

PROPTROPS CRASH TOGETHER

Three Men Killed and 15 Injured in Wreck on Denver & Rio Grande.

SOLDIERS ARE FROM UTAH

Missing Flagman Blamed for Accident, Which, Railroad Officials Declare, Observance of Rules Would Have Averted.

DENVER, Colo., Nov. 12.—A missing flagman holds the key to the mystery of why two troop trains on the Denver & Rio Grande Railroad crashed together this morning on a mountain curve near a station 72 miles west of Pueblo, with a death list of three and injuries to 15, two of whom may die.

MORE MEN RECLAIMED

10 TREATED BY NAVAL AND CIVILIAN SURGEONS ENLIST.

Physically Disqualified for Military Service, Men Are Operated On Without Charge.

Another group of young men has been reclaimed for service to the Government by local Navy surgeons, assisted by the physicians of this city.

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ador, ablaze with colorful tapestries, rugs and Oriental trappings. Madame Makarenko, a beautiful prima donna, is featured among a group of attractive Oriental girls. The act takes on the value of a pantomime at first, and an opium dreamer sinks into a dream, which is depicted to the audience when the curtain lifts. The scene is gorgeous, and the dancers graceful. Madame Makarenko has a well-trained high soprano voice and she wears lovely gowns. Madame Makarenko leads the orchestra during the act, and contributes a solo. A wee kiddie adds a novel note, and a beautiful dancer, La Polita, amazes with her skill.

A pair of clever folk are Charles Hoey and Harry Lee in their newest offering, "The Nominee," which is a hodgepodge of brilliant repartee set to Yiddish atmosphere. They have a lot of smart parodies and are a real riot of fun.

"All Wrong" is the title of a bright little comedy, which has a stunning surprise as its climax. It is particularly well acted by a versatile chappie, Franke French, and a keen girl named Frances Brent. The sketch has to do with the pertinent subject of how to tell whether a fellow is a phony or a gold digger and Wayne and a piano offer a dandy act, full of harmony and a delicious sprinkling of smart repartee.

There will be a splendid athletic demonstration in which a chap named Younger tosses a pretty and graceful girl, modeled Mrs. Younger, over the stage in plastic poses and diversified feats of strength.

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CONGRESS ENACTS EXEMPT FROM TAX

Internal Revenue Collector Explains War Income and Income Taxes.

STATE OFFICIALS DON'T PAY

President, Supreme Court Judges Only Men Getting Federal Pay Who Make No Returns; Single Man's \$1000 Exempt.

President Wilson and the judges of the Supreme and inferior courts of the United States now in office are the only Federal officials exempt from the payment of taxes under the income and war-income laws.

The compensation of all officials and employees of a state, or any political subdivision thereof, except when such compensation is paid by the United States Government, are also exempt from the tax.

M. A. Miller, collector of Internal Revenue, yesterday called attention to these specific exemptions for the purpose of correcting unreliable statements that have been published as to the actual scope of these revenue-producing measures. It has been repeatedly stated throughout the country and made the subject of adverse editorial comment in the press, that the United States Senators and Representatives in Congress, the men who by their votes enacted both measures, had exempted themselves from the payment of the taxes authorized thereunder.

The fact is that the members of Congress and all other Federal officials and employees of the Government, whose net income exceeds the minimum exemption allowed under the statutes, have the same standing as an individual and must pay an income tax, a war income tax and a surtax. Federal judges were exempted from paying these taxes on the theory that they should not be taxed under a measure which might be called upon to interpret their judicial capacity.

Under the war income tax the following exemptions are allowed: Married man (or the head of a family), 2 per cent on married man (or head of a family) is granted an exemption of \$4000 and the single man \$3000. The surtax under the war income tax law applies to all net incomes exceeding \$5000 and, under the income tax act, on all net incomes exceeding \$20,000. In addition to the exemptions already referred to, the married man (or head of a family), is allowed an exemption of \$200 for each child or dependent under 18 years of age.

Illustration is given. As an illustration of how the tax applies, the following instance is cited, the subject being a married man, with two children under 18 years of age, whose net income is \$4000 a year. Under the war income tax he would have an exemption of \$2000 for himself and \$4000 for his two children, or a total of \$6000, and would pay no income tax. On the same income, the single man, after deducting his exemption of \$1000, would pay a 2 per cent tax on the remaining \$3000, or \$60.

Under the income tax the same married man would deduct from his \$6000 a 2 per cent on married man of \$4000 and \$400 for his two children and \$400 for his two children and \$400, or \$480. The single man, after deducting his exemption of \$1000, would pay a 2 per cent tax on the balance, \$3000, or \$60.

The scale of taxes to be paid under the war income tax is as follows: 2 per cent on incomes of \$5000 to \$7500; 3 per cent on incomes of \$7500 to \$10,000; 4 per cent on incomes of \$10,000 to \$12,500, and the rate of tax increasing proportionately with the increase in income.

Returns Made by March. "Between January and March 1, 1918, every individual whose net income for the year 1917 exceeded \$1000 or \$2000, respectively, for a single man or a married man, is required under the law to make a report to the office of the collector of Internal Revenue in his district," said Mr. Miller yesterday. "Blanks for making these reports may be procured from my office in the Customs Building about the first of the year."

It is mandatory that all persons liable for the payment of this tax shall prepare and file a report. City in case of absence from home or place of business, an extension of 30 days may be granted upon written request. Filing this statement, the law provides as a penalty a fine of from \$20 to \$1000 for the individual who fails to make and file his report within the time indicated."

Pacific Coast Shipping Notes. ASTORIA, Or., Nov. 12.—(Special).—The indications now are that the steam schooner National City and the schooner Vega, both lumber laden from Prescott, will be able to clear for Calla, Peru, tomorrow.

Bringing a cargo of fuel for Astoria and Portland, the tug steamer Ocean arrived from California.

The steamer A. A. Kilburn is due from San Francisco with freight and passengers for Astoria and Portland.

SAN FRANCISCO, Nov. 12.—(Special).—After having heavy weather from the north, the schooner Zampa arrived tonight with a cargo of coals. The vessel lost an entire coil of rope on the way.

A five-masted schooner, probably the schooner Inca, was seen on the coast tonight. She sailed from Manila August 8. The steam schooner South Coast arrived from Westport today minus a mast. In a lurch of the vessel one of the masts was snapped off. A new mast will be placed in the vessel in local port.

The steam schooner Prentiss, which was floated Sunday at Allison, will be towed to this port by the tugboat Helen H. Drew. Repairs will be made at a local plant, the work taking about a week, it is expected.

The Toyo Kisen Kaisha's Kiyu Maru, which was expected Sunday, arrived today from West Coast port. The big steamship brought 42

charged here. After taking on coal the Kiyu Maru will sail.

The Matson Navigation Company's motor schooner Annie Johnson arrived today from Malukona with 26,000 bags of sugar. The voyage from the island port was made in 18 days. The vessel will be in carrying general cargo to the islands.

SEATTLE, Wash., Nov. 12.—The resignation of R. J. Ringwood, of San Francisco, vice-president in charge of the Pacific Steamship Company, since the organization of that company a year ago, today announced the resignation of Ringwood. Mr. Ringwood, who for 10 years prior to the organization of the new company occupied a similar position with the old Admiral line, intends to engage in business for himself. Before leaving for San Francisco he will see to it that the future plans of the Pacific Steamship Company to-day announced the resignation of Ringwood and Norwood, built and owned by the Pacific-American Fisheries Company, and both vessels will be operated between Puget Sound and California ports.

The Firwood will carry freight and passengers between Seattle and San Francisco, leaving for Seattle tomorrow morning, while the Norwood will run to San Pedro and San Diego, as well as to San Francisco.

The steamship Humboldt, with freight and passengers, will make one voyage to San Francisco, sailing on Saturday. She is to be overhauled and repaired at the Puget Sound and Pacific coast to the Southeastern Alaska run in about six weeks.

Damage sustained by the San Francisco & Portland liner Beaver a week ago, when she was in collision with the Norwegian motorship Bayard, just after getting under way from San Francisco for Portland, has resulted in the underwriters declaring a general average of 2 per cent, and papers covering the cargo reached Portland yesterday.

Shippers are being notified by the company of the 2 per cent payments being due.

It is said none of the cargo was damaged, the being confined to the bow of the vessel, but as is customary in such cases the underwriters moldering the hull insurance declared a general average. Shippers whose consignments were insured will be either relieved from paying the 2 per cent or reimbursed last night. Those having uninsured freight must stand the assessment.

The Beaver is under repairs and information received here is that she will be dispatched from the Golden Gate for Portland on schedule. The heavy rain reported here early yesterday morning and the work of discharging cargo was continued all of last night so she could sail on time this morning. The liner will have all the freight that can be accommodated, yet that will not clear away the shipments stacked on the dock, much less take care of more ready to be delivered there.

The Emerald liner F. A. Kilburn, bound here from the Golden Gate, was reported yesterday having put into Eureka on account of machinery trouble and is to sail from there today. H. H. Bancroft, Portland agent, was so advised yesterday in a telegram from General Passenger Agent Cooper. The delay will postpone the departure of the vessel from Portland until Friday night, instead of tomorrow night.

Shippers are hoping that there may be better weather between here and Eureka on account of machinery trouble and is to sail from there today. H. H. Bancroft, Portland agent, was so advised yesterday in a telegram from General Passenger Agent Cooper. The delay will postpone the departure of the vessel from Portland until Friday night, instead of tomorrow night.

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