

ROADS HURT LITTLE

Facts Show Deficits Are Less Than Supposed.

TRAFFIC EARNINGS INCREASE

Reports of Railway Operations on File with Interstate Commerce Commission Show that Business Conditions Are on the Mend. Statement by Mr. Lane.

The Interstate Commerce Commission this week scotched another snake in the grass, of which Wall street has been giving loud and repeated warnings to all who would not get bitten. The commission, under the Hepburn law, receives constantly reports from the railroad companies of the country as to their earnings, traffic, and other interesting facts relative to their operation and business. These are about the same reports that go to Wall street.

Commissioner Franklin K. Lane has made a close study of the figures recently submitted by the railroads of the country, and has compiled a statement in which he shows conclusively that while the railroads suffered considerably about the close of last year as the result of the financial flurry, conditions now are rapidly improving, and have been for more than a year. His view of the situation contradicts flatly most of the statements sent out from Wall street for stock-jobbing purposes, and from other sources for political or other sinister purposes.

Mr. Lane gives his views on the subject in a recent issue of the New York Journal of Commerce.

"From the figures available to the commission it does not appear that, taking the country as a whole, the revenues of the railroads have fallen off to the extent that generally is believed. The Interstate Commerce Commission now calls upon the carriers to report to it to regulate commerce for monthly reports of their revenues and operating expenses. Such reports began with the month of July last, and I have the figures compiled by Prof. Henry C. Adams, our statistician, as to a number of systems which may be taken as representative of the railroad systems of the entire country. These systems are:

- New York, New Haven and Hartford.
New York Central.
Baltimore and Ohio.
Pennsylvania, east and west of Pittsburg.
Southern Railway.
Louisville and Nashville.
Rock Island.
Atchison, Topeka and Santa Fe.
Chicago, Milwaukee and St. Paul.
Northwestern.
Southern Pacific.
Great Northern.
Northern Pacific.

"During the three months July, August, and September the total operating revenues of these roads amounted to \$269,000,000; for the same months of October, November, and December the total revenue was \$275,000,000. The freight revenues of the systems named were, for the first quarter, \$254,000,000; for the second quarter \$250,000,000. The freight revenues for November were larger than those for July or September.

Large Revenue in 1906. "These systems during the last six months of 1907 received from passenger and freight revenues a grand total of \$75,000,000, which is \$4,000,000 more than they received for the same period in the preceding year 1906; and their net income from operation in 1907 was \$14,000,000 more than in 1906. These figures certainly do not indicate that, either owing to legislation or the panic, the railroads of the country as a whole have been put in financial jeopardy. It is true that during 1907 there was a great increase in operating expenses, owing to general increase in wages; but allowing for such increase, the larger volume of traffic and greater revenue derived therefrom yielded a larger net return to the railroads.

"A study of these figures shows that the panic, so far as it affected the railroads, extended but slightly beyond Chicago toward the West. If we take the transcontinental roads reaching to the Pacific Coast, we find that every one of them increased its gross operating revenue during the last half of the year 1907, beginning with the Great Northern, which is near the Canadian border, and coming down the Pacific Coast to the Mexican border, thus including the Northern Pacific, the Southern Pacific, and the Santa Fe systems, each one increased its total operating revenues in the last half of 1907 over those revenues for the last half of 1906.

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NORTH CAPITOL STREET HOME.



Planned by A. H. Beers. Built by Harry Wardman.

The house in the accompanying picture is on North Capitol street, near the corner of Bryant. It is one of a row erected by Harry Wardman, planned by A. H. Beers, and placed upon the market by Shannon & Luchs. The houses are of colonial design, with front porches of detached style. The lots are 20 feet wide by a good depth, with about 30-foot front parking. The houses contain six rooms. The fronts are of Flemish bond. These houses are selling at \$3,750.

GASOLINE LOCOMOTIVE.

Passes Through Four Months' Test With Flying Colors.

A gasoline locomotive has recently completed a four-month test in the hardest kind of service, through which it has emerged with great success. This particular engine is of fifty-horse-power and in appearance it is in all respects the same as the typical electric locomotive—that is, of the pyramidical lines, with the cab in the center and sloping ends. The four months' severe service which this machine has seen was in a railroad yard where there was to be encountered the widest range of demands with the poorest track to move over, and during all this time the engine was not in the repair shop a minute. The engine was in service fifteen hours a day, and it met all the requirements of a steam or electric engine. The chief advantages claimed for the machine are low operating expense, moderate cost of maintenance, and freedom from smoke and sparks. It is always ready for service at a moment's notice, is operated by one man, consumes no fuel except when work is being done, and all parts are interchangeable and accessible. The company is at present engaged in building a locomotive of similar type suitable for passenger and freight traffic on spur lines. This machine is designed to haul a heavy passenger coach at a rate of thirty miles an hour or to handle a train of ten loaded freight cars. In the opinion of the designers this type of locomotive is preferable to and more effective than an equivalent installation of motive power in a passenger coach.

MONSTER MAP OF BRAZIL.

To Be Feature of National Exhibition at Rio de Janeiro.

A feature of the jubilee exhibition which Brazil had planned to open in May of this year, but which will probably be postponed for some months, or perhaps to next year, will be an outdoor map in relief of the republic several thousand square yards in size. According to the New York Sun, the plans are now being prepared for the huge map, in which every physical feature of the country is to be shown in miniature.

The mountains are to be rocky, but with artificial caps of snow and ice. The rivers will run with real water and forests will be marked with dwarf plants. When the drawings and estimates are made the government will urge the national congress to make an appropriation for executing the work. In connection with it, it is proposed to have a botanical and zoological garden in which each of the twenty states of Brazil will have sections in which to display their characteristic plant and animal life. It is also proposed to have within the same inclosure camps of all the different tribes of Indians inhabiting the country.

The jubilee exhibition is designed to commemorate the opening by the Portuguese government in May, 1808, of Brazilian ports to the commerce of all nations, an event which took place thirteen years before the separation of Brazil from the mother country, but which is regarded as being really the starting point of Brazilian independence.

RENT HIGH IN CHINA

Cost of Living Increases in the Celestial Empire.

CONSUL GRACEY GIVES FACTS

Provisions and Current Expenses in Tsingtau, Shanghai, and Hongkong as Great as in Western Cities—Servants' Wages Advance Nearly 100 Per Cent in Ten Years.

Most Washingtonians are probably of the opinion that it costs next to nothing to live in China, provided one will live as the Chinese do. The low rate of wages in that country and the almost inconceivable poverty of the people, with their ability to exist upon an amount of money which would be the despair of the poorest Americans, has been dimmed into the haze of the people of this country until they have reached a point where any other idea seems a hideous incongruity. For this reason a recent communication from Consul Wilbur T. Gracey, of Tsingtau, China, will be read with some surprise here.

Especially will this be so when the writer points out that it costs as much or more to live in Tsingtau, Shanghai, and Hongkong as it does in Washington, Philadelphia, or New York. Indeed, Mr. Gracey remarks upon the immense increase in the cost of living in China in the last ten years and seems at a loss to find good reasons to account for it. In part, Mr. Gracey says: "The cost of living in China has increased considerably during the past few years, and the increased price of provisions, rents, and other current expenses are becoming a continual subject for newspaper discussion.

Old and New Prices Compared.

Ten years ago it was possible to secure in Tsingtau or Shanghai a good and commodious residence for \$35 to \$40, gold, per month, and a luxurious building for \$60, but at the present time the minimum appears to be the latter figure, and houses which ten years ago were renting for \$35 now bring double that amount. A seven-room house in a row, without garden, rents for about \$60, while a detached house with even a small garden cannot be obtained for less than \$75.

In Tsingtau rents for a somewhat higher, averaging \$70 for a seven or eight room house and running to \$150 a month for an unpretentious villa (with a small garden) containing probably ten or twelve rooms.

Wages and Cost of Commodities.

Ten years ago it was possible to employ excellent 'boys' at \$3.50 to \$5, gold, per month, cooks from \$4.50 to \$6, and general house coolies for \$2.50 or \$3. Jirikish coolies could be secured for about the same price as house coolies and would work as indoor servants when they were not pulling the jirikisha. At the present time in Shanghai, Hongkong, and Tsingtau wages for \$10, gold, per month for boys, while in some cases they demand even higher wages—\$6 to \$7.50, gold, for cooks, \$4 to \$5 for coolies. Outdoor and indoor servants now will not exchange for \$10, gold, per month, an extra man for those who keep their own jirikisha.

In Tsingtau wages are still higher than in Shanghai or other places in China, and are 100 to 150 per cent more than in other places in Shantung province. Boys here receive \$13, gold, a month, cooks \$10 to \$15, coolies \$5 to \$6, children's Chinese nurses demand \$15 a month and their food while in other parts of China the latter receive \$3.50 to \$5, gold, per month, or possibly at the highest \$8, and procure their own food.

Expenses Increase 40 Per Cent.

"The price of all household commodities in Shanghai, Hongkong, and Tsingtau has increased 30 to 40 per cent and meats even higher. When the price of silver rose some two years ago the price of tinined goods was advanced, as was also the price of other commodities, but with the decline of silver there is no compensating reduction in the prices of articles of consumption.

"It is impossible for persons living in America to realize the great variation in the currency of the water curtain was tested by the fire that consumed a large spice mill adjoining the library building. The water being turned on, the outer walls were immediately covered with a liquid sheet, which, as the temperature was low, became eventually a sheet of ice.

FORMS WATER CURTAIN.

The public library building in Chicago is protected against the invasion of fire from the outside by means of a so-called 'water curtain.'

At the top of the building is a system of tubes, through which water, supplied from a tank, can be caused to flow over the outside walls. On one occasion the necessity of the water curtain was tested by the fire that consumed a large spice mill adjoining the library building. The water being turned on, the outer walls were immediately covered with a liquid sheet, which, as the temperature was low, became eventually a sheet of ice.

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NEW FREEZING APPARATUS. CITY NOW INVITES MILL AND FACTORY INVESTMENT!

Device Exhibited in Germany Which Does Away with Ice. Continued from Page One.

The cold storage preservation of perishable food stuff by means of carbon dioxide has been frequently described, and there seems to be a tendency at the present time to do away with ice for such purposes whenever it is possible.

At an exhibition in a German city there was lately on view a new type of refrigerator, the chief feature of which is its simplicity and inexpensiveness. The appliance comprises a double-walled tin vessel, with an annular space all around about an inch wide, and completely surrounding the inner chamber.

Carbonic acid gas is slowly admitted into this annular space at the bottom. After filling the whole of the space it issues into the chamber itself through a cross-armed tube placed at the top, quickly and completely freezing any article stored within.

In fact, so efficient is the apparatus that water is frozen in less than a minute. The refrigerative effect is produced by the rapid expansion of the carbonic acid gas.

The apparatus is stated to be highly suited to the requirements of the household, and is very inexpensive to work. The carbonic acid gas being stored in the ordinary type of reservoirs used for that purpose.

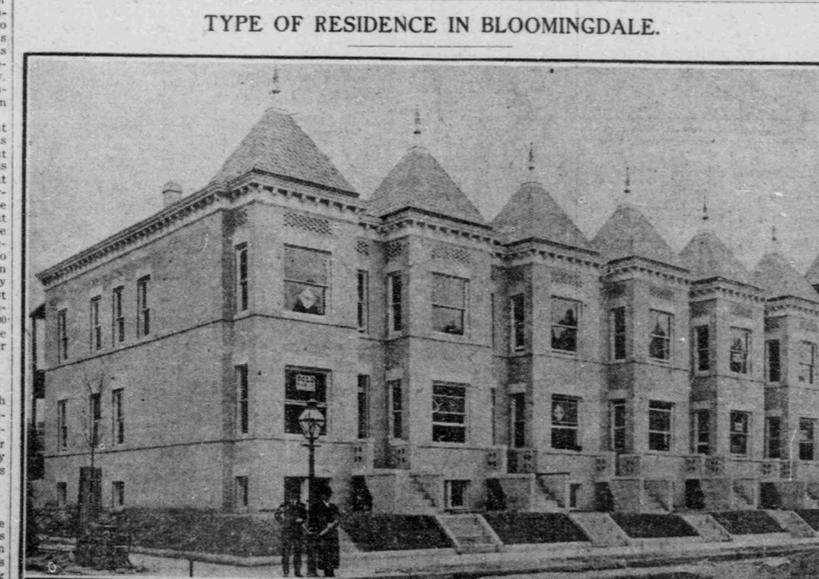
Fatigue-toxin Resembles Opium. The fatigue-toxin obtained by Welchardt from the muscles of tired animals has been now extracted by him from such vegetable substances as opium, poppy-heads, and curari, and has been also prepared by oxidizing albumins. When swallowed, the vegetable toxin yields the same fatigue effects as the animal toxin.

Now the connecting links between the systems of railroads in the South and the North have been welded together by the construction of the new terminals at Washington, at a cost of over \$17,000,000. The great passenger station with its magnificent approaches, the new freight depot, one on the north and one on the south side of the city, with the distributing freight yards on the other side of the Potomac, give Washington a railroad equipment equal to that of any city in the United States.

Now, as in 1835, it is probable that the railroad companies have builded better than they expected to. They have provided the artificial means of transit and added them to those which nature provided in the Potomac River. Everything is in readiness now for an expansion in Washington of which that of the past seventy years is but a dream. Facilities are better, opportunities are better, and measurably than they were then, and to a person looking out confidently upon the future there is more reason to expect today the planting of myriad industries in the Potomac Valley and the building up here of a vast production and trade than there was in 1835 for the hope of such a city as the Capital now is.

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