

LITTLEFIELD ON RAILWAY RATE BILL.

Believes the Pictures of Distress On the Question Are Entirely Too Lurid.

REMEDIES ALREADY EXIST.

Stevens of Minnesota Takes Different View That It Would Not Work Any Hardship.

Washington, Feb. 5.—Before the railroad rate debate began in the house to day two bills were passed. One provided for setting aside townships in the Flathead Indian reservation in Montana; the other authorized the further expenditures of \$40,000 for county improvements from the sale of town lots in Lawton, I. T.

An hour to oppose the railroad rate bill was yielded to Mr. Littlefield of Maine.

Mr. Littlefield believed the pictures of distress on the rate question were entirely too lurid. The proposed legislation went too far and he should vote against it. He had been willing to go as far as the president had recommended in 1904 and 1905. Not a member of the house, he maintained, could say what is a reasonable rate. This was one of the great and tremendous difficulties the bill presented and indicated the vast and arbitrary power that was to be vested in a political tribunal. In the zeal with which both political parties were running a legislative race, they had gone far beyond the president's desires.

A remedy for nine-tenths of rate evils, he said, now exists in all courts under the present law and the common law. Under the proposed bill a curious and incongruous condition was proposed. When the commission determined whether a rate was reasonable, it was acting in a judicial capacity; when it prescribed a rate for the future it would be legislating, and when it administered this finding it acted in an executive capacity. This was a combination of three functions of government—executive, legislative and judicial—in one single body.

Mr. Littlefield said the commission had been overruled two-thirds of the time.

A number of senators listened to Mr. Littlefield's argument, including Senators Foraker, Perkins, Millard, Keen, Bulkeley, Rayner, Piles, Scott, Gallinger and Aile.

Developing his contention that under the bill the commission could regulate the differential between the long and short haul, Mr. Littlefield said he was unwilling that a political commission should say what was a reasonable rate for the long haul.

Mr. Stevens of Minnesota said the "huge and awful" things which had been depicted would not result from the enforcement of the legislation. The committee which considered the bill was unanimous that it would not work hardship.

On the other hand, there was every indication by the popular demand for relief that conditions now are not satisfactory. The bill, he said, was a compromise and was not perfect.

Mr. Grosvenor of Ohio criticized the claim that there was any particular demand for the legislation. What there had been manufactured out of whole cloth in Congress. There never had been such a "fake" issue launched. The question of rebates constituted the only legitimate complaint being made.

"And yet," he continued, "the gentlemen who reported this bill have absolutely dodged every question of the slightest importance to the shippers of this country."

What they had reported, he said, not one of them could tell exactly. Every one thought it meant a different thing, and the whole thing was to be left to the construction of the courts.

"And yet it was born at the dawning of a political millennium in this house. All the angels sang together on the day this bill was reported and sang the same tune."

Mr. Grosvenor said he should propose an amendment to correct what he regarded as the real evil. His amendment would prevent railroad companies or officers from evading productive interests along their lines.

The bill in operation, he said, would kill all competition and the result would be exactly the same as the effects of the old pooling law, the former rates. He said the center of the country would not suffer, but that it would be the extremes of border states. Having expressed himself on the bill, Mr. Grosvenor concluded: "And I shall aid in getting it out of this house as speedily as possible."

Mr. Davidson of Wisconsin advocated the bill.

At the conclusion of the day Mr. Hepburn, in charge of the measure, said it looked now as though debate would conclude at 3 o'clock Wednesday. The reading of the bill will begin at once.

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Daily Tell Other Mothers That Cuticura Soap is the best baby soap in the world for cleansing and purifying the skin, and that Cuticura Ointment is of priceless value for soothing and healing itching, torturing, and disfiguring eruptions. A single application of Cuticura Ointment, preceded by a warm bath with Cuticura Soap, gives instant relief, and refreshing sleep for skin-tortured babies, and rest for tired mothers. Bathe the affected parts with hot water and Cuticura Soap, to cleanse the surface of crusts and scales and soften the thickened cuticle; dry without hard rubbing, and apply Cuticura Ointment freely, to allay itching and inflammation, and soothe the skin.

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and he thinks it can be concluded, all proposed amendments disposed of and the bill passed that day before adjournment. Those favoring the bill during the day were Stevens of Minnesota, Lamar of Florida, Underwood of Alabama, Gaines of Tennessee, Harvick of Georgia, Davidson of Wisconsin, Rhodes of Missouri, Poirer of North Carolina, Weber of Ohio and Rivers of Illinois.

RAILWAY TAXATION BILL.

A bill for the taxation of all railway property in Arizona and New Mexico according to the same plan under which other property in the territories is taxed was introduced in the house today by Representative Hamilton (Michigan), chairman of the house committee on territories. The bill provides that railways shall be subjected to the changed system of taxation after Jan. 1, 1907.

"The Santa Fe railway pays an annual tax of \$175 a mile in Arizona. This is estimated to be equivalent to what the regular territorial tax would be on a valuation of \$5,000 a mile. In New Mexico the Santa Fe pays on a valuation of about \$100 a mile.

In the territories the Southern Pacific pays on a valuation of about \$7,000 a mile. These same lines are said by members of the house committee on territories to be paying taxes in California and Texas on valuations twice as great as those used as a basis for estimating their taxes in the two territories.

The alleged discrimination in favor of the railways has been one of the chief arguments advanced in support of the joint statehood bill. When asked today if the introduction of this railway taxation bill was an admission that the joint statehood bill would fail, prominent administration men in the house said they expect joint statehood, but that the failure of joint statehood will not prevent a readjustment of taxes in the two territories.

MAUDE ROBINSON KING.

Declines to Accept Bequest and Will Contest for Widow's Share.

Los Angeles, Cal., Feb. 6.—Mrs. Maude Robinson King, wife of the late James C. King of Chicago, fraction magnate and many times millionaire, has declined to accept the bequest made her in her husband's will and will contest for her widow's share or one-half of the entire amount of the estate, variously estimated to be worth from \$2,000,000 to \$25,000,000. The will was admitted to probate in Los Angeles today and Randolph W. Miller of this city, named as executor of the property of the estate in Los Angeles county, which is valued at about \$2,000,000. This amount is mostly in cash and securities deposited in local deposit boxes. As executor of this sum Miller has given bond for \$2,000,000, the largest surety ever placed in this county. The Northern Trust company of Chicago was named in the will as trustee for the residue of the estate.

MOST DISASTROUS RAILROAD WRECK.

Northern Pacific Freight Train Crashes Into a Passenger Near Helena.

FOUR ARE KNOWN TO BE DEAD.

The Wreckage Took Fire and Others May Still Be Buried Under It.

Helena, Feb. 6.—The most disastrous railroad wreck that has taken place in the vicinity of Helena for many years occurred last night shortly before midnight, two and a half miles west of Helena.

A runaway Northern Pacific freight train crashed into a passenger train on the same line, wrecked it completely, set fire to it and up to 3 o'clock this morning four whose identity is assured, were known to be dead, with a probability that two more, whose names it is impossible to learn, may have been burned in the wreck.

The known dead are: J. N. Robinson, Missoula, Charles Brickle, conductor passenger, J. A. Jessup, express messenger, Foster Senecal, merchant of Elliston, Brakeman Edward Brown, seriously injured but an examination shows not fatally. None of the passengers who escaped with their lives were seriously injured.

The crash of the accident shows it to have been most remarkable. The passenger train passed through Austin, about eight miles west of Helena on time. Following it was a long freight train made up of box cars, and by some means the freight train got started down the hill.

The passenger train, when it arrived at the Montana Central crossing, stopped, when the engineer heard a sound behind him that warned him of danger. He started his train, but it had gone but a few feet when the freight train made up of box cars, and by some means the freight train got started down the hill.

The crash of the collision was heard by persons living in the vicinity who immediately started for the wreck. When they got there an awful scene met their gaze. The combination car was on fire and pinned under a mass of wreckage was Jessup. He was conscious and heroic efforts were made to release him from his situation. Finally the fire got so hot that the rescuers had to give up the task.

Jessup, who was conscious, cried: "It is hard to lie here and burn to death." He struggled to release himself as the fire took hold of his limbs, but the effort was fruitless and after a few screams of agony he was overcome and died.

In the meantime the few uninjured passengers exerted themselves to rescue those who were unable to help themselves.

J. S. Robinson, of Missoula, was found beyond human aid, lying under a car. A short distance away, Charles Brickle, the conductor, was found. He also was dead and his body was taken out of the range of the fire.

The sight that met the gaze of those first on the ground was an awful one. Exposed to full view with blazing shingles all about him and a mass of red-hot coals, was the body of an unknown man. It was slowly consumed until all that was left was the skull and outstretched were two stumps that a few hours before had been arms. It is not thought it will be difficult to establish the identity of the two unfortunate men who are supposed to have been consumed in the fire.

CHICAGO SALOONS.

Corporation Council Against Compelling Their Closing on Sundays.

Chicago, Feb. 6.—Corporation Council Lewis made a hurried trip to Springfield last night in the hope of persuading the supreme court of the state to refuse to consider a petition for a writ of mandamus, compelling Mayor Dunne to close the saloons of Chicago on Sunday.

Col. Lewis was served with the petition yesterday as well as the application to the supreme court for leave to file it. The latter carried notice that this morning the petition would be presented to the supreme court.

The petition, which asks the supreme court to order Mayor Dunne to close Chicago saloons on Sunday, is signed by 10 citizens, headed by the Rev. William A. Bartlett. It states the petitioners are citizens of Chicago, interested in the good name of the city and the maintenance of law and order therein, and "in particular are interested in securing the observance of and obedience to the laws of the state, requiring the closing on the first day of the week commonly called Sunday, of all tipping houses or places where liquor is sold or given away."

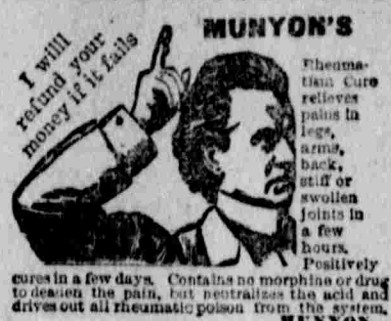
The statement is made that it is a matter of common knowledge that the majority of the saloons are open on Sundays in the face of the state law forbidding it, and that Mayor Dunne has made no attempt to stop it.

ITALIAN LABOR EXCHANGE.

Government of Italy Contributes \$20,000 to Establish One in New York.

New York, Feb. 6.—The Italian government has just contributed a subsidy of \$20,000 a year for an Italian labor exchange in New York. This is part of an organized attempt by Italian citizens of the United States, combined with the Italian authorities at home, to beat the padrone system and to keep the Italians from piling up in New York. The exchange will be incorporated under the laws of New York state by Italian citizens, and probably will be in

RHEUMATISM



working order by next summer when the great crush of immigrants comes. Last year the Italian immigrant commission sent Chevalier Rossi, a labor expert, to study conditions in the United States. He traveled all over the country, paying special attention to the south and the far west.

He reported immigrants were the prey of padrones, who let them out in bulk at small wages to railroad companies and contractors. He joined with a committee of Italian Americans in recommending the bureau.

On Feb. 3 the commission voted \$20,000 a year "for more" it needed to subsidize a labor exchange in New York. This appropriation must be approved by the government, but no trouble is expected on that score. Chevalier Rossi will remain in New York until the exchange is started, when he will go to Buenos Ayres to investigate labor conditions in Argentina.

According to present plans the exchange will be incorporated by a number of Italian merchants, bankers and professional men. It will make connections with employers of labor in the west and south, and will see that wages are fair and conditions good. It will try to induce all immigrants landing at the battery to work with the exchange rather than with the padrones.

More especially the exchange will work to start immigrants into farming for themselves. For this work and for the work of obtaining employment no fees will be charged.

FUNSTON WANTS MONEY FOR CAPT. DAKIN'S FAMILY.

San Francisco, Feb. 6.—Brig.-Gen. Frederick Funston, commander of the department of California, made known yesterday his intention of writing to the war department to suggest that Congress be asked to pass a bill appropriating \$10,000 each to the families of Capt. Charles Dakin and Hoseman Thomas Hennessey, both of engine company No. 4, who gave up their lives in the fire on board the army transport Meade in the early morning of Feb. 1. The appropriation will be asked on the ground that both men lost their lives in the effort to save the government property from destruction.

Peculiar Disappearance. J. D. Runyan, of Butteville, O., laid the peculiar disappearance of his painful symptoms, of indigestion and biliousness, to Dr. King's New Life Pills. He says: "They are perfect remedy for dizziness, sour stomach, headache, constipation, etc." Guaranteed at Z. C. M. I. drug store, 112-114 south Main street, price 25c.

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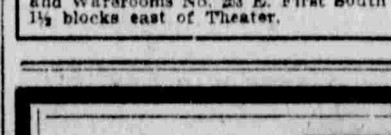
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CURRENT TIME TABLE

DEPART.

No. 7—Los Angeles Limited..... 4:15 p.m.
No. 1—Los Angeles Express..... 12:01 a.m.
No. 61—For Stockton and Tintic..... 7:45 a.m.
No. 63—For Nephi and Sanpete Valley..... 8:00 a.m.
No. 53—For Garfield..... 11:30 a.m.
No. 65—For Nephi..... 4:45 p.m.
No. 61—For Nephi and Lynn..... 9:30 p.m.

ARRIVE DAILY.

No. 8—Los Angeles Limited..... 8:45 p.m.
No. 2—Los Angeles Express..... 6:30 a.m.
No. 62—From Lynn and Nephi..... 8:45 a.m.
No. 64—From Garfield..... 1:30 p.m.
No. 66—From Nephi and Sanpete Valley..... 1:30 p.m.
No. 64—From Nephi..... 6:30 p.m.
No. 63—From Tintic and Stockton..... 4:00 p.m.

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"THE LAGOON ROAD."

Salt Lake & Ogden Railway. SIMON BAISGER, President and General Manager.

Time Table in Effect Nov. 23, 1905. LEAVE SALT LAKE: 8:30, 11 a. m.; 2, 4:30, 6:30 p. m. LEAVE OGDEN: 7, 9:30, 12 m.; 3, 5:30, 7:30 p. m.

OREGON SHORT LINE

Time Table IN EFFECT Jan. 1, 1906

ARRIVE: No. 4—From Ogden, Chicago, Omaha, St. Louis, Kansas City and Denver..... 6:15 a.m.
No. 1—From Ogden, Portland, Butte and San Francisco..... 8:30 a.m.
No. 6—From Ogden and Intermediate Points..... 9:30 a.m.
No. 12—From Ogden, Pacific Valley and Intermediate Points..... 11:45 a.m.
No. 10—From Chicago, Omaha, Ogden, Portland and Intermediate Points..... 4:30 p.m.
No. 2—From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver and San Francisco..... 6:15 p.m.
No. 10—From Ogden, Cache Valley, Butte, Portland and San Francisco..... 7:30 p.m.

DEPART:

No. 4—For Ogden, Omaha, Chicago, Denver, Kansas City and St. Louis..... 6:15 a.m.
No. 7—For Ogden, Portland, Butte, San Francisco and Intermediate Points..... 8:30 a.m.
No. 1—For Ogden, Omaha, Chicago, Denver, Kansas City, St. Louis, Kansas City, Omaha, Chicago and Intermediate Points..... 9:30 a.m.
No. 11—For Ogden, Cache Valley and Intermediate Points..... 1:30 p.m.
No. 3—For Ogden, Denver, Kansas City, Omaha, St. Louis and Chicago..... 6:30 p.m.
No. 5—For Ogden, Cache Valley, Butte, Portland and San Francisco..... 7:30 p.m.
No. 9—For Ogden, Portland, Butte, San Francisco and Intermediate Points..... 11:45 p.m.
D. S. SPENCER, G. P. & T. A. City Ticket Office, 21 Main Street.

Note:—Train numbers shown above are Oregon Short Line train numbers and do not apply to the Northern Pacific west of Ogden or the Union Pacific east thereof.

THE DENVER & RIO GRANDE RAILROAD

CURRENT TIME TABLE

In Effect Dec. 10th, 1905.

LEAVE SALT LAKE CITY:

No. 10—For Heber, Provo and Marysville..... 8:00 a.m.
No. 102—For Park City..... 8:15 a.m.
No. 6—For Denver and East..... 8:30 a.m.
No. 11—For Ogden and Local Points..... 10:25 a.m.
No. 1—For Ogden and West..... 11:30 a.m.
No. 2—For Denver and East..... 1:30 p.m.
No. 3—For Provo and Stockton..... 1:45 p.m.
No. 112—For Bingham..... 4:00 p.m.
No. 14—For Bingham and Local Points..... 6:05 p.m.
No. 4—For Denver and East..... 8:00 p.m.
No. 3—For Ogden and West..... 11:10 p.m.

ARRIVE SALT LAKE CITY:

No. 6—From Ogden and the West..... 8:00 a.m.
No. 13—From Ogden and Local Points..... 8:30 a.m.
No. 7—From Ogden, Omaha, Chicago, Denver and East..... 10:25 a.m.
No. 5—From Denver and East..... 1:30 p.m.
No. 101—From Bingham..... 4:30 p.m.
No. 2—From Ogden and the West..... 6:30 p.m.
No. 10—From Heber, Provo and Marysville..... 8:00 p.m.
No. 115—From Bingham and East..... 9:30 p.m.
No. 4—From Ogden and the West..... 11:10 p.m.

All trains except Nos. 1 to 6 inclusive stop at intermediate points. Ticket Office, Dooly Block, 'Phone 26. Gen. Agt. Pass. Dept.

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