COMPLAIN OF EXPRESS COS.

COMMERCE BODIES SAY THEIR CHARGES ARE EXCESSIVE.

Organizations in Chief Cities Set Forth That Returns Are Disproportionate to Investment and Property—Ask Interstate Body to Take It Up.

More than 120 commercial organizations among them the Merchants Association of New York, the Boston Chamber of Commerce and the Chicago Association of Commerce, have filed with the Interstate Commerce Commission a petition asking an investigation of express rates, classifications, regulations and practices. The petition sets forth that merchants have suffered for years from the charges by the express companies doing an interstate business. The allegation is made that the net returns to these companies have been out of all proportion to the service rendered and the capital invested.

In an attempt to show that the enormous accumulations and dividends paid upon a small investment is due to extortion the case of one company is cited. This company was organized with a capital of $50,000 and only recently its property amounted to $71,000. On this investment the company in ten years has paid, it is asserted, $3,200,000 in dividends and has accumulated about $1,500,000. These bonds and accumulations, it is set forth, have come after paying to the railroad companies from 40 to 45 per cent of its gross earnings.

The petition alleges "that the investment of other express companies is apparently no greater in proportion to the amount of business than in the case cited and that the profits of some of the other companies are equally or more excessive."

Objection is made also to the practice of express companies in charging a progressively increasing rate for the subdivision of weight carried into smaller packages. It is set forth that the railroads do not get more pay for the increase in number of packages, and that therefore the express companies should not get it except where the larger number of small packages means increased cost of handling and terminal service.

The petitioners say of this that in practice the increased rate imposed for subdivision of weight is exacted not only for terminal service but for train haulage service also, so that the haulage charge becomes grossly disproportionate to the value of the service rendered by the carrier when the value of that service is measured by the ordinary tonnage standard of railroads. By far the greater part of express shipments are in small parcels, which are charged the higher rates of the graduate scale. Under the graduate scale the railroads receive for carrying ten pounds in small parcels as high as 37½ times the amount received by them for 10 pounds first class freight."

Complaint is made also that terminal charges are not imposed on an even basis and that the charges for such service are "in proportion to the distance covered by the haul, so that in the case of a haul of 3,000 miles the charge for terminal service is approximately twenty-five times or more greater than the charge for similar terminal service in the case of a haul of twenty-five miles."

The petition further complains of the accumulation of high local rates upon through shipments passing over the lines of two or more express companies whereby charges are exacted for two or more terminal services which are not rendered and an excessive rate exacted for the transportation service. Complaint is made that the express companies ignore routing directions of shippers. It is alleged that the company receiving packages frequently sends them by long roundabout routes in order to carry them as far as possible over its own lines and thereby get for itself the larger proportion of the joint charge, whereby the shipper is deprived of the prompt delivery for which he pays.

The petition further sets forth alleged grievances in connection with the express money orders, the public being required to pay extra charges to secure the liquidation of such orders.

The petition, to argue in behalf of which the commercial organization have retained John W. Griggs, ex-Attorney General of the United States, and Ben L. Fairchild, will be considered by the Interstate Commerce Commission in the fall.

TWENTY PEDIGREED DOGS

Come In on the Baltic—A Great Dane's Dignified Conduct.

Twenty prize dogs with pedigrees came down yesterday by the White Star liner Baltic, and while they were in leash on the pier they drowned conversation with their yelps, howls, barks and whines; that is all except the Great Dane Octar, who slept over by R. A. C. Smith. He was dignified to join in the discord.

He has a voice commensurate to his bigness even the hoarse whistle of the boat might not silence his bark. He is much smaller than a Shetland pony and weighs 170 pounds. Some of his fellow voyagers were the retriever Fur, Dark Bess and the pointers Dan, Lady, Stylish, Snipe, Springfield Boy, Highfield, Budget, Kier, Novel, Rover and Stalborne Mgale, all in charge of Jack Armstrong and bound for Castle of George J. Gould. Among other dogs were a French bull, an English terrier, the Yorkshire terrier and Scotch terriers.

Naturally everybody knew that there were dogs aboard as dogs do not keep themselves quiet when the sleeping hour comes. To help dispel the ennui of the trip somebody suggested a dog show and all the twenty were placed on deck. Jack Armstrong, R. H. Palmer who know about dogs, volunteered as judges. They refused to act and decided to let the women passengers do the judging by ballot.

Voting was entirely on one point, namely, "The question was which is the best mannered dog aboard. The dogs were lined up on the promenade deck and reviewed by the passengers. The result of the balloting was in the proportion of twenty to one in favor of the Great Dane, the man who owned the toy terrier said the women were simply jealous and not on good behavior.

Octar was quite content to think he had won the admiration of the women. He is the third largest registered Great Dane in the world, Mr. Smith is one of the gentlest creatures that entered a dog show.

Mr. Smith's automobile was waiting on the pier and his wife, her sister and friends, the Misses Katherine and Williams, got in with him and drove to Greenwich, Conn., thirty-five miles, where the Great Dane will attend the next show hereabouts. He followed the automobile as if he were expected to that mode of travel and refused to turn his head to note the little dogs that barked as he swept along.

SPEAKER WADSWORTH CHOSEN.

Livingston County Convention Places Him at the Head of the Delegation.

ALBANY, Aug. 28.—Speaker James Wadsworth, Jr., was in Albany to-day. The Livingston county Republican convention at Geneseo yesterday placed Speaker Wadsworth at the head of a delegation of seven to go to the Republican State convention after Mr. Wadsworth had addressed the convention opposing nominations in any form.

Speaker Wadsworth visited William Barnes, Jr., to-night at Mr. Barnes's residence. The regular organization leaders while refusing to be quoted further are telling their friends that the fight against the State organization is over before it starts.

SIDNEY JONES AND SON DROWN.

Canoe From Which They Were Fishing in Maine Lake Overturned.

KATAHDIN IRON WORKS, Me., Aug. 28.—News reached here to-day of the drowning yesterday at Yoke Pond, seventeen miles from here, of Sidney Jones, a New York real estate broker and his fourteen-year-old son, Sidney Jones, Jr. Mrs. Jones, who was with her husband and son at a camp at the Pond, arrived to-day and told of the accident.

According to Mrs. Jones, her husband, with the boy, went out fishing in a canoe. Whether it was a tug on the line or some other cause is not known but one of the two leaned over, causing the canoe to upset. Both were thrown into the water by the capsizing of the craft.

The lad could not swim and it is said Mr. Jones was not a strong swimmer. He grasped the boy and held him for a few minutes expecting that help would come. The lad struggled and cried to his father, "Dad, let go." The father did and almost at the same time the boy sank.

A few seconds later Mr. Jones also sank. The wife and mother saw the accident from the shore. The bodies were recovered. They will be shipped to New York for burial.

Sidney Jones was in the real estate business at Aqueduct avenue and Washington Bridge. He lived at 166 Anderson avenue, The Bronx. He went to Maine with his family about a month ago.

REPLY TO MISS BALDWIN.

American Finance and Securities Company's Lawyers Speak Up.

Ex-Senator Charles A. Towne of Towne & Spellman, attorneys for the American Finance and Securities Company, which was named with some other companies and individuals in the summons of Lilla M. Baldwin's suit to rescind a contract and to recover certain moneys she said she had given to George W. Meacham for investment, made a statement yesterday on behalf of his clients, although he said that he was "averse to trying his case in the newspapers." Where, however, "allegations by reckless and irresponsible persons" had been circulated, he said in his statement, which were calculated to injure "reputable business men and honestly managed enterprises" a protest was imperative.

His statement characterized the allegations against the American Finance and Securities Company as unfair and untrue and continued:

"This company has been in active business for about seven years and has had a great number of important transactions. It has always enjoyed the highest repute and credit. Never before has any criticism been made of it by any of its several thousand customers or by any one who has business relations with it.

"The affidavits on which the plaintiff procured the order for the examination of the company show the plaintiff is seeking to use the process of the court to club the company into allowing the plaintiff to rescind a contract she made with a third party," says Mr. Towne. "If any doubt existed on this point that doubt is removed by the action of the plaintiff or her attorney in withholding from the press certain court proceedings of which they had knowledge at the time publicity was given to the suit."

The statement points that the order secured by the plaintiff was obtained not on a hearing but on the plaintiff's papers, and that his clients moved therefore to vacate the order on August 20, when Justice Goff directed the plaintiff to show cause why the order for the defendant's examination should not be vacated. The motion was to be heard on August 23, "and we are ready," the statement says. "The plaintiff was not, and on her application it was postponed until September 1." The statement says that it is clear, therefore, that it is not the American Finance and Securities Company which is seeking delay. It continues:

"Our motion papers show that our client never had any association whatsoever with the Magnesia Asbestos Company, nor had any of the officers of one company any dealings with or knowledge of any officers of the other company, nor did the officers of our client ever hear of the existence of the Magnesia Asbestos Company until they read of it in the newspapers. Our client claims that its name has been linked with that of the Magnesia Asbestos Company, which has recently been the subject of unfavorable notoriety."

The Securities company intends, the attorneys say, to resist what they characterize as "this unjust claim," and they declare that "the general falsity of the plaintiff's claim is shown by this typical instance. She says the American Finance and Securities Company did not have cash in solvent banking institutions in the sum of $252,346, as was stated in its report. The fact is our client had in one bank alone, the Empire Trust Company, $235,788.83 in cash subject to check."

THE PENNSYLVANIA STATION.

Greatest Building Ever Constructed at One Time Is Road's Contention.

The new station of the Pennsylvania Railroad, according to a statement sent out yesterday by the company, covers more territory than any other permanent building ever constructed at one time in the history of the world. The Vatican, the Tuileries, the St. Petersburg Winter Palace are larger buildings, but they took longer in construction and were the product of many years of building. The Pennsylvania station, covering eight acres of ground and with exterior walls extending about half a mile, was erected in less than six years. The building has been declared open officially and the train service will be begun on September 8.

The history of the station and tunnel is set forth in an illustrated booklet that the company has got up. A statement that accompanies it says:

While the facades of the station were designed to suggest the imposing character of the ancient Roman temples and baths, the impression intended to be made upon the layman approaching the station, in full view of the exterior of the general waiting room with its huge semicircular windows, is that of one of the leading railway stations of the world.

In designing the exterior of the building Messrs. McKim, Mead & White, the architects, were at pains to embody two ideas, to express in so far as was practicable, with the unusual condition of tracks below the street surface and in spite of the absence of the conventional trainshed, not only the exterior design of a great railway station in the generally accepted form, but also to give the building the character of a monumental gateway and entrance to a great metropolis.

Apart from these two ideas, the plan of the station was designed to give the greatest number of lines of circulation. The structure is really a monumental bridge over the tracks, with entrances to the streets on the main axis and on all four sides. In this respect the building is unique among the railway stations of the world, affording the maximum of entrance and exit facilities.

COMMERCIAL AMBASSADOR WED

At Least He So Describes Himself and It Goes on the Marriage License.

John J. Meyers, who described himself as "a commercial ambassador" of 755 William street, New York, and Mabel Forster Vordermeier of 818 Monroe street, Brooklyn, were married yesterday by Justice of the Peace Charles A. Wareing at his office, 61 First street, Hoboken. The bride said she was a divorced woman. Her father, William F. Nicklin, was one of the witnesses to the ceremony.

NEW START FOR ALASKA MINES

ORE SHIPPING OVER TWO RAILROADS IN THE NEAR FUTURE.

New Regions Will Contribute to the Gold Output—Seward and Dawson News—Federation Planning Trouble for Superior Copper Field—Camp Notes.

SEATTLE, Aug. 22.—Ore shipping over two railroads from inside to the coast promises to make Alaska in the near future a producing rival of the big Western States. The White Pass spur to White Horse is complete and the contract calls for 1,000 tons of copper ore for daily delivery to the Skagway tunkers. Latouche Island, now owned by the Guggenheims, will be an immense producer of the coast region, and the Bonanza will market its product over a new $20,000,000 railroad. The riches of the new gold producers, such as Gold Bullion, and the Cliff, with the quartz activity in and around Dawson and Fairbanks, bring Alaska's future as a quartz mining section into strong prominence.

A dispatch from Seward says that within the last month many mining men have visited that section with a view to investment, and many deals have taken place. Samuel S. Iverson is seeking quartz propositions. J. H. Rogers, a brother of M. B. Rogers, has arrived to take a look at the country. L. A. Levensaler, superintendent for the Bonanza niche in the Copper River country, paid a brief visit here. Heed the country and will return. Jack Leedy, the Nome mining king, has been here looking over the situation. W. H. Williamson, whose specialty is black sand mining, is seeking large quantities of this gold carrying mineral upon which to place machinery.

News of rich pay being worked on upper Miller Creek has just been brought to Dawson by Billy Hague, a paper carrier to the upper creeks, who has arrived from Miller and Glacier. "The rich pay," says Hague, "is in ground which was worked years ago by the sourdoughs. They seemed to be under too heavy expense or did not know how to work the bedrock and harder gravels to advantage in the earlier days. At any rate the present operators are going right over ground where the sourdoughs rag and mined and they are taking out splendid pay. Bob Baird is getting $40 to $50 a box length on his claim No. 3 above Discovery. One man will shovel a box length in a day and a half. The property is all ground sluiced. Much of it has been thawed in ideal condition to tackle for years. The pay runs as high as $2 to $3 a pan to-day. It must have been phenomenal in early days. Others having the good pay on the upper end include Madison on No. 3, Barr and Dolan on No. 6 and Ridder and Howe on No. 4."

George Saunerman of Little Creek in the Klondike is working twelve men and a 12-inch nozzle hydraulicking. He is building a large dump to handle the dirt. A number of nuggets from his claim go from $18 to $35 each. Nuggets valued as high as $80 have been picked up on the ground. At present Mr. Saunerman is cleaning up $150 a day with a small supply of water.

According to Charles F. Dolan, a Klondike operator and a sourdough, who went through the rush to the Fairbanks district in 1906, the curse of the new region is the lack of water. He says: "Water is almost gold in the Fairbanks district. Last year Mr. Dolan, who has staked in more of Chicago, Others have staked in five miles. The pay in her also now goes, in has to contribute to be a thing and a reality. The days are really over on the terms of 50 per cent to the Alaska and to the Alaska net. In other words the man who has been allowed enough for his grub and gamble the other company gets 50 per cent, pay and for his nerve and buggishness."

BRITISH COLUMBIA.

SEATTLE, Aug. 22.—A considerable movement of prospectors into the Upper Moyie talks followed the news of the Greenwood strike in Steamboat Mountain and is a result at least one new strike is announced, that of Stanley Thompson, who staked a large and rich mineral ledge in the vicinity of Dave Lake claims. The mineral zone has also been traced over the boundary into the State of Washington and seems to be leading into the Republic. The railway is, when completed, from gold finds were made a few years ago.

When the Canadian Northern railway completes its new line in the Bear River country I expect to see the new mining town of Stewart to be one of the richest camps in British Columbia," said W. F. Tobin yesterday on his return from a three weeks trip to Stewart. "All that this great undeveloped country needs is transportation. The miners are now contented to build trails to their properties, preparatory to a live operations. I stripped a lower vein in a number of places in the Bear River properties, and the showings were promising. The vein is 12 feet wide and assays show 25 per cent. copper, 25 ounces of silver and 25 per cent. lead. The greater part of the ore is of a medium or high grade quality.

The Sloan Star has resumed operations with twenty-five men and the Standard on Sloan Lake has opened up a fifteen foot body of galena. The latter is owned by Finch & Allard of Spokane.

Returns from smelters on the ore production of British Columbia last week were cut down somewhat to 15,000 tons. This year are Trevalgan shipments, 4,200; Sloan-Kootenay shipments, 5,337; Consolidated company's receipts at Trail, 3,265; All boundary shipments were cut off to the smelter.

The report of an important strike at the Mother Lode gold mine on Sheep Creek is confirmed by William Watson, consulting engineer and general manager of the property, who came in from Sheep Creek, says a Nelson dispatch. Mr. Watson says that the 500 foot tunnel on the fifth level, driven for the purpose of cross cutting the main vein, the point has done as expected. He says, is similar in quality to that in the higher levels and the vein is evidently continuous to that depth. The presence of the main Mother Lode carries a good bit of nearly, perhaps, equal importance, that of the Queen, Queen Victoria veins at great depth. The Queen vein is similarly being developed in the fifth level to tap the main Nugget vein, 1,000 feet higher on the same mountain of Nugget Mountain. The lowest level is due to pass under the apex of a depth of 2,000 feet. The Mother Lode is a property being operated and worked under bond by Sam McMartin of Cobalt fame.

WASHINGTON.

SEATTLE, Aug. 22.—A rich streak of high grade ore has been opened along the footwall of the ledge in the Beecher, a mine that has been under development in the Orient district for several years.

A new set of lessees are operating the Ben Hur at Republic. The Ben Hur is that camp is carrying three feet of $40 ore. The Republic Mines Corporation expects to break all shipping records of the camp this month, as it has all the cars needed for the first time and plenty of ore in reserve.

Directors of the Pacific Ore Purchasing Company went over the half completed Republic cyanide plant last week. The building in which the plant is to be installed is 40 feet by 60 feet, approximately 50 by 67 feet in size and will be two stories high. On the ground floor twenty tanks will be put in and a Chilean mill to do the crushing. The plant will have a capacity of 100 tons a day.

The lessees of the North Star Pool mine have driven about 400 feet on the Sans Poil vein, starting from the turnabout on the 300 foot level and following the vein most of the way. The breast of the drift is now in rich looking ore and nearly due east of the North Sans Poil shaft. Ore now being mined contains much rich black sulphurets of silver combined with free gold.

MONTANA.

BUTTE, Aug. 24.—The Trafalgar Copper Company continues to ship about one hundred tons of ore daily. It also does a considerable amount of development work. Like many independent companies, the Trafalgar is not making any effort to boost any large quantity of ore under present market conditions. The ore at present being hoisted shows 10 per cent copper, with excellent silver values.

The Corbin-Pennsylvania Company, a short distance east of the Alta station, became active, is doing a large amount of development work with good results. The property was worked some years ago, but operations were suspended owing to lack of capital. When the Corbin-Pennsylvania Company took the property over the old shafts and workings were cleaned out and some excellent veins opened up. In one of the veins chalcopyrite ore running better than 6 per cent. copper and 12 ounces of silver to the ton was encountered. As the drift proceeds the ore body shows a tendency to widen out and the values are increasing.

The Boston and Corbin Company is reported as doing some fine work in sinking. During July over 100 feet was made. On the 500 foot level recent drifting resulted in opening up some fine ore.

There is a rumor that the Keating Gold Company will declare a dividend before the close of the year. A contract has just been signed whereby the East Butte agrees to treat all the ore of the Keating for three years. Heretofore the company has been limited to the ore smelters would take for fluxing and it has not been able to ship more than 40 tons a day. The East Butte needs a considerable quantity of iron ore for fluxing and as the Keating runs high in iron the contract will be an advantageous one for the East Butte people. It is stated that the iron in the Keating ore will almost pay for the smelting. A gold value of $19.50 per ton has been unnoticed on some shipments lately made.

The Butte Balaklava Copper Mining Company is doing up briefly after the capacity of its smelter to treatment of carbon ores. The company is now on development and the ore going to the smelter is only what is hoisted in connection with that work and what is required to keep the capacity of the smelter supplied after the carbon ores are cared for.

The Butte Balaklava Company is shipping about 175 tons with an average of about 8 per cent copper and good silver values. The company is proceeding with development work to the 1,100 foot level.

Word comes from the Philipsburg district that a merger has been effected twixt the Shakespeare Gold Mining Company and the Mount Royal Mining and Reduction Company by which the latter company acquires title to all the mines, mining prospects and water rights of the former company. The Shakespeare is one of the oldest gold properties in the West and was owned by New York capitalists. It had a great record as a producer several years ago. A fire in the workings put it off the boards and shut mills closed, the mine caved, walls falling into the hands of banking interests and capitalists for money loaned to prosecute the search for the lost ore body. A few months ago the vein was found. The new find in connection with the old workings shows an estimated total of 100,000 tons of ore. The business is large, amount on the dump. Experts believe that the vein exists for a distance of miles as shown by cuts and shafts. A short time ago a mining engineer made a careful examination and on his report a large amount of English capital has been secured.

ARIZONA.

PHOENIX, Aug. 24.—The Northwestern Metals Company has purchased the plant of the Stedman Foundry Company in this city and is rapidly converting it into a plant for extracting metals from base ores. It is expected this will permit the reduction of ore here otherwise valueless. The company is also installing a plant at Globe and is negotiating for a site for a smelter to be built as well as the case as annunciated of base ores, Copper and Bullion, Phoenix, Jefferson, Globe properties.

A big strike is reported in the Hoolest lands in the Georgetown district. Mike Belase, a well known prospector, has located what is said to be an extension of the main lead of the ore bins one of the leading properties of the section. It was made on the hill above the old Hoolest shaft on the surface. The lead seven feet wide, is in gold quartz. Mike Belase, who is well known in Georgetown, has located a number of claims in the district and is now at work on the surface. The lead is from 6 feet to 7 feet wide, with stringers. Clarity, surveyors are at work in the district. Mr. Belase is a brother of Jack Belase, who is now in charge of the Hoolest