

OPERATION OF RAILWAYS

Annual Report From the Interstate Commerce Commission.

The Total Mileage Up to June 30, 1898—The Equipment—Number of Employees—Valuation of Property—Number of Accidents—Earnings and Expenses—Improved Service.

From summaries which will appear in the Eleventh Statistical Report of the Interstate Commerce Commission, prepared by its statisticians, being the complete report for the year ending June 30, 1898, for which a preliminary income account was issued in December, 1898, the figures in the following advance statement are obtained:

On June 30, 1898, it appears there were 94 roads in the hands of receivers, which operated a mileage of 12,744.95 miles, the mileage owned by these roads being 9,781.08 miles.

The mileage operated under receiverships on June 30, 1898, is an increase of 1,967.87 miles over the year ending June 30, 1897, for which a preliminary income account was issued in December, 1898, the figures in the following advance statement are obtained:

On June 30, 1898, it appears there were 94 roads in the hands of receivers, which operated a mileage of 12,744.95 miles, the mileage owned by these roads being 9,781.08 miles.

The amount of capital stock of railways under receivership on June 30, 1898, was \$284,127,271, of funded debt, \$222,829,691, and of current liabilities, \$74,545,256.

A comparison with the figures for the previous year indicates that there was a decrease in the capital stock represented by railways of this class of \$21,927,239, and in the funded debt of \$208,515,699.

The Mileage. On June 30, 1898, the total single-track railway mileage in the United States was 338,296.32 miles, there being an increase in this mileage of 2,384.14 miles over the year ending June 30, 1897.

The number of cars owned by private companies and individuals that are used by railways in transportation is not covered by reports filed with the Commission.

An inspection of the summaries which are designated to show the density of equipment and the amount of its employment, shows that during the year ending June 30, 1898, the railways in the United States used 20 locomotives and 713 cars per 100 miles of line.

Number of Employees. The number of persons employed by the railways of the United States, as reported on June 30, 1898, was 874,568, which is equivalent to 47.4 employees per 100 miles of line.

Valuation of Property. The amount of railway capital outstanding on June 30, 1898, not including current liabilities in the form of bonds, is \$1,818,554,081.

Number of Accidents. The total number of casualties to persons on account of railway accidents during the year ending June 30, 1898, was 47,741.

Of the stock paying dividends, 6.42 per cent of the total amount outstanding paid from 1 to 4 per cent; 7.15 per cent paid from 5 to 8 per cent; 11.45 per cent paid from 9 to 12 per cent, and 4.54 per cent paid from 7 to 8 per cent.

number of tons of freight carried one mile per mile for the year ending June 30, 1898, was 11,311,810, which is 28.731 greater than the corresponding item for the year preceding.

The Earnings and Expenses. The gross earnings of the railways of the United States, covering an operated mileage of 181,948.26 miles, were \$1,247,255,521 for the year ending June 30, 1898, being greater by \$125,235,548 than the corresponding item for the fiscal year preceding.

The operating expenses for the year ending June 30, 1898, were \$1,177,975,276, being an increase of \$63,468,312 as compared with the year 1897. The items comprised in gross earnings from operation for the fiscal year under consideration were: Passenger revenue, \$296,730,496; increase \$83,888,588; express \$25,968,075; increase \$1,067,009; other earnings from passenger service \$7,284,000; freight revenue \$876,727,719; increase \$103,878,466; other earnings from freight service \$4,683,265; increase \$472,748; other earnings from operation, including free unclassified items, \$31,203,780.

The income from operation, that is, the amount of gross earnings remaining after the deduction of operating expenses, commonly termed net earnings, was \$82,280,245. This amount is \$59,787,336 greater than it was for the preceding year ending June 30, 1897. The amount of income from other sources was \$18,209,773.

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"Hechts' Greater Stores." "Hechts' Greater Stores." "Hechts' Greater Stores." Most important bargains yet from Hechts' "Clearing Sale."

The whole store is pervaded with the Clearing idea—managing buyers of every department have entered into the spirit of the sale with the enthusiasm that characterizes the athlete as he enters the race. The immense selling of the past week claims the decisiveness of the sale. It will be shorter than we expected, because we have cut deeper into regular prices than we had any idea of at first.

Every buyer is being accorded the privilege of having purchases "charged." You pay nothing extra for it.

98c to \$1.37 sailor hats, 69c. A wonderful offering for today—ladies' trimmed sailor hats, of fine Milan and split braid with double brim, of white and navy satin Jumbo braid, both sorts made on the "Knox" block, which is the most stylish of the season; also English shapes of mixed and white Jumbo braid and rolled edge sailors—whichever sold for 98c to \$1.37 to go for 69c.

89c to \$1.68 untrimmed hats, 29c. An immense lot—all of which are fine French black chip shapes. We sold hundreds of them at 89c to \$1.69. The balance should go in a hurry at 29c for choice.

Ladies' and children's Leghorns, 69c. Our finest Leghorn hats for ladies and children, in all sizes, which sold for \$1.25 and \$1.69, go down today to 69c each.

Sprays of wreaths and of flowers of many sorts, which sold for five and six times as much, cut to 5c. Sprays of beautiful imported artificial flowers, which sold originally for 38c to \$2.48, to go for 29c.

Maline nets, in all colors, 9c instead of 35c. Straw trimming braid, from narrow edge yard to 2-1/2 inches wide, for 3c yard.

Reductions in ladies' hosiery and underwear. Ladies' fast black, full seamless hose, in all sizes, which sold for 15c pair, for 9c.

Children's fine thread fast black hose, full seamless and in all sizes from 5 to 7-1/2, to go for 10c.

Ladies' fine thread swiss ribbed hose, with silk ribbon, to go for 19c. Ladies' fast black, full regular made and drop-stitch hose imported, to go tomorrow for 16c.

Scarce all-over embroideries at nearly half prices. Nothing is scarcer than all-over embroideries. An order which we placed many weeks ago arrived yesterday and goes on sale this morning—not at the price which we were going to put on them, but about half what we intended to sell them.

25c ribbons for 12-1-2c. 50c and 75c ribbons, 35c. 10c and 12-1-2c ribbons, 5c.

Cut in velvet ribbons. As stylish as they are, they go down before the Clearing Sale knife as well as those which are not so stylish. Best satin-back quality.

Men's underwear reduced. Men's ballroom shirts and drawers, with short sleeve shirts; both garments elegantly finished; you'll find them selling elsewhere even today for 29c.

All of our men's plain and fancy ballroom underwear, which have been selling for 50c and 60c garment, and for which men's furnishing stores get \$1, will be sold at a bargain today for 39c.

Men's Peppercorn jean drawers, with ribbed anklets, double seats, 29c. Men's ballroom hose in plain fast black, white, white foot, and natural color; made of the finest quality; fitting ankles and warranted fast color, for 15c.

Men's linen collars at 9c. More men's linen collars at 9c. More men's linen cuffs at 5c pair.

Men's 75c shirts, 29c. The same qualities and the same patterns which you will see in the windows of other stores about town for 75c—perhaps the same make of shirts—are offered here for 29 cents, because we can do it—because we bought thousands at a clip, which were made to sell at wholesale for 82-1-2 cents.

Finer ones go for 39c. Handsome silk-bosom shirts and madras bosom and percale shirts—the best patterns to be had—the best made shirts possible to buy, which have been selling for as high as \$1 each—will be closed out beginning today for 39c.

An awful cut in men's shirts. The greatest reduction ever made in prices of men's shirts have been made in the balance of the stock. Not content with a slaughter we made last week, we make a still deeper cut today.

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HECHT AND COMPANY, 513-515 Seventh Street.

IN BRITISH WEST INDIES. Interesting Figures Concerning Jamaica and Barbadoes.

The details of the commerce of those portions of the British West Indies with which reciprocity treaties are under consideration are discussed somewhat in detail by the "Monthly Summary of Commerce and Finance," just issued by the Treasury Bureau of Statistics. The imports of Jamaica and Barbadoes, with which reciprocity discussions have reached such an advanced stage as to render the subject a matter of special interest, amount to nearly \$15,000,000 annually.

VISITED OPIUM JOINTS.

Policeman Oppenheimer Fined \$25 for That Offense. On recommendation of Major Sylvester the District Commissioners yesterday decided to fine Policeman Jacob Oppenheimer \$25 for conduct unbecoming an officer.

The charge against the officer is the result of a visit to an opium joint in Four-and-a-half Street, and that while there he observed a man, named Oppenheimer, who had been warned that he must be careful of the company he keeps, otherwise he will be removed from the police force.

COMMISSIONER ROSS RETURNS.

Again at His Office After Two Weeks' Visit to Illinois. John W. Ross, of the Board of District Commissioners, returned to his desk at the District Building early yesterday morning. He had been absent from the city about two weeks, visiting his mother and sister at his old home at Lewistown, Ill.

Mr. Ross is looking well after his brief sojourn and has gained several pounds in flesh. He spent considerable time riding horseback and enjoyed the exercise immensely. He contemplates continuing the practice in this city. When Mr. Ross left the city he had hoped to return in time to be present at the opening ceremonies for the new Public Library, which ceremony occurred last Wednesday. Just as he was about to leave Lewistown, however, his mother was taken sick. Mr. Ross then concluded to remain with her several days longer. He is President of the Library Commission, and his return at this time is very opportune. He will preside at a final adjournment meeting which will be held at the District Building at 2 o'clock Monday.