

RAILROAD INQUIRY ORDERED.

HOUSE ADOPTS THE TILLMAN RESOLUTION.

It Directs the Interstate Commission to Investigate Whether Railroads Attempt to Monopolize Traffic in Coal or Oil, or Conspire to Control Same.

WASHINGTON, Feb. 23.—Without a dissent and with only a short debate the House of Representatives today passed the Tillman resolution, as amended by substituting therefor the Gillespie resolution, directing the Interstate Commerce Commission to investigate and report, either to Congress or to the President, whether or not railroad companies have undertaken to monopolize or control the production of and traffic in coal and oil, or to do anything in violation of the Sherman anti-trust law in respect of these articles.

At the opening of today's session of the House Mr. Townsend (Rep., Mich.) was recognized to make a unanimous consent for the presentation of the resolution.

No objection was made and the substitute for the original resolution was read. Supporting the resolution, Mr. Townsend set forth the reason which impelled the committee to report it for the action of the House.

This was, in brief, the widespread conviction that coal and oil carrying railroads so combined to control the traffic in these articles to work injury to the American public.

Mr. Mann (Rep., Ill.) said that while he was in favor of the resolution he thought it fair to the Interstate Commerce Commission that members might wish to know hereafter.

It seems to me, he said, "that the House ought to know in passing a resolution of this sort they are exempting from prosecution the result of our action is that whereas now the Interstate Commission is directed by the Attorney-General of the United States, when this investigation ends they will be exempt from prosecution, and will be permitted to publish their report."

After further debate the resolution as amended was passed without division. The result of the vote was 219 yeas and 160 nays.

NO VIOLENCE IN ROWE'S DEATH. Analysis to Be Made to See if Knockout Drops Killed New Haven Man.

An autopsy performed yesterday by Coroner's Physician O'Hanlon upon the remains of Charles B. Rowe of New Haven, Conn., who was found dead in front of 960 Amsterdam avenue on Thursday, established the fact that Rowe had not died of violence.

IRON AND STEEL.

Output of Good Grade Iron Above the Probable Trade Requirements.

The week ends with a chronicle of a quiet market for the general line of pig iron. This is the time of the year that is commonly called "between hay and grass" in the general market.

There are few architects, here or elsewhere, who have not received orders to postpone the letting of contracts for work designed to begin this season.

At best, for a long time past, the country's supplies of pig iron have been hand to mouth. This is very different from the case in Scotland, where for twenty years past an average of 1,000,000 tons of pig iron has been consumed in England.

Mr. Gairnes (Rep. W. Va.) said: "I am very much in favor of the resolution; but the facts are already well known out of which grows the question of the coal and oil traffic, and the warning should be sounded that even after the commission has made this investigation it will be up to the persons in interest to try their own suits and bring about their own relief."

Mr. Gillespie, author of the resolution, said: "If half what I hear is true there is a system of commercial brigandage and despoilment prevailing in the coal region of the country."

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MAY MODIFY ELSBERG BILL.

HOPEFUL FIGHT AGAINST SEPARATE SUBWAY CONTRACTS.

New Hearing at Albany Which Expected to Result in Eliminating Mandatory Feature of Proposed Law—Chance for One Fare Between Boroughs.

The chief committee of the Legislature have given way to the general demand, since Albany in the past week by numerous civic and commercial organizations for another hearing on the Elsborg rapid transit bill. This was announced at a conference held yesterday at the City Club of representatives of some thirty organizations which are opposed to the mandatory form of the Elsborg measure, which would compel the rapid transit commission to separate contracts for the construction, equipment and operation of the projected subway.

The City Club bill which has been drafted as a substitute for the Elsborg measure permits the Rapid Transit Commission, if it cannot make satisfactory separate contracts, to make a single award for construction and operation. It also retains the municipal ownership idea, which is apparently the object reached out for by the Elsborg bill, by allowing the rapid transit commission to exercise discretion to provide for either the construction or operation of the subway by the city.

Under the Elsborg bill the contracting for the new subway would be done by awarding separate contracts for the building and leasing of a house, who could be expected to make a lease of the house, when the contract was made, upon the cost of the construction, without first knowing what the cost would likely be.

The fact was also brought out at the conference that a general transfer system and the existing traction system would be provided, it was explained by the building and operation of the new subway by the existing traction interests.

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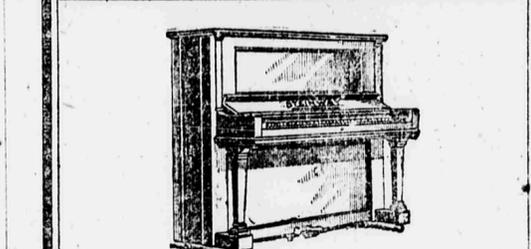
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CADET PRANKS AT WEST POINT.

Three Under Arrest for Painting a Full Moon on Guardhouse Clock.

WEST POINT, N. Y., Feb. 23.—Not since the old days before having been abolished has the West Point Military Academy been the scene of so many cadet pranks as the past week has brought forth to try the patience of Col. Robert L. Howze, commandant of cadets.

Early on Monday morning when the sergeant of the guard at reveille glanced up at the clock in the tower of the guardhouse, he found the hands of the illuminated cadet pranks, there ginned a full moon done in red paint, with the inscription: "One hundred days till June."

After breakfast an investigation was begun and as though to "rub it in" the mail arrived with a package addressed to the officer in charge. Insufficient postage had been paid and the officer was asked for the postage due. The missing hands from the tower clock were found to be the contents of the package.

The whole 1906 class would have suffered had not the cadets been found. After investigation three men were selected as all probably being implicated. These were Roy Waring, Richard Burleson and A. Gillespie. The question of how many were placed under arrest and a confession was finally obtained. They were sentenced to walk tours every Wednesday and Saturday afternoon, and to the cost of repairing the damage.

PROPOSALS.

Office of the President of the Borough of Manhattan, New York, Feb. 23, 1906.

SEALING AND PAVING WITH ASPHALT PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF WEST ONE HUNDRED AND FIFTY-THIRD STREET, FROM WEST ONE HUNDRED AND FORTY-THIRD STREET TO WEST ONE HUNDRED AND SIXTY-THIRD STREET.

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