

FUANO OF TARIFFS.

The amended law provides that in all The amended is provides that in an inses of changes in rates applicable to interstate traffic, whether advances or reductions, the public and the commis-sion shall be given 30 days' notice. To eet unforeseen emergencies and pre-ent hardships, the commission is authorized, in its discretion and for good cause shown, to allow changes in rates on less than the statutory 30 days' no-tice have been received since Aug. 28, the date when the new law became ef-

Contrary to general expectation, the requirement of 30 days' notice has op-erated to greatly increase the number of tariffs. Prior to the passage of the of tariffs. Frior to the passage of the amending act, for several years, the sverage number of tariffs filed daily was about 450, including both freight and passenger tariffs, but from Aug. 1, 1865, up to and including Nov. 30, the sverage number of tariffs filed daily we have 644 and this number does not en 964, and this number does not Include express, pipe-line, or sleeping-cat tariffs. On Aug. 27, the day before the amended law became effective, the number of schedgles received for fil-ing was 5,587, or which 4,975 were fright and 612 were passenger tariffe reight and 612 were passenger tariffs.

SPECIAL INVESTIGATIONS.

Under the heading the commission mentions the numerous hearings which have been held in the investigation effered by the joint resolution of Con-Sees, approved March 7, 1906, common-yknown as the Tillman-Gillespie resoation, and relating to the relations of common carriers to the production and stribution of coal and oil and the mership of coal and oil lands by such triers or their officers and employes. Other special investigations, instituted Wher spicial investigations, instituted by the commission upon its own motion, relate to the relation between the Union Pacific and Southern Pacific Rallway Systems growing out of their combined management and control, the relations of the Northern Pacific, Great Northand Burlington systems, with a New to ascertaining to what extent they are under unified control and the of any such control upon their rates and practises.

CAR SHORTAGE.

The inability of shippers to secure cars the movement of their traffic is subject of numerous and grievous plaints which come to the commison from all parts of the country. A in almost every section, and in localities amounts to a calamity. extraordinary prosperity which where abounds with the high everywhere abounds with the high prices obtainable for all classes of comities have so stimulated production is to yield a volume of transportation business which far exceeds in the ag-regate the carrying capacity of the allroads. In a word, the development of private industry has of late been much more rapid than the increase of allway equipment ay equipr

mmission is without authority under the existing law to deal effective-ly with this condition. The regulating power of Congress has not been exer-cised to control the physical operations f interstate railroads, aside from the appliance requirements, either as respects the movement of trains or the supply of equipment. Nevertheless, nission, without waiting for tigation of this subject with a view authority. ascertaining its causes, the condi-tions in different parts of the country, and the remedies that can be applied, either voluntarily by the carriers or by the compulsion of multable enact-

lock nes

CAL ties,

commission has published a statistica report. The gross earnings of the rail-ways as shown in the final report for the year ending June 30, 1905, were \$2,-052,482,406, or an average of \$9,598 on 216,973.61 miles of line. The operating expenses were \$1,532,162,153, or \$6,663 per mile. The ratio of operating expenses to earnings, as shown by the prelimin-ary report, was 66.05 per cent. The same average in the final report for the year 1905 was 66.73 per cent. This ad-

vance report shows that the net earn-ings of the same roads for the year ending June 30, 1906, were \$787,596,877, or \$3,580 per mile, and for the year 1905, \$690,691,151.

The amount reported by the carriers as income from sources other than operation was \$132,624,982, which amount includes a few duplications due to the method of accounting followed by certain of the reporting carriers. The total income of the operating roads covered by the report was \$920,221,859. Against this amount was charged as interest, rents, betterments, taxes, and iniscellaneous items the sum of \$590,-386.554, and as dividends the sum of \$229,406,598, leaving a surplus for the year of \$100,428,707. The taxes charged

to income during the year were \$68,-903,388. The final report for the year ending June 30, 1905, showed a surplus of \$89,043,490. The amount of dividends declared in 1906 was \$34,248,605 more than that shown for the dividends of practically the same roads in 1905. This prelimin-ary report, as already stated, relates to operating roads only, and does not include the statement of any dividends haid by leased lines from the income they received as rent. The dividends declared by the subsidiary leased lines for the year 1905 were about \$35,750,000. SAFETY APPLIANCES.

The condition of equipment has con-tinued favorable. Many old cars of light capacity have been retired from service and have been replaced by new cars of modern construction. This has had a good effect, as the new cars are all equipped with air brakes and have the latest couplers, which are stronger than those put in service a few years ago. There is also a tendency to limit the couplers used to four or five of the best makes, and this leads to uniformi-

best makes, and this leads to uniformi-ty and removes the necessity of keeping in stock a large number of repair parts. Generally speaking, the law has been well observed. Certain carriers have been somewhat lax, and in these cases it has been necessary to prosecute. Two hundred and twenty-five suits have been filed for violation of the law since it went into effect, 100 of which have been settled, and neurallies to the have been settled, and penalties to the amount of \$22,700 have been collected and turned into the treasury. Of the suits settled \$3 were disposed of by the carriers confessing judgment at a paying the penalty. Seventeen have gone to trial, in 15 of which verdicts have been rendered in favor of the

government. ACCIDENTS.

Under the law of March 3, 1901, railroads engaged in interstate commerce have made monthly reports to the com-mission of accidents to passengers and

The tremendous increase in the vol-ume of freight traffic has put a severe strain upon employes, and this has offen been made the justification of or excuse for working men unduly long hours, and has led to the employment of many young and inexperienced per-sons. In the matter of long hours the sons. In the matter of long hours the accident reports have shown instances of even worse conditions than existed

COMPLAINTS. Since the last annual report of the maints have been filed with the commission. The two the two the two the section, as a submitted the commission is granted the commission is granted with the commission agencies placed under its answering for steam railways, the new places express companies, sigeping

four months in Libby prison. His ex-periences as a prisoner of war were later recounted on the lecture platform. For more than 30 years he was larly known as "Chaplain McCabe was popu the title clung to him even after the general conference of the Methodist Church in 1896 made him a bishop. Following the war he became pastor of a church at Portsmouth, Ohlo and

later was associated as assistant sec-retary with the board of church exten-While engaged in church extension work, he originated the rally cry, "We are building a church every day."

are building a church every day. His success as a money-raiser was re-markable and later as scoretary of the Methodist missionary society, to which post he was elected in 1884, he added half a million dollars to the annual in-come of the society. He was a singer and his songs were a feature of his pleas for funds. He was chosen chan-coller of the American university at cellor of the American university at Washington Dec. 10, 1902.

BANK ROBBER SENTENCED.

Jos. Skerns Pleads Guilty and Gets Ten Years in Prison.

Great Bend, Kan., Dec. 19 .- Joseph Great Bend, Kan, Dea 19. Soeph Skerns, the former Chicago dry goods clerk and newspaper man, captured here recently after holding up a local bank in broad daylight, was arraigned bank in broad dayight, was arranged today, pleaded guilty and was sen-tenced to the state penitentiary for a term of from 10 to 21 years. Kerns pleaded guilty to the charge of bank robbery. He also confessed to having robbed a bank at Newton, Kansas, last month.

KING OSCAR IMPROVES.

Stockholm, Dec. 19 .- King Oscar continues to make steady progress towards recovery. The bulletin issued by his attending physicians this morning was

"The king passed a quiet night. temperature this morning was 99.1, and his heart action was somewhat stronger. Otherwise his condition is unchanged.

DR. W. H. HIPP DEAD.

Chicago, Dec. 19.-Dr. William Har-rison Hipp, a member of the Illinois state board of health and the city, state and national eclectic medical societies, died today of pneumonia and other complications.

LATIN-AMERICA AT JAMESTOWN EXPOSITION.

Washington, Dec. 19.—Some idea of the extent to which Latin-America will par-ticipate in the Jamestown exposition was given in a special communication on the subject received here today from Nicholaz Veiose-Golticom, special commissioner for the exposition to Latin-America. It shows that 10 countries, Argentine, Brazil, Boli-via, Chile, Costa Rica, Dominican Repub-ic, Ecuador, Haiti, Mexico and Venezue-la have accepted the invitation to be rep-resented; that six other countries—Guate-mala, Honduras, Niearagua, Parama, Peru and Salvador, are considering the matter, and that three. Colombia, Para guay and Uruguay, have not as yet an-swered. Cuba alone has declined to par-ticipate.

Bestice the Porto Rican exhibit to par-ticipate. Besides the Porto Rican exhibit, in the government building, a proposition is un-der consideration for the erection of a Porto Rican pavilion. Panama's exhibit will be a miniature canal, 160 feet long and 50 feet wide, with all topographical and similar data, locks and other accessories.

ATTEMPTED ASSASSINATION.

Arrient field Assessment to assess sinate Chief of Police Cheshanowski was made today. The would-be assas-sin hurled a bomb beneath his carriage and opened fire on him. Although the chief escaped with but a slight injury to his foot, his carriage was wrecked and the coachman and three dragoons who were escorting him were probably fatally wounded by bomb spiinters. The terrorists escaped.

lins of Brooklyn, a lawyer, substituted



Number of Companies Declare Their Intention to Fight Trust Prices and Methods.

WANT THE PRESIDENT'S AID.

Petition Congress to "nact New Tariff Provision to Break up the

Combine, BOSTON HAS A Chicago, Dec. 19 .- The Tribune says: A bitter war which ultimately may have far-reaching effects on the manufacturing interests of the country, was precipitated yesterday, when a number

of farming machinery companies openly declared their intention to fight against the "trust" prices and methods of the iron and steel combine of the United States.

Their first move was to draft a petition appealing to President Roosevelt and Congress to aid them in their efforts to obtain just treatment at the hands of the steel monopoly. • The petition calls on the authorities at Washington to curb the power of the trust and to make some new tariff provision which will break up the "injurous" combine.

It has been signed by prominent implement manufacturers throughout the country.

The declaration of war is the outcome

The declaration of war is the outcome of a quiet meeting of the heads of farming machinery concerns, which was held a few days ago in this city. It was decided then that something must be done to curb the powers of the steel trust in order to save the smaller implement makers from ruin. It was the opinion of the men that the farming interests of the country were imperiated by the monopolistic nature imperiled by the monopolistic nature of the iron and steel business. Accord ing to the petition to be sent in a few days to Washington the prices of iron and steel are so high at present that manufacturers of farming tools are unable to carry on their business with profit.

William Fetzer of Fetzer & Company, Middletown, Ohio, extensive manufac-turers of farm tools and machinery, is a leader in the fight on the combine. a leader in the fight on the combine. "The present situation is so serious." he said. "that we felt that the contin-gency demanded bringing the matter directly before President Roosevelt. A number of prominent manufacturers are in the move to see what can be done to save the implement business from the clutches of the iron and steel trust prices." gency demanded bringing the matter directly before President Roosevelt. A number of prominent manufacturers are in the move to see what can be done to save the implement business from the clutches of the iron and steel trust prices." Hutchinson, Kan. Dec. 19.-Chicago, Rock Island & Pacific train No. 30, cast-bound, was derailed at Cullison, in Pratt county, south of Hutchinson, early today. Two cars and engine left the track Over if persons were injured, some of them more, or less seriously. The most seriously hurt was the Pullman conductor.

CHILDREN'S SKELETON'S FOUND. Butte, Mont., Dec. '3.-A Miner special from Havre says: The skeletons of Gertie Hoffman, aged 9, and Molly Hoffman aged 12, were found vesterday in a small coulee across the Canadian line near their farm home. The children wandered away from home and apparently froze to death. At the time of the disappearance of the children on Not. 6. 1905, all the inhabitants turned out and helped in the search. The disappearance of the children was a great mystery. is being thought at the time that they had been abducted.

east; township 14 south, ranges, e, r, 13 and 14 east; township 15 south, ranges 7, 8 and 14 east; township 15 south, ranges 6, 7, 8 and 14 east; town-ship 17 south, range 6 and 7 east; township 18 south, ranges 6 and 7 east; town 19 south, range 6 east; township 20 south, range 6 east; township 21 south, ranges 6 and 7 east; township 22 south, ranges 4 and 5 east; township 22 south, range 4 east; township 23 south, range 4 east; township 36 south, range 10 west. The township described as township 3 north, range 5 east, and township 3 north, range 5, 10, 11, 12 and 13 east, are located in the Coalville district. There are several hundred acres of 18 south, ranges 6 and 7 east ship

There are several hundred acres of land unoccupied in this locality. The townships running from 17 to 20 inclusive, and from range 6 to 7 east, are located in the Huntington coal district, in Carbon and Emery counties. Parts of these lands have been filed The townships running from 22 to 24

inclusive, and from range 4 to 5 east, are in Salina canyon. Township 36 south, range 10 west,

is in Iron county. But few filings have been made on this tract of land, but it is known that veins of valuable coal deposits run through it.

GOOD SIZED FIRE.

Boston, Dec. 19.-Fire today caused heavy damage in the block bounded by Tremont, Broomfield, Washington and Winter streets, and although the flames were confined practically to one structure-the Studio building in Tremont streets-it for a time threatened to cause much greater damage. The fire broke out on the lower floor of the Eldridge & Peabody Furniture

establishment and quickly swept up through six floors of the firm's section of the studio building. The roof fell and the fire jumped across a narrow al-ley to the roof of the Orpheum, for-merly Boston's famous music hall, and to the top of the building occupied by the Talbot company clothiers, in Wash-ington. The flames did inconsiderable damage to both structures, but the Albot building was flooded by bursting

The firemen had to fight in a narrow alley on ice coated ladders and fire-escapes, and with their own bodies encased in ice.

A rough estimate of the property loss A rough estimate of the property loss places the total at about \$150,000 of which Eldridge & Peabody bear about \$75,000 and the Talbot company \$50,000. A number of artists, architects, dentists and others in the Studio building were burned out.

TO PARTITION PEPER ESTATE.

St. Louis, Dec. 19.-A second suit to partition the estate of the late Chrisian Peper, who was a millionaire tobacco manufacturer, has been filed in the circuit court by Frederick E. Pener and Christian Peper, Jr. The first suit contesting the will was dismissed last Monday.

C. R. I. & P. TRAIN

WRECKED, MANY HURT.

1	conductor.
	Among the infured were the following:
1	Mrs. S. G. Stevenson, Bucklin, Kan.
1	Mrs. E. M. Lecerne, Keokuk, Ia.
è.	Charles B. Frederick, Cheyenne, Wyo.
A .	R. L. Horton, Bisbee, Ariz.
1	J. D. Blant, Chicago.
21	L. M. Ranson, El Paso.
1	E. P. Hayes, Wichita, Kan.
10	Ed Graham, Peabody, Igan.
63	F. M. Davis, Meade, Kan.
22	C. E. Dralle, Chicago.
A	The wrecked train was made up at El

erty with the little children. And Ar-thur Brown listened and wavered and promised and evaded. Now he is dead, "We had no quarrel. Only three weeks ago we ate our Thanksgiving dinner happily together. Three weeks ago he and I were walking up Main street, and when we reached Third South street I turned to go to the Wilson hotel, where I lived. He took me in his arms and kissed me, there on the most crowded street in the city.

"ALL THE WORLD KNOWS."

"'Arthur Brown,' I cried, 'are you crazy?' He laughed. 'All the world knows I love you,' he said. 'You're the only woman in the world I ever loved, Dolly, the only woman I could ever tolerate

"He had promised that we should be married on New Years day. Then something happened. I will not soil what it was, that made me doubt his

"We cannot always be self-controlled. The wisest are rash sometimes. I had suffered-God alone knows what I have borne these nine years. I had loved him so much; I have been so true, and he seemed to love me so much. M. sister had come to see me-my beauti-ful, good sister-and said. 'Anna, come to us and leave that terrible life.' When she had gone, I went to Senator Brown's office and said: 'Arthur, I am going away; I cannot stand this life of shame any longer. I will not begin a new year as I have lived this one.' He came to the hotel and acted like a mad man.

'Anna, you can't leave me. You shall never leave me,' he cried, and he prevailed once more. We went also to the theater and dinner. Everybody took it for granted that we were going to be married soon. That was my one idea. Never once had I wavered from that stand.

"He had said to me, 'I will furnish the finest house in Salt Lake. You shall have everything that money can buy.' But what were those things? My one thought was and always has been to put my children right before the world. Why, only a month ago, when he was in Washington, he bought a book, 'The Legend of Sleepy Hollow,' and in it he wrote, 'Arthur Brown, Jr.'' Yet they say he tried to deny the children were I have every proof that they were

To Mrs. Adams' message. "Tell the poor, upsuided girl that I have only pity in my heart for her," she listened dully.

ABOUT MRS. ADAMS.

"But Mrs. Adams knew about my two children," she said. "She knew she had no right to Arthur Brown's attention. I knew that they had once cared for each other long ago, but when I spoke to him about it he said: 'Why, Dollie, she's an old woman. How could I love that eld woman?" that old woman?"

"I don't believe the story that she was engaged to him and that they were going to visit Maude Adams in Boston. Her letters to him do not indicate there

was any regular correspondence." With her hands crossed on her lap, Mrs. Bradley talked of the manner of the dead man's love-making. "He often said: 'How did this ever come about?" And he would quote 'As Cloud Meets Cloud Then Follows Lightning,' and he said we were the latter-Anthony and

Cleopatra. "In all the desperate crises we had I loved him and he loved me and both of us knew it. I don't believe there was any other woman in his life. I can't understand it.

derstand it. "Oh, when I saw him- they let me look at him. They let me look at him yesterday. Have you seen him? He looked so changed, so different." "I don't care what becomes of me," she said, listlessly. "In three months

Make independent investigation. Washington, Dec. 19.—The question whether the senate should make an independent investigation of the Brownsville raid was raised in the sen-ate by Senator Foraker today immedi-ately after the reading of the presi-dent's message. He offered a resolu-tion giving the committee on military affairs authority to make such an in-vestigation if deemed necessary after consideration of the testimony trans-mitted by the president. she said, listlessly. "In three months I have lost 20 pounds. There are only 98 pounds between me and nothingness. But I shall fight to prove that Arthur Brown is the father of my children. I shall fight as long as I am allve to fight

"I think only of my poor little chil-dren. My ideas of religion are too broad for me to be afraid. If there is a God, he understands,"

Victorious in Suits Brought by Cas tellane's Creditors.

Paris, Dec. 19 .- Madame Gould, the former Countess de Castellane, has been victorious in the suits brought by creditors and money lenders against her with the object of making her jointly responsible with the count for the lat-

ter's debts. Thirteen of the 15 cares were dismissed today by the court with costs against the plaintiffs. Only in the cases of two art dealers did the court express the opinion that Mme. Gould should be held responsi-ble, as the objects purchased in these instances for the most part are still in her possession her possessi There are still three cases to be

In dismissing the 13 suits, the court held that the plaintiffs had failed to prove that the debts were contracted for the common benefit of the count and countess. The latter, the court, declared, had more than fulfilled the declared, had more than fulfilled the obligations under her marriage con-tract. During her wedded life she had retained nothing for herself, her entire revenue being collected by her husband and employed according to his own admission, either for the household expenses or for the payment of his nerconal debt of his personal debts.

PRESIDENT REWARDS A SHERIFF WHO DID HIS DUTY.

Washington, Dec. 19.-The following er was given out at the White Ho

Washington, Dec. 19.-The following let-today: "The White House, Washington, D. C. Dec. 9, 1906.-Dear Mr. Bonaparte: Somo three yoare ago Sheriff J. L. Methington (arroll county, Georgia, lost his chance for re-election by his action in beating off a mob of several hundred white peo-ple who were trying to take a negro out or jail and put him to death. Sheriff Mer-rill and his deputies first on the mob, killing and wounding several men and beating the others off. Because of this he was defaated for re-election. Congress-man Adamson brought the matter to my attention, saying that he hated to see a man who had done such a service as a public official defeated because of the very face that he had rende ed the ser-vice. Ha told me that Gov. Terrill had differed Merrill a place, the beat he had to give, which carried a salary of 550 a month. I told the congressman I thought I could beat that, and got him a place at 5.59 a year as custodian of the grounds of the federal place at Atlanta. I hear he has done well. If he has done well, can't we give him a promotion?" "(Signed) "Minerely yours." "Heorointe ROOSEVERIT. "Hon Charles J. Bonaparte, Attorney-deneral."

General.

REFORMATORY FOR LIFE. Robt. Gordon, a Boi, Sentenced for

Suffocating a Boy to Death.

Chicago, Dec. 19.-Robert Gordon, 15 years of age, was today sentenced to the reformatory for life, after pleading guilty to the charge of murdering Jos.

Reed, 8 years old. Gordon pulled the Reed boy under a

sidwalk, pounded him on the head with a brick until he was unconscious and

then dug a hole in the earth in which he placed young Reed. Gordon then heaped the earth over Reed and ai-

BROWNSVILLE RAID.

Question Raised Whether Senate Can Make Independent Investigation.

lowed him to suffocate.