

RAILROAD RATES IN WISCONSIN

A New Law Concerning Traffic Charges That Means Something

The theory of the new law seems to be that the railroads have their experts with years of experience in making rates and handling traffic; but that no body of men, however expert, can be trusted in all cases and at all times to use their uncontrolled power, upon which the wealth and prosperity of the state depends, in a manner fair and reasonable. On the other hand, no body of men selected by the state can have the expert qualifications and the detailed information that comes from daily contact with the problems. On this account, the rates made by the railroads are in effect held to be, prima facie, reasonable and lawful. This is a radical distinction from the laws in these states which require the commission to fix a complete schedule of rates, the evident assumption being that the road's rates are, prima facie, unlawful and unreasonable.

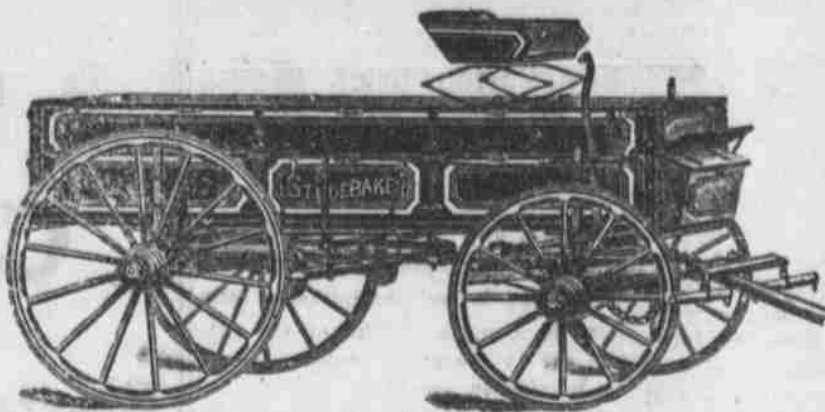
The rates in Wisconsin, however, may be challenged, but the burden of proof is upon the complainant to show that they are unreasonable. The railroad commission is the board of review to investigate the complaint, with all the powers over witnesses, books and testimony entrusted to a court of record. It gives the railroad company and the complainant ten days' notice of a hearing, upon which, if it finds proof that the rate is "unreasonable or unjustly discriminatory," it fixes a reasonable rate, and its order takes effect of its own force in 20 days after services on the railway officer. Thenceforth the legal situation is reversed. The rates fixed by the commission now in turn become prima facie, lawful and unreasonable and the burden of proof is upon the railway company if it goes into court and asks that they be overruled. Upon the several steps involved in these provisions the contest in the senate committee, where the principal struggle occurred, was prolonged and intense, and it is most remarkable that starting with opposing views, that committee reported a bill unanimously which then was unanimously adopted by both houses and signed by the governor.

The first step in the controversy related to the source of complaint against the rates or regulations of the roads. The companies contended that only shippers were affected, and that they only should be entitled to enter complaint. But it was shown that public interests were involved and that localities might be injuriously affected. Consequently the law entertains complaints "of any person, firm, corporation or association or of any mercantile, agricultural or manufacturing society of any body politic or municipal organization." A railroad itself is permitted to make complaint against another railroad, and there is nothing in the law to prevent the commission from raising the rates of a road that is resorting to a destructive rate war.—From "The La Follette Railroad Law in Wisconsin," by John R. Commons, in the American Monthly Review of Reviews.

Extinct Seabirds' Skins.

The reported sale in London, of the skin of a great auk for 2400 marks a decided increase, says the Country Calendar, in the price of specimens of this bird, which, as late as 1891 sold for \$650. With little probability that the 70 odd known specimens will ever be added to, there is every reason to believe that, even at \$2000, the skin of a great auk is a good investment. Only five examples of this flightless bird appear to be in this country—there being one each in the Smithsonian Institution, Philadelphia Academy of Sciences, American Museum of Natural History, Museum of Comparative Zoology at Cambridge, and Museum of Vassar College. Only two of the 70 odd known great auk eggs exist in this country, each of the first two institutions mentioned above possessing one. Singularly enough, the egg of this bird commands nearly as high a price as the bird itself. Becoming extinct in 1844, the great auk was followed in this country by the Labrador duck, no individual of which has been seen alive since 1875. Of this species only 42 skins are known, 30 of them being in America; this small number and the suddenness of the bird's disappearance doubtless accounting for the surprising advance in the price of specimens. Sixty years ago, it is said, Labrador ducks spoiled in New York markets for lack of a purchaser at 50 cents apiece; today an adult male brings \$1500.

The Studebaker Mountain Wagon



STANDS IN A CLASS BY ITSELF. IT IS THE PRODUCT OF THE LARGEST AND BEST ORGANIZED WAGON FACTORY IN THE WORLD. SIXTY ACRES OF LUMBER SHEDS FILLED WITH WAGON MATERIAL SEASONING IN THE OPEN AIR FROM THREE TO FIVE YEARS, INSURES THE PURCHASER OF A STUDEBAKER VEHICLE, FROM LIFELESS KILN DRIED MATERIAL SO OFTEN FOUND IN COMMON WAGONS.

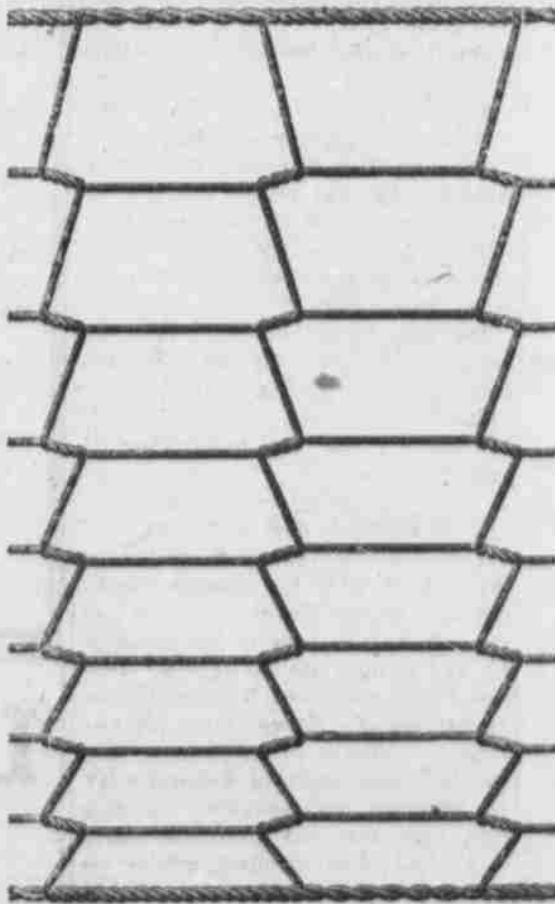
WE CARRY A FULL LINE OF STUDEBAKER VEHICLES, FROM THE HEAVIEST WAGON TO THE LIGHTEST BUGGY OR RUNABOUT.

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ARE "STANDARD OF THE WORLD" IN THE HARVEST FIELDS. WE ARE PREPARED TO CARE FOR OUR TRADE AS USUAL WITH EITHER RIGHT OR LEFT HAND, 6 OR 7 FOOT MACHINES, AND A LARGE STOCK OF EXTRAS TO MEET THE EMERGENCY CALL. REEL HAS THE WIDEST BEARINGS AND MOST PERFECT CONTROL. HIGH MAIN WHEEL. EXTRA HEAVY MAIN GEARS. FOLDING DIVIDER BOARD FOR TRANSPORTING. CASE HARDENED ROLLER IN EYE OF NEEDLE. MANY OTHER EXCLUSIVE FEATURES, WHICH MUST BE SEEN TO BE FULLY APPRECIATED.

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STANDS TODAY IN THE LEAD OF ALL OTHER FENCINGS. ITS A CONTINUOUS WEAVE, THERE BEING NO JOINTS AND THE STAY WIRE WINDS FROM TOP TO BOTTOM AND BACK, MAKING THE FENCE ELASTIC YET STRONG, WITH NO SLIPPING AT THE TWISTS. TOP AND BOTTOM WIRES ARE DOUBLE. KEYSTONE BRAND IS MADE OF NO. 12 WIRE THROUGHOUT, FEORIA IS NO. 13 THROUGHOUT, SAME WEAVE. GET YOUR ORDERS IN FOR FALL AND WINTER DELIVERY.

WE CARRY, BESIDES ABOVE LINES BIRDSHELL CLOVER HULLERS. RUSSELL & CO. MACHINERY. BENICIA HANCOCK DISC PLOWS. SIDE DELIVERY WINDROWERS AND BUNCHERS. SHARPLE'S CREAM SEPARATORS. WHITE ROTARY SEWING MACHINES. TRIBUNE BICYCLES. FAIRBANKS-MORSE GASOLINE ENGINES. PLYMOUTH BINDER TWINE AND HARVESTING SUPPLIES OF ALL SORTS. IN FACT ANYTHING IN THE IMPLEMENT, VEHICLE, OR MACHINERY LINE.

F. A. Wiggins Implement House

STORY OF THE REGENT DIAMOND

At One Time Stolen and Hidden in a Barn—Now in a Crown

One of the most beautiful diamonds in the world is the Regent. It belongs to France. Besides its dimensions, which are considerable, it unites various qualities which further augment its value. When rough it weighed 410 carats. Its present weight is only 136 carats. Its cutting, which is of great excellence, required two years of work. It was valued in 1791 at 12,000,000 francs. This diamond was purchased in the rough state by the grandfather of William Pitt for 312,000 francs. The Duke of Orleans, then regent of France, acquired it in 1717 for the sum of 8,375,000 francs.

According to St. Simon, who gives an interesting recital of the purchase of the stone, there is quite a different version from that ordinarily accepted.

"Through an extremely rare opportunity an employe in the diamond mines of the Grand Mogul was able to extract one of very large size. He found means of embarking and reaching Europe with his diamond. He took it to England, where the king admired it, without, however, deciding to buy it. A model of glass was made in England and the man sent with the diamond a model to Law, who proposed it to the regent for the king. The price frightened the regent, who refused to buy it.

"The state of the finances was an obstacle on which the regent insisted. He feared incurring censure for so large a purchase, while there was trouble providing for the most pressing necessities and many people were left in suffering.

"I applauded this sentiment, but I said to him that it was not suitable to exercise the same economy for the greatest king of Europe as for a private individual; that the honor of the crown should be considered and the opportunity of procuring a diamond which would eclipse all others in Europe should not be lost. I did not leave the Duke of Orleans until I had obtained the promise that the diamond should be purchased. Law, before speaking to me, had represented to the possessor of the diamond that it would be impossible to procure the sum that he had hoped for, and the loss that would be occasioned by breaking it up into pieces, so that the price had been reduced to 2,000,000 francs, including the scraps that would come from the cutting. The bargain was concluded in this way. The interest of 2,000,000 francs was paid until the whole amount could be raised, and in the meantime 2,000,000 francs in precious stones was hypothecated."

In the celebrated robbery at the Garde Meuble, in 1792, this stone was stolen and concealed behind a roof timber of a barn. As a result of a proclamation it was recovered by a municipal officer named Sergeant.

The Regent was the most beautiful jewel in the coronation crown of King Louis XV. Later, it was held by Van derberghe, a banker, as a pledge for his advances. A historian of the times states that the wife of the banker took the opportunity of wearing it while it was in her husband's possession.

The First Consul in his turn pledged the Regent to the Batavian government to procure funds which were lacking after the eighteenth Brumaire. Later he ornamented his Austerlitz sword with the celebrated diamond, which, in the words of Vatout, might well have dispensed with the ornament. Jewelers' Circular.

CHILDREN CRY FOR FLETCHER'S CASTORIA.

A Modern Deadend.

The London papers are printing the story of an English girl, Clara Casey, who married a Moorish acrobat, Mohammed Ben Bulkhamen, and who now in far off Tangier sighs for her Albion home as follows:

"I wish I were in England again. I am quite miserable and lonely here, and it makes me feel it more when I see how Mr. Abdullah treats his wife and the way Mohammed treats me.

"There is a great difference. He is always hitting me, and he laughs at me now he has got me here and tells me I will never see you again, that I shall live and die here.

"Dear mother, I hope and trust to God I will soon be able to return to England again. What a fool I have been to give myself to this man!"

So far the intervention of the British vice consul has led to nothing, for Miss Casey had previously become a convert to Islam, and she stated that she had the approval of her parents.

SHE HAS ENGLISH ACCENT

And Her Father Is Not in Sympathy With America

Miss Ida Smalley, daughter of George W. Smalley, the New York correspondent of the London Times, has accepted an appointment as stenographer for Charles W. Anderson, leader of the colored Republican organization of New York, who took possession of the office of collector of internal revenue of the Second district yesterday.

Miss Smalley is not yet 27 years old. She has been brought up by her parents with every educational advantage. She has the English accent of her British-American father and the liberal opinion on the race question of her anti-slavery grandfather by adoption, Wendell Phillips. It is understood that Senators Dewey and Platt and other prominent men backed her for the position, which is worth \$1000 a year.

Her father, as New York correspondent of the London Times, has chiefly distinguished himself by a desire to please England at the expense of his own country. He is now over 60 years old and continues active contributions to the London Times.

The Convict Doctor's Secret.

After 10 years imprisonment in the great penitentiary here, following a conviction for poisoning, Dr. Urbino de Freitas, one of the most distinguished of European physicians, has had his sentence of 25 years commuted by King Carlos to simple banishment from Portugal.

Throughout his long confinement the doctor is said to have jealously guarded a secret he had discovered—an assured cure for leprosy. Accompanied by his devoted wife, he is now on his way to Berlin, where his arrival is eagerly awaited by all German students of the higher branches of medicine.

When the doctor was first arrested Lisbon society received a shock. The charge against him was of poisoning the five little brothers and the sisters of his wife, who stood between him and a large fortune.

During holy week the king signed the commutation of his sentence, and the doctor is now free to pursue his life work. A man is now living at Coimbra, in Portugal, who declared that Dr. de Freitas shortly before his arrest cured him of leprosy.—Lisbon Dispatch to London Mail.

Royal Tips.

Some of the European monarchs give very large tips whenever they travel, and others, on the contrary, are quite niggardly. Emperor Nicholas of Russia is the most liberal in this respect. During his brief visit to France three years ago he spent \$16,000 on tips to servants and almost as much on presents to officials and others. King Edward of England is not quite so generous, but as he travels a good deal, both within his own realm and abroad, he is obliged to lay aside each year \$32,000 as an allowance for tips. Emperor William of Germany is more generous in a foreign country than at home, and during his recent visit to Cowes, England, he spent not less than \$10,000 on tips. Of the remaining rulers some spend reasonable sums and others very little, but probably quite as much as they can afford.—Kansas City Journal.

CASTORIA.

The Kind You Have Always Bought Bears the Signature of *Wm. D. Little*

To Calm Waves by Bombardment.

Shells filled with oil, intended to calm a stormy sea when fired into it, have been invented in France. The effect of a film of oil in reducing the size of waves is well known, but in the case of a moving vessel it is difficult to reach those in front, among which the ship's progress will soon bring it. At first ordinary explosive shells containing oil were tried, but these, besides being dangerous, did not distribute the oil evenly. At present wooden shells are used, which break when they strike the water, allowing the oil to run evenly over the surface. For night use the shells have an illuminating attachment. The results are said to be satisfactory.—Succesa.

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CHILDREN CRY FOR FLETCHER'S CASTORIA.