

SEN. TOR TILLMAN PUSHING RATE BILL

He is Doing All in His Power to Bring it to an Early Vote.

OVERMAN SEES DANGER AHEAD

Unless There is Wise Legislation Result May be Government Ownership.

Washington, March 26.—When the senate opened today Mr. Tillman presented a letter from Millard P. Snyder of Clarkburg, W. Va., relating to the discrimination of railroads in that state against independent coal operators by the Baltimore & Ohio. The letter stated that the people of West Virginia had begun to look upon Mr. Tillman as their senator.

The following bills were passed: Granting right of way through Fort Keogh military reservation in Montana to the Chicago, Milwaukee & St. Paul company.

Amending the law relative to the allotment of lands in the Flathead Indian reservation in Montana.

Mr. Overman then addressed the senate on the railroad rate bill, announcing his intention to support the bill "with some amendments" that would strengthen it.

He expressed apprehension that unless there was some legislation the result would be government ownership. Mr. Overman declared that the railroads by their discrimination, were driving many men out of business.

Mr. Overman objected to the use of the words "fairly remunerative" as descriptive of railroad rates, because it would involve complication and misconception. "Why not," he asked, "adopt the language of the Constitution?"

Mr. Overman asserted that the entire railway system of the country was controlled by six commissions, and furthermore that they were so blended in effect that they were practically one concern. "They are so banded and bound together by the closest ties of mutual advantage as to constitute one gigantic entity," he added.

Mr. Tillman made an effort to get the senate to fix a time for taking a vote.

Mr. Foraker then presented his amendment prohibiting the issuance by the railroad companies of passes for the cars of officials of one railroad over other lines, and he asked Mr. Tillman if he would not accept it. Mr. Tillman replied that if he had the committee with him he would accept the amendment but he thought it would be better to raise an original bill, "which we could send on to way rejecting to the other house, so as to avoid the melee in which the bill is sure to be involved."

Mr. Scott called attention to his amendment compelling railroads to base business connections with other lines and asked Mr. Tillman to accept it. The reply in this case was similar to that made in the first case, Mr. Tillman saying that he would accept it if



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he could, but he had no authority to do so.

Mr. Culberson asked to have his amendment prohibiting railroads and other corporations from making contributions to campaign funds considered, and indicated a desire to secure an immediate vote.

Mr. Tillman expressed the opinion that, owing to the absence of many senators, there should be no vote on any amendment, and Mr. Culberson assented to this decision as fair.

Mr. Tillman responded that he would tomorrow ask the senate to set a time to vote, and that when that decree was issued he would prepare an order of proceeding for submission to the senate.

Mr. Teller referred to the pressure for action, but expressed the opinion that the senate should not be influenced by public clamor. "Of one thing we may be certain," said he, "and that is that some rate bill will become a law before the final adjournment of Congress."

The Colorado senator expressed the opinion that no senator was opposed to a review of the decisions of the interstate commerce commission by the courts. The difference of opinion referred only to the method of proceeding. He referred to the charge that many of the senators were railroad attorneys, and added:

"I have no doubt that a large number of senators have been railroad attorneys, and possibly some of them have been railroad presidents. Before coming to the senate I was myself an attorney for a railroad and also president of a small road, but several both connections upon entering the senate, I have no prejudice against railroads, but, on the contrary, acknowledge their instrumentality in building up the country. I do not intend that any demand from anybody shall cause me to do any injustice either to the roads or the shippers. We should not be forced into action until we are prepared to act. What we want is railroad regulation, not railroad destruction."

The senate then, at 4:22 p. m., went into executive session, and adjourned at 4:30.

ALICE ROOSEVELT'S WEDDING

Was something to be recorded in the annals of history. Herbie has been acknowledged the greatest of liver regulators. A native cure for Biliousness, Headaches, Constipation, Chills and Fever, and all liver complaints. J. C. Smith, Little Rock, Ark., writes:

"Herbie is the greatest liver medicine known. Have used it for years. It does the work sold by Z. C. M. I. Drug Dept., 112 and 141 South Main Street."

MRS. LE DOUX KNEW OF MURDER

Told Story of the Crime and Didn't Seem to be the Least Bit Moved.

SAYS JOE MILLER KILLED HIM.

Lot Had Been Drinking, McVicar Was Given Carbolic Acid, Miller Got Money.

San Francisco, March 26.—The mystery connected with the finding of the dead body of Albert N. McVicar in a trunk at the Southern Pacific depot at Stockton on Saturday night has practically been solved, though a few details of the crime are lacking. The identification of the body yesterday, coupled with the fact that a woman who passed as McVicar's wife, but whose real name is Mrs. Emma Le Doux, had left Stockton shortly after the tragedy, was followed today by the arrest of the woman at Antioch, in Contra Costa county. She admitted that she knew of the murder and in a statement made before Justice of the Peace Abbott declared that the actual perpetrator of the crime was a man whom she knew as Joseph Miller. Mrs. Le Doux made the following statement:

"We had all been drinking and McVicar and I were drunk. McVicar had lots of money and Joe Miller gave him carbolic acid. Then I don't know just what happened. Miller and I put the body in the trunk and sent it to the depot. I wanted to go right away to my mother at Jackson, but Miller would not let me. He made me go to San Francisco with him Saturday night and Sunday. Last night we left San Francisco with tickets for Stockton. At Richmond Miller left me and went back to San Francisco, and I got off here at Antioch."

"I did not kill McVicar. He died after a quarrel with Miller. I went into the room and saw McVicar frothing at the mouth. He may have been given carbolic acid by Miller when I was out of the room."

Here the woman produced a bottle of carbolic acid from which some had been taken and also a knife which she said belonged to Miller.

"Miller got all the money," she continued, "and I do not know how much there was, but he got it. After McVicar was dead I went out and bought the trunk. Yes, that's true. Then we went to the Southern Pacific station after he put the body in the trunk. I helped him do that."

The local police learned that Mrs. Le Doux was visited in this city on Saturday night by Joseph Healy, a plumber, and he admitted to them that he did so in response to a telegram from Mrs. Le Doux, whom he had known for several years. He said:

"I remained at the lodging house quite late Saturday night, and went back again Sunday. I was sitting in the ladies' parlor reading when I happened to notice the story of the Stockton murder. I told her it was a terrible thing."

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She was very cool and said, 'Yes, it was.'

"Then I did not know it was McVicar who had been killed, so I asked her what had become of McVicar. She said he had died at Sonoma and that McVicar's brother had shipped the body to Denver, Colo. She also told me McVicar had a \$5,000 insurance policy that had been made out to her as beneficiary, but he had later had it transferred to his mother. She said that McVicar's brother had told her, however, that he would get her \$1,000 out of it."

Healy visited police headquarters voluntarily. The police believe his story and find a motive for the Stockton crime in the references to the insurance policy on McVicar's life and the money he was known to possess. They are now hunting for the woman's alleged male accomplice, who is not believed to be far away.

Mrs. Le Doux is well known in the red-light district of San Francisco. Her maiden name was Emma Hend. Several years ago she married a man named Barrett, but they soon separated and she became the wife of William Williams. They went to Arizona, where Williams died. It is said, under peculiar circumstances. She is alleged to have collected a heavy insurance policy on his life. She returned to California and married Le Doux, a Frenchman residing at Jackson, Amador county. At the Stockton hotel, where the crime occurred, the murdered man registered for the two as "A. N. McVicar and wife." In this city she registered as Mrs. E. Williams.

SENATOR ELKINS ISSUES REPLY TO GOV. CUMMINS.

Wheeling, W. Va., March 26.—Senator Elkins tonight issued the following statement relative to the letter of Gov. Cummins, of Iowa, which was made public last night: "I want no controversy with Gov. Cummins. I felt it was my duty to resent in a proper manner his assault on the senate of the United States and upon the in-

ter-state commerce committee and its chairman. What he had to say about me individually is of no moment, but I don't think a man as prominent as he should be allowed to traduce the senate, make unfounded statements without being called to account."

"He says that Senator Faulkner did not sit at my right, but was behind, but insists that he passed some questions to me which is not true. Not one had anything to do with the pending questions I asked the governor. He admits that the examination was not hostile as the evidence shows, and that he was treated with courtesy and consideration. He insists, however, without any foundation for it, that I am on the side of the railroads. This is not true. The Elkins bill answers this in effect, because it was passed without such amendments as the railroads proposed to it. The drastic and far-reaching amendments reported by Mr. Tillman for the investigation of the Baltimore & Ohio, Pennsylvania, Chesapeake & Ohio, Norfolk & Western mergers were originated in the committee of which I am chairman, passed the committee and senate unanimously. This is a further answer to his attack on the senate and me."

"Further answering Gov. Cummins, I would state that my interests are 10 to one against the railroads and against my interests in railroads and this would seem to conclusively show that I am not on the side of the railroads. I stand with the president in the matter of railroad legislation and the position he has taken."

D. & R. G. WRECK AT ADOBE.

Coroner's Jury Says It Was Due to Operator Lively's Carelessness.

Canon City, Colo., March 26.—The coroner's jury which has been investigating the Denver & Rio Grande wreck at Adobe on March 16, ended its deliberations today and returned a verdict, which in its essential points is as follows:

That the collision was due to the carelessness and negligence of S. F. Lively, operator at Swallows. That said negligence was not willful or malicious. That said S. F. Lively was asleep when No. 3 passed his station and failed to report when asked by the chief dispatcher.

KILLED IN A SALOON ROW.

Butte, Mont., March 26.—A Miner special from Red Lodge states that Ezra Ogden, a well known rancher, was fatally shot during a saloon row last night near Bozzy, a small stock camp 16 miles from Red Lodge. Hank Williams is in jail charged with the shooting, which he declares was accidental. Williams was intoxicated at the time of the shooting. Threats of lynching were freely made and to save himself Williams mounted his horse and fled to Red Lodge, where he gave himself up to the officers.

PRODUCTION OF "THE DUEL"

St. Petersburg, March 27.—The police have prohibited the first production of a dramatization of Kauppin's "The Duel," a Russian counterpart of "Life in a Garret Town," the novel written by former Lieut. Bismarck of the German army, which created a sensation in Germany a few years ago. The house had been entirely sold out and there were rumors that a big demonstration was intended.

For Thin, Poor Blood

You can trust a medicine tested sixty years! Sixty years of experience, think of that! Experience with Ayer's Sarsaparilla; the original Sarsaparilla; the Sarsaparilla the doctors endorse for thin blood, weak nerves, general debility. We have no secret! We publish the formulas of all our medicines.

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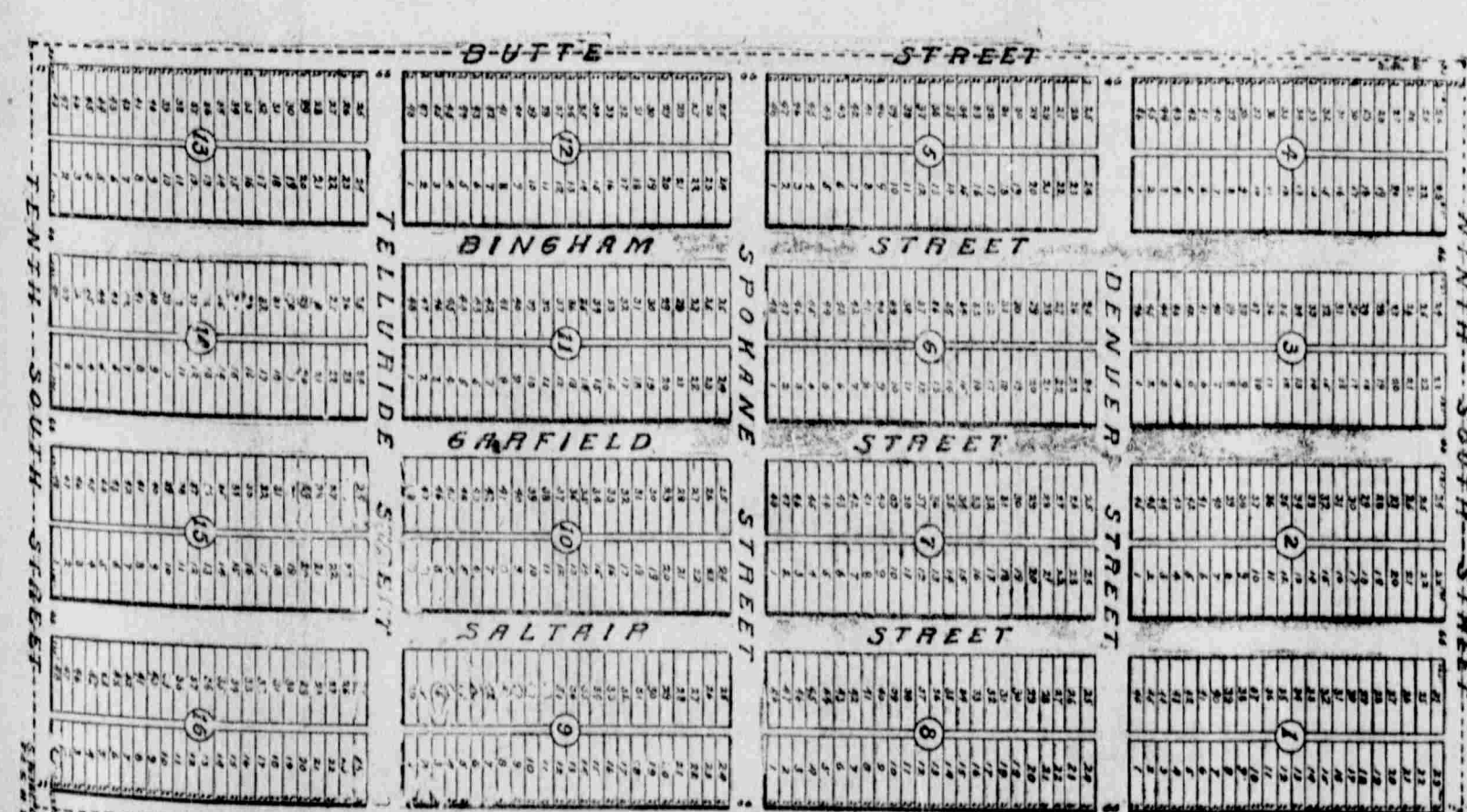
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DO YOU WANT A SAFE AND LEGITIMATE INVESTMENT for your idle cash? If you do, a suggestion to the shrewd buyer is sufficient. During the past week over ONE HUNDRED LOTS were sold—a convincing argument, don't you think as to the future of Smelter City? Among the buyers were residents of Goldfield, Nevada, Pocatello, Idaho, Butte and Helena, Montana, Provo, Ogden, Sunnyside, Stockton, Tooele, Mercur, Bingham, Park City, Murray, Richfield, Manti and Brigham City. And in Salt Lake City, some twenty-five citizens found time to visit the addition and purchase lots for both investment and improvement. The out-of-town sales were made entirely through correspondence, none of the purchasers being here to make personal selection.

NO BUILDING RESTRICTIONS IN SMELTER CITY. Everyone investing there is permitted to engage in any legitimate business. We invite the closest investigation of Smelter City lots. Title is perfect and Warranty Deed. If you are not a resident of Salt Lake you may write us, and selection will be made as you direct, or checks will be returned. In ordering lots by mail you should make a first and second choice.

LOCATION OF SMELTER CITY. The New Addition of Smelter City is located within a two hours' drive or a twenty-minute ride on the San Pedro railroad from Salt Lake. Saltair Bathing Resort is two and one-half miles to the north, while Great Salt Lake is within two miles of the Addition.

The immense concentrator now under construction is located one mile and a half from the lots, a walk of less than twenty minutes, and when completed, will employ over two thousand men.

HOW TO REACH SMELTER CITY. The San Pedro railroad tracks pass within four hundred feet of the addition and the property abutts on the surveyed electric line from Salt Lake to the Smelters.

COST OF LOTS. Lots may be purchased at prices ranging from \$50 to \$125. They are 25x120 feet in size to a 12-foot alley. Do you want any better proposition to double your money? After April 1st, prices will be advanced. Buy a lot at an honest price before the spring boom reaches Salt Lake and Smelter City. WRITE FOR PLAT OF THE ADDITION.

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