

RAILROAD MEN WASTING TEARS

Lane Shows From Own Reports That They Are Still Prosperous.

PANIC HAD LITTLE EFFECT

Earnings Actually Continued Increasing, Particularly on Pacific Coast—O. R. & N.'s Record. Improvement Will Continue.

WASHINGTON, March 23.—Every indication points to an improvement generally in the railroad and industrial situation of the country, according to reports made by the great railway systems of America to the Interstate Commerce Commission. These reports are to the effect that, while the railroads suffered to some extent by the "October panic," the loss was by no means so serious as generally has been supposed. It appears from the reports that the effect was felt particularly by the Eastern lines and by the lines in the southeastern part of the country, a few of which were embarrassed not only by a falling off of revenue, but by their inability to obtain ready cash with which to carry on improvements which they had begun, while the Western lines and the transcontinental roads have not suffered materially from the financial depression. The figures available to the Interstate Commerce Commission indicate also that the general condition in the country is improving materially, with a prospect that it soon will be normal or better.

Revenues Show Prosperity.

Franklin K. Lane, Pacific Coast member of the Interstate Commerce Commission, has made a careful analysis of the figures submitted by the railroads themselves to the Commission. Mr. Lane was asked what loss the railroads of America had sustained from the October panic. He replied that the railroad situation the country over is not imminently serious at the present time. Mr. Lane continued:

There are no figures accessible by which a definite answer to your question can be given. From the figures available to the Commission, however, it does not appear that, taking the country as a whole, the revenues of the railroads have fallen off to the extent that generally is believed. The Interstate Commerce Commission now calls upon the carriers to submit to it, for each month, reports of their revenue and operating expenses. Such reports began with the month of July last, and I have the figures compiled by Professor Henry C. Adams, our statistician, as to a number of systems which may be taken as representative of the railroad systems of the entire country. These systems are:

- New York, New Haven & Hartford.
- New York Central.
- Baltimore & Ohio.
- Pennsylvania.
- Southern Railway.
- Louisville & Nashville.
- Rock Island.
- Rocky Mountain, Topoka & Santa Fe.
- Chicago, Milwaukee & St. Paul.
- Norfolk & Western.
- Southern Pacific.
- Great Northern.
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Decrease Only Slight.

During the three months July, August and September the total operating revenues of these roads amounted to \$399,000,000; for the same months of October, November and December the total revenue was \$376,000,000. The freight revenues of the systems named were for the first quarter \$204,000,000, and for the second quarter \$200,000,000. The freight revenues for November were larger than those for July or September.

Increase on Pacific Coast.

A study of these figures shows that the loss, so far as it affected the railroads, extended but slightly beyond Chicago towards the West. If we take the transcontinental roads reaching to the Pacific Coast, we find that every one of them increased its gross operating revenues during the last half of the year 1907.

Beginning with the Great Northern, which is near the Canadian border, and coming down the Pacific Coast to the Mexican border, the Southern Pacific and the Santa Fe, each one increased its total operating revenues in the last half of 1907 over those for the last half of 1906, while the net income was in some cases increased and in others slightly decreased; the net income from operation in each of these lines being: Santa Fe, \$11,000,000; Northern Pacific, \$18,000,000; Great Northern, \$10,000,000; Southern Pacific, \$41,000,000 for the six months. Taking freight revenues alone, the Santa Fe system, for instance, shows larger freight revenues in December than in July or September, and revenues were but a few thousand dollars less in that month than in any other month except November and December. We find, therefore, no alarming condition presented as to the transcontinental lines.

More Effect Further Eastward.

Again comparing the last half of the years 1906 and 1907, Mr. Lane shows that the Rock Island increased its revenue by over \$2,000,000, but its net income decreased over \$1,000,000; the Milwaukee's gross revenue decreased about \$200,000, and the Northwestern's increased about the same amount.

Between Chicago and the Atlantic seaboard, there was an increase in gross income in every one of the roads. Baltimore & Ohio, and Pennsylvania, while the New York Central and Pennsylvania increased their net earnings. But Mr. Lane says that, in the Eastern States, the return from these roads indicates, however, that the panic had its center in that territory, as there is a more notable falling off in revenue from the New York group during the panic months than in any other, excepting the New York Central.

The New Haven road shows a gain of over \$1,000,000 in gross and a decrease of \$200,000 in net revenue, while the Southern road shows an increase in each item. Mr. Lane continues:

Best in O. R. & N.'s History.

COLEA SHOOTS STEVENS' TRACE

MARTYR TO COREAN CAUSE Stevens Active in Fighting Corruption—It Expresses Horror.

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Work of Student Fanatics.

"It is the work of a small band of fanatical student agitators," said Mr. Stevens, weakly. "They are ignorant of the good work done by the Japanese in Korea, but do know that the government has been reorganized, and appear to have selected me as a victim for their vengeance because of my connection with the present government in Korea. I had no idea that they had worked themselves up to such a murderous pitch. I thought so little of the assault upon me at the hotel last night that I took no precautions whatever, even to carry a weapon."

DEFENDS ACT, WISHES TO DIE

Chang Says Stevens Works for Japan and Deserves to Die.

SAN FRANCISCO, March 23.—I. W. Chang, the Korean who shot D. W. Stevens, made a written statement, which has been translated into English, from which the following extracts are taken:

LONG SERVICE AS DIPLOMAT

Stevens Began in State Department and Served Japan Well.

WASHINGTON, March 23.—Durham White Stevens, who was shot today by Koreans in San Francisco, is a well-known American diplomat, who has played a prominent part in Japanese official life. Mr. Stevens began his diplomatic service in the State Department here, where he attracted the attention of Japanese officials through his work as a confidential adviser to the Japanese Legation at Washington. For many years Stevens took a leading part in directing the course of Japanese procedure. His wide experience, his familiarity with international procedure and his ability to handle matters helped in bringing about a calm to the disordered region.

PAYS SAVINGS BANKS FIRST

NEW YORK, March 23.—Five hundred thousand dollars, which had been deposited in savings banks in the United States, were paid to the latter institution suspended payment several weeks ago. The payment was made under the plan which had been approved by depositors and which finally was approved by the courts in the face of opposition on the part of the Federal Reserve Bank.

AUTORIDE ENDS IN DEATH

Revolver Intended for Robbers Shoots Young Architect.

BERKELEY, Cal., March 23.—Notwithstanding that the coroner's jury failed to bring in a verdict and concluded its hearing today, the general belief among the officials is that the brilliant young architect, A. Dodge Coplin, came to his death yesterday from an accidental gunshot wound. Coplin was aged 28 years and was one of the best-known young professional men in the Bay Cities.

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tel to enjoy the view when the accident occurred. Coplin had displayed a revolver while coming through the tunnel, saying he was ready to meet the much-discussed "tunnel robbers." He had placed the gun in his coat pocket after reaching the open road.

When ready to start again, after the stop above the Claremont, Coplin got out to crank up the machine. As he stepped to the ground Miss Deener heard a report and saw Coplin fall. She went to the nearest house for help and the injured man was taken to Roosevelt Hospital, where he died this morning without regaining consciousness. It is supposed the revolver dropped from his pocket and was accidentally discharged.

Find How Trainrobbers Escaped.

HELENA, Mont., March 23.—This afternoon, the time set for the trial of George Frankhauser and Charles McDonald on the charge of robbing the Oriental Limited September 16 at Rondo, Flathead County an investigation was started concerning the escape of the two men from the County Jail here. Judge Hunt postponed the case until Thursday in the hope that the men will be captured. He

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