

COMPLETE TELLS ABOUT REBATES

Exposes "Gentlemen's System" in Book Soon to Appear.

AGREEMENT WITH SHIPPER

Every Conceivable Way of Keeping Promise to Ear and Breaking to the Hope Indulged In.

NEW YORK, Dec. 8.—(Special to the Record-Herald.)—That the state should obtain at least half of the millionaire's gold in the shape of death duties and that the poor should be freed from all taxation, are two of the statements contained in Andrew Carnegie's latest book, which will soon be published by Doubleday, Page & Co. and is entitled "Problems of Today: Wealth—Labor—Socialism."

The work is dedicated to President Roosevelt in the following terms: "I dedicate this book to Theodore Roosevelt, a good and great President, who has elevated the standard of duty in both public and private life; foremost of the 'square deal' and the 'square man'; a true man of the people and a model citizen in example and precept."

Early in the book Mr. Carnegie gives his views on the "square deal" and on death. "It is difficult," he says, "to set bounds to the share of a rich man's estate which should go to his heirs to the public, through the agency of the state, and by all means such taxes should be graduated, beginning at nothing upon moderate sums to dependents and increasing rapidly to the amount of the millionaire's board, as of Shylock's, at least 'the other half comes to the privy potter of the state.'"

"This policy would work powerfully to induce the rich man to attend to the administration of wealth during his life, which is the end which society should always have in view, as being by far the most fruitful for the people."

"Nor need it be feared that this policy would sap the root of enterprise and render men less anxious to accumulate, for to the class whose ambition it is to leave great fortunes and be talked about after death, it will be even more attractive and, indeed, a somewhat nobler ambition to have enormous wealth at the end of the state from their fortunes."

No Imposts for Poor. Mr. Carnegie declares unequivocally that those whose incomes are insufficient to meet physical wants should not be subjected to taxation at all. He lays stress on the theory that but for tobacco, as far as the laboring man is concerned, cannot be considered as needs. In his chapter on "Wealth" he says: "The dire consequences resulting from the use of liquor would justify much higher taxation upon it in the interest of the workers themselves. The greatest single evil in Britain today is intemperance. Several hundred and eighty million dollars yearly is the drink bill. When one asks himself what would most benefit the worker, there is no hesitator in replying to spend their lives at ease. The workman who indulges in either is, to the extent he does so, the architect of his own poverty."

Mr. Carnegie does not believe that the socialist system harmonizes with our present home and family relations. He says that it attacks and belittles one of the virtues of the progress of our race—that of thrift. He says that most men and women are born to poverty and speculate on the few who are provided for and free to spend their lives at ease.

"My experience with railway rates and rebates," is the last chapter in Mr. Carnegie's book. He dwells at length on the fight of the steel manufacturers at Pittsburgh to force the Pennsylvania Railroad to give them fair rates. He says: "These were the days when the much-talked-of 'rebates' had their origin. 'Gentlemen's agreement' rates were charged and the bills of lading were fair and square on the surface, but the understanding with the shipper was that rebates would be allowed and settled for at some future time."

Explains Rebate Deal. The keener members soon discovered that evidence might be called for by competing lines, and the question asked, "Have any rebates been made on this shipment?" The party concerned might be able to say that he had paid none, but had been questioned a month or two afterward perhaps or asked if he had any rebates on other lines. He had not granted to the shipper he could not have so stated truthfully. In short, every conceivable way of keeping the word of promise in the early breaking it to the hope was indulged in.

"Our Carnegie Steel Company had what it thought the certainty of a contract of great value for material with the Newport News Shipbuilding Company, freight from Pittsburgh to Newport News being much less than from Chicago. The contract, however, went to Chicago, and upon investigation we found that the rate even to our Chicago competitor to Newport News was less than the Pennsylvania Railroad rate from Pittsburgh, the distance not one-half so great. President Ingalls, of the Chesapeake & Ohio, then beginning his brilliant career, had made the lower rate for his new line, not yet embraced in the 'gentlemen's agreement.'"

"We investigated and found several rates of similar nature prevailing to other points, and having a list of these made, the writer carried it to President Roberts, of the Pennsylvania Railroad, with a request that he place us, upon his own line, upon an equality with manufacturers on other lines. When the paper was presented to him, showing the overcharge we labored under, he pushed it aside, saying: 'I have enough business of my own to attend to; don't wish to have anything to do with yours, Andy.'"

"I said: 'All right, Mr. Roberts, when you wish to see me again, you will ask an interview. Good morning.' The situation had become intolerable, and we took about the best means of protecting ourselves. A railroad line of our own from Pittsburgh to the lakes would be an invaluable acquisition, rendering us independent of any monopoly and enabling us to transport all our iron-ore traffic from the lakes to Pittsburgh and our coal and coke from Pittsburgh to the lakes, also giving us connection with the other through lines. I purchased the harbor at Conneaut and a few miles of railroad with it and began extending the line to Pittsburgh."

Affraid of Retaliation. "My partners had good reason to dread the consequences of the reckless challenge to the monopoly, and I could not blame them; for it undoubtedly had the power to cripple our operations. An intimation to the superin-

tendent that the car supply for our works for the movement of our traffic need not receive undue attention would be serious indeed. Mr. Carnegie soon narrates in detail the interview with President Roberts and what came of it, ending his narrative with the statement: 'The Interstate Commerce Commission is to be one of our greatest safeguards.'"

Mr. Carnegie is exceedingly optimistic as to present and prospective conditions. He says: "The conditions described as prevailing in the past in railroad transportation, then still in the formative stage, are rapidly being succeeded by a system finally to become as perfect as it is possible for man to create and maintain."

IT WAS JUST SUNDAY

(Chicago News.) SUNDAY SCHOOL TEACHER—Well, boys, I want your attention now. James, don't pull William's hair. Listen. I want you to tell me what Saul did to David?

Jimmy—Handed him a lemon. Say, I seen Skinny Thursday. Says he ain't coming to Sunday school any more. Teacher—We ain't discussing any one but Saul now. Billy—You said David. Teacher—Yes, and David. Who was David's father? Billy—Search me? Skinny's had awful luck with his father. He's lost two. Sam—Kinder careless, ain't he? Quit yer kicking. Teacher—A little quieter, boys. Jesse was David's father. Jack—Guess you mean his mother. Teacher—No. The name of old-fashioned for a man and isn't used much nowadays. Jimmy—Gee, I should hope not. Teacher—He was a shepherd. Billy—Who, Saul? Teacher—No, David. Teacher—No, Saul. Billy—You said Saul. Say, ain't it most times for the bull? Teacher—The Philistines were on one hill and the children of Israel on the other, all ready for the battle. Jack—A hundred children, ain't they? Teacher—They weren't children; they were just called that. They were grown up.

Billy—When I'm grown up nobody's going to call me children, you bet! Teacher—A great giant named Goliath came out and challenged the men of Israel. Sam—Aw, gee, can't they give us something new? Wish I'd stayed home till Goliath was done up. Jimmy—I know it better'n you. Aw, gee, I do, too. I been in this class four years. Quit your pinching, now, do you hear? I do, too. David, he peagod, rock and hit him a clip right there. I'll show you after Sunday school. And Goliath he fell all doubled up and bleeding awful awful from us. Teacher—Yes, that's right. Then Saul became jealous of the fame that came to David. Billy—Teh, and he tried to do him. Say, did you go to the circus? Teacher—Yes, indeed. I think I liked the elephant best, didn't you? George—Burr! Weren't the clowns swell, though? My aunt says that ain't a real woman in the automobile, but I seen her get out. Her hair was down. I seen her parade, too. Jack—Somebody's got a swell dress on. Is it silk or just linen? It's awful swell. Makes you look like a cucumber. Teacher—Thank you. The lesson in David's life—

George—I seen you on the car Tuesday, teacher. It was that your fellow? Teacher—Tuesday? I was going to a concert. George—You don't say so! Guess it was. We ain't going to let you get away from us, kids. There's plenty fella's in this church. There's Mr. Bush. He's nice and awful stuck on you. Teacher—Do you boys want to go to the entertainment? I'll be right with you. It's going to be given for some poor people. They are going to rent a house in the country for two families for a month. Sam—Sure, we'll go. Last show they had was silly. Why don't they get up something good? I know a feller that'd give imitations if they asked him. You remember Ted and Lily Russell and Mabel Hill. He can stand on his head without holding on to anything. Jack—So can I. Sam—You can't. Teacher—Boys!

Billy—I went to a nickel show. They had pictures of the chronicle son. This ticket man took a bad nickel I gave him. He was easy. Teacher—It's wrong to pass bad money, you know, William. Billy—O, sure. But this wasn't real money. It was only a telephone slug. Teacher—I've been to all the nickel shows on the North Side. Jack—Aw, gee, you have not. Sam—How do you know? I have, too. You have not. Some of 'em's closed. Teacher—I think we had the best picnic we ever had, don't you? Billy—Sure. Teacher—When all of a sudden there came an awful noise. Really, boys, the superintendent is waiting for us. Turn your chairs around. Billy—Aw, gee, ain't that just luck! He never does ring it except when we're real interested. The old lemp! Teacher—William! Silence, please boys. Jimmy—Aw, gee, will you look at the guy that's going to talk! It's missions! After us listening to the lesson forever, too! We've had enough. Ain't that the limit!

How You Should Sneeze.

New York Press. Why should a person sneeze? Why does almost every one believe that it is sneeze to catch cold? Sneezing is an explosive expulsion of air through the nasal passages, and what is its result? It increases the circulation. It clears the head. When you sneeze always hold your head straight in front. Don't twist it to the left or right. Never sneeze over your shoulder. You are liable to burst a blood vessel. Some say that sitting in a draft will cause sneezing. In former days it was a very polite custom to take snuff to encourage a sneeze. Men had their bejeweled snuff boxes and carried their handkerchiefs in their cuffs. No doubt a sneeze was originally designed to expel irritating materials from the upper air passages. In the act a powerful expiratory effort is made, the vocal cords are kept shut till the pressure in the chest has risen high, and air is then suddenly allowed to escape upward, being directed into the back of the nose by the soft palate.

SMASHAL RECORDS

Furious Riding in Six-Day Bicycle Race.

TWO CONTESTANTS HURT

Mix-ups in Terrific Speed Sprints Result in Injuries—New 24-Hour Record Exceeds 514 Miles.

NEW YORK, Dec. 8.—Furious riding which resulted in the establishment of new records and two serious accidents marked the first 24 hours of the annual six-day bicycle race at Madison-Square Garden yesterday.

During the afternoon hours Menus (Bede) was caught in a pocket and he could extricate himself one of the contestants came up from behind and, catching his pedal, sent the unfortunate rider sprawling on the track, breaking his right shoulder bone. Two hours later Patrick Hogan, during a desperate mix-up, was thrown head by head, carried off unconscious and bleeding, and his case is pronounced serious.

Eight Teams Tied. Eight teams were tied for the lead at midnight, with four on lap belts and two others far in the rear. Eddie Ruprecht and Matt Downey, the team-mates of the disabled riders, were offed, ditched out of the race shortly before midnight.

The record for 24 hours was broken 11 minutes before the expiration of that period, with Jimmy Moran, of the Pacific-Atlantic team, in the lead. The score at midnight, the end of the 24th hour, was as follows: Ruit and Stohl, Forger and Lawson, Moran and McFarland, Palmer and Walker, Dupre and Georget, Vanoni and Anderson, Mitten and Collins, Hill and DeMara, 514 miles and 2 laps; Walthour and Root, Downing and Hollister, Wiley and Galvin, Devonovich and Drobach, 514 miles and 1 lap; Faber and La Fourcade, 510 miles and 6 laps; Brocco and La Brouse, 499 miles and 7 laps. Former record, 510 miles and 1 lap.

Keep Up Record Pace. Dec. 8 (1 A. M.)—Rott and Stohl, Forger and Lawson, Moran and McFarland, Palmer and Walker, Dupre and Georget, Vagoni and Anderson, Mitten and Collins, Hill and DeMara, 523 miles, 5 laps; Root, Wiley and Galvin, Devonovich and Drobach, 523 miles, 4 laps; Faber and La Fourcade, 523 miles, 5 laps; Brocco and La Brouse, 519 miles and 1 lap; Hollister, 521 miles, 7 laps. Former record, 523 miles.

Hardy Downing, of the Morrison team, refused to go when called upon to relieve his mate, C. L. Hollister, of Salt Lake, and was declared out of the race at 10:10. The failure of Downing's failure to go on were 4 miles and 5 laps ahead of the record. Hollister still has four hours to get a team-mate, which he may be able to do.

The Italian-French team, Brocco and La Brouse, retired at 10:40. This leaves 12 teams in the race.

Scores at 2 A. M. December 8, 2 A. M.—The score at 2 o'clock this morning was: Rott and Stohl, 522 miles and 4 laps; Forger and Lawson, 523 miles 4 laps; Moran and McFarland, 522 miles 4 laps; Palmer and Walker, 522 miles 4 laps; Dupre and Georget, 522 miles 4 laps; Vanoni and Anderson, 523 miles 4 laps; Mitten and Collins, 522 miles 4 laps; Hill and DeMara, 522 miles 4 laps; Walthour and Root, 522 miles 4 laps; Wiley and Galvin, 523 miles 4 laps; Devonovich and Drobach, 522 miles 2 laps; Faber and La Fourcade, 547 miles 3 laps. The record for the 26th hour was 547 miles 7 laps, made by Elkes and McFarland in 1906.

Score, 27th hour, 549 miles 7 laps. (Special) Leading, another team, 545 miles and 7 laps, having been made by Elkes and McFarland in 1906.

LOVES WOULD-BE MURDER

Paris Woman Shows Doglike Fidelity to Fiendish Brute. PARIS, Dec. 5.—(Special.)—A picture of a brute who can inspire a woman with doglike fidelity, causing her to express solicitude for his well-being after he has nearly murdered her, was presented in the office of M. Magnien, the examining magistrate, yesterday.

The brute in question, a black man to death after a dance held in the Rue de Billancourt in August. He was arrested, and the magistrate confronted him with the woman, who was no other than Maria Fuchman, his own mistress. M. Magnien read over certain declarations. Believing that the woman had deposited against him, the ruffian knuckled her down, and before he could be prevented, began kicking her. He was finally dragged from his victim and led into another office.

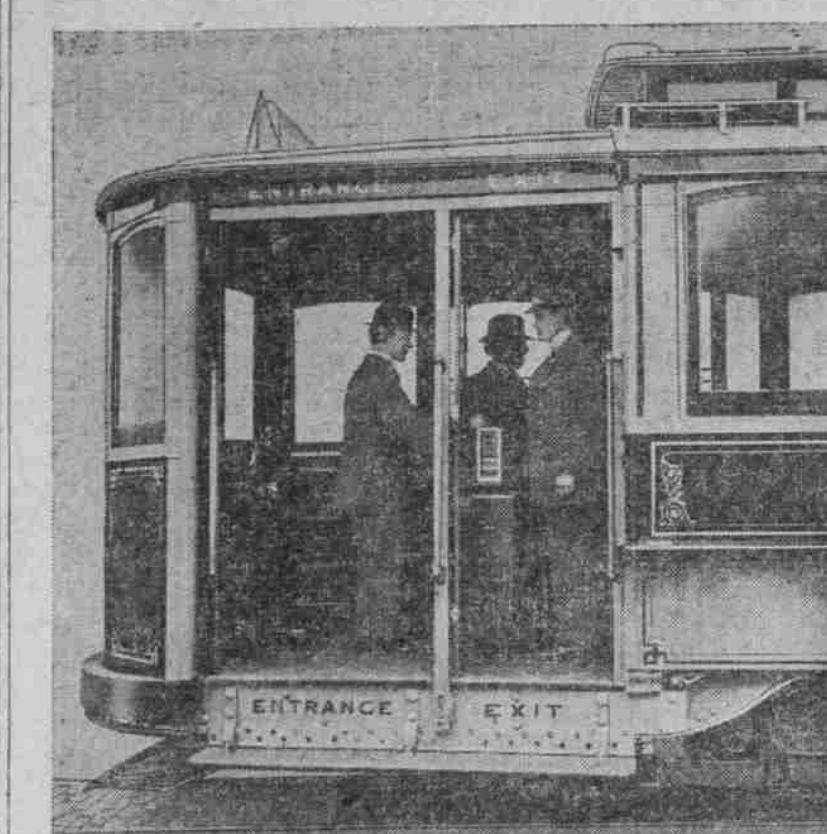
The woman was taken before him. She had scarcely entered the office when the brute broke loose and, rushing towards her, pinned her against the door. The next moment his hand gripped her throat. His intention was to strangle her, and he had nearly succeeded before being overpowered by the municipal guards.

As he was being conducted to the Santo prison, handcuffed, the woman, though black in the face and gasping for breath, begged the guards not to harm him. "Treat him kindly, I beg you," she cried. "I love him always."

PREPARE FOR EXHIBITION

Ellsworth Show Grows in Importance and Contracts Are Let. LONDON, Dec. 5.—(Special.)—Now that the excitement of the Presidential election in the United States is over, the All-American exhibition prepared for the next season at Earlscourt, under the title of "The Golden West and American Industries Exhibition," grows daily in importance. The honorable advisory committee is of the strongest, such important personages as the Lord Mayor of London, representing the commerce of this side of the Atlantic, and William Waldorf Astor and J. Pierpont Morgan, as representing the other side, being among the latest noteworthy additions thereto. Already contracts have been made with American impresarios. Among many shows arranged for are the Coney Island attractions of "The Deluge" and "The Spirit of Niagara," while in the Empire Hall a Red Indian spectacle will be the prominent feature. All that is the latest in riding devices has been secured, and music—always a feature at Earlscourt—will maintain its high reputation by the inclusion of American in addition to the first-class military bands which visitors are accustomed to hear there.

PAY-AS-YOU-ENTER CAR

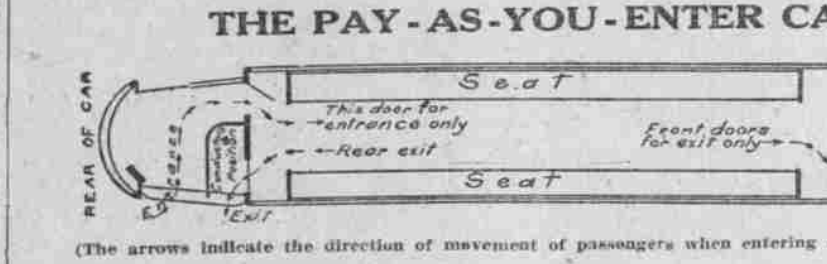


SHOWING CORRECT POSITION OF CONDUCTOR ON CAR, DIVIDED PLATFORM AND PASSENGER DEPOSITING FARE IN FARE BOX.

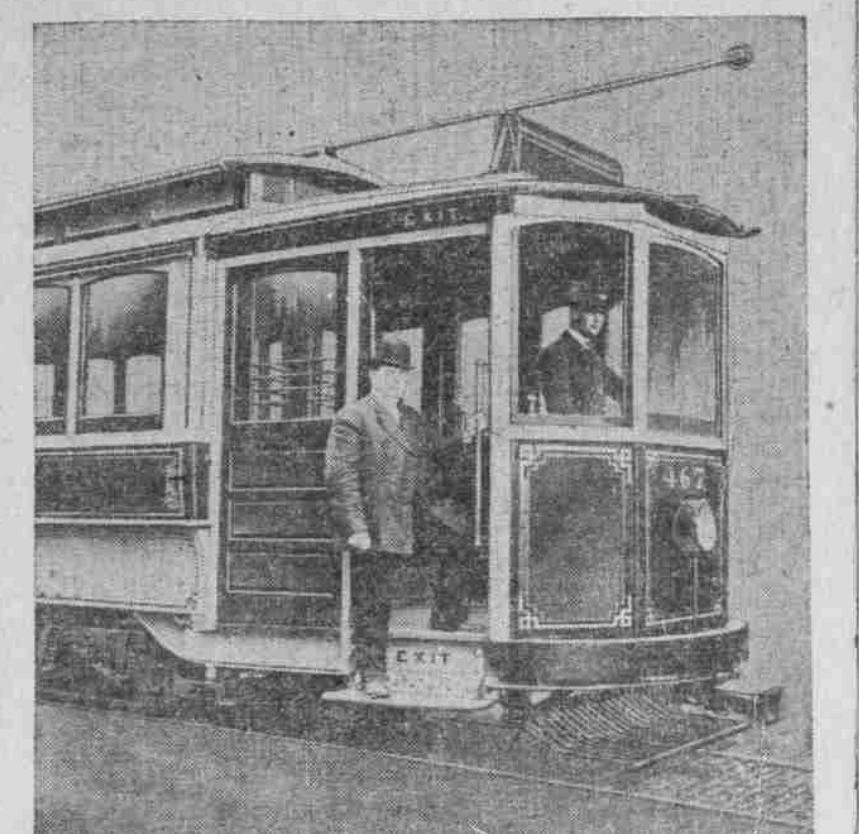
Commencing on Thursday Morning, Dec. 10, pay-as-you-enter cars will be placed on the Depot-Morrison and Hawthorne Ave. lines and at a later date will be placed on the 23d-street line

This style of cars is operated very successfully in Eastern cities and is similar in construction to the cars now running on 23d street and Mt. Scott lines, except that the platforms are much larger; the rear platform being divided for exit and entrance, while the front platform is used for exit only. By the installation of this type of car transportation will be more regular, comfortable and safer than at present; more regular because of the systematic arrangement of entrance and exit passages, eliminating confusion and lessening the time required for stops; more comfortable because of the size of the car and the fact that the conductor is not compelled, in collecting fares, to pass frequently through the car to the annoyance of the passengers; safer because the conductor will remain on the rear platform and this prevents accidents due to starting car while passengers are in the act of boarding or alighting. In this effort to improve the service the public is earnestly requested to co-operate—by entering car only at rear step marked "Entrance."

By depositing the exact cash fare or ticket in the fare box, or by giving transfers directly to the conductor. If passengers have not the exact fare, conductors will furnish change, returning the full amount to the passenger, who will then deposit the exact fare in the box.



THE PAY-AS-YOU-ENTER CAR (The arrows indicate the direction of movement of passengers when entering or leaving the car.)



SHOWING FRONT "EXIT" AND PASSENGER ALIGHTING FROM CAR.

By asking the conductor for transfers at the time fare is paid. By moving promptly into the car as near forward end as possible, thereby preventing congestion at the rear doors. By alighting at either end by exits shown on diagram. Electric signal push buttons are located on the posts between windows; press button as a signal for car to stop.

PORTLAND RAILWAY, LIGHT & POWER COMPANY

ASK FOR VAST SUM

Fifty Millions Wanted for River and Harbor Work.

NEED FIXED FUND YEARLY

Waterways Congress Will Urge National Body to Make Large Appropriation to Carry on Projects Next Year.

GIRL'S DREAM WINS \$72,000

Draws Lottery Prize and Notoriety Attracts Police to Crimes.

WANT FIXED SUM YEARLY

No Congressman will be able to go before the committee and get an appropriation for a project that has been turned down by the Army Engineers; nor can he get an appropriation for a project that has never been examined by them. The most that can be hoped for in such cases is authorization of surveys, such as are made in every river and harbor bill.

JOIN THE BUSINESS MEN'S EXCURSION

Via "The NORTH BANK ROAD" TO NATIONAL APPLE SHOW SPOKANE

Friday, Dec. 11th Round Trip \$14.95

Daylight Ride Down Columbia River on Return Trip

For sleeping-car reservations, tickets and full information, apply to City Ticket Offices, 255 Morrison, corner Third, 122 Third street, near Washington, or at Depot, corner Eleventh and Hoyt streets.

year. This would guarantee continuous work on all projects, until completed, and would obviate the losses that annually occur when work is stopped because money runs out.

Champer for Fifty Million. Up to the present time the River and Harbor Congress has never made any impression upon the National Congress and it may not succeed this year, but it will be on hand to clamor for \$50,000,000 or more than \$50,000,000 a year for the two years provided for in its various items.

But whatever form the river and harbor bill may take, it is almost certain to pass, and its aggregate appropriation will approach the figure asked for by the National River and Harbor Congress.

Data Already on Hand. The House committee on rivers and harbors, that frames river and harbor bills, will be ready to begin operations as soon as Congress convenes, and it is probable that, by holding daily sessions, the committee will be able to report soon after the holiday recess.

All necessary data on which to base the new bill is in the hands of the committee, or will be there the first of December, for the Army Engineers, during the past two years, have been making surveys and estimates for new work and for the continuation of projects now under way. These reports have all been completed and under the rule now in force all river and harbor projects are based solely upon the findings and recommendations of the engineer officers.

Before reporting the bill, the river and harbor committee will probably give hearings to Congressmen who are interested in various works in their districts, and these hearings will be effective only as they support the recommendations of the engineer officers.

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HUNTING IS EXPENSIVE

Annual Cost of Keeping Hounds in England Is \$2,500,000.

LONDON, Dec. 5.—(Special.)—The cost of hunting in the United Kingdom amounts to more than \$18,200,000 per annum, said Mr. Howard Martin in his presidential address to the Surveyors' Institution in London that other day.

"There are in the kingdom," he added, "about 49 hunting establishments, and, according to published statistics, the cost of maintaining all the stag and fox hounds amounts to \$2,500,000 a year. The cost of the hunters kept in connection with the various packs amounts to at least \$15,000,000 per annum. In some of the counties the hounds are out once a week on the average, but in the most fashionable counties this average is greatly exceeded. The material benefits conferred directly and indirectly on the rural districts by hunting are considerable, and in many cases are a valuable addition to the wage fund at a time when wages are lowest and work is slackest."

At Fifteen Dollars. You are given the free pick of any suit in the store—no matter how they all value sell at \$18, \$20, \$22.50, \$25, \$27.50 and even \$30. All new, spick and span styles from Brownsville Woolen Mills Store, 3d and Stark.

To New York in 13 Days. As far back as the year 1772 there was a stage running from Boston to New York, which, if it had good luck and no serious breakdowns in the wilderness, pulled in over the Bowery road in 13 days with its weary travel-sore passengers.

They could have gone by the slow, sailing packets in much shorter time and with greater comfort, but even then in unfavorable weather they might beat around for more than a week before reaching their journey's end. Those early coaches were not intrusted with the mail. Long before that time a monthly service had been established between these two points by the colonial authorities, and the first postman to arrive from Boston had appeared on horseback in the Little Dutch burgh of Haarlem in January, 1662, traveling 250 miles or more through the intervening stretches of snow-locked forest and morass, with no better road to follow than an uncertain trail blazed with an ax.

To Keep the Iron Handle Cool. In making iron holders slip a little piece of asbestos between the outside and the fitting. This will absolutely prevent burning through the holder, and the holder will last twice as long.

In a once-famous tea district of India, the cultivation of rubber has driven the production of the former to second place, nearly 17,000 acres being devoted to 200 plantations.