



INNOCENTS SLAIN BY HUNDREDS

Nearly 200 Children Roasted in School House Fire

OR CRUSHED IN THE PANIC

Disaster at Suburb of Cleveland Desolates Many Homes.

FLAMES CUT OFF RETREAT

Doors Open Inwards or Are Locked Against Escape.

TEACHERS DIE WITH FLOCK

Boy's Hair Burns Off in Mother's Flames—Little Bodies Disfigured Beyond Recognition.

Fire Drill Led to Furnace

When the flames were discovered the teachers throughout seem to have acted with courage and self-possession and to have struggled heroically for the safety of their pupils and marshaled the little ones into column for the "fire drill," which they often practiced. Unfortunately the line of march in this exercise had always led to the front door, and the children had not been trained to seek any other exit. The fire today came from a furnace situated directly under this part of the building.

Packed in Heaps to Burn

When the children reached the foot of the stairs they found the flames close upon them, and so swift a rush was made for the door that in an instant a tightly-packed mass of children was piled up against it. From that second none of those who were upon any portion of the first flight of stairs had a chance for their lives. The children at the foot of the stairs attempted to fight their way back to the floor above, while those who were coming down shoved them mercilessly back into the flames. In an instant there was a frightful panic, with 200 of the pupils fighting for their lives. Most of those who were killed died here. The greater proportion of those who escaped managed to turn back and reached the fire-escape and the windows in the rear.

Doors Said to Be Locked

Various and unconfirmed statements are made as to the cause of the fire and also that the doors of the building had been locked at the front entrance, while but one door of the rear entrance was unfastened. The janitor, Fritz Herter, himself bereaved of two children, says the doors were open, according to custom. At any rate the congestion of fleeing children in the hallway below effectively barred the way, and the little ones went to their death, totally unable to evade the flames.

LUMBERMEN PUT CASE STRONGLY

Argument on Rates Before Commission.

DISASTER TO COAST INDUSTRY

Railroads Kill Trade and Southern States Gain.

SQUEEZING OUT LAST CENT

Magnates Jealous of Lumbermen's Profits, Advance Rates on Their Product, While Others Are Left Untouched.

Case for Oregon Lumbermen

The morning session was given up to J. N. Teal, representing the Oregon lumbermen. He declared that the testimony taken last December showed that the lumber rate had been advanced by the Harriman system, not because the old rate was non-remunerative, as contended by counsel in their brief, but because Mr. Harriman saw the lumbermen making large profits and determined to get a bigger share of their money. Lumber, he said, was paying a much higher rate than some other freight, notably coal and minerals, yet the rate of these commodities had not been advanced. Moreover, he said, the rate per ton per mile on Pacific Coast lumber is two to three times as great as the rate on Southern lumber shipped into competitive territory. Yet the Southern railroads were handling this freight at a profit. He declared that lumber at the old rate was the most profitable traffic handled by the Harriman system.

Unjust on Three Grounds

W. A. Wimbush made a remarkably able argument this afternoon on behalf of the Washington lumbermen. He attacked the increased lumber rate on three grounds, any one of which, he contended, was ample to justify the Commission in holding the increase to be unreasonable.

Honduras Ratifies Peace Treaty

TEGUCIGALPA, Honduras, March 4.—The Honduran Congress today ratified without changes the treaty as concluded in Washington last year by the Central American peace conference.

Delayed by Accident and Storm

SAN FRANCISCO, March 4.—An engine to complain against the Southern Pacific by United States District Attorney DeWitt, upon information furnished by the Interstate Commerce Commission, was made yesterday in a general denial filed by the railroad's attorneys. The railway explained that accidents caused some violations of the law and that many delays were caused by storms. The railroad also stated that the shippers requested that the run be extended to 36 hours when hauling sheep and cattle. The case has not been set for trial, but will be heard during the April session of the Federal grand jury in the United States District Court.

Canon Will Whip All Opponents Into Line

Danger in Its Train

Small Hope for Asset Currency, but Probable Effort of Interests to Use New Law to Prevent Needed Reforms.

By Walter Wellman to Chicago Record-Herald.

WASHINGTON, March 4.—(Special.)—In spite of opposition among Republicans of both houses, notwithstanding a general feeling that it may be a mistake, it is pretty well settled that the Aldrich bill, in some form, is to pass both houses in Congress and become law. It will pass for no other reason than that "it is the Aldrich bill or nothing," as I pointed out some time ago.

But is the Aldrich bill better than nothing? Many are beginning to doubt it. The doubt is so widespread that serious efforts are to be made to amend it in important particulars—one in the Senate and the other in the House. A group of Republican Senators will try to strike out the railroad bond feature, if it falls in the Senate, this effort will be renewed in the House.

In the latter body also, an effort will be made to engraft some form of asset currency upon the bill. It is doubtful if this succeeds. Speaker Cannon and his lieutenants are determined to drive the bill through under whip and spur, and the House of Representatives is no longer a deliberative, a free body. It is ruled by a coterie of three or four men and, in the last analysis, by one man. Even if there be enough revolt against the Speaker to inject some form of asset cur-

ALDRICH BILL IS THEIR ONLY HOPE

Better Than Nothing, Say the Leaders.

BE DRIVEN THROUGH CONGRESS

Cannon Will Whip All Opponents Into Line.

DANGER IN ITS TRAIN

Small Hope for Asset Currency, but Probable Effort of Interests to Use New Law to Prevent Needed Reforms.

By Walter Wellman to Chicago Record-Herald.

WASHINGTON, March 4.—(Special.)—In spite of opposition among Republicans of both houses, notwithstanding a general feeling that it may be a mistake, it is pretty well settled that the Aldrich bill, in some form, is to pass both houses in Congress and become law. It will pass for no other reason than that "it is the Aldrich bill or nothing," as I pointed out some time ago.

But is the Aldrich bill better than nothing? Many are beginning to doubt it. The doubt is so widespread that serious efforts are to be made to amend it in important particulars—one in the Senate and the other in the House. A group of Republican Senators will try to strike out the railroad bond feature, if it falls in the Senate, this effort will be renewed in the House.

In the latter body also, an effort will be made to engraft some form of asset currency upon the bill. It is doubtful if this succeeds. Speaker Cannon and his lieutenants are determined to drive the bill through under whip and spur, and the House of Representatives is no longer a deliberative, a free body. It is ruled by a coterie of three or four men and, in the last analysis, by one man. Even if there be enough revolt against the Speaker to inject some form of asset cur-

DRIVE PACIFIC COAST LUMBER OUT OF THE MISSOURI RIVER TERRITORY

leaving the prairie country dependent solely upon the Southern competitors, who could then boost their price. It was also unfair to the Pacific Coast States, because it closed mills and lumber camps and threw thousands of men out of employment, many of them becoming public charges.

Secondly, he argued that the increase was unjustified because it imposed a heavier rate than lumbermen could afford to pay. With that rate in effect they must curtail their output and confine themselves to local trade.

Should Make Advance General.

Thirdly, it was unreasonable, because the condition of railroads is not such as to justify them in raising this rate. He showed by their own reports that the Hill and Harriman roads are all operating at a large profit. It was unjust, he said, to single out this one class of freight to increase their earnings. If they were oper-

ating at a loss, they should make a general increase in rates. Lumber, being low-grade freight transported at little risk and loaded and unloaded at the expense of the shipper and buyer, cannot be expected to yield as large a profit as higher grades of freight, which are carried at much heavier risk.

W. W. Cotton, of Portland, will present the argument on behalf of the Harriman roads; J. B. Kerr, of St. Paul, for the Northern Pacific, and Hale Holden, for the Great Northern and Burlington. F. C. Dillon may also speak on behalf of the Harriman roads.

Delayed by Accident and Storm

SAN FRANCISCO, March 4.—An engine to complain against the Southern Pacific by United States District Attorney DeWitt, upon information furnished by the Interstate Commerce Commission, was made yesterday in a general denial filed by the railroad's attorneys. The railway explained that accidents caused some violations of the law and that many delays were caused by storms. The railroad also stated that the shippers requested that the run be extended to 36 hours when hauling sheep and cattle. The case has not been set for trial, but will be heard during the April session of the Federal grand jury in the United States District Court.

Honduras Ratifies Peace Treaty

TEGUCIGALPA, Honduras, March 4.—The Honduran Congress today ratified without changes the treaty as concluded in Washington last year by the Central American peace conference.

Delayed by Accident and Storm

SAN FRANCISCO, March 4.—An engine to complain against the Southern Pacific by United States District Attorney DeWitt, upon information furnished by the Interstate Commerce Commission, was made yesterday in a general denial filed by the railroad's attorneys. The railway explained that accidents caused some violations of the law and that many delays were caused by storms. The railroad also stated that the shippers requested that the run be extended to 36 hours when hauling sheep and cattle. The case has not been set for trial, but will be heard during the April session of the Federal grand jury in the United States District Court.

Delayed by Accident and Storm

SAN FRANCISCO, March 4.—An engine to complain against the Southern Pacific by United States District Attorney DeWitt, upon information furnished by the Interstate Commerce Commission, was made yesterday in a general denial filed by the railroad's attorneys. The railway explained that accidents caused some violations of the law and that many delays were caused by storms. The railroad also stated that the shippers requested that the run be extended to 36 hours when hauling sheep and cattle. The case has not been set for trial, but will be heard during the April session of the Federal grand jury in the United States District Court.

Delayed by Accident and Storm

SAN FRANCISCO, March 4.—An engine to complain against the Southern Pacific by United States District Attorney DeWitt, upon information furnished by the Interstate Commerce Commission, was made yesterday in a general denial filed by the railroad's attorneys. The railway explained that accidents caused some violations of the law and that many delays were caused by storms. The railroad also stated that the shippers requested that the run be extended to 36 hours when hauling sheep and cattle. The case has not been set for trial, but will be heard during the April session of the Federal grand jury in the United States District Court.

Delayed by Accident and Storm

SAN FRANCISCO, March 4.—An engine to complain against the Southern Pacific by United States District Attorney DeWitt, upon information furnished by the Interstate Commerce Commission, was made yesterday in a general denial filed by the railroad's attorneys. The railway explained that accidents caused some violations of the law and that many delays were caused by storms. The railroad also stated that the shippers requested that the run be extended to 36 hours when hauling sheep and cattle. The case has not been set for trial, but will be heard during the April session of the Federal grand jury in the United States District Court.

Delayed by Accident and Storm

SAN FRANCISCO, March 4.—An engine to complain against the Southern Pacific by United States District Attorney DeWitt, upon information furnished by the Interstate Commerce Commission, was made yesterday in a general denial filed by the railroad's attorneys. The railway explained that accidents caused some violations of the law and that many delays were caused by storms. The railroad also stated that the shippers requested that the run be extended to 36 hours when hauling sheep and cattle. The case has not been set for trial, but will be heard during the April session of the Federal grand jury in the United States District Court.

Delayed by Accident and Storm

SAN FRANCISCO, March 4.—An engine to complain against the Southern Pacific by United States District Attorney DeWitt, upon information furnished by the Interstate Commerce Commission, was made yesterday in a general denial filed by the railroad's attorneys. The railway explained that accidents caused some violations of the law and that many delays were caused by storms. The railroad also stated that the shippers requested that the run be extended to 36 hours when hauling sheep and cattle. The case has not been set for trial, but will be heard during the April session of the Federal grand jury in the United States District Court.

Delayed by Accident and Storm

SAN FRANCISCO, March 4.—An engine to complain against the Southern Pacific by United States District Attorney DeWitt, upon information furnished by the Interstate Commerce Commission, was made yesterday in a general denial filed by the railroad's attorneys. The railway explained that accidents caused some violations of the law and that many delays were caused by storms. The railroad also stated that the shippers requested that the run be extended to 36 hours when hauling sheep and cattle. The case has not been set for trial, but will be heard during the April session of the Federal grand jury in the United States District Court.

Delayed by Accident and Storm

SAN FRANCISCO, March 4.—An engine to complain against the Southern Pacific by United States District Attorney DeWitt, upon information furnished by the Interstate Commerce Commission, was made yesterday in a general denial filed by the railroad's attorneys. The railway explained that accidents caused some violations of the law and that many delays were caused by storms. The railroad also stated that the shippers requested that the run be extended to 36 hours when hauling sheep and cattle. The case has not been set for trial, but will be heard during the April session of the Federal grand jury in the United States District Court.

Delayed by Accident and Storm

SAN FRANCISCO, March 4.—An engine to complain against the Southern Pacific by United States District Attorney DeWitt, upon information furnished by the Interstate Commerce Commission, was made yesterday in a general denial filed by the railroad's attorneys. The railway explained that accidents caused some violations of the law and that many delays were caused by storms. The railroad also stated that the shippers requested that the run be extended to 36 hours when hauling sheep and cattle. The case has not been set for trial, but will be heard during the April session of the Federal grand jury in the United States District Court.

Delayed by Accident and Storm

SAN FRANCISCO, March 4.—An engine to complain against the Southern Pacific by United States District Attorney DeWitt, upon information furnished by the Interstate Commerce Commission, was made yesterday in a general denial filed by the railroad's attorneys. The railway explained that accidents caused some violations of the law and that many delays were caused by storms. The railroad also stated that the shippers requested that the run be extended to 36 hours when hauling sheep and cattle. The case has not been set for trial, but will be heard during the April session of the Federal grand jury in the United States District Court.

Delayed by Accident and Storm

SAN FRANCISCO, March 4.—An engine to complain against the Southern Pacific by United States District Attorney DeWitt, upon information furnished by the Interstate Commerce Commission, was made yesterday in a general denial filed by the railroad's attorneys. The railway explained that accidents caused some violations of the law and that many delays were caused by storms. The railroad also stated that the shippers requested that the run be extended to 36 hours when hauling sheep and cattle. The case has not been set for trial, but will be heard during the April session of the Federal grand jury in the United States District Court.

Delayed by Accident and Storm

SAN FRANCISCO, March 4.—An engine to complain against the Southern Pacific by United States District Attorney DeWitt, upon information furnished by the Interstate Commerce Commission, was made yesterday in a general denial filed by the railroad's attorneys. The railway explained that accidents caused some violations of the law and that many delays were caused by storms. The railroad also stated that the shippers requested that the run be extended to 36 hours when hauling sheep and cattle. The case has not been set for trial, but will be heard during the April session of the Federal grand jury in the United States District Court.

Delayed by Accident and Storm

SAN FRANCISCO, March 4.—An engine to complain against the Southern Pacific by United States District Attorney DeWitt, upon information furnished by the Interstate Commerce Commission, was made yesterday in a general denial filed by the railroad's attorneys. The railway explained that accidents caused some violations of the law and that many delays were caused by storms. The railroad also stated that the shippers requested that the run be extended to 36 hours when hauling sheep and cattle. The case has not been set for trial, but will be heard during the April session of the Federal grand jury in the United States District Court.

Delayed by Accident and Storm

SAN FRANCISCO, March 4.—An engine to complain against the Southern Pacific by United States District Attorney DeWitt, upon information furnished by the Interstate Commerce Commission, was made yesterday in a general denial filed by the railroad's attorneys. The railway explained that accidents caused some violations of the law and that many delays were caused by storms. The railroad also stated that the shippers requested that the run be extended to 36 hours when hauling sheep and cattle. The case has not been set for trial, but will be heard during the April session of the Federal grand jury in the United States District Court.

Delayed by Accident and Storm

SAN FRANCISCO, March 4.—An engine to complain against the Southern Pacific by United States District Attorney DeWitt, upon information furnished by the Interstate Commerce Commission, was made yesterday in a general denial filed by the railroad's attorneys. The railway explained that accidents caused some violations of the law and that many delays were caused by storms. The railroad also stated that the shippers requested that the run be extended to 36 hours when hauling sheep and cattle. The case has not been set for trial, but will be heard during the April session of the Federal grand jury in the United States District Court.

Delayed by Accident and Storm

SAN FRANCISCO, March 4.—An engine to complain against the Southern Pacific by United States District Attorney DeWitt, upon information furnished by the Interstate Commerce Commission, was made yesterday in a general denial filed by the railroad's attorneys. The railway explained that accidents caused some violations of the law and that many delays were caused by storms. The railroad also stated that the shippers requested that the run be extended to 36 hours when hauling sheep and cattle. The case has not been set for trial, but will be heard during the April session of the Federal grand jury in the United States District Court.

Delayed by Accident and Storm

SAN FRANCISCO, March 4.—An engine to complain against the Southern Pacific by United States District Attorney DeWitt, upon information furnished by the Interstate Commerce Commission, was made yesterday in a general denial filed by the railroad's attorneys. The railway explained that accidents caused some violations of the law and that many delays were caused by storms. The railroad also stated that the shippers requested that the run be extended to 36 hours when hauling sheep and cattle. The case has not been set for trial, but will be heard during the April session of the Federal grand jury in the United States District Court.

Delayed by Accident and Storm

SAN FRANCISCO, March 4.—An engine to complain against the Southern Pacific by United States District Attorney DeWitt, upon information furnished by the Interstate Commerce Commission, was made yesterday in a general denial filed by the railroad's attorneys. The railway explained that accidents caused some violations of the law and that many delays were caused by storms. The railroad also stated that the shippers requested that the run be extended to 36 hours when hauling sheep and cattle. The case has not been set for trial, but will be heard during the April session of the Federal grand jury in the United States District Court.

Delayed by Accident and Storm

SAN FRANCISCO, March 4.—An engine to complain against the Southern Pacific by United States District Attorney DeWitt, upon information furnished by the Interstate Commerce Commission, was made yesterday in a general denial filed by the railroad's attorneys. The railway explained that accidents caused some violations of the law and that many delays were caused by storms. The railroad also stated that the shippers requested that the run be extended to 36 hours when hauling sheep and cattle. The case has not been set for trial, but will be heard during the April session of the Federal grand jury in the United States District Court.

Delayed by Accident and Storm

SAN FRANCISCO, March 4.—An engine to complain against the Southern Pacific by United States District Attorney DeWitt, upon information furnished by the Interstate Commerce Commission, was made yesterday in a general denial filed by the railroad's attorneys. The railway explained that accidents caused some violations of the law and that many delays were caused by storms. The railroad also stated that the shippers requested that the run be extended to 36 hours when hauling sheep and cattle. The case has not been set for trial, but will be heard during the April session of the Federal grand jury in the United States District Court.

Delayed by Accident and Storm

SAN FRANCISCO, March 4.—An engine to complain against the Southern Pacific by United States District Attorney DeWitt, upon information furnished by the Interstate Commerce Commission, was made yesterday in a general denial filed by the railroad's attorneys. The railway explained that accidents caused some violations of the law and that many delays were caused by storms. The railroad also stated that the shippers requested that the run be extended to 36 hours when hauling sheep and cattle. The case has not been set for trial, but will be heard during the April session of the Federal grand jury in the United States District Court.

ALDRICH BILL IS THEIR ONLY HOPE

Better Than Nothing, Say the Leaders.

BE DRIVEN THROUGH CONGRESS

Cannon Will Whip All Opponents Into Line.

DANGER IN ITS TRAIN

Small Hope for Asset Currency, but Probable Effort of Interests to Use New Law to Prevent Needed Reforms.

By Walter Wellman to Chicago Record-Herald.

WASHINGTON, March 4.—(Special.)—In spite of opposition among Republicans of both houses, notwithstanding a general feeling that it may be a mistake, it is pretty well settled that the Aldrich bill, in some form, is to pass both houses in Congress and become law. It will pass for no other reason than that "it is the Aldrich bill or nothing," as I pointed out some time ago.

But is the Aldrich bill better than nothing? Many are beginning to doubt it. The doubt is so widespread that serious efforts are to be made to amend it in important particulars—one in the Senate and the other in the House. A group of Republican Senators will try to strike out the railroad bond feature, if it falls in the Senate, this effort will be renewed in the House.

In the latter body also, an effort will be made to engraft some form of asset currency upon the bill. It is doubtful if this succeeds. Speaker Cannon and his lieutenants are determined to drive the bill through under whip and spur, and the House of Representatives is no longer a deliberative, a free body. It is ruled by a coterie of three or four men and, in the last analysis, by one man. Even if there be enough revolt against the Speaker to inject some form of asset cur-

By Walter Wellman to Chicago Record-Herald.

WASHINGTON, March 4.—(Special.)—In spite of opposition among Republicans of both houses, notwithstanding a general feeling that it may be a mistake, it is pretty well settled that the Aldrich bill, in some form, is to pass both houses in Congress and become law. It will pass for no other reason than that "it is the Aldrich bill or nothing," as I pointed out some time ago.

But is the Aldrich bill better than nothing? Many are beginning to doubt it. The doubt is so widespread that serious efforts are to be made to amend it in important particulars—one in the Senate and the other in the House. A group of Republican Senators will try to strike out the railroad bond feature, if it falls in the Senate, this effort will be renewed in the House.

In the latter body also, an effort will be made to engraft some form of asset currency upon the bill. It is doubtful if this succeeds. Speaker Cannon and his lieutenants are determined to drive the bill through under whip and spur, and the House of Representatives is no longer a deliberative, a free body. It is ruled by a coterie of three or four men and, in the last analysis, by one man. Even if there be enough revolt against the Speaker to inject some form of asset cur-

By Walter Wellman to Chicago Record-Herald.

WASHINGTON, March 4.—(Special.)—In spite of opposition among Republicans of both houses, notwithstanding a general feeling that it may be a mistake, it is pretty well settled that the Aldrich bill, in some form, is to pass both houses in Congress and become law. It will pass for no other reason than that "it is the Aldrich bill or nothing," as I pointed out some time ago.

But is the Aldrich bill better than nothing? Many are beginning to doubt it. The doubt is so widespread that serious efforts are to be made to amend it in important particulars—one in the Senate and the other in the House. A group of Republican Senators will try to strike out the railroad bond feature, if it falls in the Senate, this effort will be renewed in the House.

In the latter body also, an effort will be made to engraft some form of asset currency upon the bill. It is doubtful if this succeeds. Speaker Cannon and his lieutenants are determined to drive the bill through under whip and spur, and the House of Representatives is no longer a deliberative, a free body. It is ruled by a coterie of three or four men and, in the last analysis, by one man. Even if there be enough revolt against the Speaker to inject some form of asset cur-

By Walter Wellman to Chicago Record-Herald.

WASHINGTON, March 4.—(Special.)—In spite of opposition among Republicans of both houses, notwithstanding a general feeling that it may be a mistake, it is pretty well settled that the Aldrich bill, in some form, is to pass both houses in Congress and become law. It will pass for no other reason than that "it is the Aldrich bill or nothing," as I pointed out some time ago.

But is the Aldrich bill better than nothing? Many are beginning to doubt it. The doubt is so widespread that serious efforts are to be made to amend it in important particulars—one in the Senate and the other in the House. A group of Republican Senators will try to strike out the railroad bond feature, if it falls in the Senate, this effort will be renewed in the House.

In the latter body also, an effort will be made to engraft some form of asset currency upon the bill. It is doubtful if this succeeds. Speaker Cannon and his lieutenants are determined to drive the bill through under whip and spur, and the House of Representatives is no longer a deliberative, a free body. It is ruled by a coterie of three or four men and, in the last analysis, by one man. Even if there be enough revolt against the Speaker to inject some form of asset cur-

By Walter Wellman to Chicago Record-Herald.

WASHINGTON, March 4.—(Special.)—In spite of opposition among Republicans of both houses, notwithstanding a general feeling that it may be a mistake, it is pretty well settled that the Aldrich bill, in some form, is to pass both houses in Congress and become law. It will pass for no other reason than that "it is the Aldrich bill or nothing," as I pointed out some time ago.

But is the Aldrich bill better than nothing? Many are beginning to doubt it. The doubt is so widespread that serious efforts are to be made to amend it in important particulars—one in the Senate and the other in the House. A group of Republican Senators will try to strike out the railroad bond feature, if it falls in the Senate, this effort will be renewed in the House.

In the latter body also, an effort will be made to engraft some form of asset currency upon the bill. It is doubtful if this succeeds. Speaker Cannon and his lieutenants are determined to drive the bill through under whip and spur, and the House of Representatives is no longer a deliberative, a free body. It is ruled by a coterie of three or four men and, in the last analysis, by one man. Even if there be enough revolt against the Speaker to inject some form of asset cur-

By Walter Wellman to Chicago Record-Herald.

WASHINGTON, March 4.—(Special.)—In spite of opposition among Republicans of both houses, notwithstanding a general feeling that it may be a mistake, it is pretty well settled that the Aldrich bill, in some form, is to pass both houses in Congress and become law. It will pass for no other reason than that "it is the Aldrich bill or nothing," as I pointed out some time ago.

But is the Aldrich bill better than nothing? Many are beginning to doubt it. The doubt is so widespread that serious efforts are to be made to amend it in important particulars—one in the Senate and the other in the House. A group of Republican Senators will try to strike out the railroad bond feature, if it falls in the Senate, this effort will be renewed in the House.

In the latter body also, an effort will be made to engraft some form of asset currency upon the bill. It is doubtful if this succeeds. Speaker Cannon and his lieutenants are determined to drive the bill through under whip and spur, and the House of Representatives is no longer a deliberative, a free body. It is ruled by a coterie of three or four men and, in the last analysis, by one man. Even if there be enough revolt against the Speaker to inject some form of asset cur-

By Walter Wellman to Chicago Record-Herald.

WASHINGTON, March 4.—(Special.)—In spite of opposition among Republicans of both houses, notwithstanding a general feeling that it may be a mistake, it is pretty well settled that the Aldrich bill, in some form, is to pass both houses in Congress and become law. It will pass for no other reason than that "it is the Aldrich bill or nothing," as I pointed out some time ago.

RUEF PROMISED BIG WATER CRAFT

Deal With Bay Cities Company Is Out.

SUPERVISORS TELL STORIES

Attempt to Sell \$1,000,000 Plant for \$10,000,000.

BOARD WAS TO STAND IN

Tevis Libel Suit Brings Out Evidence of Biggest Deal of All, Which Never Came to Fruition.

San Francisco, March 4.—(Special.)—Sensational testimony was given today in the original libel suit instituted by William S. Tevis, the millionaire land, power and water magnate, against the Evening Bulletin. The Bulletin charged that Tevis had made a corrupt bargain with Abe Ruef to sell to the city the Bay Cities water plant, owned by Tevis, for \$10,000,000. This plant, the Bulletin charged, was not worth more than \$1,000,000. The sensational testimony was given by Jennings J. Phillips and Andrew Wilson, of the old boodling Board of Supervisors.

In his opening address, Hiram W. Johnson, attorney for the Bulletin, said:

Ruef Promised Big Craft

"We shall show you that, in the course of numerous secret meetings by the Board of Supervisors, usually in the Mayor's office, and held on Sunday nights, Ruef had set to work corruptly to further the usual plans of William S. Tevis, and to this end held interviews with James L. Gallagher, Andrew M. Wilson and Jennings J. Phillips, and other members of his Board of Supervisors, and told each one of them there would be large money payments for Supervisors who would vote and "stand in" for having the Bay Cities water supply acquired by San Francisco for \$10,000,000. These ex-Supervisors will appear upon the witness-stand and tell you this themselves.

"We shall prove that thereafter Ruef wrote all reports and resolutions of the water committee of the Board of Supervisors, and all the resolutions of the Board as a whole, though, of course, he was not a member of the Board."

His Promise to Phillips

Ex-Supervisor Phillips was the first witness called. Referring to one of the numerous resolutions prepared by Ruef, presented to the Board and subsequently adopted, Phillips was asked if Ruef ever made reference to the subject. Phillips replied in the affirmative.

"What did he say?" asked Matthew Sullivan, for the defense.

"That it was a good time to force the matter—that if we could put through the Bay Cities water project there would be considerable money in it for us—that it was the biggest thing yet."

During the taking of testimony, shortly after noon, Phillips said that, following the adoption of certain resolutions, Ruef caused them to be printed in a newspaper and 20,000 additional copies ordered. The bill for this amounted to \$400, to collect which Phillips called upon Ruef personally.

Had Not "Come Through"

"When I went to Ruef to collect the \$400," said Phillips, "Ruef pulled open a drawer in his desk and extracted a plain envelope containing currency and peeled off \$250. I called his attention to the fact that there was still a balance of \$150, and he replied: "Well, they haven't come through yet." I protested, and he paid me the balance."

During his testimony ex-Supervisor Wilson said:

"Ruef told me it was going to be something handsome in it for the Board of Supervisors. He and I walked down Fillmore street a few blocks and I was introduced for the first time to William S. Tevis, but no reference was made to the Bay Cities deal and we separated almost immediately."

This is the first public testimony given in reference to the Bay Cities water matter.

The case will proceed tomorrow. Ruef is to be a witness.

Phillips admitted in answer to Cook's question, objection to which by counsel for the defense was overruled, that he had been promised immunity for anything wrong that he had done as Supervisor.

Matthew Sullivan, of counsel for the defendants, characterized it as "indecent" for the District Attorney to treat the witness in this manner by referring to any immunity contract, if there was any entered into between the District Attorney's office and this witness. Mr. Cook retorted that he was not here by choice prosecuting this case.

RUEF'S CLAIM TO IMMUNITY

Says Promise Came From Burns and Supervisors Made Terms.

SAN FRANCISCO, March 4.—Abraham Ruef today filed another affidavit in



Senator Redfield Proctor, of Vermont, who died yesterday.



William O'Connell Bradley, United States Senator-Elect of Kentucky.



Governor Andrew L. Harris, of Ohio, Renominated by the Republican Convention.

REGISTER!

THIS CITIZEN HASN'T TIME TO REGISTER, BUT—

—THIS ONE HAS.

CONTENTS TODAY'S PAPER

The Weather.
YESTERDAY'S maximum temperature, 51 degrees; minimum temperature, 36 degrees.
TODAY'S—Cloudy and threatening; winds mostly north.

Foreign.
Fearing British and American intervention Leopold compromises Congo dispute. Page 2.

National.
Aldrich currency