shipments wholly within a single state. Both freight and passenger traffic are included within the terms of the law.

It affects common carriers. This ter includes, not only railroad companies, but also express companies, sleeping car companies and persons and corporations engaged in the transportation of oil and like commodities by means of pipe lines.

The law applies not only to the actual transportation of goods from point of shipment to destination, but it applies as well as to all services rendered in connection with the receipt delivery, elevation, transfer in transit, ventilation, refrigeration or icing, storage and handling of the goods transported. It applies to the cars and other vehicles and facilities employed in connection with transportation and handling, regardless of ownership of the same.

Purpose of the Law.

The main purpose of the law is to insure reasonable and non-discriminative rates, regulations and practices.

Carriers are required:

To make their charges just and reasonable.

To afford reasonable and equal facilities for interchange of traffic between various lines.

To print and file and keep open to public inspection schedules of all their rates, fares and charges.

To give thirty days' notice of any change in rates, fares or charges, unless a shorter time is prescribed by the commission.

To make full annual reports to the commission in the manner prescribed by the commission, and also to file monthly reports of earnings and expenses, if required.

To keep all accounts, records and memoranda in form and manner as required by the commission, and to give the commission and its examiners free access to the same.

To assume liability for any loss or damage to goods received for transportation whether occasioned by the receiving carrier, or by any other carrier over whose lines the goods pass.

To construct, maintain and operate switch connections with branch lines of railroad and private side tracks, where same is practicable and the business justifies it.

To obey the lawful orders of the commission.

Carriers are forbidden:

To discriminate unfairly by means of rebates or other device between persons or between places, or between classes of traffic.

To issue passes except in certain specified cases, where the facts warrant the giving of free transportation. (The provision is effective January 1, 1907).

To charge more for a shorter haul than for a longer haul, where the distance covered by the former is included in the latter, except in special cases as specidd.

To poil arnings.

To enter into agreements or arrangements designed to prevent the carriage of freight from being continuous from place of shipment to place of destination.

To permit transportation of goods at less than regular rates by means of false billing, false classification, false weighing or other device.

To transport commodities (other than timber and its manufactured products) which they themselves own or have any interest in, except such as are for use in the carrier's business as such. (This provision effective May 1, 1908).

Penalties Against Carriers.

A carrier violating the law is liable to the person injured for the full amount of damages sustained, including a reasonable counsel or attorney's fee.

Violation of the law by the carrier or by any officer or agent of the carrier is a misdemeanor punishable by fine of not more than $5,000.

Unlawful discrimination is punishable by imprisonment in the penitentiary for a term not exceeding two years.

Willful failure to obey an order of the commission in respect to the rate to be charged or the practice to be observed (as prescribed in section 15) causes a forfeiture to the United States of $5,000 for such offense.

Failure to keep accounts, records and memoranda in the matter prescribed by the commission, or to exhibit same to the commission or its examiners, causes a forfeiture to the United States of $500 for such offense.

The willful making of false entries or the willful destruction or mutilation of account is punishable by fine of not less than $1,000 nor more than $5,000 or imprisonment for from one to three years, or both ine and imprisonment.

Penalties Against Shippers.

Persons obtaining transportation at less than regular rates by means of false classification, alse weighing, false representation or other device, the act being willful, are punishable by fine not exceeding $500 or by imprisonment in the penitentiary for not more than two years, or both fie and imprisonment.

Persons inducing a carrier or its agent to discriminate unjustly in their favor and against other shippers, either by the payment of money, by solicitation or otherwise, are punishable by fine not exceeding $5,000, or by imprisonment in the penitentiary for not more than two years, or by both fine and imprisonment. Such offenders are also liable tothe persons discriminated against for all damages the latter may sustain.

The Commission, Its Powers and Duties.

The interstate commerce commission is composed of seven members with terms of seven years, each member receiving $10,00 a year.

The commission is empowered to keep itself fully informed as to the business of interstate carriers, and it is made its duty to enforce the provisions of the law.

The commission is required to investigate matters complained of by individuals, corporations or state railroad commissions, and may institute inquiries on its own motion. The complainant need not show direct damage to himself.

When the commission, upon inquiry, finds a rate, regulation or practice unjust or unreasonable, it becomes its duty to prescribe a just anl reasonable regulation or practice or maximum rate to be thereafter charged or observed. The orders of the commission in this regard become effective within a reasonable time, not exceeding thirty days, and continue in force for the time prescribed, not exceeding two years, subject to suspension by the commission.

The commission has authority, also, after hearing on complaint to establish through routes, joint rates and division of rates.

If a shipper renders any service in connection with a shipment or furnishes any instrumentality used in connection with his shipment the commission may, after hearing on complaint, determine the reasonable maximum charged allowable for such service or instrumentality and make an order accordingly.

It is the commission's duty when it finds a complainant entitled to damages, to make an order requiring the carrier to pay the amount of such damages in or before a day named.

In case of a carrier's failure to obey the commission's orders in respect to rates, regulations or practices, the commission may apply to the court for an order restraining the carrier from further disobedience. After an order is made by the commission, application can be made for a rehearing, but pending such application, the order is to be in force.

The commission may request the attorney general to apply to the courts for a writ of mandamus commanding common carriers to comply with the provisions of the law.

The commission is authorized to prescribe the forms of all accounts, records and memoranda kept by the carriers, and to have free access to same by their examiners.

The Elkins Act.

Willful failure by the carrier to file and publish its tariffs or to observe proper tariffs is a misdemeanor punishable by fine of not less than $1,000 nor more than $20,000.

Every person or corporation who shall knowingly offer, grant and give or solicit or accept or receive any rebate, concession or discrimination, is punishable by fine of not less than $1,000 nor more than $20,000; and any person convicted of such offense shall also be liable to imprisonment in the penitentiary for a term not exceeding two years.

Any act or omission of an officer or agent is deemed the act of the company, firm or person whom such officer or agent represents.

Receiving a rebate or offset in any form from a carrier also subjects the offender to a forfeiture to the United States of three times the amount received.

The commission, when it has ground for believing that a carrier is committing forbidden discrimination may present a petition to the court, and it is the duty of the court thereupon to enforce the law by proper orders and process.

The Expedition Act.

Provision is made for giving suits in equity arising under the interstate commerce act precedence over others, where the attorney general certifies that the case is of general public importance.

Act in Relation to Testimony.

No person is to be excused from testifying or from producing books and papers on the ground that his testimony or such books and papers would tend to criminate him. He shall not, however, be prosecuted, or be subjected to any penalty or forfeiture, on account of the matters concerning which his testimony is given, or to which such documentary evidence relates.

General Robert E. Lee.

was the greatest General the world has ever known. Ballard's Snow Liniment is the greatest Liniment. Quickly cures all pains. It is within the reach of all. T. H. Pointer, Hempstead, Texas, writes: "This is to certify that Ballard's Snow Liniment has been used in my household for years and has been found to be an excellent Liniment for Rheumatic pains. I am never without it." For sale by all druggists.

NOTICE TO SUBSCRIBERS.

As all kicks registered in this office for failure of delivery of the paper are charged up to the carriers, it is desirous that subscribers be quite certain that the paper has not been delivered before registering such kick.

At times complaints comes in from houses at which we are certain the paper has been delivered, and this is obviously unjust to the boys. If you do not get the paper we want to know it; but please be certain.

Oysters at Nick & Co.'s, Solomon's old stand, 25 cents per doz.

EMERGENCY CALL.

All members of Joppa Lodge No. 6, I. O. O. F., and Pensacola Lodge No. 4, I. O. F., are reduested to be present at the meeting to-day ata 3:00 p. m. 1t

NOTED NAVAL COMMANDERS TO BE HERE

Jamestown Exposition Will Have Many Distinguished Officers and Ships.

By Willard Homan.

Norfolk, Va., Sept. 29.—A glance at the pages of the newly issued official list of officers of the United States Navy giving the name, rank and present duty of the 3,500 warrant and commissioned officers of the navy, shows that some of the most famous names in the annals of the United States Navy are still to be found on the active list of this department.

Many of the ships of war that will come to the Jamestown Exposition to be held at Hampton Roads near Norfolk, Va., in 1907, will have among their officers men bearing these famous names. Many of the owners of these celebrated patronymics are either direct descendants of the men who first made the names famous or else relatives through collateral descent. Some of the bearers of the famous names are no relation to the men who have made those names faous. Others have gained their chief claims to fame in other military service than that of the United States. It is none the less interesting, however, to notice how many Drakes and Nelsons there are amoung the officers of Uncle Sam's Navy.

The first name which has already been big in public fame to appear on this long roll of honor is that of Ensign W. David Worth Bagley, who is a brother of Worth Bagley who was killed on the decks of the torpedo boat Winslow while bravely fighting in the harbor of Cardenas, Cuba, during the Spanish-American war Ensign Bagley is now attached to the gunboat Concord.

A few names below on the list on the naval register is the name of Midshipman Arthur Barney, who bears a name made famous by a gallant American seamon in the war of 1812. There are three Barrys still keeping on the naval list another name made famous in the same war.

Still farther down the list is the name of Augustine Toutant Beauregard a relative of the General Beauregard who attained fame on the Confederate side of the Civil War. He is a member of the same class at the Naval Academy and hails from Texas. The name of Commodore Belknap, who was proinent in the troubles in which the United States was involved for many years along the Asiatic coast is still borne on the rolls of the navy by Reginald R. Belknap, a lieutenant commander, and James L. Belknap, an assistant surgeon.

The name of Commodore Biddle, another hero of the war of 1812 is still carried in the United States Navy by William P. Biddle, a colonel in the marine corps and Clement D. Biddle, a surgeon. Blakely's fame is recalled by Lieutenant John R. Y. Blakely, Ensign Charles A. Blakely and Boatswain Frank D. Blakely.

The military fame of the Capron family attained in the Sponish-American War is recalled by the name of Midshipman Webster A. Capron, who recently resigned from the navy. There are seventeen officers bearing the name of Davis, so the naval fame of Davis is reasonably secure. Below the name of Davis in alphabetical order the name of Leonard J. DeRyder, which although spelled differently, recalls the gallant Dutch admiral who swept the British from the narow seas of the British Channel. Below his name appears that of one of the most gallant sailors who ever lived. There are found four Drakes in the Navy Register. Thus the name of the man the Spanish, branded as a pirate and whom good Queen Bess said was a man after her own heart, is well represented in what Fred T. Janes ranks as the second greatest fighting navy in the world. The name of Fremont, the Pathfinder of the Rockies, is commemorated by that of Commander John C. Fremont, his son and Lieutenant John C. Fremont, Jr., his grandson. That of Commander Foote, famous for his operations along the Mississippi river during the Civil War, s recalled by Percy W. Foote an ensign now attached to the cruiser Baltimore.

Paymaster McGill R. Goldsborough's name recalls that of the Commodore who was active in the operations of the Federal fleet along the Southern Atlantic coast during the Civil War. The name of Commodore Hull, who whipped the British ship Guerrierre in the war of 1812 is recalled by that of Harry F. Hull an assistant surgeon, and Leroy C. Hull, a gunner. The name of Commodore Lawrence is still recalled by Willis W. Lawrence, a midshipman of the first class at the Naval Academy.

Esek Hopkins, the first secretary of the United States Navy, is represent sented still by William Hopkins, a captain in the Marine Corps, Sydney S. Lee, a second lieutenant in the United States Marine Corps, is a grandson of the famous soldier, Robert E. Lee. A son of General Arthur McArthur, Lieutenant Arthur J. McArthur, is now attached to the battleship Ohio. Douglas C. MacDougal is a lieutenant in the Marine Corps. He is a son of that Douglas McDougal who in 1864 in the corvette Wyoming while looking for the Confederate privateer Shenandoah in the Straits of Shimonoseki, near Japan, whipped single-handed three Japanese steam frigates which had already whipped a Dutch and a French squadron combined.

PENSACOLA, FLA., SEPTEMBER 30, 1906.

PUZZLE ANSWER COUPON

Answers Must Be Written on This Coupon Blank. No Attention Will Be Paid Those Not Written On It. No Exception to this Rule.

My answers to the puzzles in The Journal to-day are as follows:

No. 1 _____

No. 2 _____

No. 3 _____

No. 4 _____

No. 5 _____

No. 6 _____

No. 7 _____

No. 8 _____

Name _____

Street No. _____

Answers to this week's puzzle must be on this coupon and bear this date.