

ROADS LOSE APPEAL

U. S. Supreme Court Upholds Elkins Law.

DECIDES GREAT NORTHERN CASE

Attempt to Play Off One Law Against Another and Escape Penalties Completely Foiled.

Washington, Feb. 25.—One of the main contentions by which the railroads which gave and the corporations which received rebates hoped to escape punishment was swept away today by a decision of the United States supreme court. This decision vitally affects the case under which the Standard Oil Co. was fined \$29,240,000 for the same point was raised.

The case upon which the decision was rendered was instituted in the United States District Court for the District of Minnesota, which court fined the Great Northern railroad \$1,000 each for 15 violations of the first section of the Elkins law.

The alleged offenses against the law were committed during the summer of 1905, and consisted in granting concessions to the W. P. Devereaux Company on its shipments of oats and corn from Minnesota to points in Washington. The company admitted the concessions and fought the prosecution on the ground that by amending the Elkins act so as to provide for punishment by imprisonment rather than by fines the Hepburn law had so modified the original law as to accomplish its repeal and render punishment under it impracticable. Today's decision was announced by Justice White and affirmed the finding of the District Court and the United States Circuit Court of Appeals.

HEROISM ON MARYLAND.

Explosion Averted by Instant Obedience to Hurried Signal.

San Francisco, Feb. 25.—An act of heroism performed by three blue-jackets on the United States cruiser Maryland during the recent target practice held at Magdalena Bay, was all that prevented a repetition of the Georgia disaster off the Massachusetts coast last year, when Lieutenant Goodrich, the son of Admiral Goodrich, and 13 of his shipmates, met death in the explosion of one of the big guns.

It happened while the Maryland was having her try at the navy record. After the second or third shot from No. 4, one of the Maryland's eight-inch guns, J. J. Donnelly, a seaman, acting as first loader, discovered that two balls of fire were spinning around within the screw-box. This fire should have gone out of the muzzle of the gun but it had failed to do so.

Without the loss of a moment, Donnelly hastily signalled J. C. King, the hoisting man, to lower the ammunition car into the handling-room, and King, with the assistance of J. Green, the rammer man, complied with the former's request upon the instant. Twenty-five seconds elapsed before the fire in the screw-box was put out, but in that brief time a great disaster was averted.

TRYING TO GET ENOUGH MEN

Railroads Have Ten Days Before New Law Takes Effect.

Los Angeles, Feb. 25.—With less than ten days until the new federal law limiting the hours of labor of certain railroad employes shall become effective, Los Angeles railway officials are preparing as best they can for the necessary changes which must be made. Approximately 140 new telegraph operators will be required in the territory governed by Los Angeles general offices. The Santa Fe will need the greater portion of these. If it keeps all its offices open it will require 81 men on its coast line in addition to its present force. There is a possibility that it will not be able to get that number at once. If so, it will be necessary to close a few offices all or a part of the time until the additional men can be found.

Santa Fe's Cry of Misery

Topeka, Feb. 25.—On the Santa Fe railroad 486 new operators will be required, the Gulf lines excepted, to comply with the provisions of the federal nine-hour law, to go into effect March 4. About 60 are required on the eastern grand division. The officials do not know whether they will be able to get the requisite number of new men or not. Notices were posted in the Santa Fe shops at Newton today that employes need not report for work till Monday, March 2. About 200 men are affected.

Black Hand Threats Terrorize.

Seattle, Wash., Feb. 25.—Black Hand Society notices, sent through the mails and posted on doors and fences, with the object of frightening Italians who have offended the society in the mining village of Black Diamond, 25 miles from Seattle, reached a climax last Friday night when J. Vitero was shot at three times while making his way home. One bullet passed through his left arm and another cut his coat.

Fabulous Strike is Made

Rahway, Nev., Feb. 25.—What is said to be the most wonderful strike in the history of mining in Nevada was made today on the Happy Hoolligan claim. Assays of the ore show values as high as \$79,600 to the ton. The ground has been purchased by E. W. King, a banker of Bozeman, Mont.

CHARGES ARE SLANDEROUS.

Fulton Denies Every Accusation Made by Heney.

Portland, Feb. 24.—In a long statement given to the newspapers of Portland for publication, Charles W. Fulton, senior United States senator from Oregon, answers in detail the charges made against him by Francis J. Heney, special prosecutor for the government in the land fraud cases, in a speech delivered in the First Congregational church in this city on the night of January 23 of the present year.

At that time Mr. Heney made the direct charge that Senator Fulton's long participation in crooked political and business deals in Oregon, notably in timber land frauds, had unfitted him to occupy the high office he now holds and announced a determination to oppose to the utmost the senator's candidacy for re-election. Mr. Heney further charged that Senator Fulton is the tool of the railroad interests at Washington and represents, not the people of his state, but the law-defying corporations in congress.

The specific charges made in the Heney speech are taken up one by one in Senator Fulton's answering statement and denied comprehensively and in detail as to every material fact. Senator Fulton does not mince matters in laying before the people of his state his defense. He strikes squarely on the shoulder and charges in the plainest terms that his accuser deliberately falsified in his Congressional church speech, which Senator Fulton points out to have been the climax of a campaign of malicious persecution and vilification begun more than two years ago.

Senator Fulton impugns the honesty of Mr. Heney's motives. Revenge and partisan politics, he says, are the basis of the graft prosecutor's enmity toward him, and Mr. Heney's obsession by an irrepressible ambition to stand in the limelight is given as an added incentive for what Senator Fulton calls the lawyer's utter disregard for the truth.

PRIEST IS SLAIN.

Anarchist Shoots Catholic Leader in Denver Church.

Denver, Col., Feb. 24.—Father Leo Heinrichs was shot and killed when administering sacrament at early mass in St. Elizabeth's Catholic church, Eleventh and Curtis streets, this city, at 6 a. m. yesterday morning. Kneeling at the altar rail between two women, Guarannaccio pressed the muzzle of a revolver against the body of the priest after receiving from him the consecrated wafer and shot the man of God through the heart.

The murderer was hurried to the city jail, and as threats of summary justice were made by many men in the crowd, which quickly gathered in front of the church, Chief of Police McHale DeLarey called the reserve force of patrolmen.

"I just went over there because I have a grudge against all priests in there. They are all against the workman. I went to the communion rail because I could get a better shot. I did not give a damn whether he was a German priest or any other kind of a priest. They are all in the same class."

RETURN BY SUEZ.

Atlantic Fleet May Complete Its Trip Around the World.

Washington, Feb. 22.—Interesting and important news relative to the future movements of the American battleship fleet was made public at the conclusion of the cabinet meeting yesterday by Secretary Metcalf, comprising an invitation from the Australian government to have the fleet, or at least some of the vessels, visit that country, and Secretary Root's reply. This reply is the first authentic information of the movements of the fleet after its journey to San Francisco has been completed. After expressing the appreciation of the nation, the secretary says: "The eventual movements of our fleet have not been determined. While it is possible the vessels will return by way of Suez, I would be glad if some of them could be sent by the Australian route, but it would be premature to promise this."

Urge Work on Amur Road.

St. Petersburg, Feb. 24.—A secret session of the douma committee on imperial defense tonight was devoted to affairs in the Far and Near East. It was attended by Premier Stolypin, M. Iwolsky, the minister of foreign affairs, and M. Kokovshoff, the minister of finance, who outlined the Russian policy. The minister urged speedy construction of the Amur railroad, work on which was formally begun last summer and which is designed to give Russia a line to Vladivostok entirely through Russian territory.

Plumbers as Inspectors.

San Francisco, Feb. 24.—The Master Plumbers' association of this city at a meeting today decided to instruct employes to inform the health officials in each instance where unsanitary conditions were found or the law requiring the construction of rat proof buildings is being ignored. Warned of the certainty of a quarantine unless the rats were exterminated at once and the plague stamped out, the plumbers took action toward co-operation.

Snowstorm Costs \$25,000.

Chicago, Feb. 24.—The city has completed the task of clearing the business section of the snow that fell in the great storm of last week. Four thousand men were kept busy for four days and 28,000 wagon loads of snow were removed. The expense to the city was about \$25,000.

DOINGS OF THE SIXTIETH CONGRESS

Wednesday, February 26

Washington, Feb. 26.—There were two speeches in criticism of the Aldrich currency bill in the senate today.

The currency bill was, on motion of Aldrich, made the unfinished business.

The bill to revise the criminal laws of the United States was passed after adoption of Culbertson's amendment penalizing the improper giving out of information by government officials affecting the market value of products of the soil, except upon proper authority.

The senate today adopted a resolution introduced by Senator Lodge requesting the president to send to the senate correspondence with Venezuela in relation to pending controversies concerning alleged wrongs done to Americans in that country by the Venezuelan government.

Washington, Feb. 26.—The climax in general debate on the army appropriation bill in the house came today, when Daizell, Pennsylvania, recognized as one of the foremost protectionists of the country, delivered an exhaustive speech in defense of the republican party and its policies, in which he upheld the principle of the protective tariff system and said that under it the United States had become the greatest of manufacturing nations.

The army appropriation bill was read for amendment and its consideration was not concluded when the house adjourned.

Tuesday, February 25

Washington, Feb. 25.—Currency legislation was the chief topic before the senate today. For nearly three hours Owen, of Oklahoma, spoke on the Aldrich bill, saying that he had, through ex-Senator Jones, of Arkansas, in 1900 proposed legislation somewhat similar to the bill under consideration, but with essential differences, which he declared would have prevented the recent panic had it been enacted into law. Owen received close attention from the senators and was frequently interrupted with questions, which led to spirited debate.

The Indian appropriation bill received consideration during a part of the day. The bill was read through.

Teller declared that Indian bills have in the past been put through the senate loaded down with new legislation that should never have been adopted.

Washington, Feb. 25.—General debate on the army appropriation bill in the house of representatives today again furnished opportunity for free expression of opinion on the issues of the day. Garrett of Tennessee and Hau of North Carolina arraigned the Republican party for its policy with regard to the tariff, while Hayes of California denounced the financial system of the United States as "patchwork," and the Aldrich bill as "falling far short of the remedial legislation needed."

The only remarks pertinent to the army bill were made by Parker of New Jersey, who spoke in favor of the proposition for increased pay for the officers and men, and Kusterman of Wisconsin in support of restoration of the canteen.

The seven hours allowed for general debate on the bill will expire tomorrow, when the measure will be read for amendment.

Monday, February 24

Washington, Feb. 24.—Ocean mail subsidy and currency legislation were both the subjects of speeches in the senate today. Gallinger opened the debate in favor of his bill for ocean mail subsidy to build up the American merchant marine, and was followed by Dewey, who strongly approved the measure.

Simmons, of North Carolina, and White, of Maryland, spoke in criticism of the Aldrich currency bill, White announcing that he would not vote for any measure before the senate. An hour was devoted to the further consideration of the bill to revise the criminal code.

Gallinger reviewed conditions under which the merchant marine of this country is operating and cited many advantages that he believed would accrue to the commercial interests of the United States if better mail service to South America and other points is established.

Washington, Feb. 24.—The unusual spectacle of the committee on rules being overruled by its chairman, the speaker, on the floor of the house, was witnessed in that body today, much to the discomfiture of Daizell, a member of the committee.

The army appropriation bill, carrying \$85,007,566, was taken up. After Hull, of Iowa, had explained its provisions, Slayden, of Texas, criticized "the enormous extravagance of the military establishment," while Holiday, of Indiana, pleaded for increased pay for the enlisted men of the army.

Other speeches were delivered by Hamilton, of Iowa, who favored tariff revision, and by Washburn, of Massachusetts, in favor of removing the restriction of the Sherman anti-trust law regarding organizations of merchants in certain cases.

May Have Salaries Now.

Washington, Feb. 26.—Benito Legarda and Tabilo Ocasio of Leon, the recently appointed resident commissioners, who have arrived here to represent the Philippine islands in congress, today visited the senate committee on the Philippines and were later taken to the floor of the senate, where they were interested observers. The senate today passed the house joint resolution authorizing the payment of the commissioners' salary.

Saturday, February 22

Washington, Feb. 22.—In the presence of many senators and a large gathering in the galleries, Senator Porter McCumber, of North Dakota, today read the farewell address of Washington.

The Indian appropriation bill, which was reported to the senate today, carries \$9,825,820, an increase of \$1,610,123 over the total appropriations made by the bill as it was passed by the house.

The nomination of Louis A. Coolidge, of Massachusetts, to be an assistant secretary of the treasury, was ordered reported favorably by the senate committee on finance.

Washington, Feb. 22.—The race question came to the surface in the house today when Heflin, Alabama, offered an amendment to the District of Columbia street railway trackage bill, providing for "Jim Crow" cars. Heflin declared that separate coaches for the whites and blacks had solved the race problem in Alabama and he expressed the opinion that such an arrangement would solve it in Washington.

The amendment was defeated, 140 to 59.

The bill was passed. It provides universal transfers on the basis of cash fares or six tickets for 25 cents. It also provides for street railway facilities from all parts of Washington to the new union station.

Friday, February 21

Washington, Feb. 21.—Senator Heyburn and Representative French, of Idaho, today introduced in the senate and house the bill prepared by Idaho sheepmen amending the 28-hour law, by providing that railroad trains containing ten or more cars of livestock going from one state to another shall maintain an average minimum speed of 16 miles per hour from the time the stock is loaded onto cars until the destination is reached, deducting reasonable time for stops made for feed and water. The bill provides a fine of \$100 to \$500 for failure to maintain this speed.

An amendment to the postoffice appropriation bill was introduced today by Senator Foraker.

Seven Filipinos may receive instruction in the United States military academy, according to a bill passed by the senate today.

Washington, Feb. 21.—The time of the house of representatives today was devoted to consideration of what is known as the District of Columbia railway franchise—that is, the bill providing for extension of streetcar lines to the new union station. The subject of universal streetcar transfers in Washington elicited special attention and no disposition was manifested to amend the provision except to strengthen it. Tomorrow also will be given over to District of Columbia business.

Thursday, February 20

Washington, Feb. 20.—Because of the death in this city today of Senator Latimer, of South Carolina, both branches of congress adjourned, the senate almost immediately after convening and the house an hour afterward upon receiving official notice of the senator's death. In each chamber resolutions of regret were adopted and a committee appointed to accompany the body home.

Most of the time the house was in session was consumed in the reading of impeachment charges offered by Mr. Waldo, of New York, against Federal Judge Lebbeus R. Wilfey, of the United States court at Shanghai, China, which were referred to the committee on judiciary.

Chaplain Hale, in his prayer opening the senate, referred feelingly to the death of Senator Latimer.

The immigration committee, of which Mr. Lattimer was a member, also adopted resolutions of regret.

No Protest on Manchuria.

Washington, Feb. 25.—It was stated with positiveness at the State department today that no official reports or protests from any source have been received regarding Japanese commercial aggressiveness in Manchuria, and from the nature of the situation none is expected. It is asserted that the American government has no intention of addressing Japan or any other power on the subject at this time or when the battleship fleet reaches its destination.

May Reimburse Harriman Line.

Washington, Feb. 25.—President Roosevelt today considered with Chairman Miller, of the house committee on claims, the question of reimbursing the Southern Pacific company to the extent of \$1,600,000, the amount expended in repairing the break in the Colorado river. Hearings regarding the claim are to be begun by the committee Monday. The money was spent by the railroad company pursuant to what is regarded as an understanding that the government should bear the expense.

Postal Savings Bank Bill.

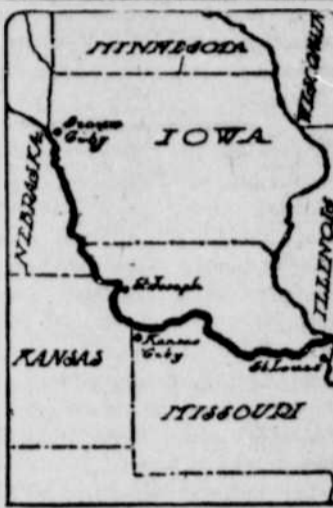
Washington, Feb. 27.—The postal savings bank bill, introduced by Senator Knox, provides that 2 per cent interest shall be paid on all deposits, and that these savings be deposited in national banks in localities where savings are accumulated. The national banks made depositories are to pay a rate of interest to be determined by the postmaster-general and the secretary of the treasury. The postal savings account for each person, firm or corporation is to be limited to \$500.

TO IMPROVE THE MISSOURI.

Navigation Congress Would Make It Equal to 600 Railroads.

An appropriation of \$40,000,000 for the establishment of a twelve-foot channel in the Missouri River from St. Louis to Sioux City will be asked of Congress as a result of the first annual convention of the Missouri River Navigation Congress, which met in Sioux City.

Governors and Congressmen from seven States bordering on the Missouri River were in attendance at the convention. It was the voice of the convention that the Missouri River as well as the Mississippi should be made navigable as soon as Congress can see its way clear to spend that much money. It was the sentiment of the convention that the deepening of the Missouri River channel would be



ROUTE OF PROPOSED CHANNEL.

the greatest stroke toward the settlement of railroad rate troubles in the great Middle West.

Engineers reported that the Missouri River, if improved according to the plans of this convention, would have the carrying capacity of 600 railroads—fifty times the capacity of all the roads running between the Mississippi and the lower Missouri, and more than twenty-five times the capacity of all the railroads running from the Mississippi to the Missouri at all points. These engineers reported that making the Missouri River navigable from Sioux City to St. Louis would cost less than paralleling any single railroad between these two points.

The navigable length of the Missouri River is greater than the distance by rail from St. Louis to San Francisco. It has a navigable length three times as great as the entire length of the Ohio River.

If Congress does not want this appropriation, the boosters of the Middle West may ask for legislation assessing a tax against land lying within 100 miles of the Missouri River. It has been figured out that the entire \$40,000,000 could be raised by an assessment of 50 cents per acre against the land bordering upon the stream for 100 miles back. This territory produces crops and live stock annually worth over \$200,000,000.



Couldn't we express the grip somewhere else, instead of carrying it around with us?

The advance in the price of dukes will further tend to discourage the leap-year business.

A theatrical man reports a scarcity of stage villains. Yet there are a lot of very bad actors.

Next to opera singing the most highly paid industry is that of expert witnessing in big trials.

Money is again getting so plentiful that a man can carry a piece around in his pocket for luck.

The United States Supreme Court calls attention to the fact that the States are still on the map.

Cuba has enough kickers already without sending that shipload of Missouri mules down there.

A little mistake of \$100,000,000 in the original estimates doesn't bother the Panama canal people.

The new \$20 gold pieces are mighty ugly. Still, a great many have decided not to refuse them.

Fashion's latest innovation is the hipless walk. It must be another of Fashion's senseless fads.

The mother-in-law joke reaches the climax in the case of the Delaware man who has just married his.

Dead men tell no tales, but in the Druce case the unearthing of a corpse completely reversed the adage.

The Chicago Federation of Labor is urging the formation of a Vegetable Growers' Union. This beats all!

The London Times used to be "The Thunderer," but it is now being Americanized so it will be more like lightning.

Mr. Cortelyou insists that we have \$120,000,000 more money than we had a year ago. But you can't feel in your pocket and find it.

New York has a new sect of sun worshippers. Yet most of its people will still find their greatest enjoyment under the same old electric lights.

Statisticians say that birds, by eating insects, save the farmers \$800,000,000 a year. Glad to hear that the early bird is still catching the worm.

Because a train was late a lot of Frenchmen tore down a depot near Paris. There wouldn't be half enough depots to go around in this country.

BUILD TO INTERIOR

Central Oregon Is Promised Rail Connections.

FROM SUMPTER TO PRINEVILLE

Line Up Hood River Valley May Be Extended Southeast to Connect With Other Lines.

Hood River, Or., Feb. 22.—If preliminary plans being promoted by wealthy capitalists of Salt Lake City, who own the Mount Hood Railway extending up Hood River valley and also the Sumpter Valley, running out of Baker City, materialize, Central Oregon may have a railroad in the near future that will open up its many resources. The project provides for an extension of the Mount Hood line through the mountains east of Mount Hood, and a party of surveyors is now in the field trying to locate a pass through the mountains. The work is in charge of Joseph A. West, chief engineer of the Sumpter Valley.

Early last fall a large surveying party headed by Mr. West was taken into the Central Oregon country from Heppner Junction to determine the feasibility of building a railroad on that side of the mountains and his report is said to have been favorable. The money power behind to proposed railroad is David Eccles, the millionaire sugar manufacturer and lumberman, of Salt Lake City. If the project is completed the two roads will connect at some point in Crook county. By extension of the Sumpter Valley road south it would pass through Canyon City, Grant county, and also Prineville.

An extension of the Mount Hood road has already been commenced. A big gang of men with a steam shovel was put to work at Dee, the present terminus of the line, and will build as soon as it can be pushed through the six miles of road toward Mount Hood that has been surveyed and staked. This will be done to accommodate the rapidly developing fruit land in the Mount Hood settlement. It is admitted, however, by W. H. Eccles and Charles T. Early, president and manager of the Mount Hood road, that it may form part of the connecting link of the proposed new line. Officers of both roads recently went over the territory that would be tributary to the project and it is learned that it is considered most favorably. In addition to reaching many acres of fertile farm lands, millions of feet of timber, for which there is now no outlet, it is said, could be utilized.

TUNNEL UNDER RIVER.

Manhattan Island Now Joined to Long Island City.

New York, Feb. 22.—The first of the great system of tunnels and subways by which the Pennsylvania railroad will be enabled to run a train from Philadelphia under the Hudson river across Manhattan island and under the East river to Long Island City was completed today. The two ends of one of the four tubes connecting Manhattan Island with Long Island City were brought together under the bed of the middle of East river off Thirty-fourth street before noon today and steel rings comprising the shell of the tube were for the first time bolted in one continuous string from shore to shore. This tube was begun in August, 1905, and is 4,000 feet in length. Two other tubes will be completed within a few days and the fourth will be finished within three months, according to an announcement made by the company.

So accurate were the measurements of the engineers that the ends came together with a variation of only three-eighths of an inch.

Expect Evans to Recover.

Washington, Feb. 22.—While not yet formally advised by Admiral Thomas that he has assumed command of the Atlantic fleet, the officials of the Navy department are expecting some such announcement, on the basis of preceding reports on the condition of Admiral Evans. These reports are not regarded as indicating that the Admiral is suffering from any permanent incapacity, but that he is simply again a victim of rheumatic gout, which is directly the result of the injury he received at Fort Fisher in the Civil war.

Denies Part in Graft.

Harrisburg, Pa., Feb. 22.—Ex-Governor Pennypacker in his testimony at the state capitol conspiracy trial today denied the statement of S. B. Lewis that the famous Huston letter to ex-Attorney General Carson was prepared at a conference between Pennypacker, Lewis and ex-Auditor General Snyder, one of the defendants. Mr. Pennypacker declared that when Lewis stated that this letter was intended to be a "whitewash," he stated falsely.

Kentucky Still Deadlocked.

Frankfort, Ky., Feb. 22.—The ballot for United States senator in the joint session of the legislature today resulted as follows: Beckham, 57; Bradley, 65; Allen, 1; Blackburn, 1; Campbell, 4. Necessary to a choice, 55.