

CALIFORNIA VIEW OF PRES. SMITH

Visit of Church Officials the Subject of an Interesting Account.

MINGLE PLEASURE AND WORK

Trip Through the West is One Where Division and Imparting of Counsel Are Merged.

Commenting on the arrival and brief sojourn of President Joseph F. Smith in Los Angeles, the Los Angeles Times of Monday last has an interesting account. With its story a four-column halftone reproduction of a photograph taken by the staff photographer is presented. Elder Joseph E. Robinson, president of the California mission, is referred to in the Times as "the Rev. Joseph Robinson." The account as it appears in the columns of the Times, is as follows:

When the private car "Merlin" pulled into the Arcade depot yesterday, on board was President Joseph F. Smith, head of the Church of Jesus Christ of Latter-day Saints of the world, otherwise, the Mormon Church. A little group of friends stood near to welcome the leader.

President Smith is accompanied on his tour by three leading Church officials, men, with one exception, of advanced years. With their serious-minded aspect, their long, snowy beards and their silver hair, they present a decidedly patriarchal appearance.

John R. Winder, aged 87, is a figure of importance, officially President Smith's first counselor. Patriarch John Smith, a younger man, staunch and stalwart, and carrying his many years well, is President Smith's elder brother. George A. Smith, with the early middle life, is one of the Twelve Apostles. Bishop Charles W. Nibley, keen of business, is the presiding bishop. The other members of the party are Mrs. Joseph F. Smith, Mrs. George A. Smith, Mrs. Nibley, and two sons and four daughters of President Smith.

To the noted Church officials well-known in the local Church of Latter-day Saints, Tenth street and Grand avenue, Kenneth C. Kerr, Salt Lake commercial agent, extended a cordial invitation from the mayor and the Chamber of Commerce of Riverside, urging President Smith to visit the San Fernando valley before he returns to Salt Lake.

President Smith, who is also present to see that President Smith was extended every official courtesy.

LINKS PRESENT WITH PAST.

The present visit of President Smith is of more than passing interest. He is one of the few leaders, who, through their own lives, still live the principles of the faith. President Smith is a son of Hyrum Smith, who with his own brother, Joseph Smith, was killed at Carthage, Ill., in 1844. His father, Joseph Smith, was a pioneer, a man of the soil, planter of vines and orchards, men of the hardy pioneer type, who made the waste places of earth blossom like the rose.

President Joseph Fielding Smith is one of the earliest men to "intervene." Plain spoken, kindly, he answers reports frankly and talks in the straightforward, common-sense style of an educated farmer.

PURPOSES OF TOUR.

In response to questions, he outlined briefly his plans and purposes on the present tour. He and his party, he said, were on a little pleasure jaunt, in which some business was added as a matter of course; a tour of inspection, in a sense, through the colonies of the faithful; to see how things fare with them; and to advise with them for the good of their souls. The old gentleman said all this simply and plainly, without suggestion of his own importance.

His party, he explained, left Salt Lake on June 28, stopping first at Le Grand, Idaho, and then at Lewiston, Idaho. Prof. J. J. McClellan, organist in the great Salt Lake Tabernacle, went along to play on the organ in the splendid new Oregon church. The people in this colony are farmers, and number 5,000. They are prospering.

Next, a pause was made at the saw-mill on Hood river, Oregon, where George W. Stoddard and Charles W. Nibley have important lumbering camps. Then, by way of diversion, a run was made to Astoria, famed as the birthplace of the unknown, the next morning the party left for Portland, where the resolute John Jacob Astor had planned to control the fur trade in the Far West, by making Astoria the Pacific outpost in a chain of stations crossing the unknown northern frontier. Portland was visited in order, July 5, where about 200 friends were met in conference.

The next stopping place, Vina, is in the upper Yosemite valley. Here, about 100 colonists have recently settled, coming from Alberta. From Vina the Merlins went to Gridley, where there is a prosperous colony of 400 hard-working farmers affiliated with the Church.

Visits to San Francisco, Palo Alto and Santa Cruz added variety to an interesting itinerary.

BUSY DAYS HERE.

Speaking of his plans in and around Los Angeles, President Smith explained that on Monday he and his friends will visit Catalina. Tuesday, Mr. Lower, Wednesday, San Diego; Thursday, Los Angeles, possibly the beaches, or Riverside, as guests of the Salt Lake.

At Long Beach, Mrs. A. W. McCune, wife of a well known mine owner of Peru, will entertain President Smith and party.

Asked whether the long-drawn controversy over seating United States Senators should had through seated and ill-advised comments on the religion of Latter-day Saints, injured the cause, President Smith replied frankly that, in his opinion, the publicity resulting from that occasion had served an excellent missionary purpose. The extraordinary publicity to which the Latter-day Saints were subjected, himself added, has carried the work into the remotest, remote, he stated, reaching in remembrance of the formative days in the then far

Every Style Represented

In our BIG DISPLAY of SUMMER HATS. Every day new goods in all styles have been added to make the selection broad and varied. Our Line of Duck, Lingerie, Leghorn and Straw Hats is the MOST BEAUTIFUL we have ever had.

HALF PRICE.

FRIDAY AND SATURDAY



western country, he recalled with affection his own early struggles. At the age of 5, he said, he drove an ox team across the plains; the hard journey took 15 months, and was filled with interesting episodes. The boy of 9 was the guide and protector of a widowed mother.

"How the west has grown," he concluded, as though speaking to himself. He seemed to see at that moment the present broad expansion, as in a vision, and most enlightening ideas. It is to this part of the nation that hardy pioneers of all races come, and by their very strength, daring and originality, break more and more with convention.

President Smith, who, on Nov. 13, will turn three score and ten, attended three Church meetings yesterday, in the presence of Rev. Joseph E. Robinson, the white-bearded patriarch and the counselor, also the younger men of the ecclesiastical group.

Each visitor spoke at considerable length, and the congregation, at each session, responded by the closest attention.

President Smith dwelt on the Christian doctrine, which he expounded in his plain, dignified style. At times he became mightily aroused, and his voice rang out in a clear call that must have frightened the unrepentant. In fervid words, he pictured the terrors of death to the unrepentant sinner. There was the fire, the grim determination of the evangelist in the old man's ardor.

WEST FOR PROGRESS.

"The far west," pursued President Smith, thoughtfully, "will yet be the home of our noblest social progress, and our most enlightening ideas. It is to this part of the nation that hardy pioneers of all races come, and by their very strength, daring and originality, break more and more with convention."

President Smith, who, on Nov. 13, will turn three score and ten, attended three Church meetings yesterday, in the presence of Rev. Joseph E. Robinson, the white-bearded patriarch and the counselor, also the younger men of the ecclesiastical group.

Each visitor spoke at considerable length, and the congregation, at each session, responded by the closest attention.

President Smith dwelt on the Christian doctrine, which he expounded in his plain, dignified style. At times he became mightily aroused, and his voice rang out in a clear call that must have frightened the unrepentant. In fervid words, he pictured the terrors of death to the unrepentant sinner. There was the fire, the grim determination of the evangelist in the old man's ardor.

MUST HAVE FAITH.

"What, then, do we do for our sins?" he asked. "We must have faith in God, and in his promises to the gospel. We shall be born again, heirs of God."

In this hour, his message rang forth for half an hour; the tense thrill held the throng, and here and there, one uttered a fervent "amen" by way of sympathy with the leader's prayers.

President Smith took up the question of marriage, and with much emphasis declared the contract to be not for life, only, but for all eternity. He also dwelt on the duties of the Christian, the necessity for temperance.

Thus, throughout the day, at the several meetings, he was at home with his people, impressing them to lead useful, honorable lives.

Nor did he spare himself. He conceded that he, too, was imperfect, but had always tried to follow an upright life. He has made errors, some of them serious, he said, but is sustained by the thought that he is upheld by his people as prophet, seer and revelator, dedicating his life to lead his faithful friends in righteous ways.

Among the special hymns sang yesterday was one by Ellen R. Snow, known as the "Poetess of Zion." President Smith commented upon it as "filled with the spirit of prophecy." A stanza of still another hymn sung with special reverence is as follows:

"We thank Thee, O God, for a prophet to guide us in our latter days; We thank Thee for sending the apostles to lighten our minds with thy rays."

Then, the concluding lines:

"The wicked who fight against Zion Will surely be smitten, at last."

TEMPERANCE IN IDAHO.

Mrs. E. E. Shepherd Returns from Lecture Tour Through Gem State.

Mrs. E. E. Shepherd, who has been absent for the past month visiting the eastern counties of Idaho in the interests of temperance, has returned and is delighted with the reception given her lectures. Some misgivings were felt as to the interest to be expected in comparatively strange localities, but everywhere along the route, Mrs. Shepherd declares, large audiences greeted her, and return dates arranged as evidence of the enthusiasm awakened in the work. Mrs. Shepherd visited American Falls, making two speeches there before the election, and staying over to see the results of the liquor

STATISTICS ON THE RAILROADS

Earnings Show Increase in Interstate Commerce Commission's Report.

ALL PHASES WELL COVERED.

Only One Passenger Killed for Every Forty-Five Million Miles Covered.

Washington, July 15.—A net income of \$449,461,188 available for dividends or surplus, \$78,905,133 passengers carried, and 1,766,336,659 tons of freight hauled, track mileage of 327,975, empties numbering 1,672,074, equipment including 56,388 locomotives, 43,978 passenger cars and 1,991,57 freight cars and 122,855 persons killed or injured, is the showing made in the interstate commerce commission's report yesterday for the year ending June 30, 1907.

In these figures neither cars used in the company's service nor commercial private cars are included. The mileage of tracks of all kinds increased 10,892 over the previous year. Railroads owning 2,811 miles of line were reorganized, merged or consolidated. There were 29 roads in receivership. Nearly all the locomotives and cars in the interstate service had their tires replaced, but 38 passenger locomotives carried automatic couplers, only a little over 1 per cent of the passenger cars lacked automatic couplers and of 1,991,567 freight cars, 990,881. The income from operation of the net earnings of the railroads was \$406,689,764, exceeding the previous year by \$5,701,868. The total of \$1,127,175,706 income on railways embraced net earnings and income from lease, investments and miscellaneous sources. Dividends declared aggregated \$308,137,924, leaving \$141,537,782 as surplus from the operations this year against the previous year's surplus from operation of about \$29,000,000 less.

In 1907 one passenger was killed for every 1,432,611 carried and one injured for every 57,612 carried, a little worse showing than the previous year.

One passenger was killed for every 45,000,000 odd passenger miles traveled and one injured for every 2,125,498 miles.

INSANE CHINAMAN.

Demented Man Walks Into Residence Of Spencer Clawson This Morning.

A Chinaman giving the name of George Bind, apparently demented, was arrested at the residence of Spencer Clawson, 23 State street, this morning.

FOOLS AND THEIR MONEY.

Colored Women Clean Up \$400 By Robbing Male Visitors.

Mary Taylor, a notorious colored woman of the town, seems to be always in trouble. She was arrested again last night on the charge of robbery by officers Cassidy and Howell, charged with robbing a stranger of \$40 on Victoria alley. The woman was then taken to the jail, the charge being robbery, and she was also under arrest on the charge of vagrancy and frequenting a hop joint.

Detective Sheets says the woman is one of the worst thieves that ever infested Salt Lake City, and the officers are at their wits end in scheming how to get rid of her.

Last night Officer H. D. Lyon arrested two more colored women, Mary Jarrett and Merena Kingston, on the charge of robbing a foreigner named John Dinko of \$150 on Victoria alley. The woman was in the house where the man was in the house where the woman was and they picked his pockets, so he says. On Monday night last another woman, whose name the police were unable to learn, reported that he had been robbed of \$25 and it is believed that the woman was under arrest turned the trick. The police say they are practically powerless to cope with the women thieves for the reason that their victims, as a rule, will not appear to prosecute.

WHEEL THIEF ARRESTED.

As a result of some good detective work on the part of Bicycle Officer Dan Grundvik, Charles Themm, a young man residing at 75 west Third South street, is now serving a sentence of 15 days in the city jail on the charge of petit larceny. Themm stole a valuable bicycle from a youth named Robert Glenney. The wheel was stolen about June 28, and the thief at once reported to the police.

Grundvik was detailed on the case and after a short time he located the man who stole it. The wheel had been repaired and for several days had been secreted at Themm's place. When arrested he admitted his guilt.

SOCIAL AND PERSONAL.

Mrs. Choe L. Eldredge announces the engagement of her daughter Mary Jane to Lee Greene Richards the marriage to take place Aug. 18.

The largest affair of yesterday was the charity card party for the benefit of the Hospital Aid association, given during the morning at Rowland Hall. Pitches and fees were served, with Mrs. A. S. Bowers in charge assisted by a bevy of young girls. About 30 tables were played and prizes in the way of pictures in watercolors done by Miss Edith Matthews were awarded each table, the winners being Miss Dame of Boston, Mrs. George Sutherland, Mrs. J. P. Moughuath, Mrs. Jay Rogers, Mrs. H. A. Whitney, Mrs. Weyher, Mrs. Perry Mosson, Miss Bretano, Mrs. Fred Hornung, Mrs. Joseph Oberdorfer, Mrs. B. A. McMillen, Miss Tinsman, Miss Bean, Mrs. W. D. Donohoe, Mrs. John Wager, Mrs. George Aldrich, J. M. Wilkey, Mrs. William Ames, Mrs. Emlaw, Mrs. Heber Lee, Mrs. J. W. Edmunds, Mrs. Justus Jungk, Mrs. F. J. Fablan, Mrs. R. C. Hill, Mrs. J. T. Richards, Mrs. Elmer Darling.

Six tables were played at the bridge tea given by Miss Julia Cullen yesterday in honor of Miss Edith Matthews and prizes were won by Miss Edith Farnsworth, Miss Luvera Snow, Miss Carrie Sappington, Miss Olive Bartch, Miss Winifred Lynn, and Mrs. William Hunt. The decorations were in roses and sweet peas, and two or three friends assisted in serving tea.

Mrs. Ernest Bangerger gave a luncheon today at the Country club.

Miss Emma Lucy Gates leaves today to join her mother, Mrs. Susi A. Gates at Brighton.

Mr. and Mrs. Nephil Clayton and family have gone to their ranch in Parley's canyon for the summer.

Capt. and Mrs. Briant Wells have arrived from Manila and are with Mrs. Wells' mother, Mrs. T. W. Jennings.

Mrs. John Reed gave a breakfast and card party this morning in honor of Mrs. C. O. Whittemore, the rooms being bright with flowers and about a dozen present.

The H. G. Whitney and J. D. Spencer families leave on Saturday for Brighton. The latter will occupy the Piper cottage for the summer.

Mrs. H. C. Edwards gave a lake party last night for Miss Leigh Whittemore.

Mrs. J. H. Young and family of Oakland were visiting Mr. and Mrs. Henry Lawrence.

Mr. and Mrs. Leslie Savage leave this week for Gold Circle, Nev., for an extended stay.

Mrs. S. Redding of Ottumwa, Iowa, arrived today for an extended visit with her daughter, Mrs. G. A. Young of 79 Second avenue.

CARD FOR OGDEN.

Good Program to Be Run Off in Junction City Tonight.

The card for the Ogdén saucer this evening follows:

1. Mile match team sprint race—McFarland and Downing vs. Samuelson and Hollister.

2. Unlimited pursuit race, professional—Achor, Senhouse and Morgan vs. Walker, Miller and Decker.

3. Mile handicap, professional—Australian pursuit race, amateur.

4. Handicap, open, 1000 yards.

5. Mile motor paced race against time by Hal McCormack for record of 1:29.4.

90 PER CENT

of the readers of the Semi-Weekly News are Farmers, Stockmen and Ranchers. Advertisers desiring to reach this class of buyers, can find no paper in the West that will serve their needs so well.

STATISTICS ON THE RAILROADS

Earnings Show Increase in Interstate Commerce Commission's Report.

ALL PHASES WELL COVERED.

Only One Passenger Killed for Every Forty-Five Million Miles Covered.

Washington, July 15.—A net income of \$449,461,188 available for dividends or surplus, \$78,905,133 passengers carried, and 1,766,336,659 tons of freight hauled, track mileage of 327,975, empties numbering 1,672,074, equipment including 56,388 locomotives, 43,978 passenger cars and 1,991,57 freight cars and 122,855 persons killed or injured, is the showing made in the interstate commerce commission's report yesterday for the year ending June 30, 1907.

In these figures neither cars used in the company's service nor commercial private cars are included. The mileage of tracks of all kinds increased 10,892 over the previous year. Railroads owning 2,811 miles of line were reorganized, merged or consolidated. There were 29 roads in receivership. Nearly all the locomotives and cars in the interstate service had their tires replaced, but 38 passenger locomotives carried automatic couplers, only a little over 1 per cent of the passenger cars lacked automatic couplers and of 1,991,567 freight cars, 990,881. The income from operation of the net earnings of the railroads was \$406,689,764, exceeding the previous year by \$5,701,868. The total of \$1,127,175,706 income on railways embraced net earnings and income from lease, investments and miscellaneous sources. Dividends declared aggregated \$308,137,924, leaving \$141,537,782 as surplus from the operations this year against the previous year's surplus from operation of about \$29,000,000 less.

In 1907 one passenger was killed for every 1,432,611 carried and one injured for every 57,612 carried, a little worse showing than the previous year.

One passenger was killed for every 45,000,000 odd passenger miles traveled and one injured for every 2,125,498 miles.

EARNINGS GREATER.

The total wages and salaries paid was \$1,072,386,427. The passenger traffic exceeded the previous year by almost 70,000,000 persons. The freight traffic increased almost 165,000,000 tons, or 69.78 tons per mile. The passenger revenue per mile averaged 2.04 cents, and both passenger and freight train earnings per train mile showed an increase.

MYSTIC SHRINERS.

Elect Officers and Select Louisville for The Next Conclave.

St. Paul, Minn., July 15.—The Imperial council of the ancient Arabic order Nobles of the Mystic Shrine, today elected officers and decided to hold the conclave of 1909 in Louisville. Four cities were contestants for the gathering.

STATISTICS ON THE RAILROADS

Earnings Show Increase in Interstate Commerce Commission's Report.

ALL PHASES WELL COVERED.

Only One Passenger Killed for Every Forty-Five Million Miles Covered.

Washington, July 15.—A net income of \$449,461,188 available for dividends or surplus, \$78,905,133 passengers carried, and 1,766,336,659 tons of freight hauled, track mileage of 327,975, empties numbering 1,672,074, equipment including 56,388 locomotives, 43,978 passenger cars and 1,991,57 freight cars and 122,855 persons killed or injured, is the showing made in the interstate commerce commission's report yesterday for the year ending June 30, 1907.

In these figures neither cars used in the company's service nor commercial private cars are included. The mileage of tracks of all kinds increased 10,892 over the previous year. Railroads owning 2,811 miles of line were reorganized, merged or consolidated. There were 29 roads in receivership. Nearly all the locomotives and cars in the interstate service had their tires replaced, but 38 passenger locomotives carried automatic couplers, only a little over 1 per cent of the passenger cars lacked automatic couplers and of 1,991,567 freight cars, 990,881. The income from operation of the net earnings of the railroads was \$406,689,764, exceeding the previous year by \$5,701,868. The total of \$1,127,175,706 income on railways embraced net earnings and income from lease, investments and miscellaneous sources. Dividends declared aggregated \$308,137,924, leaving \$141,537,782 as surplus from the operations this year against the previous year's surplus from operation of about \$29,000,000 less.

In 1907 one passenger was killed for every 1,432,611 carried and one injured for every 57,612 carried, a little worse showing than the previous year.

One passenger was killed for every 45,000,000 odd passenger miles traveled and one injured for every 2,125,498 miles.

EARNINGS GREATER.

The total wages and salaries paid was \$1,072,386,427. The passenger traffic exceeded the previous year by almost 70,000,000 persons. The freight traffic increased almost 165,000,000 tons, or 69.78 tons per mile. The passenger revenue per mile averaged 2.04 cents, and both passenger and freight train earnings per train mile showed an increase.

MYSTIC SHRINERS.

Elect Officers and Select Louisville for The Next Conclave.

St. Paul, Minn., July 15.—The Imperial council of the ancient Arabic order Nobles of the Mystic Shrine, today elected officers and decided to hold the conclave of 1909 in Louisville. Four cities were contestants for the gathering.

STATISTICS ON THE RAILROADS

Earnings Show Increase in Interstate Commerce Commission's Report.

ALL PHASES WELL COVERED.

Only One Passenger Killed for Every Forty-Five Million Miles Covered.

Washington, July 15.—A net income of \$449,461,188 available for dividends or surplus, \$78,905,133 passengers carried, and 1,766,336,659 tons of freight hauled, track mileage of 327,975, empties numbering 1,672,074, equipment including 56,388 locomotives, 43,978 passenger cars and 1,991,57 freight cars and 122,855 persons killed or injured, is the showing made in the interstate commerce commission's report yesterday for the year ending June 30, 1907.

In these figures neither cars used in the company's service nor commercial private cars are included. The mileage of tracks of all kinds increased 10,892 over the previous year. Railroads owning 2,811 miles of line were reorganized, merged or consolidated. There were 29 roads in receivership. Nearly all the locomotives and cars in the interstate service had their tires replaced, but 38 passenger locomotives carried automatic couplers, only a little over 1 per cent of the passenger cars lacked automatic couplers and of 1,991,567 freight cars, 990,881. The income from operation of the net earnings of the railroads was \$406,689,764, exceeding the previous year by \$5,701,868. The total of \$1,127,175,706 income on railways embraced net earnings and income from lease, investments and miscellaneous sources. Dividends declared aggregated \$308,137,924, leaving \$141,537,782 as surplus from the operations this year against the previous year's surplus from operation of about \$29,000,000 less.

In 1907 one passenger was killed for every 1,432,611 carried and one injured for every 57,612 carried, a little worse showing than the previous year.

One passenger was killed for every 45,000,000 odd passenger miles traveled and one injured for every 2,125,498 miles.

EARNINGS GREATER.

The total wages and salaries paid was \$1,072,386,427. The passenger traffic exceeded the previous year by almost 70,000,000 persons. The freight traffic increased almost 165,000,000 tons, or 69.78 tons per mile. The passenger revenue per mile averaged 2.04 cents, and both passenger and freight train earnings per train mile showed an increase.

MYSTIC SHRINERS.

Elect Officers and Select Louisville for The Next Conclave.

St. Paul, Minn., July 15.—The Imperial council of the ancient Arabic order Nobles of the Mystic Shrine, today elected officers and decided to hold the conclave of 1909 in Louisville. Four cities were contestants for the gathering.

STATISTICS ON THE RAILROADS

Earnings Show Increase in Interstate Commerce Commission's Report.

ALL PHASES WELL COVERED.

Only One Passenger Killed for Every Forty-Five Million Miles Covered.

Washington, July 15.—A net income of \$449,461,188 available for dividends or surplus, \$78,905,133 passengers carried, and 1,766,336,659 tons of freight hauled, track mileage of 327,975, empties numbering 1,672,074, equipment including 56,388 locomotives, 43,978 passenger cars and 1,991,57 freight cars and 122,855 persons killed or injured, is the showing made in the interstate commerce commission's report yesterday for the year ending June 30, 1907.

In these figures neither cars used in the company's service nor commercial private cars are included. The mileage of tracks of all kinds increased 10,892 over the previous year. Railroads owning 2,811 miles of line were reorganized, merged or consolidated. There were 29 roads in receivership. Nearly all the locomotives and cars in the interstate service had their tires replaced, but 38 passenger locomotives carried automatic couplers, only a little over 1 per cent of the passenger cars lacked automatic couplers and of 1,991,567 freight cars, 990,881. The income from operation of the net earnings of the railroads was \$406,689,764, exceeding the previous year by \$5,701,868. The total of \$1,127,175,706 income on railways embraced net earnings and income from lease, investments and miscellaneous sources. Dividends declared aggregated \$308,137,924, leaving \$141,537,782 as surplus from the operations this year against the previous year's surplus from operation of about \$29,000,000 less.

In 1907 one passenger was killed for every 1,432,611 carried and one injured for every 57,612 carried, a little worse showing than the previous year.

One passenger was killed for every 45,000,000 odd passenger miles traveled and one injured for every 2,125,498 miles.

EARNINGS GREATER.

The total wages and salaries paid was \$1,072,386,427. The passenger traffic exceeded the previous year by almost 70,000,000 persons. The freight traffic increased almost 165,000,000 tons, or 69.78 tons per mile. The passenger revenue per mile averaged 2.04 cents, and both passenger and freight train earnings per train mile showed an increase.

MYSTIC SHRINERS.

Elect Officers and Select Louisville for The Next Conclave.

St. Paul, Minn., July 15.—The Imperial council of the ancient Arabic order Nobles of the Mystic Shrine, today elected officers and decided to hold the conclave of 1909 in Louisville. Four cities were contestants for the gathering.

STATISTICS ON THE RAILROADS

Earnings Show Increase in Interstate Commerce Commission's Report.

ALL PHASES WELL COVERED.

Only One Passenger Killed for Every Forty-Five Million Miles Covered.

Washington, July 15.—A net income of \$449,461,188 available for dividends or surplus, \$78,905,133 passengers carried, and 1,766,336,659 tons of freight hauled, track mileage of 327,975, empties numbering 1,672,074, equipment including 56,388 locomotives, 43,978 passenger cars and 1,991,57 freight cars and 122,855 persons killed or injured, is the showing made in the interstate commerce commission's report yesterday for the year ending June 30, 1907.

In these figures neither cars used in the company's service nor commercial private cars are included. The mileage of tracks of all kinds increased 10,892 over the previous year. Railroads owning 2,811 miles of line were reorganized, merged or consolidated. There were 29 roads in receivership. Nearly all the locomotives and cars in the interstate service had their tires replaced, but 38 passenger locomotives carried automatic couplers, only a little over 1 per cent of the passenger cars lacked automatic couplers and of 1,991,567 freight cars, 990,881. The income from operation of the net earnings of the railroads was \$406,689,764, exceeding the previous year by \$5,701,868. The total of \$1,127,175,706 income on railways embraced net earnings and income from lease, investments and miscellaneous sources. Dividends declared aggregated \$308,137,924, leaving \$141,537,782 as surplus from the operations this year against the previous year's surplus from operation of about \$29,000,000 less.

In 1907 one passenger was killed for every 1,432,611 carried and one injured for every 57,612 carried