

PUSHING THE CULLUM BILL

ST. LOUIS INDUSTRIAL CONVENTION URGES ITS PASSAGE.

Necessity of a Change in the Interstate Commerce Law—Memorial to Congress.

ST. LOUIS, Nov. 20.—Delegates representing 17 industrial organizations, local and national, called together to take action looking to the passage of Senate bill No. 1423, better known as Cullum's bill to amend the interstate commerce law, today adopted a memorial to Congress which says: "This is a measure in which the business interests of the country are largely more concerned than in any other that has recently been brought to the attention of Congress, and its enactment will more directly affect a larger number of citizens than any other now pending. The bill has been before the public during the past 12 months, and has been freely discussed in the public press, with almost unanimous approval. It has been formally endorsed by nearly all the commercial bodies of the country in any part of the country, and the demand for its immediate enactment from all sections of the country seems to be universal. This convention, therefore, earnestly desires that your honorable bodies will give this measure the precedence to which its importance seems to entitle it. It affords a ready and a public forum for the expression of the views of the country, which the present law has proved inadequate to remedy by the early enactment of the proposed bill."

Resolutions were adopted providing that an executive committee of five members be appointed by the chairman to have power to take such action as may seem best to carry out the purpose of the convention. The resolutions also recommended that each body represented in the convention send one or more delegates to Washington upon the reassembling of Congress for the purpose of exerting their personal influence and securing the co-operation of the Senators and Representatives from their respective states in the early enactment of the Cullum bill. All the commercial and industrial organizations throughout the country are invited to unite in this movement.

Secretary Barry, speaking of the purpose of the meeting, said: "The action of the convention will simply be in the line of giving evidence to Congress of the strong demand throughout the country for the passage of the Cullum bill, and the attention will simply be to go to Washington to labor in the interest of the bill. The opposition to the next measure on the part of railroads is due to the fact that they realize that the interstate commerce law in its present form is impotent—the findings of the commission cannot be put in force."

E. F. Bacon, of Milwaukee, called the gathering to order and presented the purpose of the meeting. He hoped there would be no digression, and that the meeting would proceed simply with that object in view, and that the representatives of the business men of the country would make their voices heard in accents strong enough, he was sure that Congress would not fail to put the measure through.

Ex-Governor E. O. Stansard, of St. Louis, was unanimously made presiding officer of the meeting. With H. J. Douseman, of Chicago, as vice-president, and Frank Barry, of Milwaukee, as secretary. In taking the chair Governor Stansard said there was a difference of opinion in St. Louis as to the propriety of presenting the interstate commerce commission, and he supposed that a similar condition existed elsewhere. What the people of the country want is a change in the interstate commerce commission with the power to act, or the repeal of the law under which it came into being. He said that under the present law the railroads discriminating, for instance, in favor of wheat, which can be shipped to Europe at a lower rate than flour, the millers of Germany and other countries out with our grain a product cheaper than we can put in the market there.

Governor Stansard said the farmers in this country are not getting the benefit of the law, but that the interests of thousands and tens of thousands of manufacturers should be taken care of, too. O. L. Williams, president of the Merchants' Exchange, delivered an address of welcome, at the conclusion of which committees on credentials, rules and resolutions were appointed. By the action of the committee, Mr. Williams was made chairman of the committee on resolutions, which consisted of 12 prominent and representative men. A recess was taken until 2 P. M.

UNION PACIFIC'S REPORT.

Shows a Gratifying Increase of Business for the Year.

The annual report of the Union Pacific system for the year ending June 30, 1906, has been made public, and the Railway Age thus summarizes it: Detailed accounts of the operations of the Union Pacific, the Oregon Short Line and the Oregon Railroad & Navigation Company are presented separately in the Union Pacific's annual report for the last fiscal year, and with the separate statements numerous consolidated exhibits for the system embracing the three members. The combined income accounts bring out for the parent company a surplus applicable to dividends equivalent to a little more than 2 1/2 per cent on the present outstanding common stock, after the payment of 4 per cent on the preferred. Disregarding cross entries, and treating the 4 per cent dividend on Oregon Navigation preferred stock as a dividend, the consolidated income accounts for the last two years makes the following comparison:

Table with 2 columns: Year (1905, 1906) and various financial metrics including Gross earnings, Operating expenses, Net earnings, Total net income, Fixed charges, Balance, and Dividends.

At the close of 1906 the three companies had at the credit of profit and loss a surplus of \$4,920,000. Adjustments made during the past year resulted in the addition of \$2,000,000 to this amount, to which must be added the surplus income of 1906, amounting to \$4,640,000, as above. From

the total of \$11,570,000 the sum of \$3,000,000 was appropriated for betterments, additions and equipment, so that the surplus at the close of 1906 stood at \$11,570,000. The consolidated balance sheet shows \$4,077,000 of current assets in excess of current liabilities, without, however, reckoning among the current liabilities, \$2,000,000 in improvement and equipment funds, or \$2,000,000 set apart for the October dividends.

The average mileage operated during the year by the three companies was 5425 miles, an increase of 24 miles, or 11 per cent. The total mileage owned on June 30 was 5425 miles, an increase of 20 miles, or 4 on the Union Pacific and 5 on the Oregon Navigation. No changes have occurred in the capital stock of the Oregon Short Line or of the Oregon Navigation. The report gives a detailed account of the Union Pacific's operations for the acquisition of the Oregon properties. The Union Pacific Company, received during the year \$2,000,000 of first mortgage bonds to reimburse it for capital expenditures. Expenditures amounting to \$2,977,000, all told, were made upon the system, during the year for betterments and improvements, and for new equipment. The total amount of money amounting to a round million dollars appear to have been included in the operating expenses of the year.

The traffic statistics in the Union Pacific's report are less complete than those published by most of the large companies. Some of the items lacking may be determined by compilation, and the essential facts for the acquisition of the Oregon properties are presented in the following tabulated exhibit:

Table with 2 columns: 1905, 1906. Rows include Revenue, Train miles, Average loaded car, and Train-miles.

HILL AND THE NORTHERN PACIFIC.

Greater Stability Desired for the Property—No Failures Wanted.

"It have not the slightest doubt that the report that Mr. Hill will control the Northern Pacific is true," said a railroad man yesterday who has long been acquainted with Mr. Hill's plans and achievements and is familiar with the transportation situation in the Northwest. "I am satisfied that the Minnesota Coalfield is not a matter of great practical consolidation when the matter was up seven years ago. Of course, that presented a difficulty that necessitated a re-arrangement of the stock that readjustment was in progress the panic came on, the Northern Pacific defaulted and went into receivership, and it blocked the re-arrangement of the stock for the time. But do you suppose Mr. Hill let go his Northern Pacific interest then? By no means. And some time ago, there was a rumor that Hill and J. P. Morgan had had a row, and that Mr. Hill was dumping Northern Pacific and had declared war on that property. The rumor had its effect on the market, and Hill bought some more Northern Pacific."

"I believe the truth of the matter to be that the Deutsche Bank, of Berlin, and Hill own a controlling interest in Northern Pacific. J. P. Morgan is the reorganization manager of the Northern Pacific, is quite human. He doubtless realizes that it would not redound to his credit to see the property of the Northern Pacific go to other hands and be ousted entirely from its management. So he makes a virtue of necessity, and he has not only the vote, but he has the power to express by limitation, and participates in the new deal. He is, of course, an important factor, and his cooperation is of great strength to the alliance or combination."

WILL FORCE A CHANGE.

Opening of Spokane Gate to Seattle Will Reform Garrison.

The proposed opening of the Spokane gate to Seattle, as well as to Portland, will inure to the benefit of shippers to points west of Denver. Now those points are reached through Garrison, thence over the Oregon Short Line. But the Northern Pacific will not permit its cars to leave its own tracks, which necessitates an annoying and expensive delay for transfer of freight into Oregon Short Line cars. Under the new arrangement the Union Pacific will send cars over the Great Northern to Seattle for loading with lumber, and the loaded cars will then go through to destination without any delay for transshipment. This will force a reform at Garrison.

Another Western Trip of Eastern Promoters.

OMAHA, Nov. 20.—Another trip through Omaha on account of the coming Los Angeles Terminal Company was made today by a private car filled with Eastern promoters. Among them were J. S. Bemis, president of the Bemis Box Company; H. C. Kerens, Republican National Committee man from St. Louis; Perry B. Heath, late Assistant Postmaster-General; W. H. Clark, president of the United States Trust Company of Kansas City; Charles C. Clark of the Granite Mountain Route; J. Ross Clark of Los Angeles, and others. In brief, their plan is to build a short line from Salt Lake to Los Angeles. The Union Pacific is interested in the enterprise on the last trip out General

RURAL FREE DELIVERY

ASSISTANT POSTMASTER-GENERAL WANTS IT WIDELY EXTENDED.

Cost of Service in Porto Rico and Hawaii to be Included in Regular Appropriation Next Year.

WASHINGTON, Nov. 20.—An enthusiastic plea for a wide expansion of rural free delivery is made in the annual report of W. M. Johnson, First Assistant Postmaster-General. He says that the extraordinary development of this system during the past 12 months under the stimulus of appropriations of \$600,000 for the fiscal year 1904-1905, and \$1,700,000 for the fiscal year 1905-1906 is conclusive as showing that hereafter it must be a permanent and expanding feature of the postal administration. The service can be extended as readily as Congress may direct, or as the means permit, until it covers all the portions of the United States now reached in whole or part by the more primitive methods of the postal service.

Commencing July 1 next, it is proposed to include the cost of the postal service of Porto Rico and Hawaii in the regular appropriation, instead of paying the amount out of the military appropriations, as at present. The total cost of the Porto Rican postal service for the last fiscal year was a little over \$100,000, and the maximum of the military appropriations for the next fiscal year is \$2,500,000. An appropriation of \$100,000 is asked for compensation of Postmasters for the first-class mail fares from this city to Dawson City will be about the same as those effective last year, when the trip was made in about 12 days. By the shorter route, the distance from Dawson City to Dawson City is about 2700 miles.

Northern Pacific Very Busy.

TACOMA, Wash., Nov. 20.—G. G. Fulton, assistant general freight agent of the Northern Pacific, said today: "The road is unable to keep up with the business offered. We have cars loaded with grain standing in the yards at Tacoma and Pasco which cannot be moved. The shortage of available cars is responsible for this condition. The general traffic on the road is at a record high. In the light wheat crop in the Middle Western States the demand for cars has been greater than it was possible to supply."

Transcontinental Association.

ST. LOUIS, Nov. 20.—The Transcontinental Passenger Association held its first regular meeting today at the Flamingo Hotel, Chairman James M. Charlton, of Denver, presiding. Chairman Charlton made a report in which he stated that he had rented offices at Denver and made preparations in a responsible manner for an emergency fund of \$5000 was ordered created for this and contingent expenses.

Central Pacific Statement.

BAN FRANCISCO, Nov. 20.—The annual statement of the Central Pacific Railway, whose lines are operated by the Southern Pacific, has been made to the State Railroad Commission. The total income from operations of \$7,465,184, from which is deducted \$4,847,887 salaries and maintenance of organization, \$2,617,297 being the interest on funded debt accrued, \$222,000 for depreciation, leaving a net income of \$2,122,477.

Oregon Industries.

The Florence cannery shut down this week. A new brewery will be built at Lakeview. The Knappton mills have closed down for repairs. A. J. Good shipped abroad of apples from Union to Europe last week. Charles Cunningham has shipped 400 sheep from Huntington to Pendleton. The Summerville flouring mill, which was damaged by fire, is being rebuilt. The Milton creamery began operations last week, and the machinery worked perfectly. It is said that W. G. Vinson and L. W. Burch are surveying the railroad route from Union to Seaside. The North Bend Mill Company will build a large warehouse. It has received a 90-horse power engine for its electric plant. The Sumpter Lumber Company whose mill was destroyed by fire, has secured control of the mill of the Shaw Lumber Company and has added extensive improvements. The improved plant began operations last week. Stock Inspector George Stevens has returned from a tour of inspection among the sheep bands of the county, says the inspectors have found a few head in three separate bands infected with scab. He says the sheep are generally healthy.

Idaho Notes.

The enrollment at Moscow School numbers 800 pupils. The first session of the Canyon County Sunday School Workers was held at Payette Friday. The Farmers' Warehouse Building, at Julietta, which was partially destroyed by the flood last January, will be removed. The condoned industry of Orofino vicinity is thriving. Lewiston is drawing large proportion of its supply from that locality. Frank Hanson's saw mill near Orofino has been improved by the addition of a more powerful engine. It is ready for the fall run in a few days. A movement is on foot for the creation of a new county out of south Shoshone, and such portion of Nez Perce Shoshone as the residents desire to be included in the proposed new county. Orofino would probably be named as temporary county seat.

SALT LAKE-LOS ANGELES LINE.

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THE REGULAR ARMY.

Permanent Minimum Strength of 50,000 Men Will Be Asked For.

NEW YORK, Nov. 20.—High officials connected with the War Department, it is announced in a Tribune dispatch from Washington, say that they are not going to ask Congress for a permanent enlisted strength of 100,000 men for the Regular Army, or for an addition to the number of officers now on the Army lists.

It is learned from authoritative sources in the department that a bill is being prepared which will be presented to Congress providing for a permanent minimum strength of 50,000 men in the Regular Army and at the same time conferring authority on the President to double this number in case of need to 100,000 men. This is to be done not by forming new regiments, but by adding enlisted men to the existing organized companies without at all increasing the number of commissioned officers. This arrangement would bring the Army more in harmony with the modern methods of organization, which tend to large companies and regiments.

General Joseph R. Hawley, of Connecticut, chairman of the Senate committee on military affairs, says that as soon as Secretary Root returns from Cuba a bill reorganizing the Army on a permanent basis will be prepared and introduced in both houses. Secretary Hawley is quoted as saying in the course of an interview: "In my opinion an Army of not less than 100,000 and perhaps more should be maintained at the present time. In the near future, of course, there may be cause for a reduction. I think a measure might be passed empowering the President to use his discretion to a great extent in determining the exact strength of the Army, not of course, to exceed the maximum fixed by Congress. Under conditions such as those existing at present, for instance, the President could recruit an Army of whatever proportions he deemed necessary to handle the Filipino insurrection, and upon the conclusion of that work he could reduce the number of troops in proportion to existing needs. This I think would be a most excellent solution of the whole problem."

CHINESE IMMIGRATION.

Powderly Will Give a Hearing to Labor Organizations.

WASHINGTON, Nov. 20.—Commissioner Powderly, of the Immigration Bureau, will give a hearing about the last of this month to a committee of the labor organizations of New York, headed by the Knights of Labor, on Chinese immigration. The committee also represents nearly all the labor organizations on the Pacific Coast. The object of this organization is to suggest a co-operation of the Immigration Bureau and the labor bodies, believing that violations of the Chinese immigration law often come to the knowledge of laborers that are not published and spoken of. If the organizations co-operate with the immigration officials, it is thought all members of labor bodies will make it their business to watch for violations of the law and assist in their detection.

CANAL COMMISSIONER'S REPORT.

Commander Stanton Thought Burglars Were After It.

NEW YORK, Nov. 20.—It was reported in Washington, says a Herald special, that Burglars who were after the forthcoming report of the Walker Inland Canal Commission, had entered the Corcoran Building, in which the Commission has its office, and had broken open the desk of Lieutenant-Commander Stanton, secretary of the Commission. Lieutenant-Commander Stanton said last night that when he tried to open his desk a day or two ago, he discovered that the lock was broken. His impression was that it was the work of burglars who, for some purpose, were seeking to get advance information about the conclusion of the report. He sent for a locksmith who persuaded him that the desk had not been broken open, but that the lock had become disarranged in the course of usage. The incident created great excitement among the members of the Commission. The report of the Commission is being very closely safeguarded, and it is said some of the Commissioners are not yet acquainted with what the report will contain.

Internal Revenue Receipts.

WASHINGTON, Nov. 20.—The collections of Internal Revenue for October aggregated \$2,464,489, against \$2,167,346 in the same month last year. The receipts are classified as follows: Spirits \$1,005,559; Tobacco \$4,293,983; Liquors \$4,491,488; Excise \$21,528; Special taxes \$3,571; Miscellaneous \$4,651,531. For the first four months of the present year the total receipts aggregated \$10,955,418, an increase of \$2,831,833 over the corresponding period of last year.

Bids for Free Seeds.

WASHINGTON, Nov. 20.—The Department of Agriculture has advertised for bids for furnishing seeds to the department for the usual distribution. Bids will be opened in this city December 11, about three weeks earlier than the opening last year. The early date is a concession to the Pacific Coast bidders. In order to give them an equal opportunity with those having local crops. Washington Notes. Indications are that a free rural mail service will soon be established in Walla Walla County. The fraternal orders of Everett will give a charity ball December 10 for the benefit of Galveston sufferers. Frederick Noll has filed suit for \$2000 damages against the City of Seattle for injuries sustained by falling into an unguarded opening in a walk. The Wilkeson Coal & Coke Company struck a vein of coal seven feet thick in its mine at Wilkeson, Saturday. The company has been driving for the vein for some time. The coal is of a good cooking quality. The Lake Whatcom Logging Company has completed its operations on South Bay, Lake Whatcom, and has now concentrated its forces at the head of the lake, where it has sufficient timber to keep its present plant in operation for about 10 years. The Bellingham Bay Improvement Company has filed an Eastern order in which were three sticks of timber 52 feet long

Advertisement for CUTICURA SOAP. Text includes: 'To Soften and Whiten the HAIR', 'To Stop Falling HAIR', 'To Beautify the SKIN'. Includes an illustration of a woman's face and a box of Cuticura Soap.

Advertisement for 'My, but folks have an easy time now-a-days'. Text includes: 'CLEANS EVERYTHING without the use of SOAP, powder, or any other thing else'. 'Housework is hard work without Cuticura'. Includes an illustration of a woman cleaning a surface.

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