

NEBRASKA, a Euclid avenue broker, was fined \$350 for a bucketshop for women.

The industrial tieup at Butte, Mont., is added to by a walkout of drivers of transfer wagons, for an increase from \$3 to \$3.50 per day.

The 4-year-old son of Dr. H. W. Marvin, recently of Sioux City, Ia., has disappeared from his home in Dover, Del. and kidnaping is suspected.

The New York Herald company has pleaded guilty to violating the section of the United States statutes in reference to the sending of improper matter through the mails.

It is reported from St. Paul that Senator Spooner will become general attorney for the Hill system of railroads when his duties as Senator cease on May 1.

The German steamer Norissa collided at the mouth of the Ems with the Belgian steamer Congo, which sank. Seven of the crew of the Congo were saved and eleven were drowned.

The limited fast mail train from Chicago for New York was partially derailed while passing through Tivoli, N. York., and ten persons were injured, others sustaining slight bruises.

The new United States battle ship Vermont has been formally placed in commission at the Charleston navy yard with Lieutenant Commander Levi C. Bertollette, the executive officer in acting command.

In the trial in the federal court at Chicago of the Standard Oil company on charges of accepting rebates, it was brought out that railroads in the freight association made independent rate on coal, oil, coke and grain.

Having failed to pay its fees and file its report by the first of March, as required by law, the State Life Insurance company of Indiana, has been barred by the state insurance department from doing business in Colorado.

In twenty-eight working days in February excavation in Culebra cut, Panama canal was 638,644 yards. On the same basis full month would have been 722,000 yards. March should go considerably over 800,000.

At a sale at the Limestone Valley stock farm six miles east of Sedalia, buyers were present from ten states, and forty-seven jacks and fifteen jennets sold for \$40,100, the top price being brought by Limestone Wonder 468, sold for \$1,680.

The board of aldermen of Rolla, Mo., awarded the contract for constructing and installing the waterworks system for the city to a St. Louis company at \$35,931. Work will begin within thirty days and it is expected that the entire system will be completed within six months.

The socialists made the opening of the Russian douma, the occasion of a riotous demonstration at St. Petersburg in honor of the social deputies. Revolutionary speeches were made and red flags were displayed in the crowds which had by that time swelled to about 40,000 persons, who packed all the streets for blocks around the Tauride palace. Some of the demonstrators began to pelt the police with snow balls and the police charged and broke up the demonstration. Mounted policemen rode down the crowds and used their whips right and left. Among those beaten by the police in the demonstrations was M. Kuzmin-Karavaleff, member of parliament from Tver province, who was caught in one of the crowds of Socialists. Attempts were made to renew the demonstration and Cossacks and the chevalier guards were ordered out. The Cossacks contrary to custom, carried their lances. At night cavalry patrols occupied all the important thoroughfares, but no more demonstrations had been reported. Thousands of revolutionists had an excited meeting at the university in the evening.



Teacher John D.—After you have carefully studied this lesson in figures, for a long time I trust you'll not believe all the wicked stories about Standard Oil that are prevalent.

The resignation of Governor Swettenham of Jamaica has become an accomplished fact and he will leave that island so soon as his affairs can be arranged. When the earthquake in Jamaica almost destroyed Kingston last December, Admiral Davis of the United States navy was rushed to Kingston with American vessels to be of whatever service he could to the authorities. He landed seamen, razed buildings, aided those in distress opened a hospital and patrolled the streets in the interests of the safety of the people. Governor Swettenham took exception to the action of the American admiral and wrote Admiral Davis a curt letter asking him to re-embark his men, as the authorities were fully competent to attend to the island's difficulties. Davis, surprised and astonished, sailed away despite the demands of the business men and city council that he stay and continue his work. London was astonished and cabled for an explanation from Swettenham. London assured Washington that the act was one for which the home government could offer no reason and the Washington government accepted the apology. The affair caused wide newspaper comment and the English journals, hardly with an exception, called attention to the fact that the bond of friendship between the two nations had grown so firm that the excitable action of a colonial officer could cause no entanglement between them.

In tendering his resignation to the Governor of Wisconsin as U. S. Senator, Hon. John C. Spooner, surprised both his friends and factional enemies. Senator La Follette refused to believe the report when he heard it. The reason assigned by Senator Spooner for his resignation is that he cannot afford longer to serve as senator because of the financial sacrifice he is making. He emphasizes his

contention that senators should not practice law and it was of significance that Spooner dropped out of the Senate for this reason on the same day that Bailey of Texas returned to it after his desperate fight precipitated by the practice of his profession. In private conversation Senator Spooner would confirm none of the suggestions made as to his probable intentions. All that he would say in reply to queries was that he would make his home in Madison and practice law at any place in the United States where clients presented themselves. It was difficult, however, for those who heard the news to accept the statement that Senator Spooner had quit the Senate without having some tangible proposition before him for consideration and it was suggested that he might associate himself with the Northern Pacific Railroad company. Senator Spooner was the attorney for the Hill and Morgan interests which reorganized the Northern Pacific. This reorganization is now being threatened. Personal friends who have had frequent conversations with Senator Spooner of late are of one opinion as to his attitude on the senatorship. Many things have of late displeased him. Only a short time ago in commenting on the attitude of the newspapers with regard to the Senate he complained of unfair criticism of the public.

The conference committee on the meat inspection law decided to reject the provision for dating the labels placed on canned meats. Representative Wadsworth of New York, a member of the conference, said he would defeat the bill if this provision was not stricken out. The President was in favor of it and Senator Beveridge championed it in the house.

The ship subsidy was killed in the United States Senate.



Life Will Soon Mean So much to the Baseball Fan. The baseball teams are headed for the practice fields.—News Item.

HARRIMAN'S RAILROAD PLAN  
The Interstate Commerce Commission Told that Billions are Necessary to Improve Roads.

E. H. Harriman's presence in Washington caused speculation as to what took him there. During his stay, Senator Elkins of West Virginia gave a dinner to Mr. Harriman at which the other guests are understood to have been Senator Spooner, Senator Foraker and Senator Depew. These senators are all anti-administration men, and it is presumed that plans were discussed to frustrate the President's intention respecting proceedings against railroad men. The dinner is adding plausibility to the rumor that Senator Spooner, when his resignation from the Senate takes effect May 1, will become one of Harriman's attorneys, possibly chief counsel of the Harriman system. Asked if he believed he would be compelled by a court to answer questions he refused to answer before the commission, Mr. Harriman said: "Since I have been here I have been treated by everyone with great consideration. I have simply taken the position that I am qualified to talk about my own affairs, and that I am entitled to the same consideration that every other American ought to have." When it was suggested that the President might benefit by a talk with Harriman on these matters, the latter said: "You ask the President to appoint me as his special adviser, and I will sit by him night and day and advise him what to do."

E. H. Harriman outlined to the interstate commerce commission a huge plan for the reorganization of the railroad systems of the United States. His plan would involve an expenditure of billions of dollars. The railroad magnate indicated to an official of the commission that he would like to call on the members of the commission and discuss with them the traffic conditions throughout the country. He stated that he desired to meet the commission as a body. In response to an invitation a meeting was arranged. In the course of his talk on the railroads, he said:

The railroads will have to be rebuilt with much heavier rails and gauge of six feet, instead of the present one of 4 feet 8 1/2 inches. Either locomotives of such sizes that nobody now can imagine them, or electric engines will have to be provided. I think in time the latter plan will be found more feasible.

The combination freight car of the present will have to give way to an all-steel freight car, which will be two feet wider, two feet higher and several feet longer than the car now used. It will at the same time be impossible to make the car much lighter in proportion to carriage capacity than the present car, and this will effect a great saving in the cost of transportation.

Grades will be reduced everywhere; tunnels will have to be enlarged; bridges must be rebuilt to make them equal to the strain of the increased loads that will pass over them.

"To do all these things will cost billions of dollars—nobody can tell how many billions.

"I've made up my mind in future to give more attention to the interest of the public in these affairs. It has never been my idea to concern myself much about the relations of the public to the railroads, but I propose hereafter to give the public information; to take it into my confidence as to matters it is entitled to know about. I think I shall give the newspapers more of the information they want about the business of the roads I am connected with. The interstate commerce commission, in my opinion, would be more useful if it would cooperate with the railroad managers and with the public in all these questions. It could be most useful as a medium to secure smooth and satisfactory relations among railroads."

Mr. Harriman did not attempt to discuss financial problems except to the extent of the casual allusions that have been quoted. The visit of the magnate to Washington, his unsuspected geniality and approachableness, his willingness to talk of some of the problems of railroading and finance with everybody from the newspaper correspondents to the President, has been a wonder to Washington. Everybody guesses what it may mean, and everybody has his own an-

swer. But they all seem to simmer down to the impression that Mr. Harriman is going to make an effort for the first time in his remarkable career to cultivate the good will of the public. That he has designs, too, of making himself a larger influence in politics, is suspected by many.

Mr. Harriman wants no more railroad legislation. He protests that the public interests do not demand it; that too much of it would be bad for the country, injuring confidence of investors and making it difficult to get the money needed to extend and rebuild the roads.

He has talked much about the immense things that increasing tonnage demands shall be done in rebuilding the roads. Always and vigorously he has used the argument that the railroads are only in the infancy of development, and that the problem of keeping them up to the requirement of the country is greater today even than was originally the problem of getting them when there were none.

E. H. Harriman granted a farewell interview to fifteen newspaper men at Washington, announcing that he would return to New York and stop talking for publication. Mr. Harriman discussed transportation problems, railroad legislation, the tariff, the currency question, the attitude of the public toward the railroad corporations, and the probability of a panic in the future. "I notice that the afternoon papers say that the New York Central holdings and those of the old Wasserman pool in the Reading railway were taken over last night," he said. "This is not true. I have not purchased a single share of railroad stock since I have been in Washington." He refused to answer the direct question as to whether he had secured control of the Reading. "The United States will not always enjoy the prosperity that has prevailed during the last decade," said Mr. Harriman. "Hard times certainly will come again unless congress and the people generally change their tactics toward railroads and corporate interests." Mr. Harriman commended the stand taken by President Roosevelt in a recent message to congress when he advocated a "reciprocal" agreement between the government and railroads. "It was a very bold and courageous stand for the president to take," said the railroad magnate, "and the only thing for the administration to do is to give us a law that will legalize our combines." Senator Chauncey M. Depew, upon his return to Washington, from New York, denied that the New York Central had sold its holdings in the Reading to E. H. Harriman.

C. W. Zars, a bank collector living in Ramona, I.T., is the father of twenty-five children and has just been married to his fourth wife. Twenty-six children have taken his name, but one of them died. Nine of the children living are girls and sixteen are boys.

Mining men from all over the lead and zinc district met in Joplin, Mo., to plan for the entertainment of the American Mining congress there next October, representatives of mining interests at Miami, I. T., Baxter Springs, Webb City, Carterville, Carthage, Galena, Aurora and other places being present.

In order to prevent the Japanese from poaching on the sparsely guarded Siberian littoral during the fishing season commencing in April, Russia has decided to send to the Pacific two small cruisers, now in the Black Sea, which will pass through the Dardanelles with their guns mounted, under a private agreement with Turkey.

Domesticated Giant Sloths.  
Dr. Hauthal, a German savant, has put forward a startling theory concerning the remains of gigantic sloths, related to the great magatherium and the mylodon, recently found in Patagonia.

In his opinion, these animals, whose race is now extinct, were kept in a domesticated state by the prehistoric inhabitants of Patagonia. A cave at Ultima Esperanza, where many indications of the former presence of the huge sloths have been found, is regarded by Dr. Hauthal as having been used by the ancient Patagonians as a stable for their beasts.

Some men's idea of being good is to get out with a large lamp, and search for Sin, that they may expose it.