

HARRIMAN MAY BE BEATEN BY DUTCH

They Hold Balance of Power in Illinois Central Contest.

HAVE WHIPPED HIM ONCE

Fish Sure of All Dutch Proxies and May Get All Other Europeans.

NEW YORK, Oct. 7.—(Special.)—Upon the votes of hundreds of small Dutch investors may depend the outcome of one of the greatest battles in the campaign against the Dutch. The Dutch are waging to displace him from the directorship of the railroad covering one-third of the area in the United States. In the contest of Stuyvesant Fish against Mr. Harriman for control of the Illinois Central Railroad, the Dutch have sent over 40,000 shares of stock.

About 20 per cent of Illinois Central stock is held in Europe, the greater part of it in Holland, and, if Mr. Fish gets all the European stock, those shares probably will swing the railway election in his favor. Mr. Fish, it was learned today, proxies for 40,000 shares of stock.

It is an interesting coincidence that the position of the Illinois Central is similar, in one important respect at least, to that of the Kansas City Southern a few years ago. Mr. Harriman took hold of the Kansas City Southern in 1900 for the announced purpose of rehabilitating the property. The stockholders were overjoyed to get a man of his ability to take charge of the road and, when he told them he would serve without pay, they were delighted. For two years Mr. Harriman did serve as chairman of the board without pay, then decided he was entitled to a salary of \$25,000 a year, but made the salary retroactive to cover the two years during which he had drawn no pay.

It is even charged, and Mr. Harriman never has denied the accusation, that when he decided to leave the road to have a salary, he called a meeting at which there were present Otto H. Kahn, his banker, and himself, and voted himself not only the salary but also two years' back pay, making \$75,000 in all. Subsequently, it is true, the directors ratified his action. All the directors were his friends.

Had Wrecked the Road. Possibly the Dutch stockholders would not have objected to Mr. Harriman voting himself a salary if he had built up the road, but he kept going from bad to worse. Articles appeared in Dutch newspapers containing attacks upon Mr. Harriman far more bitter than anything ever printed in this country. The Dutch sent a party of engineers to examine the property and their report showed it was run down to an extent the stockholders considered almost criminal. Bridges and other parts of the property upon which the safety of passengers depended were in such bad condition that the railway must be abandoned at the fact disclosed. Under the leadership of Herman Blikken the Dutch stockholders began a fight to oust Mr. Harriman. They engaged Samuel J. May, a lawyer, and made things so hot for Mr. Harriman that at the last moment he withdrew from the contest. Under Dutch control the road has prospered.

MAKE RAILROAD TRAVEL SAFE

Roosevelt Will Urge New Reform and Give Horrible Examples.

WASHINGTON, Oct. 7.—(Special.)—It is reported that one of the important pieces of new legislation along progressive lines which President Roosevelt will urge in his forthcoming message to Congress will be a measure giving the Interstate Commerce Commission power to regulate the physical construction of railroads to the extent of assuring safe roadbeds, flawless trackwork and generally to look after conditions that involve the lives and limbs of passengers.

The necessity for the conferring of some such powers on the Federal authority in connection with the regulation of interstate commerce appeared to members of the Commission several months ago, when some sensational testimony was given by a railroad official in connection with the inferior quality of rails purchased by certain railroads, which run the fastest of fast passenger trains over their lines. Since that time an investigation has been conducted. Photographs have been taken of portions of the track of the big roads in the West, which show conditions calculated to excite agitation for reform.

One photograph, for example, shows where a man has thrust his cane into a rotten tie with as much ease as if the tie was made of paper. The scene depicted in the Commission's art gallery are tracks upon which the very fastest trains are run every hour in the day. Possibly the photographs may be reproduced and made part of the Commission's annual report and the road held up as a horrible example.

ANOTHER WALL FROM RIPLEY

Santa Fe Stops Improvements Till Attacks on Railroads Cease.

CHICAGO, Oct. 7.—(Special.)—In the freight annual report of the Santa Fe Road, which was made public today, President E. P. Ripley makes an official announcement that all extensions and new work have been suspended until public confidence in the railroads shall have been restored.

Mr. Ripley also declares that it will be impossible for the railroads of the country to obtain the hundreds of millions of dollars which they must expend, if they keep pace with growing demands for transportation, unless the public begins soon to realize that it has caused the trouble in vigorously attacking the railroads.

To show that railroad investments have not proved as successful as others, Mr. Ripley states that during 1907, the most prosperous year in the history of the company, the net earnings averaged only 4.5 per cent upon the entire capitalization, which is believed not to exceed the cost of reproducing the company's properties at the present time. He proceeds:

It was necessary for the company to expend for improvements, additional equipment and new construction during the last ten years a total of \$10,000,000. During the same period the total sum paid to stockholders was less than \$75,000,000.

WALL STREET STOPS WORK

Stringency of Money Market Hinders Colorado Extension.

DENVER, Colo., Oct. 7.—(Special.)—There are to be no important extensions by the Colorado railroads during the coming year on account of tightness in the money market in Wall street. Several big enterprises which have been under contemplation will not be pushed through to completion at this time and none of the companies will attempt to market its securities in Wall street.

The Colorado & Southern has completed its surveys, made estimates of cost and figured out all the details for building a 200-mile extension on its northern line from Orin Junction in Wyoming to the Canadian border but the plans are being held in abeyance awaiting the recovery of the depressed money market.

The Denver & Rio Grande will not do any broad gauging the coming year and will postpone the double tracking of its line from Denver to Pueblo as had been planned.

TWO MORE INDICTMENTS

Jury Returns Charges Against Southern Pacific, Pacific Mail.

SAN FRANCISCO, Oct. 7.—The United States grand jury today presented two supplementary indictments, one against the Southern Pacific Company, and another against the Pacific Mail Steamship Company, charging them with violations of the interstate commerce laws. Each indictment contains eight counts, which relate to shipments of matting from Kobe, Japan, to various points in the United States at rates lower than those mentioned in the schedule furnished to the Interstate Commerce Commission.

BUYER PAID THE FREIGHT

Lime and Cement Company's New Scheme for Dodging Law.

LOS ANGELES, Cal., Oct. 7.—Donald Fragner, secretary of the Grand Canyon Lime & Cement Company, whose dealings with the Santa Fe Railroad are alleged to have been the subject of a Federal court charge of rebating in the Federal court, was on the witness stand today. Mr. Fragner was able to point out that in every instance, cartloads of lime and cement were shipped to purchasers, f. o. b. at the point of delivery. Then, according to the witness, the purchasers paid the freight and sent the bill to the cement company, when they were credited with the amount of the freight bill.

Great Northern Extra Dividend.

NEW YORK, Oct. 7.—Announcement of an extra dividend of 1 1/2 per cent by the Great Northern Railway Company was made today. It was announced that the funds for the dividend are derived from the Lake Superior company, and come not from the ore lands leased to the United States Steel Corporation, but from other of its holdings, such as coal lands and express companies.

STEALS ANOTHER'S WIFE

Italian Fruit Dealer Gets Badly Tangled Up With Affinity Idea.

SPOKANE, Wash., Oct. 7.—(Special.)—Belief in the affinity idea has led Felice De Vecchio, a young Italian fruit dealer, to elope from Trenton, N. J., with Marianna, the lawfully wedded spouse of Joseph Marianna, also the manipulator of a pushcart, and come all the way to Spokane, where the indignant husband, after trailing the recalcitrant couple thousands of miles, has finally overtaken them and is now trying to persuade his erring spouse to return with him.

Detective McDonald testified that the police had been called to 220 Main avenue on the night of the elopement, and found Felice and Marianna there with Joseph. The three were engaged in a squabble and had come almost to blows. The officer declared that Police had tried to carry the woman away right in front of the officers, but had been prevented.

DISEASE IS SPREADING

Tacoma Physicians Handicapped Without City Bacteriologist.

TACOMA, Wash., Oct. 7.—(Special.)—Diphtheria is said by the physicians to be spreading since the Council refused to pay a salary to retain a bacteriologist. The situation is declared to be most serious and a menace to the public health.

Quell says that diphtheria was pretty well stamped out before Dr. Bebb, the bacteriologist, was allowed to go. Since his departure cases have appeared and the contagion is spreading. Dr. Green, the city health officer, is credited with doing all he can under the circumstances, but he is handicapped without the services of a regular public bacteriologist.

PRESS VAUDEVILLE WAR

Klaw & Erlanger Continue Fight on Rival Combination.

NEWARK, Oct. 7.—Answering declarations that there was a prospect of peace in the vaudeville business, Klaw & Erlanger have issued a statement that their fight with the Keith-Proctor-Williams combination will go on and that, under arrangements just completed, the field of rivalry will be extended from coast to coast.

Altogether the Western company, it is stated, will soon have under its management for booking purposes 12 or 18 houses. These will reach to the Pacific Coast.

Eyes fitted to glasses, H. at Metzger's.

WAS LAW BROKEN?

Knotty Point About Navy Coal in British Ship.

UNCLE SAM HELD IMMUNE

Customs Service Claims Dues on Cargo Arriving at Bremerton, but Ship Claims Immunity. Cargo Can't Be Seized.

Santa Fe Grants Increase.

TOPEKA, Oct. 7.—The Atchison, Topeka & Santa Fe Railroad announced today an increase in the wages of all telegraph operators on the system. This went into effect October 1. The increase came as a surprise to the men, the first knowledge of it being a voluntary announcement by the company. The increase varies from \$2.50 to \$4 per month. This is the second increase in wages the Santa Fe operators have had in the last 12 months, the increase being in that time about 8 per cent. The road employs non-union operators.

Fined for Slugging Ex-Boss.

DENVER, Colo., Oct. 7.—Thomas A. Banks, the striking telegrapher who assaulted S. E. Leonard, superintendent of the Western Union Telegraph Company, on the street here last Saturday, was fined \$50 and costs by Police Judge Stapleton today. An appeal was filed.

FLASH SENT 12,000 MILES

WIRELESS SYSTEM BEATS ALL PREVIOUS RECORDS.

Message From Manila Received in Nova Scotia Tells of Cruiser's Arrival.

SYDNEY, N. S., Oct. 7.—(Special.)—This morning, while Marconi experts here were testing several new receiving cones at the top of towers at Moriena station, it was stated that the operator in the room below picked up a message from the wireless station at Manila at a distance of 12,000 miles. The message said to have been received was that the American cruiser Philadelphia had arrived at Manila.

Pays Duty on Government Coal.

PORT TOWNSEND, Wash., Oct. 7.—The sum of \$714 customs duty was paid under protest by the British steamship Netherlee on her arrival with a cargo of coal from the Atlantic Coast. The consignment is the first of a series of coal shipments to arrive from the East for the United States Navy-yard at Bremerton, to be used to supply vessels of the United States Navy with fuel and prevent any recurrence of the coal famine of last winter. On the Netherlee's arrival Captain Rankine, believing that he would pass in duty free, was thunderstruck when the customs officials informed him that customs charges amounting to \$2746 must be paid before he could proceed. He argued that his cargo belonged to the United States Government, but the anomaly was allowed to stand and the duty was paid under protest.

TEST OF THE PROPOSED ROUTE

President Replies to Letter of Chicago's Mayor Sent by Water.

CHICAGO, Oct. 7.—Mayor Buse today received the following reply to the message sent by him to President Roosevelt last week, which was carried by motor boat through the Chicago drainage canal and Illinois and Michigan Canals, and Illinois and Mississippi Rivers:

On Board Steamer Mississippi, Oct. 3, 1907.—My Dear Mr. Mayor: I have received your letter conveyed to me by motor boat from Chicago to St. Louis. I heartily agree with all that you say, but until the commission appointed specially to protect the project is reported, I cannot speak as to details. But I believe in an all water transportation route from the Great Lakes to the Gulf, a route which would greatly give us access to the heart of our country. I believe that this is a National question and that the National Government should recognize this fact.

200 Acres More Restored.

WASHINGTON, D. C., Oct. 7.—There was restored to the public domain today about 200 acres of land heretofore withdrawn for use in connection with the Unstilla Irrigation project in Oregon.

NO DANGER OF COLLISION

Pittsburgers Sa, Suspension of Hartweg's Pilot Unjust.

PITTSBURG, Pa., Oct. 7.—The members of the Pittsburg delegation to the Deep-Waterways Commission at Memphis do not agree with President Roosevelt that during the trip to Memphis there was any danger of collision between the steamboat Mississippi, which the Presidential party was riding, and the Fred Hartweg, on which was the Pittsburg delegation. They believe an injustice was done by Mr. Nichols, of the Hartweg, who was suspended for six months on order from the President. The pilot had a hearing in Memphis behind closed doors.

Captain John Morone, who was on the Mississippi, says he was close to the President when the Hartweg came near, and at no time were the steamers closer than 100 feet, and there was not the slightest danger of collision.

END STRIKE IN CLEVELAND

Operators Ripe for Surrender—Only Room for One-Third.

CLEVELAND, O., Oct. 7.—The Cleveland News says: Upon whom may be placed as indisputable authority, the News is enabled to say that the telegraphers' strike will probably end, in Cleveland at least, Thursday morning. A request was sent to J. E. Materna, local leader of the strike, for permission to return to work on Thursday. It is said by persons interested that, if the permission is not given by the strike leaders, the men will go back of their own accord.

Grand Duke Buried in Pomp.

KARLSRUHE, Germany, Grand Duke of Baden, Oct. 6.—The funeral of the Grand Duke Frederick of Baden, who died at Malmaison, September 23, took place here today and was a brilliant ceremony. A request was sent to J. E. Materna, local leader of the strike, for permission to return to work on Thursday. It is said by persons interested that, if the permission is not given by the strike leaders, the men will go back of their own accord.

COFFEE.

Why Schilling's Best? Because it is best and your money is yours if you think you don't find it so.

Your grocer returns your money if you don't like Schilling's Best; we pay him.

past few days and that practically all of the strikers would be retained. It was added that as a result probably not more than a third of the strikers would be reinstated.

RESIGNS BECAUSE DEFEATED

Thomas Resents Small's Objection to Extending Strike.

NEW YORK, Oct. 7.—Percy Thomas, Deputy National President of the Telegraphers' Union, today resigned and National President Small announced that he would make his headquarters here and conduct the strike of the telegraphers of this city. Mr. Thomas' resignation is reported to have resulted from the action of Mr. Small at the strikers' meeting yesterday in declining to endorse the local union in its move to call out all leased wire operators, whether under contract or not.

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Your grocer returns your money if you don't like Schilling's Best; we pay him.

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"WHERE PRICES ARE FAIR"

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APPLIQUES, in black, white and evening shades; priced according to width, the yard, 35c from \$5.00 to.....
TASSELS of all sizes—an extremely stylish trimming, new this season and much in evidence on the most tasteful gowns; each, \$3.50 12 1/2c to.....
WIDE BANDS, in fillet, mesh or Venise effect. BRAIDS, in fancy silk; pull braids, Oriental, Dresden and other effects, from 1/4-inch wide up, per yard, from \$1.00 to.....
FANCY APPLIQUES, the yard, from \$2.50 \$10.00 to.....

Let us show you how to use trimmings, as well as sell them to you. We have the most authoritative fashion book in the world at our trimming counter—"Le Chic," the French style guide, showing all the advanced ideas in correct trimmings. It illustrates how to use wide bands of fillet mesh or Venise lace over shoulders and in panels of skirts. It shows striking novelties in tassel and pendant trimmings. It shows how effectively handsome ribbons can be used for paneling skirts. How you can employ ribbons and lace for the making of lovely evening waists. It's charmingly illustrated by the best fashion artists in Europe, and every style shown is absolutely correct. It is not for sale. We have it at our trimming counter to show how closely we've followed Paris ideas in selecting our stock.

Exceptional Values in Bedding

WHITE WOOL BLANKETS, big, soft, warm and slightly; have fancy striped borders and silk-bound edges; we have them as low as \$3.50 and then by easy stages up to, the pair, \$25.00
GRAY WOOL BLANKETS, the best assortment hereabouts, from extremely modest prices at \$3.25 the pair up to the very best blanket values in the \$10.00 West, at.....
FEATHER PILLOWS, covered with best grade of sateen or A C A ticking; 5 and 6-pound weights, the pair, \$1.25 to..... \$9.50
COMFORTERS, filled with the best cotton and covered with silk-oline, in an endless array of patterns and colors; each \$1.25 to..... \$2.25
DOWNLINE COMFORTERS—Light, fluffy and warm, each..... \$3.75

Silverware Should Be Bought Now

Tea Sets at special price for today; four piece sets, containing sugars, creamers, spoon holders and tea pots. Take advantage.

TEA SETS		BREAD TRAYS	
\$ 7.00 values, special.....	\$ 6.15	Regular \$2.00 values, sp'l.....	\$1.69
\$ 8.50 values, special.....	\$ 7.50	Regular \$2.25 values, sp'l.....	\$1.94
\$10.50 values, special.....	\$ 9.25	Regular \$3.50 values, sp'l.....	\$3.08
\$14.50 values, special.....	\$12.75	Regular \$4.75 values, sp'l.....	\$4.20
\$15.00 values, special.....	\$13.20		
SHAVING MUGS		CHILDREN'S CUPS	
Regular \$2.65 values, sp'l.....	\$2.33	Regular 90c values, sp'l.....	77c
Regular \$2.80 values, sp'l.....	\$2.46	Regular \$1.15 values, sp'l.....	98c
SPOON TRAYS		Regular \$1.50 values, sp'l.....	\$1.25
Regular \$2.10 values, sp'l.....	\$1.79		
Regular \$2.45 values, sp'l.....	\$2.13	CRUMB TRAYS AND SCRAPPERS	
Regular \$2.86 values, sp'l.....	\$2.50	Regular price \$3.60, sp'l.....	\$3.19
BON BONS		Regular price \$3.85, sp'l.....	\$3.39
Regular \$1.75 values, sp'l.....	\$1.48	Regular price \$4.30, sp'l.....	\$3.78
Regular \$2.45 values, sp'l.....	\$2.13		
Regular \$3.85 values, sp'l.....	\$2.50		

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