

RAILROADS GO AT REDUCED RATE

Nebraska 2-Cent Fare Law Swells Passenger Earnings.

EVERY TRAIN IS CROWDED

Actual Average Rate Higher Than Before Reduction on Union Pacific—Traffic Blockade Is Worse Than in 1906.

OMAHA, Oct. 19.—(Special.)—Instead of the new two-cent railroad fare law having reduced the amount of money in Nebraska, it has actually increased the average rate per mile in this state, according to the report of the Union Pacific Railroad, which has just been filed with the State Railway Commission.

The annual report of the Union Pacific, which has just been filed with the Commission, proves on examination to be a brief in behalf of the two-cent fare. Since the new law was enacted, the Union Pacific and other Nebraska railroads are charging full two-cent fares, as permitted by law. No excursion rates, no reduced fares, no commutation tickets of any kind and in fact nothing less than a straight two-cent fare is sold in Nebraska.

Receipts Actually Increase. And one of the results of this increased rate is that the passenger receipts of the Union Pacific for four months of 1907 are \$800 per cent greater than for the same period of 1906 under the previous rate. The Commission believes a thorough examination of the report will develop still greater results under the new law and the rate expert employed by that body is now searching the report for traces of manipulation of the figures in an effort to convince the people that the new law is "confiscatory" and is working a hardship on the railroads.

And while the two-cent fare has increased the rate paid by passengers, it has also immensely increased the number of travelers, so that Western railroads have profited both in price and in the volume of business.

More Business Than Can Handle. This volume of business is the largest in the history of the Western railroads. Despite the calamity of the "howls" of Nebraska railroads, every road west of the Missouri in this portion of the country has more business than it can handle. Every train on the line is filled to the aisles, and freight is congested at every terminal and station point to a degree never before known. Already the freight blockade almost as bad as during the worst tie-up of last year and railroads say it is only a question of the time when snow falls and the tie-up will be complete.

Takes Engine From Railroad. The Burlington is fixed no better than the Union Pacific in the way of being able to care for its patrons, and is also demonstrating that the two-cent fare was the best thing that ever happened to the Western railroads. Actually receiving more passengers than in former conditions, the Burlington is also having its trains filled as they never were under the old prices. Every piece of motive power and every coach on which the wheels will turn, and that is owned by the Burlington, have been placed in commission. The "graveyard," where broken-down locomotives are sent after their time of service is over, has been robbed, and old broken-down engines which were sent to the scrap heap 10 to 15 years ago have been resurrected and rebuilt and are now doing duty hauling passenger and freight trains across the prairies.

No More Reduced Rates. The reduction has been turned into a "boost" by the cutting off of passes and cut and special rates, which were below the rate now fixed by law. Under the new law, the railroads cannot sell tickets to any one passenger at less than two cents without selling to all comers at the same rate, so that practically every passenger on the Nebraska railroads is paying full two cents for each mile traveled.

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Metzger saves you money on watches. The decision was in the action brought by J. H. Davis, of the board, for a writ of mandamus to compel the State Auditor to issue salary warrants at the higher rate. The contention was that the new law, which doubled the duties of the members of the board, repealed the old law. Under this belief Governor Mead reappointed the old members of the board. The Supreme Court, in its decision, says: "The intent of the constitution is plain and unmistakable and the whole act convinces us that it was not the intent of the Legislature to create a new office or repeal the old law, but simply to amend the law with respect to the amount of salary and with respect to the added duties and powers. The case falls plainly within the inhibition of the constitution in relation to increasing the salary of public officers and the Auditor was justified in refusing to issue the warrants. The writ is denied."

JEALOUS MAN KILLS WIFE Fearing for His Own Safety, He Turns Weapon Upon Himself. ROSLYN, Wash., Oct. 19.—(Special.)—In a rage of jealousy, John Schwab, a young Slavonian, of this city, yesterday evening shot and instantly killed his young wife and then turned the weapon upon himself, with the result that he also died in a few hours. The young couple had only been married two months and report has it that the husband was insanely jealous of his young bride. Owing to her persistence in speaking the amount of salary and with respect to the added duties and powers. The case falls plainly within the inhibition of the constitution in relation to increasing the salary of public officers and the Auditor was justified in refusing to issue the warrants. The writ is denied.

SHOPS ALREADY BUILDING WOULD Crowd Limit and Commissioner Rousseau Recommends Change Before Work Goes Too Far.

WASHINGTON, Oct. 19.—The locks of the projected Panama Canal would be wider than they were originally planned, in the opinion of the naval member of the Isthmian Canal Commission, Lieutenant and Civil Engineer H. H. Rousseau, who arrived in Washington today direct from the Isthmus. It is presumed that he bore this message from the Commission itself, although that fact could not be determined owing to the departure of the officer from Washington for New York only a few hours from the time of his arrival in this city, just sufficient time here in fact to enable him to lay his message before Secretary Metcalf.

Undoubtedly expedients supplemented by the building of the giant Casuarina Lustraria were the basis for the projected change of plans, which will involve the expenditure of many millions of dollars and perhaps the extension of the time estimated for the completion of the project. It is also probable that the more suggestion of such a considerable change of plans as that proposed by Lieutenant Rousseau will precipitate a general debate in Congress and reopen the whole issue of sea-level versus lock canal, which was believed to have been finally settled by President Roosevelt and Secretary Taft when they gave the order for beginning work on the lock canal plan.

Point for Sea-Level Argument. The fact is that, when Congress was so warmly discussing the two plans, projected about two years ago, the sea-level canal advocates made the point that this was the only plan that would have sufficient elasticity to meet the needs of rapidly growing tonnage in marine construction. Their plans involved the use of but one lock, merely to offset the tidal difference between the eastern and western seas on a comparatively low and inconstant lock, which would be widened when required. But they made a strong point of the difficulty, expense and loss of time in the use of the canal that would follow the attempt to widen the complicated and massive locks required for the high-level canal.

Possibly for the purpose of easing the force of that argument, the Canal Commission's report today says that it would be wise to make the locks of the canal wide enough in the beginning to accommodate the giant ships, not only of the navy but of the merchant marine, which are sure to be constructed in the near future. The three commissions which have dealt with the detailed plans of the canal have each in turn been impressed with the necessity for enlarging the capacity of the projected waterway and each commission has not hesitated to increase the width of the canal prisms and the size of the foundations upon which the locks themselves, originally planned by this last commission to be 300 feet long and 100 feet wide as at present, were subsequently enlarged by the engineers in their plan to a width of 600 feet and a length of 1000 feet. It is a simple engineering task to increase the width of the canal prism at any time, while the canal is in operation, but the locks cannot be broadened without seriously interfering with the operation of the canal and at great expense, owing to their duplicate character.

Ships Already Near Limit. Already the dimensions of these locks are being closely approximated by naval ships actually built or building, and it is regarded as certain that the Atlantic lines will in the near future build great turbine ships, which could never pass through the locks as heretofore planned, and so would be well-nigh useless as naval auxiliary ships in time of war. The famous British battleship Dreadnought, now floating, measures 83 feet in the beam, and our own Delaware class, two ships of which class are building, will measure 82 feet beam. The 2,000-ton ship which our naval designers are talking about submitting to Congress will measure 88 feet in the clear, which would leave only six feet clearance at the sides of the locks under the existing design.

These facts have been laid before Mr. Metcalf, and it will be for him to make some recommendation to the President in the matter. Details of the new plans cannot be obtained at present, but the change is said to be costly, though of its necessity few naval officers have any doubt.

MARRIED; KNOWS NOT WHY Charles Edward Ruffner Tired of Being a Wedded Bachelor. SACRAMENTO, Cal., Oct. 19.—(Special.)—Charles Edward Ruffner, whose suit for the annulment of his marriage was called today in a predicament. He knows, according to his testimony, that he married Edith Lester in Dayton, Nev., last July, but he does not remember why. He says that a constable and an uncle of the girl took him to Dayton, while he was intoxicated and told him if he did not marry the girl they would do something he could not remember just what, and he consented upon the promise of the woman that she would get a divorce as soon as possible. The County Clerk had lost his license book and a license was typewritten and Ruffner supposed he was married all right. He had never wronged the girl, he says, and since the marriage he has not seen her and is tired of being a married bachelor. An effort will be made to locate somebody in Nevada who knows something of the case.

Mayor Vetoes Ordinances. Mayor Lane yesterday vetoed the ordinance appropriating \$1121.72 in payment of a claim of Frayne & Keating for the improvement of Main street between King and Chapman. This is the first veto message suggested that the controversy over the legality of this claim be settled by a friendly suit in the courts. Another ordinance providing for the vacation of a portion of an alley entering into Vaughn street, was also vetoed by Mayor Lane yesterday. In returning this measure to the Council with his disapproval, the Mayor submitted a message holding that the wholesale vacation of streets, alleys and public property in the interest of private individuals without commensurate returns according to the city is contrary to the best interests of the municipality.

Spokane - Inland Report OPERATES 123 MILES OF TRACK AND HAS GOOD SURPLUS. Road Shown to Be Merger—Does Good Business During Year—Reports Six Killed, 17 Injured. OLYMPIA, Wash., Oct. 19.—The Spokane and Inland Empire Railroad Company has filed its first annual report with the State Railroad Commission covering the year ending June 30, 1907. The report shows this company was organized January 15, 1906, and is a practical merger by reason of its ownership of the entire capital stock of the following companies: Cuedor d'Alene & Spokane Railway Company, Spokane & Inland Railway Company, Spokane Terminal Company and Spokane Traction Company. The total number of stockholders is 423. The company operates 1234 miles aside from its streetcar lines in Spokane. The company has \$20,000,000 capital of which half is preferred stock, the total amount issued and outstanding is \$9,732,900 common and \$4,521,000 preferred, and on the preferred stock a 2 1/2 per cent dividend was declared during the year. Of an authorized issue of \$15,000,000 mortgage bonds, the company has issued \$415,000 of 5 per cent obligations of which \$415,000 is now outstanding. The total stock represents \$9,123,450 and bonds represent \$3,314,450 or a total of \$12,437,900 per mile of line. The total cost of the road to date is \$12,437,900 for construction, \$12,861,741.59 for equipment, \$259,725.18, or a total of \$15,559,367.87 or at the rate of \$122,886.35 per mile. The company has \$124,900 for conducting operations of the entire line for the year aggregated \$478,784.08 less operating expenses of \$259,094.50, leaving a net income from operation of \$219,689.58. To this was added \$18,205.00 net income from the city traction lines \$37,864.37, interest received from funds loaned \$146,687.24, rent of buildings \$4602.86, and other sources, making a total net income from all sources of \$422,446.81. The company has \$7000 in taxes, a dividend aggregating \$21,940, and interest on funded debt of \$146,822.89, leaving the surplus for the year, \$182,623.92.

A summary of the expenses of the entire line shows \$23,461 for maintenance of way and structure, \$19,959 for maintenance of equipment, \$124,900 for conducting transportation, and \$24,083 for general expenses, which aggregate \$48,413 per cent of the earnings of the entire line. None of the equipment of the company is mortgaged. The entire line employs 132 men at an average compensation of \$3.01 per day. The road carried a total of 276,412 passengers, receiving a revenue of \$224,781. It has more than 4000 cars in service, and uses in company work one caboose it owns, one officer car, 19 gravel cars, 19 cabooses owned by other roads. The total cars owned by the company are 388. It has used 206,23 tons of bituminous coal in its freight locomotives, an average of 85 pounds per mile run, and paid an average of \$6 a ton for the fuel.

It reports four employees killed and ten injured, four passengers injured, two other persons killed and three injured during the year. An interesting feature of the report is that covering the physical characteristics of the portion of the road in this state. This shows that on 100 miles there is an aggregate of 230 curves, 50 ascending grades and 28 descending grades and about 46 miles of absolutely straight track and about 21 miles is level track.

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Radical Change in Canal Plans Proposed.

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OTHER GOOD MAKES \$12.50 UP

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