Monday, \$1.00 Pretty Striped Colored Silk 39c yard. Give a minute or two to the reading of these special silk values for Monday. All to go at less than the price of wash fabrics. New blue, and rose, dark gray, reseds green. For walsts and the pretty jumper suit. Take our advice and come early.

# Monday, More Pretty 75c All Wool Striped Batiste, at

No woman has to be told of the beauty of these pretty, soft, clinging, all wool Batiste. You never saw such great value before in your life, cream, gray, new green, Alice blue, in dainty pin stripes of color.

Monday, 75c All Silk Brocades, Pretty Colors, 19c Yard. Bear in mind these are the last of the same pretty silks you have been shown at regular prices, dark old rose, gray, reseds green; one of the great opportunities of the Great July Sale.

# Monday, \$1.50 Parisian Black Novelty Voiles, Choice

One a dainty style in just a suggestion of check, another has just a suggestion of pin stripe. Still another has broken check or cross

Veiling Special Monday

Vacation-seeking women will do well

to lay in a supply of this Veiling.

For Monday's selling we shall place on sale a special lot of col-

ored fancy face Veiling that sold

regular at 30c to 50c yard, also several good colors of chiffon Vell-

ing that sold regularly at 80c yard. Both lots on sale Monday, 20c

Important Announcement

for Wednesday, July 17th

Dresses and colored Wash Dresses

will be sold Wednesday, July 17th,

at a fraction of their real value.

Sale. Watch papers every day.

The most beautiful Lingerie

Wait for this great Clearing

### Monday Glove Special, Long Lisle Gloves 50c

Eibow length Liste Gloves of finest Milanese, in grey or white and few blacks, worth \$1.00 to \$1.50 59c per pair, Monday, pair.... 59c Three-quarter length Liste Gloves,

A fine Lisle Glove in grey only, usually sold for 75c, Monday pair 15c Main Floor.

#### The Great Waist Sale

Our great sale of Walsts Sat-urday was a decided succes. The people came in great crowds found the goods just as advertised The buying enthusiasm was brisk and lively all day and evening. Those who did not get waited on Saturday should come Monday, as there many beautiful styles still to be had. Every Waist at absolutely half price. Second Floor.

### The Second Week of Our Great Mid-Summer Sale of Muslin Underwear

a great saving. The second week of this great sale will be even greater than the first, as many new lines have been added and at greatly reduced prices. All garments cut amply full, with best workmanship. Come Monday and lay in a supply of these snowy white undermuslins. It is impossible to mention all the different lines included in this sale. For Monday we mention Corset

50c Nainsook Corset Covers, extra special-Monday, each 25c \$1.00 and \$1.25 Nainsook Corset Covers, extra special Monday, each 75c. \$1.50 Naingook Corset Covers, extra special Monday, each \$1.00.

\$3.00 and \$2.50 Naingook Cornet Covers, extra special Monday, each 2.25. \$4.00 Nainsook Corset Covers, extra special Monday, each, \$2.50. \$5.00 Nainsook Corset Covers, extra special Monday, each, \$2.75.

# Great Clearing SaleWhite Embroidered and Dotted Swiss Commencing Menday morning we will place on special sale all our 85c, \$1 and \$1.25 white embroideried, figured, checked and plaid 50c All our 50c and 45c Dotted Swiss on special sale Monday, 25c

Special Sale of Colored Sheer Handkerchief Linens. All our 65c Colored Sheer Handkerchief Linen on sale Monday. rs are pink, light blue, light green and cadet blue,

Special Sale of Dressing Sacques Monday.

You will be much cooler around the house wearing one of these dainty pressing Sacques. The reduced prices should be an inducement for you to buy, coming at a time when you need them most. Dainty effects in white and colored lawn, made in fitted and Kimono style. Prices run like this: sto Dressing Sacques, Monday 65c.
\$1.00 Dressing Sacques, Monday 75c
\$1.25 Dressing Sacques, Monday 85c
\$1.75 Dressing Sacques, Monday 85c
\$1.76 Dressing Sacques, Monday 85c
\$1.75 Dressing Sacques, Monday 85c
\$1.76 Dressing Sacques, Monday 85c
\$1.77 Dressing Sacques, Monday 85c
\$1.78 Dressing Sacques, Monday 85c
\$1.78 Dressing Sacques, Monday 85c
\$1.79 Dressing Sacques, Monday 85c
\$2.00 Dressing Sacques, Monday 85c
\$2.50 Dressing Sacques, Monday 85c
\$2.50 Dressing Sacques, Monday 85c.

# Bargain Square in Basement

Monday Remnants of Yoc Lawns and Ghambrays on sale Monday at per yard 3 %c.

Remnants of Madras and 36 inch Percales on sale Monday at per yard oc.

Howard Corner 16th St.

#### The first week of our Midsummer Sale of Undermuslins was a week of great value giving. There were many women who secured dainty garments at

\$1.75 and \$2.00 Nainsook Corset Covers, extra special alonday, each \$1.50. \$2.35 and \$2.50 Nainsook Corset Covers. extra special Monday, each \$1.93.

### Colored French Organdies.

All our 50c French Organdies, Monday's price-

Sale White Golf Suiting. All 15c White Panama Sulting 10c All 35c White Repp Sulting 25c yard.

All 20c White Ducking Sulting 15c All 50c White Pique Sulting 39c yard.

All 20c White Pique Sulting 50c All 25c White Repp Suiting 18c All \$1.00 White Pique Suiting 75c yard.

### The Best in Corsets at \$1.00 and \$1.50 Each.

At \$1.00 each, beautiful Batiste Summer Corsets. J. B. models are new and perfect fitting.

At \$1.50 each, better Batiste, with better workmanship, been supporters are attached at front and sides. Some of these models have the very fashionable high bust with long hips. Ask to see them at our Corset Department, Second Floor,

#### Great Sale White India Curtain Department, West Basement Linon Monday Special Sale White Cable Net Lace Curtains.

Our \$5.06 values at \$3.98 pair.

Our \$6.00 values at \$4.88 pair.

Our \$7.00 values at \$5.29 pair.

Our \$9.00 values at \$6.98 pair.

In our Economy Basement we will place on sale 1,000 yards of 12 1/2 c and 15c White India Linon, in lengths of 1 1/2 to 17 yards, at, per yard......4c

# MINIOMIPSON BIEXLIDIEN & 6

Open Saturday Evening

# railroad, running directly north from the Chicago, Burlington & Quincy Railway com- Francisco, which has at times done con- of the Southern Pacific company and the east and running from the Columbia river

to the Mexican border. "Within a year his sphere of influence

Hudson River stock. hands of every railroad line lying between Canada and Mexico is the frank admission | of Mr. Harriman himself made at the hearing.

### Roads Are Maintained.

"To gather under one head all existing transcontinental lines, or as many as possibis, and to exclude the incoming of all competitors, became manifestly the Harriman policy, which was inaugurated in 1901 by the issuance of \$100,000,000 of convertible bonds by the Union Pacific. With the procreds of these bonds the Union Pacific purchased control of the Southern Pacific company, and a majority of the outstanding stock of the Northern Pacific Railway com- the Burlington by the Union Pacific was pany, which latter incidentally carried with it control of one-half of the stock of the

## 0+0+0+0+0+0+0+0+0+0+0+0+0+0

### Keep Well

with Good Food 9

Proper selection of Food the sure way to get well and keep well. Use

# Grape-Nuts

"While getting over the grip, and while my stemach was so irritable I could not eat anything without distress, I found I could take a dish of Grape-Nuts with preum or good milk, and feel built up like had esten a full meal, and yet have none hf the unpleasant effects of indigestion I wish people knew its worth. seems to me trained nurses and

vantage. It is really the most nourishing and easily digested food I ever tried." Grape-Nuts food is now recommended

by physicians all over the world. They know it contains the delicate particles of Phosphate of Petash obtained from the agreement of the transcontinental freight field grains. This is the element Nature rate committee, to which contract both the combines with albumen of the food to is a natural rebuilding.

many different and palatable dishes. As continental business. an illustration: A most delicious mock pumpkin ple can be made from Grape-Nuts after the following recipe: Pour and Navigation company's line to Portboiling water over 14 cup Grape-Nuts, land, and thence it could enter into comlet stand 19 minutes; add 2 eggs, 4 table | petition with the Southern Pacific steam spoonfuls of sugar, 2 cups sweet milk, 3 | ship lines for Alaskan, Oriental, and South teaspoons of ginger. 1 teaspoon mixed Sea business. The Union Pacific also had oughly boiled. Bake pie dough in deep When done, but in prepared Grape-Nuts, return to oven and brown. Read that the Oregon Railroad and Navigation "There's a Reason."

Guif of Mexico to the Great Lakes, paral- pany, the stock of which had been pur- siderable business of certain classes, and Northern Pacific Railway company, isleling the Mississippi river; and 2,000 miles chased jointly by the Northern Pacific and has been and still could be made a factor sucd \$100,009,000 of convertible bonds, west of the Illinois Central he controls the Great Northern companies and their collat- in competition. \* \* \* only line of railroad paralleling the Pacific eral trust bonds issued therefor. Possession Union Pacific absolute mastery over every avenue leading to the Pacific coast within has extended eastward; the Union Pacific the United States save that afforded by the and Oregon Short Line have acquired 18.62 Great Northern railroad on the northernper cent of the stock of the Baltimore & border of the country, and that offered by Ohio, at a cost of \$45,466,960, and have in- the Santa Fe upon the southern. This plan, wested \$19,634,334.93 in New York Central & if executed, would have subjected to a common will and policy nearly one-half of the "That it is only the law which prevents territory of the United States-a comparathe concentration into Mr. Harriman's tively undeveloped, rapidly growing and extremely tich territory, into which must nec-

Our \$2.50 values at \$1.69 pair.

Our \$3.00 values at \$2.29 pair.

Our \$3.50 values at \$2.68 pair.

Our \$4.25 values at \$3.28 pair.

of the eastern states. "It has been, however, no part of the Harriman policy to permit the properties which were brought under the Union Pacific control to degenerate and decline; as railroads they are better properties today, with lower grades, straighter tracks and more ample equipment than they were when they came under that control. Large sums have been generously expended in the carrying on of engineering works and betterments which make for the improvement of the service and the permanent value of the property. "The control of the Northern Pacific and

essarily extend the population and business

prevented eventually by the decision of the supreme court of the United States in the case of Harriman against Northern Securities Company, in which that court held that it would be in violation of the Sherman act for the Union Pacific to control these rallways, as they were competing lines. The Southern Pacific remains within the control of the Union Pacific."

Strangling Competition. The report then goes on to tell how Mr. Harriman through the Union Pacific acquired stock in other concerns; giving a brief history of the Southern Pacific which it controls. In connection with this deal

the report says: "Before the acquisition of its stock by the Union Pacific, the Southern Pacific company, with its lines of rail and steamships. was engaged in competition with the Union Pacific for traffic moving between the Atlantic seaboard and the Pacific seaboard and between the Atlantic seaboard and; oriental ports. Through their several connections by rail these lines were also engaged in competition for traffic from practically all points east of the Missouri river between the Great Lakes and the Gulf of Mexico. \* \* \*

"Prior to the enactment of the interstatecommerce law the Union Pacific and Southern Pacific belonged to what was known physicians could use it to such good ad. as the Transcontinental Pool, in which each was regarded as a competitor of the other and was accordingly awarded an allotted percentage of transcontinental business; and there is on file with this commission a contract made in March, 1893, known as the Union Pacific and the Southern Pacific were build the soft gray substance in the parties, and under which all of the traffic nerve centers and brain, in the human west of the Missouri river and passing hody. The effect is in some ways like a through the gateways of St. Paul, Minnes. stimulant, but does not wear off, for it polls, Sioux City, Omaha, Kansas City and Sabine Pass, to and from California and ferred stock and for the common stock Grape-Nuts can be made into a great Oregon, was treated as competitive trans-

"The Union Pacific had access over the Oregon Short Line and Oregon Railroad 294,362 of stock and obligations outstand-Silr over slow fire until thor- an interest in the Occidental & Oriental steamship line operated out of San Francisco to oriental ports. It also appears Road to Wellville," in page company has always had a line of steamships plying between Portland and Sar ance of its purpose to purchase the stock

these lines would have given to the Union Pacific and Southern Pacific steamship companies all competition between these steamship lines has been destroyed; and there is some evidence on the record tending to show the impossibility of main- been converted into common stock, so taining an independent steamship line running out of any of these ports without the consent of and arrangement with a connecting rall carrier." Government Guarantees Connections.

The report then touches on an arrange ment with the Santa Fe Railroad company by which oriental traffic is diveded. It then takes up the question as it directly affects the trade of the United States proper with its possessions and territories, saying that such trade must depend in no slight degree upon competition between common cerriers. It declares that from the fact that both the Southern Pacific and Union Pacific were built by government ald the government has an interest in keeping them within the scope of the law, and cites an act of con gress which compells officers of either road to operate it in connection with the other, drawing the conclusion that the Union Patific was guaranteed without purchase a connection on favorable terms with the

Southern Pacific. It then says: "It is a fact that most of the lines of rallway reaching Council Bluffs and Omaha were constructed with the view of connecting at these points with the Union Pacific railroad as the principal transcontinental line to and from the Pacific coast; and the government has, perhaps, a peculiar obligation to maintain the freedom of this line.' The report then takes up the San Pedro Los Angeles & Sait Lake ratirond affair. After relating in more or less detail the history of the company and its work, it

recites the deal with the Union Pacific and

notes that the contract has been cancelled How Tricks Were Turned. Of the interest of the Union Pacific other roads the commission says, in part: "It appears by the plan of reorganization that the Union Pacific Railroad company, prior to such reorganization, had outstanding a total funded debt of \$140 425,862, and stock in the amount of \$69, 868,500, making a total of \$201,294,362. This did not include its collateral trust obligations on stocks and securities owned in other roads. These collateral trust obligations did not participate in the reorganization. The total mileage of the company was 1,822.59 miles. This road was reorganized; but by such reorganization the total of its securities was not reduced. It issued against these 1.300 miles of road the following bonds and

Four per cent first mortgage bonds \$100,000,000 Preferred stock \$5,000,000

\$236,000,000 "It gave to the first mortgage holders new bonds to the par value of their old bonds and substantially 50 per cent in preferred stock. For an assessment on the common stock it gave preit gave share for share of the new comon stock, thereby issuing \$236,000,000 of securities and stock in lisu of \$201 .ing at the time of the reorganization. It appears that some of the new securities were issued for equipment of the new company's lines. The exact amount is not revealed, but Mr. Kahn testified that he thought between \$5,009,000 and \$10,-

000,000. Debt for Stock Purchases. "On January 21, 1901, as has already been stated, the Union Pacific, in pursu-

which were sold, and from which the "By virtue of the consolidation of the profits resulting from the fortunate inestment in Northern Pacific have flowed the great bod yof the purchases of stock in other railways made by the Union Pacific. These convertible bonds have all that there is now outstanding \$100,000. 000 of common stock of the Union Pacific Railroad company which has been issued and used exclusively for the purchase of stock in other railroads.

"The Oregon Short Line Railroad company also issued, an dhas now outstanding, \$45,000,000 of bonds known as 4 per cent refunding bonds, secured by a mortgage on its lines of railway, the proceeds of which have been used exclusively for the purchase of stock in other lines, and this last-named company in September, 1906, gave its notes to Kuhn, Loeb & Co. for the purchase of Baltimore & Ohio stock amounting to \$36,393,482.

"Thus the Union Pacific and its conecting and subordinate line, the Oregon Short Line, have assumed obligations which are now outstanding amounting to approximately \$181,000,000, all of which has been used in the purchase of stock in other railroads

#### Who Sold the Stock. The report then takes up in detail the

relations of the Union Pacific company to the Southern Pacific, the Northen Pacific, in which about 230,000 shares are held; the Santa Fe, and the Illinois Central railroad companies. It declares that representation of the Union Pacific on the board of directors of the Santa Fe had an effect on competition between the lines; referring to the Illinois Central deal, it declares that before combination of the Southern Pacific and Union Pacific, the Illinois Central could deliver business to either line and that as part of the Union Pacific it might have been of aid to that road in competition with the Southern Facific. It then says: "Since June 30 of last year the Union Pacific has purchased 29.59 per cent of the capital stock of the Illinois Central, or 31 21 shares out of a total of 950,400 shares. Mr. Kahn, of Kuhn, Loeb & Co., testified that this was sufficient generally to secure a dominating interest in a railroad cor-

poration."

Of the stock so purchased by the Union Pacific, E. H. Harriman owned 30,000 shares; Har reasons. H. H. Rogers, 20,000 shares; James Stillman, 30,000 sheres; all of said parties being directors of the Union Pacific; and Kuhn, Locb & Co., fiscal agents of the Union Pacific, 105,000 shares. Mr. Harriman declined to testify as to whether this stock was acquired by a syndicate or pool for the purpose of sale to the Union Pacific, or as to whether he was interested in the 105,000 shares which were bought from Kuhn, Loeb & Co. And Mrfl Kuhn, of that firm, declined to state whether any part of the 105,000 shares so sold was held by his firm for or on account of all or any of the directors of the Union Pacific. It is undoubtedly a fact that Mr. Harriman dominates the Illinois Central; and in view of the large block of stock owned government is prepared to charter steamers by the Union Pacific it is quite likely this power can be continued. Ordinarily, where the stock of a railroad company is widely scattered, it is impossible to obtain a full of Commerce to supply any information vote at a stockholders' meeting; the management and control have possession of the stock books and the stock lists and can send out for proxies; and 36 per cent of the stock in a single ownership is fre-

Stocks Recently Purchased.

Without going further into details it to say that the Union Pacific and the it is one at which to do him justice he is regon Chore Line companies, from June an adept. Bande Matarma publishes a re-

30, 1905, to February 28, 1907, purchased port of a speech delivered in a private stocks, and paid on subscriptions to stocks, house by Bopin Chandra Pal, "our graclous Pal" of the National Anthem, Indian in raffway and other transportation comversion. Referring to the Sakti worship

Issuing company and stock. ou Atchison, Topeka & Santa Fe- Preferred stock . \$1	Par value of total standing	Amount purchased since June 30, 1906.			
		Par value. \$10,000,000,00	Fraction of total, %.	Cost. \$10,395,000,00	103.95
Common stock	102,000,000.00	None.	4000	********	1400
Preferred stock	90,006,000.00 153,330,000.00	7,206,400,00 \$2,234,200.00	12.01 21.28	8,665,920.00 38,801.040.00	
Preferred stock	49,654,400,00 58,183,900.00	None 3,690,0055	6.84	6,997,750.24	162.64
Chicago & Northwestern— Preferred stock	22,398,954,56 77,516,745.97	*******	****	284,500.00 92,250.00	****
Freeno City Ry stock  Illinois Central, stock  18,450 shares preferred  8,225 shares common.  N. Y. C. & H. R., stock  Northern Pacific—	95,040,000.00 179,282,060.00	2,572,000,00 495,050,00 *28,110,100,00 14,286,745,00	3.32 29.59 7.97	8,300,673.94 106,470.98 11,442,028.37 15 434,334.98	206.21 21.47 1175.00 187.44
Subscriptions to 24,918 shares, 5 per cent paid. Pacific Fruit Express.		********	****	124,580.06	****
stock subscription, 10 per cent paid	*******	*******	1111	1,200,000.00	474
St. J. & G. I.— First preferred stock Second preferred stock. Common stock	5,500,000.00 3,500,000.00 4,600,000.00	932,200.00 1,250,000.00 2,900,000.00	15.95 35.71 63.04	2,022,540.00	39.66
Cost of above purchases of stocks	20022001	*******	****	130,368,688.46	2449
Cost of above stated sub- scriptions to stocks Total cost of invest-			1000	1,601,330,00	
ment in stocks since June 30,1906	11111111111	1400071070	2711	\$131,970,018.46	1.50

†Plus interest. Price exclusive of dividend of \$3.50 per share, or 34 per cent of

and what he paid for the same.

panies, as below shown;

Alton "deal" by which the obligations of ing state, and as soon as the Indians knew that company were increased from \$33,- the power of their will the handful of for-861,407 to \$114,510,927. The commission finds eigners who now dominate over them would that of this increase about \$82,600,000 was no longer have the power of oppressing absolutely without consideration, being them. He said that until the nation made NEILL IS LOSING NO TIME more than \$66,000 a mile on the lines of the way's transcontinental oversea ra'lway company. The report states that the Alton him their spokesman it was needless for is now controlled by the Rock Island road, him to spend words on behalf of the nation. a competing line. The report adds:

Incidentally, it may be observed that the bankers who manage these operations appear to be richly rewarded. The testimony shows that Kuhn, Loeb & Co, received 5 per cent, or \$5,00,000, on the \$100,000,000 of Union Pacific convertible bonds above mentioned, one-half of which was retained by them and the other half given to the \$5,00 shares of Southern Pacific which the Union Pacific purchased at \$50.61 per share, the same banking house received a commission of \$2.50 a share. They received a like commission of \$2.50 per share on the Chicage & Alton stock sold to the Union Pacific at \$56.50 per share. It is significant that a member of this firm refused to disclose the extent of its interest in these securities.

The did not mind who was elected to be the spokesman, but he that was selected let him speak, and the nation ought to blindly follow him.

He was purposely silent for a few days and was simply watching the course of events the nation chose to take. He could direct the procedure which was now necessary, but refrained from doing so until he was convinced that the nation was ready to adopt it. He did not mind who was elected to be the spokesman, but he that was selected let him speak, and the nation ought to blindly follow him.

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He did not mind who was elected let him speak, and the nation ought to blindly follow him.

The effect of the control of the Southern Pacific by the Union Pacific has been to unify and amalgamate the management of these two rallway companies and their steamship lines, and to eliminate competition between them in transcontinental business and in business to and from oriental ports.

iness and in business to and from oriental ports.

The Union Pacific, as has been shown, controls the San Pedro, Los Angeles & Sait Lake railroad, the stock of which is deposited in the hands of a trustee. This line was originally intended as an independent road, extending from Sait Lake, where it connects with the Union Pacific and with the Denver & Rio Grande, to Los Angeles and San Pedro, Cal. There is therefore no competition between this line and the Union Pacific and Southern Pacific.

If also appears that the Union Pacific aimowns \$10,000,000, par value, of the stock of the Atchison, Topeka & Santa Fe Railway company and about \$30,000,000 more is owned by individuals connected with the way company and about \$30,000,000 more is owned by individuals connected with the Union Pacific, making \$40,000,000, or substantially 17 per cent of the entire capital stock of the Santa Fe company. Who owns this stock, outside of the \$10,000,000, Mr. Harriman declined to state. Two directors of the Union Pacific are also directors of the Santa Fe company; and there is now a division of the oriental traffic by the Pacific Mail Steamship company between the Union Pacific and the Santa Fe systems It appears that there has also been a division of the fruit traffic between certain California ferritors.

taking a certain percentage; and that north of San Francisco the Union Pacific and Santa Fe have joined and amalgaen inaugurated similar tto that of

Prior to the acquisition of the Southern acific by the Union Pacific, the Denver Pacific by the Union Pacific, ding & Rio Grande system, extending & Rio Benver, where it connects with a Denver, where it connects with a part Lake and enver, where it connects with various es to the east, to Sait Lake and Ogden was given equal facilities over the Central Pacific and thereby practically formed another transcontinental line. Since the amalgamention of the Union Pacific and Southern Pacific and the construction of the San Pedro road, this line has been 

joith control of the Alton railway by the Union Pacific and the Chicag Island & Pacific Rallway company hicago, St. Louis and Kansas City These are conspicuous illustrations of the development of the theory of "community of interest" and "harmony of menorement," which Mr. Har Iman suggested we a

another line from Ogden to San Fran-

demanded representation upon the band If the policy of purchasing and control ling stocks in competing lines is permitted to continue it must mean suppression of competition.

#### GREAT UNREST OVER INDIA Mohammedan Leader Says Papers Have Not Told Half Truth About Conditions.

CALCUTTA, July 13 .- (Special.) - Nawab Mohinumulk, the Mohammedan teader, says hat the story of the unrest in India as told in the newspapers does not represent one-half of the facts. "I consider that the unrest may mean dis-

aster for the empire," he said. "Extreme measures may yet be necessary." The Mohammedans have really no logcal excuse for disaffection. It was the advance alone of the British that saved the Matonmedan empire from dismemberment,

and all other races should be loyal for sim-"It is only under British rule that the

joint interests of the Indian races can remain blended harmoniously."

The eastern Bengal government has addressed a letter to the Bengal Chamber of Commerce in reply to that chambr's recent representation of affairs in that province The government points out that the most strenuous measures have been taken to suppress the disturbances and to prevent their recurrence. Commissioners and district officers have been given full discretion in the steps that they may consider necessary in order to stamp out discrders terrorism and interference with trade, and if these measures prove insufficient the to patrol the rivers in order to afford all possible protection to peaceful traders. The government has also invited the Chamber that it may receive in regard to the possibility of disturbances in order that adequate preventive measures may be adopted. At the same time some of the most dangerous agitators are as industrious as ever in their seditious and inflammatory propaganda. Recent events, it is true, have made them more wary, but the feat of sailing close to the wind has a peculiar is sufficient for the purpose of this report fascination for the keen-witted Bengali and

"The stock in the St. Joseph and Grand; of the goddess Kall, he said that Sakti Island Railroad company, described in the was power and was of two kinds, the one He did not mind who was elected to be the

> tion in every village and quarter of the performance of Rakshy Kalli Poojah every Ambashya night, where, in the midst of dark nights, with drums, torches, music and fireworks, vast congregations should their body). This Kall Poojah would not of the Postal company today. be prohibited by government and the holding of such midnight ceremonials at regular Chapatis had done wonders-a reference to been invited. the days preceding the mutiny.

#### TOUR WORLD IN FORTY DAYS Lieutenant Colonel H. B. Campbell Describes Swift Journey that He Made.

GLASGOW, July 13. - (Special.) - Lieutenant Colonel H. Burnley Campbell of Ormidale writing to the local newspapers describes a trip recently made round the world in forty days and is anxious to know whether any one has recently approximated

"I landed at Dover on June 13, completing the circle of the globe in forty days, nine teen and one-half hours. Had I succeeded in catching the St. Petersburg express at Berlin, as I really ought to have done under normal circumstances, I should have reduced even this time by several hours. do not know if my trip is a record one as to speed. I am told that it is. But it may be interesting nevertheless in these highpressure, record-breaking times to those who are fond of doing something exciting and out of the common. I annex full par ticulars of my journey:

"I sailed from Liverpool on May 3 at 7 2) p. m. in the Canadian Pacific Railway company's steamer Empress of Ireland.

"I reached Quebec May 10, 8 p. m. and left Quebec by the Canadian Pacific railmail train on same date at 5 p. m., this train carrying the mails and first class passen-

"Arrived at Vancouver on May 14 at 5

"Departed Vancouver on May 14 at 12:30 p. m. by the Canadian Pacific railway's mail steamer Empress of China, Captain Archi-"Arrived Yokohama on May 27 at 7 p. m.

by rall for Tsaruga. 'Arrived Tsaruga May 28, 8:30 a m. 'Departed Tsaruga May 28, 6 p. m. by apanese steamer to Vladivostock 'Arrived Viadivostok May 30, 2:15 p. m

"Departed Vladivostok, May 38, 7 p. m. by the Transmiberian train for Moscow Arrived Harbin, May 31, 7:25 p. m. "Arrived Ikutsk June 4, 6:30 a. m. "Arrived Moscow June 10, 2:38 p. m. Departed Moscow June 10, 6 p. m. Arrived Warsaw June 11, 9:30 p. m. Departed Warsow June 11, 11:30 p. m. 'Arrived Berlin June 12, 11:35 a. m. "Departed Berlin June 12, 11:40 a. m. 'Arrived Cologne June 12, 9:08 p. m. "Departed Cologne June 12, 11:15 p. m 'Arrived Ostende June 18, 7:30 a. m. Departed Ostende June 18, 11 a. m. "Arrived Dover June 13, 2:15 p. m. "The difficulties of such a trip are making

good the numerous connections and the loss of one may entail several day's delay, but I had the singular good fortune to fit them

"I narrowly escaped serious difficulty for we got aground on May 30 on on isolated rocky island during a dense fog in the sea of Japan, but providentially the rising tide; lifted us off apparently undamaged and enabled me after all to make good my railway connection at Vladivostock. Had I missed this train there was no other for four days,"

#### MEXICAN RETURNED NORTH Sarabia, Who Was Kidnaped, Has Been Brought Back to United States.

DOUGLAS, Ariz., July 13.-Manuel Sarabia, the Mexican who was kidnaped from the Douglas Jail on the night of June 30, for which Mexican Consul Maza and threa American officers have been held for tribby the grand jury of the territory, is to day a free man, without the vestige of a charge against him. He has arrived at Naco, a border town near here, accompanied by Ranger Captain Harry Wheeler, Sarabia has expressed himself as being profoundly pleased and impressed with the manner In which he had been treated by officers in the department. Hundreds of Americans and Mexicans gathered at the station last night expecting the return of Sarabia and were disappointed when it was learned. that he had stopped off with Captain Wheeler at Naco.

The International American yesterday received a letter from Sarabia, dated July while he was in the ponitentiary at Hermosillo, in which he described his capture by the American officers and spiriting across the line in an automobile. There foregoing table, was purchased by the heavenly and the other social. The Sakti he said he was placed on a horse "as Union Pacific from Mr. Harriman while he is inherent in all but a sleeping state, while a sack of potatoes" and compelled to ride was president of the company, and he de- not in action, and the moment it is stirred for several days to Hermosillo. Sarabia clined to state when he acquired that stock up it manifests itself in overwhelming wrote that he was kept incommunicado force. The Sakti in the Bengalese and In- for nine days in violation of Mexican law The report then takes up the Chicago & dian nation generally was now in a sleep- and concluded with an appeal for assis-

> Sarabia, it is said, is charged by Mexican authorities with inciting a revolution,

### Commissioner of Labor Fast Becoming Acquainted with Telegraphers'

Situation.

SAN FRANCISCO, July 18.-With the arrival last night of United States Labor Commissioner Charles B. Neill of Washington and Vice President S. J. Konekamp, events the nation chose to take. He could M. J. Reidy and Joseph M. Sullivan of the direct the procedure which was now neces. national executive committee of telegraphsary, but refrained from doing so until he ers, the results of the final effort to prevent an extension of the telegraphers' strike probably will be known by tomorrow or Monday.

Commissioner Neill lost no time in getting in touch with the local situation and last night held conferences in Oakland with representatives of both sides to the controversy. At the conclusion of a conference, lasting one hour, with I. N. Miller, assistant general superintendent of the Western Union, the commissioner declined to state what the outcome assemble and sacrifice 101 living white of the meeting was. It was expected that goats (not having the least black spot to he will meet General Superintendent Storer

A mass meeting of the telegraphers will be held in Oakland tonight, which Commisintervals would have a grand meaning and sioner Neill said he would attend. The would do wonders, as all knew. One time officials of both telegraph companies have

### ARGUE TWO-CENT FARE CASE Early Decision is Expected in Suit of Pennsylvania Line at Phil-delphia.

PHILADELPHIA, July 13.-Argumical was heard today in the suit of the Pennsylvania Railroad company to restrain the city and county of Philadelphia from enforcing the 2-cent railroad fare law which goes into effect October 1. An early decourt in order to enable the losing side to take the case to the Pennsylvania supreme court.

MONTGOMERY, Ala., July 13.-Judge Jones of the United States circuit court ruled today that the new state law under which removal of a suit by a ratiroad company from a state to a federal court revokes the license of railroad company is invalid and in violation of the constitutions of both the state and the nation. It abrogates, the court holds, the contract made between the corporation and state, and also is in violation of the state constituional provisions that corporations shall have the same rights to sue and be sued as individuals. The court also gave reasons for granting temporary injunctions to restrain operation of state rate and regulation laws, his object being to allow the railroads opportunity to prove their allegations that the laws are confiscatory.

#### YOUNG PEOPLE OUT EARLY Devotional Services Held Early at Boston, Followed by Regular

Business Session. BOSTON, July 13 .- A large number of delegates to the national convention of the Young People's Christian union got up with the gun today and attended a "quiet hour meeting" at 6 o'clock, the topic of which was "For Their Sakes I Sanctify Myself." Shortly after breakfast another devotional neeting was held, and this was followed at 9:30 a. m. by a business session of the convention at which the election of officers was held.

#### SCHMITZ LOSES HIS CASE District Court of Appeals Befuses to Grant Him Writ on Judge Dunne.

SAN FRANCISCO, July 13.-The district court of appeals today refused to grant Mayor Eugene Schmitz a writ of mandamus compelling Judge Dunne to set a date for settling the bill of habeas corpus proceedings in the case in which he was convicted of extertion and sentenced to five years in the state prison at San Quentin.

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