

RAILROAD BILLS IN CONGRESS

Mr. Wickersham Explains Latest Administration Measure Changes.

CLEMENTS BEFORE COMMITTEE

Question of Lower Rates on Foreign Shipments is Raised—Commission Suggests Changes Concerning Court of Commerce.

WASHINGTON, Feb. 22.—Attorney General Wickersham appeared before the senate committee on interstate commerce late yesterday and explained in detail the latest administration charges desired in the bill to create a court of commerce and amend the interstate commerce laws.

It had been expected that an effort would be made today to bring the subject to a vote and that the bill might be ordered favorably reported, but Mr. Wickersham's statement and the questions put to him consumed so much time that it was decided to hold another meeting tomorrow.

Senator Cummins, author of the rival railroad bill, examined the subject in general with great care concerning many features of the administration bill which conflict with his own bill. At the same time he did not condemn the administration bill and the indications are that no great difficulty will be encountered in reaching an agreement for a report.

Bills in the House. Discussion of the constitution and the tariff kept into the proceedings of the house committee on interstate commerce when Commissioner Judson C. Clements was giving his views on provisions of the Townsend and Mann bills for the amendment of the commerce law.

Mr. Clements suggested that it was getting into the question of protective tariff and free trade when the committee brought up the long and short haul problem with particular reference to lower railroad rates for goods shipped to and from abroad.

The railroads reply to criticism of that discrimination, he said, was that if they did not allow the lower rates the Canadian railroads or some other routing arrangement would.

He suggested that the committee might include in the proposed legislation a provision permitting a maximum per cent of difference between these foreign rates and the domestic rates on the railroads or the committee might vest in the Interstate Commerce commission discretionary power to deal with each particular case on the facts.

Tendency Towards Consolidation.

"The tendency of the express companies," it was suggested to Mr. Clements, "is to merge into two or three companies to cover the country."

"Yes," replied the commissioner, "I think that is the general tendency, and of the railroads as well."

He added that there is very little competition between the various express companies operating over the different railroads and that the Mann and Townsend bills would give the commission much wider scope for regulation of the express companies.

He conceded that it was possible that the railroads might handle the express business themselves just as they now handle excess baggage of commercial travelers. The lighter the commission made wide scope for regulation of the express companies.

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In a formal statement submitted to President Taft and to the house and senate committees the Interstate Commerce commission suggested certain changes in the measure.

The bill as a whole is approved by the commission and in its statement the commission expresses its gratification "that this measure embodies most, if not all, of the principal recommendations heretofore made to congress, except the valuation of railroad properties, and also contains provisions of great importance, which in their general scope are unanimously endorsed."

However, the commission recommends "that the bill be so amended as to contain the explicit statement that the commerce court shall have no jurisdiction or power over orders of the commission not now possessed by circuit courts of the United States."

"We are of the opinion that a single judge of the commerce court should not be empowered to make such a statement, and the suggestion is made that such a statement be granted only by the court, or a majority of the judges thereof."

Suspension of Rates. In the suspension of a proposed rate, the commission desires 120 days instead of sixty days as proposed in the bill.

It is maintained that the commission should have power to compel rates and let rates whenever in its opinion they are required by public necessity.

"If it is the intent of congress to give shippers the right to choose between two or more routes, in the routing of traffic, the commission believes that intimation should be expressed plainly in the proposed law."

Concerning the purchase of one road by another road, the commission says: "We see no reason why the prohibition that one road shall not acquire any interest in a competing road should not be extended so as to prevent the acquiring of any interest in competing water line," and an amendment is suggested to include water lines.

Common Sense

Leads the most intelligent people to use only medicines of known composition. Therefore it is that Dr. Pierce's medicines, the makers of which print every ingredient and their uses upon the bottle-wrappers and attest its correctness under oath, are daily growing in favor. No Quackery. No Deception.

The composition of Dr. Pierce's medicines is open to everybody, Dr. Pierce being desirous of having the search light of investigation turned fully upon his formulae, being confident that the better the composition of these medicines is known the more will their great curative merits be recognized.

Being wholly made of the active medicinal principles extracted from native forest roots, by exact processes original with Dr. Pierce, and without the use of a drop of alcohol, triple-refined and chemically pure glycerine being used instead in extracting and preserving the curative virtues residing in the roots employed; these medicines are entirely free from the objection of doing harm by creating an appetite for either alcoholic beverages or habit-forming drugs.

Examine the formula on their bottle-wrappers—the same as sworn to by Dr. Pierce, and you will find that his "Golden Medical Discovery," the great blood-purifier, stomach tonic and bowel regulator—the medicine which, while not recommended to cure consumption in its advanced stages (no medicine will do that) yet cures all those catarrhal conditions of head and throat, weak stomach, torpid liver and bronchial troubles, weak lungs and hang-on-coughs, which, if neglected or badly treated lead up to and finally terminate in consumption.

Take the "Golden Medical Discovery" in time and it is not likely to disappoint you if only you give it a thorough and fair trial. Don't expect miracles. It won't do supernatural things. You must exercise your patience and persevere in its use for a reasonable length of time to get its full benefits. The ingredients of which Dr. Pierce's medicines are composed have the unqualified endorsement of scores of medical leaders—better than any amount of lay, or non-professional, testimony is although the latter be received by thousands.

Don't accept a secret nostrum as a substitute for this time-proven remedy of known composition. Ask your neighbors. They must know of many cures made by it during past 40 years, right in your own neighborhood. World's Dispensary Medical Association, Dr. R. V. Pierce, Pres., Buffalo, N. Y.

Hard Coal Trust

Case is Argued in Philadelphia

Counsel for Government Unfolds Alleged Iniquities of the Anthracite Combine.

PHILADELPHIA, Feb. 22.—Standing in the United States circuit for five hours yesterday James C. McKeenolds, special assistant to the United States attorney-general, unfolded the alleged iniquities of the so-called anthracite trust, and charged the seven of the nine coal-carrying railroads entering the hard coal fields of Pennsylvania are in a conspiracy to stifle trade.

On behalf of the government he asked the court to issue an injunction to break up the alleged monopolistic control of the domestic fuel and also provided that the railroads by some of the railroads of stock in competing railroads and coal companies be declared a violation of the provision of the Sherman anti-trust law.

Mr. McKeenolds laid great stress on the part the Temple Iron company has played in the coal fields, declaring that its organization showed a conspiracy among the coal roads to control the anthracite trade to tide water at New York. When independent mining companies, tiring of high freight rates, proposed building an independent railroad to New York, government counsel said, the Temple Iron company, a small concern, with a limited charter in Pennsylvania, was purchased by the anthracite coal carrying roads, they taking stock in proportion to the quantity of coal handled by them. The Temple company in turn acquired the largest of the independent mines and the proposed railroad to tide water never was built.

This act, Mr. McKeenolds said, was one step in the alleged scheme to stifle interstate commerce in the coal trade.

He also told of the acquisition by the Reading company, a holding concern, of the Reading railway and the Reading Coal and Iron company, and of the acquisition of the Jersey Central railroad, a competing line to New York harbor, which in turn owned the Lehigh and Wilkesbarre Coal company. This Reading-Jersey Central combination, he said, owned sixty-three of the unmined coal mines in the anthracite regions and controlled the Reading company.

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Typhoid Angle Of Swope Case

Grand Jury Will Begin Investigation of this Phase of Kansas City Mystery Today.

KANSAS CITY, Feb. 22.—To determine, if possible, the cause of the typhoid fever epidemic that attacked the Swope household, the grand jury now investigating the deaths of Thomas H. and Chrisman Swope will begin the examination of witnesses today.

The first step toward delving into the fever angle of the case was taken today when Miss Belle Dickson, a governess, and Miss Georgia Compton, a seamstress, were subpoenaed to appear before the inquisitorial body tomorrow. Both women were employed in the Swope home and were stricken with typhoid.

It was thought at least one of these witnesses would be examined today, but as the testimony of Miss Margaret Swope, and of Mrs. Logan O. Swope was longer than had been expected, neither Miss Dickson nor Miss Compton was examined today.

The grand jury is said practically to have completed its inquiry into the deaths of Thomas H. and Chrisman Swope. The reports of the three Chicago scientists who examined the viscera of the two men was the most important testimony heard regarding this phase of the case.

If a further investigation of the vital organs of the dead men reveals highly important evidence the grand jury will be notified by the scientists. But it is generally accepted that the inquiry insofar as poison is concerned is at an end.

An agreement whereby Mrs. Logan Swope is to appear before an attorney Wednesday morning and give her deposition in the slander suit brought by Dr. B. C. Hyde was reached today after a stormy session between attorneys representing Mr. Hyde and the legal representatives of the Swope estate. Dr. Hyde's attorneys objected to delaying the taking of the deposition. Miss Margaret Swope and Miss Lucy Lee Swope will give their depositions on succeeding days following Mrs. Swope's.

FRATERNAL SOCIETY LAW ASSOCIATION

Organization is Formed to Secure Legislation Favorable to Insurance Orders.

CHICAGO, Feb. 22.—The Fraternal Society Law association, whose purpose is to secure legislation favorable to fraternal insurance and those insured therein, was organized here today with the following officers: Oliver Bryan, Philadelphia, president; A. W. Burnett, Omaha, Neb., vice president; Carlos S. Hardy, Chicago, secretary; and Benjamin D. Smith, Mankato, Minn., treasurer. The next meeting will be held in St. Louis.

NO HELP FROM THE SOCIALISTS

British Government Without Allies to Carry Legislation.

ASQUITH PUTS BUDGET FIRST

Richmond Says This Will Leave Lords Still in Position to Dictate—Laborites Are Expected to Follow Irish.

LONDON, Feb. 22.—The paltry in the game of politics threw their cards upon the table in House of Commons yesterday. The government is without the allies necessary to carry legislation, and the present prospect is that the country will be stirred up by another general election within a few months.

Premier Asquith announced that the financial legislation will be put ahead of the proposals to curb the power of the House of Lords. John E. Redmond, the Irish leader, declared flatly that the nationalists would not support that program. The laborites are holding a meeting to decide their course. They probably will follow in the footsteps of the Irish members.

The government may be able to adopt the budget by the grace of the conservatives who possibly will vote for it in order to avert financial chaos and keep the wheels of the empire turning. But the enactment of the budget will, as Mr. Redmond pointed out, leave the winning cards in the hands of the lords, who then will be free to reject the bill for reform of their house and force another election.

The meeting of Parliament today was an important one for the policy of the cabinet was not revealed to the country until the moment Premier Asquith took the floor. Solid in the history of the House of Commons his proceedings have been watched with more intense interest by the small but distinguished assembly of spectators who were able to gain admission, or the millions who depend upon the newspapers for their information.

IRISH CONTROL EVILS

Mr. Redmond and his Irish colleagues controlled the course of events. His pronouncement that the Irish members would not support the prime minister was the sensation of the day and it appears to have settled the administration's fate. It is reported that 250 radicals have declared their intention of supporting Redmond in the government's course, and that great pressure is being brought to bear from the radicals to induce Mr. Asquith to resign forthwith.

Austen Chamberlain will propose an amendment to the king's speech in favor of tariff reform and imperial preference at the same time deploring the failure of the ministers to recognize in the speech the nature and gravity of the state of trade and employment.

The king's speeches usually are prosaic, but one class in his speech today is regarded as most significant. Referring to the proposed reform of the House of Lords, the speech contained the qualifying clause: "In the opinion of my advisers."

This is interpreted as meaning that the king wants to disassociate himself from such proposals.

Balfour for Opposites.

Arthur Balfour spoke for the opposition. He criticized the king's speech for its ambiguity, particularly on the navy question. He had hoped, he said, for a declaration that the government was prepared to face the situation and provide anything necessary for the defense of the empire. The general election had been primarily on the budget, he said, and he was not quite sure what the country had pronounced.

Street Car Runs Down Steep Hill at Full Speed

One Man Killed, Seventeen Persons Hurt and Two Carriages Demolished in St. Louis.

ST. LOUIS, Mo., Feb. 22.—Its brakes out of commission, a Park Avenue street car crashed down a steep incline on Park avenue at full speed last night, spreading death and destruction in its wake before it was halted by colliding with the curb.

One man was killed outright, seventeen persons were injured, seven of them seriously and two carriages were demolished, while the car was completely wrecked.

John Joyce, 54 years old, was thrown beneath the wheels of the car when it struck his carriage at Park and Grand avenues, and crushed to death, while his companion was badly hurt.

Pursuing its wild career, with the motor-man crazed in an effort to apply the brakes, the car crashed into another carriage at Vandeventer avenue, demolishing the vehicle and injuring its two occupants.

A block farther down the street, the car jumped the tracks and tipped over on its side, when it collided with the curb.

Seven of the passengers on the car were wounded, and the car was derailed during the hat-raising ride. All of them were more or less seriously hurt.

One man jumped out of a window while the car was running at high speed, and is in the hospital with a fractured skull.

Senator Aldrich Would Save Money

Government Business Methods Are Obsolete and Hundred Million is Wasted Yearly.

WASHINGTON, Feb. 22.—Senator Aldrich said last night that if permitted to do so he would cut the cost of the government of the United States for \$50,000,000 a year less than it now costs. He was not presenting a formal proposition, but was making a speech to the senate on his bill providing for the creation of a commission to reform the business methods of the government.

He pleaded earnestly for the authority, saying that present methods were obsolete and involved the annual loss of at least \$100,000,000 a year. At his instance the bill was so amended as to provide that the commission should be composed entirely of members of congress—five senators and five congressmen.

Mr. Aldrich spoke in response to Senator Dolliver, who opposed the bill on the ground that it would create suspicion in the minds of the public as to the methods of conducting the government's business.

Mr. Dolliver said he feared the commission would cost not less than \$300,000 and said he thought there were too many commissions in the field already.

Mr. Aldrich said he would not be deterred by the objection, but what was the motive for the legislation.

"I know that the executive departments are taking much interest in us these days," he said. "We have fallen on times when much interest is taken by the departments in the details of legislation, but I don't think the object of the pending bill is that of the relation of reciprocity."

In his speech Mr. Aldrich said he did not desire to serve on the proposed commission. He spoke at length of the duplication of the work of the various departments. He did not doubt that ten per cent of the present expenditures could be saved by a commission.

Mr. Money regarded as most serious Mr. Aldrich's admission that \$100,000,000 a year was being wasted by maladministration. He agreed that there should be a commission, but he did not believe that it should be composed of members of congress, for he had little faith in mixed commissions.

Mr. Carter traced the present evils largely to the ambition of departmental officials. As going to show the inadequate methods of the departments he said that the postal commission was unable to ascertain from the books of the postoffice department the cost of carrying the second class mails when it endeavored to do so a few years ago.

Mr. Newlands advocated a commission to be appointed by the president. Mr. Bristow expressed the opinion that the committee on public expenditures should do the work which it is proposed to impose upon a commission. He said that it looked as though the committee is anxious to avoid the duty to perform which it had been created. He did not believe that any practical results would follow the work of investigation.

"The senate did not conclude consideration of the bill."

"Died of Paralysis"

is never written of those who cure coughs and colds with Dr. King's New Discovery. Guaranteed, 50c and \$1.00. For sale by Beaton Drug Co.

Railroads Ask for "Square Deal"

Pamphlet Issued by 138 Lines Says Pay for Carrying the Mails is Inadequate.

CHICAGO, Feb. 22.—"A square deal" is asked for in a pamphlet issued by 138 railroads and made public here yesterday in connection with the discussion over rates for handling the United States mail. The statement is made that during 1909 and 1910 the pay to the railroads for transporting the mail was reduced \$5,500,000 annually and that this reduction brings the pay below the mark where it is remunerative.

It is asserted that on first class mail the government receives a revenue of 34 cents per pound; that the total expenses handled by the railroads are 42 cents and of this only 5.50 cents was given to the railroads. The pamphlet quotes figures to show that in both first and second class mail the government pays for transportation an amount which allows the railroads no profit.

The pamphlet was prepared by a committee composed of J. Kruttschnitt for the Harriman lines, Lucius Tuttle of the Boston & Maine, Ralph Peters of the Long Island, C. A. Wickersham of the Atlanta & West Point and W. W. Brewster of the Chicago, Burlington & Quincy.

Rev. J. W. Williams, Huntington, W. Va., writes as follows: "This is to certify that I used Foley's Kidney Remedy for nervous exhaustion and kidney trouble and am free to say that Foley's Kidney Remedy will do all that you claim for it." Sold by all druggists.

Mothers need have no hesitancy in giving Chamberlain's Cough Remedy to the little ones. It is perfectly safe.

JEWELS ARE IDENTIFIED

Chicago Doctor Says Gems Found Among Effects of Mrs. Knight Were Stolen.

HOT SPRING, Ark., Feb. 22.—Following the identification of jewels found among the effects of Mrs. H. L. Knight, a trained nurse under arrest here, by Dr. Von Schell of Chicago, as a portion of those she alleged were stolen from his residence last October, announcements in made that officers have been started from Chicago, armed with the necessary requisition papers, to return Mrs. Knight to that city for trial. Official advice from Chicago placed the value of the jewels at \$22,000.

Boys' Knickerbocker Pants Sale

Perhaps you can remember some particular time when the boy didn't need any more pants. The average boy needs pants all the time—and tomorrow, Wednesday, we offer you knickerbocker pants of strong fabrics, put together to stay, reinforced in all the weak points.

Fancy patterns and blue serge—at two special prices for one day—

Pants that sold up to \$1.00, 45c
Pants that sold up to \$1.75, 75c

Call and get your share. Boys' 50c Fancy Shirts 25c

The Perry Clothing Co.

15th & DOUGLAS

Our Letter Box

Contributions on Timely Subjects, Not Exceeding Two Hundred Words, Are Invited from Our Readers.

The Two Georges.

OMAHA, Feb. 22.—To the Editor of The Bee: There is a mistaken understanding of the intent of the original homestead law, is evident when we note the explanations of the proposed grub stake amendment. That a certain amount of cash advanced will insure a homesteader being able to stay by his undertaking, has not been proven by examples. The history of our homestead settlements rather point to the reverse. It has been a joke among the real homesteaders that, "His money will soon be gone, then he'll be able to start right."

If there is any reason why it has suddenly become necessary for the settler to have outside financial help—in this case ties up one half our public lands in titles held by nonresidents—we would like to know what it is other than his own lack of self-reliance. While we do not advocate going back to primitive ways, yet a few tales from some of the old-timers might be listened to with advantage. They can tell you, from forced experience, how to turn a horse-collar upside down to make it fit the old cow, etc. And our cities of today are a standing proof of their success. It is a fact to be deplored that the date of final proof of title is the goal looked forward to by the would-be homesteader of today.

No farmer with anything like a thorough knowledge of his vocation is taking any more chances by going upon a homestead than he would in any tradesman's going into a city with the like conditions staring him in the face. True, we have climbed to a reckless height in the overpopulation of our cities, but a hasty descent is apt to prove disastrous. Let us help "Uncle" in his effort to guard what titles there are left by upholding the letter and intent of laws which have proven excellent.

A. S. FADDOCK

Trade Mark for Omaha.

To the Editor of The Bee: I like the suggestion made by Commissioner Galté of the Commercial club, regarding an Omaha seal or an Omaha trade mark. The Commercial club could well offer a prize for the most suitable or unique design for a trade mark.

The trade mark, truly representative of Omaha, could then be placed upon all goods and manufactured articles of every kind made in Omaha. It could be placed upon all printing of printed matter done in Omaha. On all books and newspapers printed in Omaha this seal could be placed and thereby go into every quarter of the globe, in the form of literature or commercial stationery, on business correspondence and the like. It would in this form be a cheap and unique form of advertising Omaha and Omaha products everywhere. I am sure that if such a design were artistic and unique, no manufacturer of business or professional man in Omaha would object to placing it upon the goods he sold or upon his business stationery. This suggestion is worthy while.

"JEAN VALJEAN" PASTOR'S THEME BEFORE Y. M. C. A.

Rev. R. Scott Hyde Calls Victor Hugo's Book Greatest of Last Century.

"Jean Valjean," the hero of Victor Hugo's "Les Misérables," the greatest book that appeared in the last century, as the lecturer described it, was the subject of an intensely interesting talk in the auditorium of the Young Woman's Christian association last night by Rev. R. Scott Hyde, pastor of the Hanscom Park Methodist Episcopal church.

Jean Valjean, said Mr. Hyde, was the most beautiful character ever created by the human mind and those who listened to his graphic depiction of the leading episodes in the renowned French novelist's masterpiece realized that his eulogy of the novel was justified. It was a large audience that heard the lecture, which in its delivery and the beauty of its language was a fitting presentation of its theme.

ORGANIZATION TO STANDARDIZE PAVING

City Engineer Craig of Omaha is Elected Vice President of the New Association.

CHICAGO, Feb. 22.—The organization of city officials for standardizing of paving specifications came into formal existence last night at a meeting of street paving experts from all parts of the country. Officers were elected as follows: President, Frank T. Fowler, Chicago; vice presidents, George W. Tillson, New York, W. J. Hardee, New Orleans, L. W. Rundlett, St. Paul, Minn., and George W. Craig, Omaha, Neb.; secretary, John B. Hittell, Chicago.

The reception tendered us on the opening night of the

Omaha Automobile Show

was a tribute duly appreciated, and demonstrated to us in a substantial way the esteem in which our cars are held by the buying public.

IN OUR SPACE WE EXHIBIT THE POPULAR

Hudson, Chalmers,

Pierce-Arrow and

Thomas Cars

Come to-night early and go directly to our booth. Otherwise you may have to look over another fellow's head.

H. E. Fredrickson Automobile Co.,

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