

KAISER WILHELM SHOWS SYMPATHY

Action of German Ruler at King Edward's Funeral Pleases English People.

CEMENTS BONDS OF FRIENDSHIP

Influence of a Monarch Dead Brings About Good Feeling.

GREAT POWERS NOW AT PEACE

Roosevelt Shows Tact and Does Not Push Himself to the Front.

ATTRACTS THE MASSES TO HIM

Visiting Kings and Members of Royalty Now Leaving London for Their Respective Homes.

LONDON, May 21.—(Special Cable)—King Edward won the panophares even in death. The incidents of the splendid pageant which marked the passage of his body from Westminster to the grave, and the deep ring and tact which has been shared by Kaiser Wilhelm during his visit here have done more to soothe the friction between Germany and England than could have been accomplished by the wisest statesmanship.

The German Kaiser has in fact exhibited a new phase of his many sly character and by his many evidences of keen human sympathy, not only with the grief of the royal family, but with the great mass of the English, has won the stolid British people.

There are those who declare that the Kaiser has acted grief and sympathy for a purpose, and these point to the fact that there was always a feeling of violent antagonism between the Kaiser and his uncle, the late king, if this sympathy was acting for the purpose of winning the public it was perfect and it has accomplished its purpose. It will take more than political speeches in the future to convince the English people that Germany has designs against the English nation. Thus the influence of Edward dead has been greater than the influence of Edward living in bringing about a better feeling between the greatest naval power and the greatest military power in the world which have been almost on the verge of an open break more than once since the late king ascended the throne.

Roosevelt Shows Tact.

With the Kaiser, former President Roosevelt has been the figure in the ceremonies attending the royal funeral which has attracted the greatest interest. Mr. Roosevelt has shown great tact and no disposition to push himself forward, but wherever he has been the masses have been anxious to see him.

Another interesting figure has been King Alfonso of Spain.—The news of the premature death of his third son and the serious illness of Queen Victoria has created sympathy for him.

Queen Mother Alexandra received all the visiting kings, princesses and special envoys at Buckingham palace this morning and formally thanked them for their sympathy. Her majesty, while showing traces of deep grief, was calm and was very gracious in her expressions of thanks.

Immediately after the conclusion of the audience, King Alfonso hurried off to West Park, the house of Ambassador Reid, where they will remain until Monday. The Kaiser will stay at Buckingham palace until Monday afternoon or Tuesday. The other royalties and envoys are leaving London. There has been some comment on the fact that on the ceremonial at Westminster hall Tuesday, Queen Alexandra was accompanied by her sister, the dowager empress of Russia, instead of by Queen Mary.

Alexandra Scores a Point.

Alexandra properly took the first place as the chief lady mourner, but she should have been accompanied by Queen Mary, who is entitled to precedence over everybody except the king. But Alexandra, who had an imperious, wilful way of her own, held out against the king and queen, finally getting her wish that Empress Marie sit beside her. The result was that Queen Mary played a second part in her state appearance of the new reign.

HEAVY RAINS HINDER WORK ON PANAMA CANAL

Blood Causes Break in Bank that Requires Several Days for Repair.

WASHINGTON, May 21.—The Canal diggers on the isthmus are having trouble, principally owing to the unprecedent rain fall which has loosened the soil and interfered with engineer operations. At one place, about a mile north of Empire, an old canal dug by the French broke through the banks into the new cut, flooding seven steam shovels and raising the water fifty-five feet above sea level. It became necessary to construct a giant flume of timber to divert the water of the old canal before operations could be resumed.

In another case, what was known as the "Toes" of the west section of Gatun dam have been sliding in and washed away the trestles, and notwithstanding the greatest efforts on the part of the engineers, 10,000 to 15,000 cubic yards of material disappeared almost instantaneously into a great hole that had been washed under the corners of the dam. However, pile drivers were set to work at once and the gap was closed within a week, so that there had been no serious interruption in the work.

Great progress is being made in the construction of the manmade locks at Gatun, according to the canal record, and 157 per cent of the concrete has been placed.

FIVE YEARS FOR BANK ROBBER.

—Five years' imprisonment in the Sioux Falls, S. D., May 21.—(Special)—In the case of the state against E. C. Coleman, who was one of several men who recently participated in a sensational attempt to rob a bank at Taylor, a new town on the Milwaukee railroad in Hutchinson county, Coleman's companions succeeded, after a hot pursuit, in making their escape. Coleman himself was not captured until he had been chased a considerable distance. When taken before Judge Tripp he entered a plea of guilty to the charge of burglary.

Tide of Fashion and Wealth Sets Toward Europe

Seven Outgoing Liners Carry Nearly Three Thousand Pleasure Seekers to Old World.

NEW YORK, May 21.—The tide of wealth and fashion toward Europe reached its spring flood today when a fleet of seven outgoing liners carried 2,635 persons bound for the pleasure cities and resorts of Great Britain and the continent. The rush Europe-wide has never seemed more general among people of means and leisure than this year. Not only did the number of passengers sailing constitute the record for a single day, but on other recent sailing days the passenger lists of the liners have been of unusual length and the outward tide of travel promises to continue until unusually late.

The summer resorts in Europe hold out unusual attractions. The aviation meets and other big meets planned on the other side, as a rule, have not only the pleasure and education of the home people in foreign countries in view, but the profit to be made out of visiting foreigners, of which Americans by general agreement emphatically take the lead, not only in numbers, but in liberal expenditures.

"The ridiculous have got together, framed up their spell, taken it to the Interstate Commerce commission, filed the rates and have settled back to await the raze-off," said E. J. McVann, head of the Commercial club's traffic bureau, on his return from the Chicago meeting yesterday.

"They have done this thing without taking us into consultation in any way. They have made their talk and taken their action. It is our turn now. They will either arbitrate those rates and that right away or there will be a fight."

Mr. McVann gave a well defined picture of the position that the shippers assume when he declared that it would not be a fight before the Interstate Commerce commission.

"This will be a fight right in the field. Rough and tumble, everything goes. Retaliatory will be the slogan."

The meeting called for 10 o'clock on Wednesday morning at the Omaha Commercial club rooms is to be attended by shippers and their representatives from the territory west of Chicago and east of the Missouri river. Men from Kansas City, Sioux City, Nebraska City, St. Joseph, St. Paul and Minneapolis are to be at this meeting.

The action of the meeting is not yet indicated, except in the most general terms. Prospects promise a heated and fiery meeting.

Honda Not Represented.

The railroads will not be represented at this meeting in any way, Mr. McVann announces.

The shippers take the position now that the differences with the roads are to be fought out now once and for all. The day of equivocation is past. Figures and estimates on the gain which the railroads will make by the increased rates which they have scheduled to become effective June 1, have been made public by the Interstate Commerce commission. These estimates, in their showing that the higher revenues will give the roads hundreds of millions in revenue above their increased expense, have been but fuel to the fire.

These estimates place the increased expenditures of the roads at but a fraction of the higher earnings made possible by the raise in freight rates.

An example is cited in the calculation made on the roads within the territory bounded by the Indiana and Illinois state lines on the west, and the Potomac river on the south. Here the trunk lines reached a total in gross earnings of \$1,107,457,182 in the year ending June 30, 1907. With this figure, which is probably far below the present earnings, as a basis, the increase in rates, even if it averages as low as 10 per cent, will return a tidy bunch of millions above the \$90,000,000 increase in operating expenses. This figure on the increased operating expenses, according to the Interstate Commerce commission, includes a number of projects for increased expenditures which have not yet been made. The advance in payrolls in the territory so described, is covered by \$50,000,000.

Advances in Wages.

W. C. Brown, president of the New York Central lines, estimates that advances already made in the wage of organized labor and those yet to be made in 1910, will cost the roads of the country \$100,000,000 annually.

The shippers, however, point out that in the territory included in the Interstate Commerce commission's estimate of increased earnings, comprising but a fraction of the country's lines, more than this amount of additional revenue will be produced by the increased rates.

The gradual increase of rates has already been felt in this territory from increases made effective on January 1. As an example the rate on live stock between Kansas City and St. Louis, which becomes the basis of the Omaha rate to the southeast, has been increased from 2 to 3 cents a hundred pounds.

Rates Effective June 1.

The rates effective on June 1, together with the old rate and the percentage of

(Continued on Second Page.)

SCHEECTADY, N. Y., May 21.—Fifteen thousand people were thrown into a panic this afternoon when the main tent of the Barnum & Bailey circus burned. Circus employees and police succeeded in getting the frantic men and children safely from the blazing tent. One woman was injured, but not seriously. The fire is thought to have started from a lighted match dropped by a boy in the bleachers. The tent was consumed in less than half an hour.

Court House is Sold at Tax Sale

Only One Woman Injured by Burning of Main "Top" of Barnum & Bailey Show.

SCHEECTADY, N. Y., May 21.—Fifteen thousand people were thrown into a panic this afternoon when the main tent of the Barnum & Bailey circus burned. Circus employees and police succeeded in getting the frantic men and children safely from the blazing tent. One woman was injured, but not seriously. The fire is thought to have started from a lighted match dropped by a boy in the bleachers. The tent was consumed in less than half an hour.

Big Circus Tent Destroyed by Fire

SCHEECTADY, N. Y., May 21.—Fifteen thousand people were thrown into a panic this afternoon when the main tent of the Barnum & Bailey circus burned. Circus employees and police succeeded in getting the frantic men and children safely from the blazing tent. One woman was injured, but not seriously. The fire is thought to have started from a lighted match dropped by a boy in the bleachers. The tent was consumed in less than half an hour.

Court House is Sold at Tax Sale

City of Sparta, Wis., Bids In County Building for Thirty Cents Unpaid Weed Tax.

SCHEECTADY, N. Y., May 21.—The Monroe county court house was sold at tax sale yesterday for an unpaid weed tax of 30 cents, levied by the city of Sparta. The county refused to pay the tax on the ground that it was not liable. The building and grounds were bid in by the attorney for 30 cents, the amount of the tax, and the certificate will be held until the county makes provision for redeeming it.

HEAVY RAINS HINDER WORK ON PANAMA CANAL

Blood Causes Break in Bank that Requires Several Days for Repair.

SCHEECTADY, N. Y., May 21.—The Canal diggers on the isthmus are having trouble, principally owing to the unprecedent rain fall which has loosened the soil and interfered with engineer operations. At one place, about a mile north of Empire, an old canal dug by the French broke through the banks into the new cut, flooding seven steam shovels and raising the water fifty-five feet above sea level. It became necessary to construct a giant flume of timber to divert the water of the old canal before operations could be resumed.

In another case, what was known as the "Toes" of the west section of Gatun dam have been sliding in and washed away the trestles, and notwithstanding the greatest efforts on the part of the engineers, 10,000 to 15,000 cubic yards of material disappeared almost instantaneously into a great hole that had been washed under the corners of the dam. However, pile drivers were set to work at once and the gap was closed within a week, so that there had been no serious interruption in the work.

Great progress is being made in the construction of the manmade locks at Gatun, according to the canal record, and 157 per cent of the concrete has been placed.

FIVE YEARS FOR BANK ROBBER.

—Five years' imprisonment in the Sioux Falls, S. D., May 21.—(Special)—In the case of the state against E. C. Coleman, who was one of several men who recently participated in a sensational attempt to rob a bank at Taylor, a new town on the Milwaukee railroad in Hutchinson county, Coleman's companions succeeded, after a hot pursuit, in making their escape. Coleman himself was not captured until he had been chased a considerable distance. When taken before Judge Tripp he entered a plea of guilty to the charge of burglary.

Count De Lesseps Flies Across English Channel

CALAIS, France, May 21.—Count Jacques De Lesseps, the French aviator, started at 3:30 o'clock this afternoon on a double flight across the English channel. He reached the English side successfully and was expected to make the return trip at 10:30 o'clock.

The weather was magnificent when the aeroplane rose from the ground for its daring trip, heretofores accomplished only by Louis Bleriot.

Bleriot, the count took his machine in a wide circle over the cliffs and then headed straight for Dover. In fifteen minutes he had disappeared from view! A torpedo boat destroyer followed the course of the aeroplane.

De Lesseps made a fifty-horse power airplane called "Scarabée." He ascended from the point at which Bleriot started on his cross-channel flight last July and rose gradually to an altitude of 1,000 feet, at which height he was traveling when he was lost to view in a light haze. The torpedo boat destroyer Escopette followed in the afternoon. The torpedo boat destroyer which followed the aviator as he started later lost sight of him in the fog.

DOVER, May 21.—Count De Lesseps, who left Calais, France, in an aeroplane at 3:30

RATE WAR WILL BEGIN IN OMAHA

If Refused Arbitration at Shippers' Meeting, Battle is to Start at Once.

M'VANN ANNOUNCES POSITION

Commercial Club's Traffic Officer Brings Chicago War Cry.

GATHER HERE ON WEDNESDAY

Business Men of Trans-mississippi Country Hold Consultation.

NO APPEAL TO GOVERNMENT

Conflict to Be Direct, Tooth and Nail Match, Says Local Delegate to Windy City's Council of Patrons.

War, unrelenting, bitter, biting struggle is the answer that the western shippers propose to make to the railroads at the meeting to be held in Omaha on Wednesday.

"The ridiculous have got together, framed up their spell, taken it to the Interstate Commerce commission, filed the rates and have settled back to await the raze-off," said E. J. McVann, head of the Commercial club's traffic bureau, on his return from the Chicago meeting yesterday.

"They have done this thing without taking us into consultation in any way. They have made their talk and taken their action. It is our turn now. They will either arbitrate those rates and that right away or there will be a fight."

Mr. McVann gave a well defined picture of the position that the shippers assume when he declared that it would not be a fight before the Interstate Commerce commission.

"This will be a fight right in the field. Rough and tumble, everything goes. Retaliatory will be the slogan."

The meeting called for 10 o'clock on Wednesday morning at the Omaha Commercial club rooms is to be attended by shippers and their representatives from the territory west of Chicago and east of the Missouri river. Men from Kansas City, Sioux City, Nebraska City, St. Joseph, St. Paul and Minneapolis are to be at this meeting.

The action of the meeting is not yet indicated, except in the most general terms. Prospects promise a heated and fiery meeting.

Honda Not Represented.

The railroads will not be represented at this meeting in any way, Mr. McVann announces.

The shippers take the position now that the differences with the roads are to be fought out now once and for all. The day of equivocation is past. Figures and estimates on the gain which the railroads will make by the increased rates which they have scheduled to become effective June 1, have been made public by the Interstate Commerce commission. These estimates, in their showing that the higher revenues will give the roads hundreds of millions in revenue above their increased expense, have been but fuel to the fire.

These estimates place the increased expenditures of the roads at but a fraction of the higher earnings made possible by the raise in freight rates.

An example is cited in the calculation made on the roads within the territory bounded by the Indiana and Illinois state lines on the west, and the Potomac river on the south. Here the trunk lines reached a total in gross earnings of \$1,107,457,182 in the year ending June 30, 1907. With this figure, which is probably far below the present earnings, as a basis, the increase in rates, even if it averages as low as 10 per cent, will return a tidy bunch of millions above the \$90,000,000 increase in operating expenses.

This figure on the increased operating expenses, according to the Interstate Commerce commission, includes a number of projects for increased expenditures which have not yet been made. The advance in payrolls in the territory so described, is covered by \$50,000,000.

Advances in Wages.

W. C. Brown, president of the New York Central lines, estimates that advances already made in the wage of organized labor and those yet to be made in 1910, will cost the roads of the country \$100,000,000 annually.

The shippers, however, point out that in the territory included in the Interstate Commerce commission's estimate of increased earnings, comprising but a fraction of the country's lines, more than this amount of additional revenue will be produced by the increased rates.

Rates Effective June 1.

The rates effective on June 1, together with the old rate and the percentage of

(Continued on Second Page.)

SCHEECTADY, N. Y., May 21.—The Monroe county court house was sold at tax sale yesterday for an unpaid weed tax of 30 cents, levied by the city of Sparta. The county refused to pay the tax on the