

ALIEN'S CRIMES ALARM BRITAIN

Demand Is Made for Greater Restriction of Immigration.

Tory Factions Wrangle—Turn on
Balfour—Irish Bogey to Furnish
Rallying Cry.

London, Jan. 7.—Though there are indications of the coming fierce political struggle when Parliament re-opens at the end of January, all topics for the moment are submerged by the recent battle in Stepney, in which all of the military forces in London were called out to capture a house held by two robbers.

Public opinion, on the whole, justifies the tactics of Winston Churchill, the Home Secretary, and the police. The British approval is made the more certain by the self-complacent criticisms of the German press.

All the same, the spectacle of two desperadoes keeping such a vast force at bay produces a misgiving amounting almost, in some quarters, to a panic. Some of the English see in every foreigner in the East of London a potential anarchist, and the mysterious murder on Clapham Common, with the initial letter "S" carved on the cheeks of the dead, increases the tendency to believe it a widespread and powerful assassin and anarchist organization.

Party politics, of course, enters into the controversy. The Tories are accusing the Liberals of reducing the act of Parliament against aliens to nothing, while the Liberals retort that the defect lies in the acts themselves, which were clumsily contrived by the Tories when they were in power.

There is a general call for a greater restriction of alien immigration, but few will attempt to answer the unanswerable objections to any possibility of such a code of restrictions as could keep out any but an infinitesimal number of real criminals without including a great mass of deserving ones and destroying England's traditional policy of offering an asylum to refugees from oppression.

Another proposal is to make more difficult the right to carry arms, and finally it is proposed to arm the police.

VENUS HAS SNAKES.

Professor Pickering, of Harvard,
Supports Views of Coast Man.

Cambridge.—Professor William H. Pickering, of Harvard observatory, is interested in the recent statement of Dr. J. J. See, of Mare Island observatory, that higher forms of life exist on the planet Venus.

The Harvard Savant has held tentatively for many years that animal life has been in existence on Venus and that the surface of the planet is composed principally of steaming swamps which abound with reptilian creatures of antediluvian periods.

The professor also has certain theories on the geographical peculiarities on the moon, but does not care to discuss them. Concerning Venus, Professor Pickering says:

"Certainly there are many physical reasons for thinking that if any other planet besides the earth is inhabited, it is probably Venus. It is about the same size as the earth and its density is about the same. Venus seems more capable of supporting life than any other planet except the earth."

8000 TRESPASSERS DIE.

Pennsylvania Road to Wage Campaign
to Prevent These Deaths.

Chicago.—Eight thousand trespassers were killed on the Pennsylvania Railroad during the year 1910 and this enormous total has led the railroad company to announce a determined campaign to keep those who have no right there off its tracks and its trains.

In addition to the 8000 trespassers killed on the line during the past year a like number were injured.

Being trespassers, the Pennsylvania Company was not liable for the deaths, but officials were appalled at the number. Orders have gone forth to all officials and employees of the system urging that all trespassers be kept off the company's property.

Carnegie Trust Company Closed.

New York.—The Carnegie Trust company has been closed by State Bank Commissioner Cheney. The company was chartered in 1907 and had a paid-up capital of a million dollars. Its surplus was \$500,000 and its undivided profits aggregated \$73,000. Its gross deposits amounted to \$8,900,000. The officials of the bank issued a statement saying a quiet run had been in progress for a week and ready available resources had been used up.

Another Bomb for Alfonso.

Madrid.—King Alfonso on Monday issued an official denial of the report that an attempt to assassinate him was made recently. On board the yacht Giralda he arrived at Melilla and disembarked.

WOOL MEN ADJOURN.

F. R. Gooding, of Idaho, New President—Next Convention at Omaha.

Portland.—With three loud cheers for Portland, the forty-seventh annual convention of the National Wool Growers' association adjourned Saturday afternoon at 4:30 o'clock in the Army to meet in Omaha next year. This marked the close of the most important convention yet held by the organization, according to the closing address of the newly elected and the retiring officers, and one feature upon which they congratulated themselves and their fellow delegates was the comparatively peaceful manner in which the deliberations had been conducted.

Action at this convention makes it incumbent upon the association to begin what promises to be a most wide-sweeping campaign for the education of the nation to a realization of the urgent necessity of a protective tariff on wool and woolen goods, in order to save from alleged wreck and ruin, the sheep and wool industries, so closely allied that the killing of one means the inevitable destruction of the other.

It was explained by the various speakers that with the duty free wool from Australia, Asia, Africa, South America or any other foreign country, the sheep industry would soon dwindle to nothing, a condition that would not only prove disastrous to the wool-growers themselves, but would deprive the American people of one of its most important sources of food supply, one that will increase in importance at a greater ratio than the increase in the population.

It was pointed out that the actual cost of wool in the average suit of clothes is so small as to be almost insignificant and that therefore the duty protecting these two industries and those closely related thereto is therefore of such little moment to the consumer that if the facts were understood by the people at large the sheep and woolgrowers need never fear abolition of the duty or even a reduction thereof.

The association will make it a part of its work to carry on such an educational campaign as was advocated in the report of Retiring Secretary George S. Walker and by other speakers, and a man well versed in every detail of the industries will be sent to Washington and maintained there to guard against any measures being enacted under misapprehension. It was set forth during the sessions repeatedly that while there is no reason to doubt that the issues affecting the sheep and wool industries are and have been treated in all fairness, misunderstandings and unfamiliarity with actual conditions have and may lead to measures the effect of which would be anything but that intended.

The resolutions adopted indicate also a better understanding between the sheep and wool men and the forest service and closer relations and more friendly terms than in the past. The resolution provides for a national advisory board, consisting of a representative man from each state and territory having a reserve, to take up with the secretary of agriculture and the forestry department changes which it is believed should be made in the interest of the sheep industry. This advisory board will also find it its duty to make a careful consideration of all complaints and of the regulations of the forest service.

The proposed speed limit measure is indorsed from the viewpoint of quicker transportation as well as from a humanitarian point of view.

The resolution carries a protest against the proposed Parson's bill, and authorizes the executive committee to take up the matter of freight rates with the Interstate Commerce commission should this be deemed necessary.

The election of officers went off in accordance with a cut and dried program, the delegations from the various states having fixed up a slate prior to entering the convention hall. Dr. J. M. Wilson, of Wyoming, who had been urged to accept the presidency, retired in favor of Frank R. Gooding, of Gooding, Idaho, ex-governor of the state, and younger brother of retiring president F. W. Gooding of Shoshone, Idaho. The nomination of Mr. Gooding was made by Frank R. Hagenbrath of the Idaho delegation. Utah was given the western vice president by the election of George Austin, of Salt Lake City, and there being no rivalry for the position of eastern vice president, A. J. Knollin of Chicago, was re-elected.

Steamer Thieves Make Haul.

Seattle.—Express thieves between Seattle and Alaska have gotten away with \$75,000 worth of negotiable stock certificates of the Owl Mining company, a package of valuable gold ore specimens, a bundle of currency and several other parcels of considerable value, shipped to Seattle by the Alaska Pacific company from Cordova. Although the officials of the company are reticent they are keeping the wires hot between Seattle and Cordova in an effort to locate the missing plunder.

College Gets Carnegie Money.

Los Angeles.—Andrew Carnegie has donated \$25,000 to the University of Southern California. This gift, plus the \$75,000 raised by the university itself in compliance with the terms of the iron master's donations, wipes out the debt of the institution.

BIG TRUST SUED BY GOVERNMENT

Trans-Atlantic Steamer Line In Alleged Combination.

All Rivals Driven Off Sea or Into
Combine—Ports May Be
Closed to Ships.

New York, Jan. 5.—The Federal government brought suit today in the United States Circuit court under the Sherman anti-trust law against thirteen of the principal Trans-Atlantic carriers, which are estimated to control ninety per cent. of the steerage traffic, worth to them \$55,000,000 a year. Twelve officers of the defendant companies, all resident in America, are named as co-defendants.

These companies, the government charges, entered into an illegal contract February 5, 1900, at London, Eng., by which they constituted themselves the Atlantic conference, with power to apportion all traffic pro rata, impose heavy fines on members of the conference for violation of any article of agreement and wage competition against all lines outside the conference.

As a result, it is alleged, the Russian volunteer fleet, plying between New York and Libau, was driven out of business and the Russian-American line was forced to make terms with the conference and enter its membership.

Suit was brought by Henry A. Wise, United States district attorney, acting under instructions from Attorney General Wickersham.

In its petition the government prays the court to "enjoin the defendants from further agreeing, combining and conspiring to injure or destroy the business of any person or corporation engaged in the business of carrying steerage passengers between points in the United States and Europe."

"Further, that each, every and all the defendant steamship lines be forbidden either to enter or clear any of their vessels at or from the port of New York or any other port of entry in the United States, or any of its possessions, so long as they shall continue to operate under the aforesaid alleged unlawful combination or conspiracy."

SENATOR ELKINS DEAD.

Prominent Leader in Congress Passes
After Long Illness.

Washington, Jan. 5.—Senator Stephen B. Elkins, of West Virginia, died at midnight last night. At his bedside were his wife, his daughter Katherine, and four sons, David, Richard, Stephen and Blaine, and the physicians.

Death was due to septicemia or blood poisoning. He was conscious until within half hour of death.

In the early evening there were persistent rumors in Washington that the Senator's condition had become grave, and fears were expressed that he might not live through the night. The Elkins family, however, were hopeful to the last and to the numerous inquirers who poured in at the Elkins home encouraging responses were given.

Though no funeral arrangements have been announced, it is probable that Mr. Elkins will be buried at Elkins, W. Va.

During the larger part of his service in the senate Mr. Elkins was chairman of the important committee on interstate commerce. As head of the Hepburn rate regulation bill of 1907 and of the administration bill of 1910, a railroad builder and owner himself, Mr. Elkins had an intimate knowledge of all questions affected by this legislation.

He was the outspoken champion of the bill of 1910 and, as such, fought for its passage night and day for months. Probably the longest speech ever delivered by the West Virginia senator was made in its support.

Honeymoon Ship to Sail.

San Francisco.—The steamer Governor, which will leave Seattle for San Francisco next Tuesday, will carry an entire passenger list of bridal couples. It will be known as the honeymoon ship. Passenger Agent Duannan at Seattle, some months ago sent out circulars asking bridal couples to take a honeymoon voyage on this ship, which would be reserved for them. The appeal seemed to strike many and reservations came back from Canada and this country. Calgary scored first place in the number of applicants.

Strain Proves Too Much.

Los Angeles.—Professor Lucien Larkin, the astronomer in charge of Mount Lowe observatory, has suffered a mental breakdown and has been placed in a private sanitarium. Rev. A. B. Larkin, his son, attributes the scientist's condition to overwork and entertains hope of his recovery.

NATIONAL GOVERNMENT NEWS NOTES OF GENERAL INTEREST

SHALL THE HOUSE BE LARGER?

Crumpacker Proposes 435 Members,
Campbell Would Cut to 225.

Washington.—The question as to how the United States shall be reapportioned into congressional districts in accordance with the 1910 census returns was discussed with the president by Representative Crumpacker, of Indiana, chairman of the house committee on census.

The bill which Mr. Crumpacker will introduce will provide for a membership of 435, an increase of 43 over the present number. This would be on a basis of one representative to 211,880 of population.

Representative Campbell, of Kansas, who also saw the president at the same time, expressed the opinion that the house should be reduced probably to about 225 and kept permanently at that figure. He said he might introduce a bill to that effect.

MANAGEMENT BERATED.

Higher Standards of Efficiency Needed
on Railroads.

Washington.—Higher standards of efficiency, not increased freight rates, are the paramount needs today of American railroads. This proposition is the essence of the brief filed with the Interstate Commerce commission by Louis Brandeis, of Boston, counsel for the traffic commission of commercial organizations of the Atlantic seaboard in the investigation of the commission in the proposed advance in freight rates in the official classification territory—that part of the country east of the Mississippi and north of the Ohio and Potomac rivers.

Railroad managers, Mr. Brandeis contends, in an effort to meet existing needs should not look without, but within.

"If their net income is insufficient," he says, "the proper remedy is not higher rates, resulting in higher cost and lessened business, but scientific management resulting in lower costs, higher wages and increased business."

"If their credit is impaired, the proper remedy is not to apply the delusive stimulant of higher rates but to strengthen their organizations by introducing advanced methods and eliminating questionable practices. Thus they will maintain credit by deserving it."

The proposed advances by the lines in official classification territory would affect only the class. The total freight tonnage of the lines for the calendar year 1909 was 626,321,975. Less than 8 per cent of this moved under class rates, yet of the freight revenue of these railways for 1909 nearly 22 per cent (\$103,271,823) was derived from class rates.

SUPREME COURT BENCH FULL

Justice Van Devanter and Lamar
Take Oath of Office.

Washington.—The two vacancies on the bench of the Supreme court of the United States were filled Wednesday when Judge Willis Van Devanter, of Wyoming, and Judge Joseph R. Lamar, of Georgia, took the oath of office as associate justices and began immediately the performance of their duties. For the first time in 19 months the bench was complete.

For the first time since the organization of the court, nearly a century and a quarter ago, one president had commissioned within a single year five men who sat on the bench.

Justice Van Devanter, having been named first by the president to take the oath, was escorted by the marshal to the chair on the extreme right of the chief justice. Justice Lamar after he had subscribed to the oath, was shown to his seat, which was at the left.

A distinguished gathering witnessed the ceremonies. Precedents in the court were broken by the first lady of the land, Mrs. Taft, being given a seat within the bar along with Charles P. Taft and Horace Taft, brothers of the president. Mrs. Taft was accompanied also by Mrs. C. P. Taft and Miss Louise Taft.

Worcester Under Fire.

WASHINGTON.—The Philippine land investigation was resumed by the House committee on insular affairs, Representative Martin, of Colorado, who started the inquiry, cross-examining Dean C. Worcester, of the Philippine Commission.

Mr. Martin sought light as to the arrest of Manila newspaper men for libel in connection with publications concerning the lease of public land to Mr. Worcester's nephew.

McEneaney Act Sustained.

Washington.—That the McEneaney act of California, passed as emergency legislation after the San Francisco earthquake of 1906, and providing for the establishment and quieting of title to real estate in case of the loss or destruction of public records, was constitutional, was the decision of the Supreme court of the United States.

AFTER TOBACCO TRUST.

Government Begins Final Effort to
Dissolve Big Combine.

Washington.—Before the court of last resort Saturday began the final legal battle for life of the American Tobacco company and its subsidiaries. High priced corporation lawyers matched wits with the government's trust busters in a struggle to determine whether the Sherman anti-trust law is invalid or whether it has the power to crush the tobacco trust.

On the outcome of the fight depends the life or death of the vast corporation, with an invested capital of more than \$400,000,000, or the emasculation of the Sherman law, which would nullify the government's strongest weapon against corporate aggression.

Attorney General George Wickersham and Special Attorney J. C. Reynolds commanded the forces of the government.

Attorneys John C. Johnson and William B. Hornblower represented the tobacco company. To Johnson, as chief counsel for the appellant fell the duty of making the opening argument, and his legal defense of the accused corporation consumed by far the greater part of the day.

The tobacco trust suit was brought by the government against the American Tobacco company, its officers, directors, and affiliated corporations for the purpose of seeking to prevent and restrain monopolies in tobacco and related commodities, alleged to be conducted in violation of the Sherman anti-trust law and certain provisions of the Wilson tariff act.

MAKE CANAL COMPETITOR.

Senate Bill Would Let American
Coastwise Vessels in Free.

Washington.—Pacific Coast shippers who have been fighting for water transportation as an offset to the exorbitant transcontinental railroad rates, will be benefited by the adoption of the Mann bill, with Senator Flint's amendment, which the senate committee on inter-oceanic canals has voted to report favorably.

It is a bill for the governing of the Panama canal zone. Flint's amendment makes the canal free of tolls for American vessels for coastwise trade; imposes tolls on railroad-owned steamships; enables the government at any time to take over vessels which accept the use of the canal without tolls, the question of cost to be settled later, and enables the president to fix the tolls at not less than 50 cents nor more than \$1.50 per net ton.

Under the provisions for taking over vessels, the government can at any time obtain all the colliers and auxiliaries it needs in war.

The amendment will make the canal a real competitor of the transcontinental roads. There have been well defined fears that unless conditions changed the Panama canal would not give shippers the relief that was hoped for when it was projected. Such eminent authorities as Admiral Evans have proved that under existing conditions of control of steamship lines by railroads, the canal is practically turned over to them.

It was brought out in the investigation here that \$70,000 a month had been paid by transcontinental roads in a pool as a bonus to the Pacific Mail Steamship company, which, under the terms of the contract was compelled to run its steamers without freight in order to prevent steamers from being competitors of the railroads.

PACIFIC TO BE DEFENDED.

Taft Promises Delegation More Coast
Defense Vessels.

WASHINGTON.—Representatives Ellis and Haley, with Senator Jones and Representative Humphrey and several members of the California delegation had a long conference with President Taft regarding the necessity for better protection of the Pacific Coast. Particularly they appealed for more submarines and torpedo boats.

The upshot of the conference was that both the President and Secretary Meyer expressed themselves favorably upon the demand of the Pacific Coast delegation and legislation will be drafted and formally recommended by the Secretary of the Navy authorizing an increased number of coast defense vessels for the Pacific Coast.

Fishermen Left to Decide.

Washington.—In the effort to avoid the necessity for convening at this time the board of experts appointed under the terms of the award of The Hague Tribunal relative to the Newfoundland fisheries by invitation of the State department, a number of representatives of the board of trade and the Master Mariners' association of Gloucester, Mass., appeared in the department. If they will accept as satisfactory the regulations for the fisheries laid down by the Newfoundlanders, it will be unnecessary to call a meeting of the international board of experts.