



LIVESTOCKMEN CONFER

Two Associations are Now Consolidated.

MEETING IS IN DENVER

New Association is Called the American National Livestock Association.

MACKENZIE IS PRESIDENT

He Speaks to Association Concerning Fight For An Amendment to Interstate Commerce Law Giving Commerce Commission Power to Fix Rates

DENVER, Jan. 30.—The consolidation of the National Livestock Association and the American Stock Growers' Association occurred today by the annual conventions of the two organizations. The American National Livestock Association was the name adopted and Murdo MacKenzie, of Trinidad, was chosen president. MacKenzie was the president of the American Stock Growers' Association since its secession from the National Livestock Association a year ago, when the latter decided to give representation in its convention to the railroads and packers. In the association organized today, with which will be affiliated forty-five subsidiary associations, only stockgrowers will be represented.

In his address to the convention Mr. MacKenzie said that since the convention in May, 1905, no opportunity had been lost of pressing the fight for an amendment to the interstate commerce law giving the interstate commerce commission the power to regulate rates. He hoped that in the near future a bill would be passed by Congress that would not only correct existing evils, but would prevent evils of a like nature in future. He said:

"Throughout our fight for this needed legislation we kept steadily before us the rights of the railroads as well as those of the shippers, and in this way have been able to get the support of some men who a year ago did not favor our side of the question. I am glad to say the President of the United States in his last annual message, has again strongly recommended a bill which will give equal rights to the railroad and the shipper, and, if the shippers of the country will only do their share in seeing that the Congressmen and Senators from each district support the President, this legislation is certain to be enacted."

Referring to the Interstate Commerce Law Convention held in Chicago last October, Mr. MacKenzie said:

"This convention was called specifically for those supporting the President's policy, but the railroad officials thought it might be a good opportunity to pack the convention with people antagonistic to our policy and out-vote us in the convention. He foresaw what the rail-

roads had in view and made it clear to them that they had no place in our meeting. We informed them that if they wanted to hold a meeting they had better hold one of their own. This they did, and have been trying ever since, through the press and otherwise, to disseminate literature to prove to the shippers of this country that the President's policy on the rate bill is not what is best for the shipper."

Mr. MacKenzie told of the efforts that were being made to have the law requiring stock in transit to be unloaded every twenty-eight hours amended in order to extend the time limit to thirty-six hours. The greatest opposition, he said, was from the members of the Humane Society. He continued:

"Far be it from me to belittle the work of this body, nothing but praise is due its members. I feel, however, that sometimes they are governed to some extent by prejudice, and in this case such was our experience. We know that this law does not accomplish any humane purpose, but on the contrary, its enforcement generally results in inhumanity and injury to the stock and we have time and again asked Congress to have the time limit extended to thirty-six hours. Your executive committee and its attorney brought this matter before Secretary Wilson in order that we might get his co-operation in having the law amended and I am pleased to inform you that Secretary Wilson (Continued on page 8)"

RATE BILL DEBATED

House Discusses Railroad Rate Legislation Yesterday.

MUCH INTEREST MANIFESTED

Debate Was Opened by Townsend of Michigan, Followed by Adams of Georgia, Who Commended Roosevelt's Stand on the Question.

WASHINGTON, Jan. 30.—The members of the house evinced more general interest in the discussion of the railroad rate bill a god deal more than on any topic of legislation for some time. The debate was opened by Townsend of Michigan. He was followed by Adams of Georgia, representing the minority, who commended the measure and praised President Roosevelt's stand on the question. Hinshaw, of Nebraska, and Richardson, of Alabama, also spoke on the subject. The question indicated there is to be some opposition to the bill, at least in the debate. The feature seemingly most subject to attack is just what will be the authority of the interstate commerce commission relative to the differentials in rates between competing cities and localities.

DISCOVER PLOT.

Russian Police Discover Plot to Kill Governor-General Sollogub.

RIGA, Jan. 30.—The police discovered a plot to kill Governor-General Sollogub and several high civil and military officials. Many are arrested at Vladivostok, Poland. After an unsuccessful attempt to assassinate the sheriff of Popenoffski, the police today found a quantity of arms in a synagogue. A fine of \$1500 was imposed on the Jewish community.

FREDERICK IS MADE KING

Danish Premier Proclaims the New Monarch.

PEOPLE CHEER KING

Over Fifty Thousand Persons Greet Accession of Frederick VIII.

TO ADOPT FATHER'S POLICY

King Frederick Makes Brief Speech Saying He Will Rule in Accordance With Example Set Him By His Father—Europe Mourns.

COPENHAGEN, Jan. 30.—Frederick VIII was proclaimed King of Denmark at noon today in Amalienborg Square, in front of the palace. The ceremony lasted only a few minutes. The Premier, M. Christensen, appeared on the balcony of the palace and announced to the 30,000 persons assembled below the death of King Christian IX and the accession of his eldest son. The Premier then called for cheers for King Frederick VIII.

The new ruler of Denmark joined the Premier on the balcony and in a short speech declared that he would rule in accordance with the example set him by his father and trusted that the same accord between the King and the nation would continue as heretofore. His Majesty concluded with calling for cheers for the fatherland.

King Frederick received a warm-hearted greeting from the assembled crowd, whose cheers mingled with the national anthem.

Church Bells Toll For Dead King. Since 9 o'clock in the morning all the church bells have been tolling, minute guns have been booming from the forts, flags everywhere have been displayed at half mast and business practically has been at a standstill. The sorrowing inhabitants of Copenhagen gathered in the streets discussing the virtues of King Christian and the probabilities of the future.

Prior to the proclamation of his accession, King Frederick held a council of state, at which the Ministers tendered their resignations and were requested to retain their posts. Afterwards the new ruler, surrounded by the Princes, received at the palace the Cabinet Ministers, Presidents of the Riksdag, the chief civil and military officials and the court dignitaries.

Frederick Proclaimed Ruler. Then came the important ceremony of the day. Promptly at noon the Premier stepped out on the balcony of the palace and thus shouted to the assemblage:

"King Christian IX is dead. Long live His Majesty, King Frederick VIII." Sonorous hurrahs broke from the crowd in front of the palace, and echoed down the streets opening on Amalienborg Square, the flags on the public building were run up to the masts and a royal salute was thundered from the city's forts. The King shortly afterwards drove across the square to his own palace, greeted by hearty cheers.

The court has been ordered to go into mourning for 30 weeks and the Minister of Justice has notified all the theaters and other places of entertainment that they must remain closed this week, as well as the day before and the day after the funeral. King Frederick, early in the afternoon, announced his accession to the throne in a proclamation as follows:

King Frederick's Proclamation. We, Frederick VIII, King of Denmark,

by the grace of God, do hereby announce and make known that our dearly beloved father, Christian IX, was yesterday gathered to his fathers by a sudden but calm and peaceful death. We have thereupon, in accordance with the law, ascended the throne. While thus assuming this high and responsible position of which the Almighty has chosen us, it is our determination to maintain unwaveringly the constitution of our country and to preserve the rights and powers of our whole people. If the people themselves will have the same confidence in their king which we have in our people, then will God grant his grace and blessing to all of us:

It is our will that all public business follow its uninterrupted course and until further notice the officials appointed by our dearly beloved father will remain at their posts in accordance with their oath.

Given at our Castle of Amalienborg, January 30, 1906.

FREDERICK R.

The American Minister, Thomas J. O'Brien, has already acted upon cabled instructions from the State Department as follows:

Convey through the Associated Press channel the sincere condolence of the President of your country upon the death of His Majesty, King Christian. ROOT.

SEA WOLF ESCAPES

Notorious Captain of Ella G. is Not Drowned.

CHASED BY REVENUE BOAT

Compelled to Seek Shelter in Neah Bay and is discovered by U. S. Revenue Cutter—Captain Puts to Sea in Storm and Escapes.

VICTORIA, B. C., Jan. 29.—Far from being drowned on the Ella G., the 15-ton halibut fishing schooner, incorrectly reported floating bottom up off Barclay Sound, Captain Alec McLean has simply added another victory to his long list of successes in escaping the American authorities, who hold several warrants for his arrest. The Ella G. and her master reached Ucluelet yesterday, somewhat weatherbeaten and bedraggled, but unharmed, after battling for days with a storm which brought a series of disasters along the Vancouver Island and Alaska coast to vessels many times as large as the little halibut vessel.

Beached in a tremendous swell, first off Cape Beale, and later close to the reefs fringing the entrance to the Sound "Red Alec" was finally forced, Friday, to seek shelter at Neah Bay. There she was boarded by a Siwash, who asked to see the captain.

Fred Forrest introduced himself as master, but the Indian was not satisfied, and found Captain McLean in the cabin. The latter pretended not to understand Chinook.

McLean Smells Danger.

He suspected trouble from the visit, however, and that night the little vessel, with the "Sea Wolf" again in command, started out in the teeth of the gale, manned by a crew, which, daring as it is, had practically to be driven to the work. They say they had the choice between the devil and the deep sea that night, and chose the latter.

Just in the nick of time—for when but half way across the straits the lights of an American cutter were sighted near Clallam. The newcomer bore down on the schooner, flashing her searchlight, and the wild race for Canadian waters was on.

Old "Yankee Trick."

The cutter stood off shore, and when a few miles out to sea sent up four blue distress rockets. General Dumphy, on the Ella G., said the vessel was in distress, and urged McLean to see safer anchorage.

"I'm not going to be fooled by any 'Yankee trick,'" was McLean's answer, and he lay where he was, though in momentary danger of destruction.

MEASURES FOR SAFETY

Marine Representatives Adopt Resolution.

TO PROTECT SHIPPING

Will Establish Life Saving Stations and Re-chart Pacific Coast.

ONE MORE BODY IS FOUND

Indians Pick Up Dead Body Off Wrecked Valencia But it is Not Yet Identified—Many More Might Have Been Saved.

SEATTLE, JAN. 30.—Fifty representatives of the marine transportation agents and shipowners in Seattle, at a meeting today ratified a resolution looking toward the establishment of a complete life-saving station on Tatoosh Island, the installation of a heavy cable to the mainland at Neah Bay and the entire re-charting of the North Pacific coast, including the waters at the entrance to the Straits of San Juan de Fuca.

Another Body Found.

VICTORIA, Jan. 30.—One more body was found today in the vicinity of the Valencia wreck. The body was picked up by Indians near Pachena. It was placed on the tug Bahada and will be taken to Seattle. It is not identified. This makes twenty-two in all recovered. This morning landings were made at Darling Creek where Lineman Logan had eight bodies temporarily buried. It is impossible to remove them and it has been decided to inter them permanently at this place.

Considerable excitement was occasioned today by the report of another steamer ashore. As the news was brought by Indians, it is believed they imagined the wreckage coming ashore from the Valencia was another wreck. It is also reported two survivors were seen at Barclay Sound by the Indians. This report is also discredited.

Bunker in Victoria.

VICTORIA, Jan. 30.—Frank F. Bunker assistant superintendent of the Seattle schools, and a survivor of the Valencia disaster, who lost his wife and two children arrived today on the Salvor being the last survivor to leave the scene. He intended going to Seattle, but was subpoenaed to give evidence at the Government inquiry. He is extremely anxious to fix the blame, for the fact that when the wreck broke up at noon Wednesday, no steamer was off, the point to pick up those who floated out. Lineman Logan told him there were at least fifty persons who drifted seaward when the wreck broke up, some of whom might have been saved if the steamers had not all left the scene.

Minister Testifies.

SEATTLE, Jan. 30.—Rev. Fletcher L. Wharton, a minister of this city appeared before the inspectors today in re-

sponse to their invitation and explained he had spoken to his congregation on the alleged uselessness of life preservers because of the statements made by Assistant Superintendent of Schools Bunker. On behalf of the public Wharton asked the inspectors what guarantee it has as to the efficiency of the seamen and equipment of the vessels on the Pacific Coast. He asserted there is a feeling that the Valencia had unskilled seamen and useless life preservers. The inspectors told Wharton tulle preservers were equally as good as cork and the tulle belt worn by John Cegalos one of the survivors, had been immersed in a barrel of water and a twenty-pound weight attached. Six hours later the belt was still afloat. Conflicting testimony was given today by the witnesses examined, regarding the roughness of the sea. C. Allison, one passenger, contending the water was smooth while Cegalos who attempted to swim ashore gave exactly the opposite testimony. Several witnesses were of the opinion that the tug Czar should have made an effort to get closer to the Valencia than it did.

FIRE IN MINE.

SPOKANE, Jan. 30.—Fire broke out today in the Bunker Hill and Sullivan Mine at Wardner, Idaho. Many were overcome with smoke and reached the surface with difficulty.

LIVELY DISCUSSION

Insurance Investigator Armstrong and Printer Debate.

ARMSTRONG CHARGES GRAFT

Says State Printer Made Deal With Insurance Committee's Stenographer Whereby 900 Letters Were Sent Out Offering Report at \$1.50.

ALBANY, Jan. 30.—After a decidedly lively hearing in which charges and threats were freely exchanged between Senator Armstrong of the insurance investigating committee and a representative of the Brandon Printing Company, and the State Legislative printers, the Senate Finance Committee voted to report favorably on the bill of Senator Armstrong to have printed 5000 copies of the testimony of the insurance investigation, at a cost of \$20,000. Armstrong made charges of intentional delays by the printers and told of an alleged deal between the State Printer and the committee's stenographer, whereby he had used the committee's stationery, sent out 900 circulars offering copies of the testimony at \$1.50 per set, the stenographer to receive forty per cent commission. The committee compelled the cancelling of what orders he had received.

BIG FIRE IN BUTTE.

BUTTE, Jan. 31.—The Butte Reduction Works plant, valued at \$750,000, is burning, and at 1:45 this morning the fire was beyond control.

CAPITAL PUNISHMENT ABOLISHED

COLUMBUS, Jan. 30.—The Senate passed a bill this afternoon abolishing capital punishment for murder except on conviction for a second offense.

WITNESSES TESTIFY IN PACKERS' INVESTIGATION

CHICAGO, Jan. 30.—Edward Morris, vice-president of the Fairbanks Canning Company and a member of the firm of Nelson, Morris & Company, testified today in the Packers' case that he had been required by Commissioner Garfield to produce the secret profit and loss books of his company after the Commissioner had prepared his report on

the beef inquiry. He added he had been assured by the Commissioner that no knowledge furnished by the Packers would be used against them. Other witnesses of the day were L. C. Krauthoff, who was on the stand yesterday; Samuel McRoberts, treasurer of Armour & Company, and Charles G. Dawes, former Comptroller of Currency.

SENATE PASSES BILLS FOR NEW LIGHTHOUSES

WASHINGTON, Jan. 30.—The Senate today passed forty bills, many of them of considerable importance. The list includes a number of measures for lighthouses including one on Eliza Island, Bellingham Bay and another at Cape Arago, Wash., and for life saving stations, including one at Cape Flattery,

near the scene of the recent Valencia wreck, and for revenue vessels, public buildings and for the reorganization and classification of the consular service. The shipping bill was under consideration for a time, during which Lodge made a speech in support of it. Patterson gave notice of a speech tomorrow on the Dominican question.