

# Albuquerque Evening Citizen.

VOLUME 20

ALBUQUERQUE, NEW MEXICO, TUESDAY EVENING, FEBRUARY 6, 1906.

NUMBER 37

## CASUALTIES ARE NUMEROUS

Two Railway Wrecks in  
Which Several Are  
Killed.

## FIRES PROVE ALSO FATAL

Nine Negroes Are Burned to  
Death in One Small  
Cabin.

## THREE LITTLE GIRLS CONSUMED

Helena, Mont., Feb. 6.—The most  
disastrous railroad wreck that has  
taken place in this vicinity for many  
years, occurred last night shortly be-  
fore midnight, two and one-half miles  
west of Helena.

A runaway Northern Pacific freight  
train crashed into a passenger train  
on the same line, wrecking it com-  
pletely and setting fire to it.

Four persons, whose identity is  
known, are dead, with the proba-  
bility that two more, whose names  
are unknown, may have been burned.

The known dead are:  
J. N. ROBINSON,  
CHARLES BRISKE, conductor of the  
passenger train.

J. A. JESSUP, express messenger,  
FOSTER SENGAS, a merchant of  
Ellison.

Brakeman Brown was seriously in-  
jured and several passengers were  
hurt, but none seriously, although it  
is reported that the two alleged mis-  
singing men were passengers.

Baltimore, Md., Feb. 6.—At 3 o'clock  
this morning an isolated small frame  
house near the village of Curtis Bay  
was consumed by fire, in which were  
burned to death nine colored per-  
sons. Only one of the inmates es-  
caped alive. According to the state-  
ment of the survivor, the fire was  
started by one of the younger chil-  
dren who got up to stir the fire in  
the chimney place, and accidentally  
scattered coals on the floor.

## LOST CHILDREN BY CRIMINAL NEGLIGENCE

Helena, Mont., Feb. 6.—The three  
young children of J. B. Cypher, all  
girls, aged 1, 3 and 5 years, were  
burned to death in their home six  
miles south of Big Timber last night.  
The parents were absent and when  
they returned they found their home  
in ruins.

## ANOTHER RAILWAY WRECK KILLS FOUR, HURTS TWO.

Portland, Ore., Feb. 6.—Mourning  
particulars have reached here of a wreck  
on the Oregon Railroad & Navigation  
company's line near Bridal Veil, at  
7:55 o'clock this morning. It ap-  
pears that the engine of passenger  
train No. 5 broke down and the pas-  
senger train from Chicago westward,  
ran into it. Four were killed and  
two of the injured may not survive.  
The names of the dead and injured  
are unobtainable at this hour.

## VOTE OF CONDEMNATION FOR PRESIDENT DOLAN.

Pittsburg, Pa., Feb. 6.—At today's  
session of the Pittsburgh district con-  
vention of the United Mine Workers  
of America, a resolution was intro-  
duced demanding the resignation of  
President Patrick Dolan, Vice Presi-  
dent Bellingham and Secretary-Treas-  
urer Dodd, for their action in voting  
to accept the old wage scale at In-  
dianapolis. A vigorous debate fol-  
lowed.

## FINLAND REVOLUTIONISTS PREPARE FOR OPEN WAR.

St. Petersburg, Feb. 6.—The Novoe  
Vremya makes revelations in regard to  
the importations of arms into Finland.  
The paper declared it had evidence  
that the radical organization in Fin-  
land was preparing for open warfare  
in support of the next outbreak of the  
Russian revolutionists. Not only were  
well armed infantry forces being de-  
tailed, but horse and artillery service  
and shells for field artillery were being im-  
ported.

## FIRE WHICH HAS BURNED FORTY-NINE YEARS OUT

Lansford, Pa., Feb. 6.—The fire in  
the Greenwood mine of the Lehigh  
Coal and Navigation company, which  
was started by the carelessness of  
some deer hunters in the year 1857  
and has been burning ever since, has  
finally been subdued and the com-  
pany is now making preparations for  
working the valuable mine, which had  
to be abandoned on account of the  
fire forty-nine years ago.

## TELEGRAPHIC MARKETS.

Closing Stock Quotations.  
New York, Feb. 6.—Closing quota-  
tions, common ..... 91 1/2  
Atchafalca, pfd. .... 102  
New York Central ..... 149 1/2  
Pennsylvania ..... 142 1/2  
Southern Pacific ..... 68 1/2  
Union Pacific, common ..... 157 1/2  
Pacific, pfd. .... 97  
Copper ..... 113 1/2  
U. S. S., common ..... 44 1/2  
U. S. S., extra dividend ..... 110 1/2  
New York Money Market.  
New York, Feb. 6.—Money on call,  
easy, at 1 1/2 per cent; prime mer-  
cantile paper, 4 1/2 per cent. Bar  
silver, 65 1/2.  
Copper and Lead.  
New York, Feb. 6.—Copper, \$17.75  
15.00 1/2. Lead, \$5.50.

## St. Louis Wool.

St. Louis, Mo., Feb. 6.—Wool mar-  
ket steady and unchanged.

## PRESIDENT STICKNEY ON THE RAILROAD RATE BILL

The Well Known President of the Chi-  
go Great Western Railroad Furnishes  
The Citizen the Subjoined Article.

As stated in The Evening Citizen  
yesterday afternoon, A. B. Stickney,  
president of the Chicago Great West-  
ern railroad, and party of friends,  
were spending the day here. Last  
night at his private car and just be-  
fore the train pulled out for the west,  
to certain questions on railroad rates,  
propounded by a representative from  
this paper, President Stickney sub-  
mitted the following article on the  
important matter expressly prepared  
for The Evening Citizen.

Albuquerque, N. M., Feb. 6.  
To The Evening Citizen,  
A law intended to establish and en-  
force just and reasonable rates must  
be framed with reference to the fun-  
damental facts which are the basis of  
such rates. A great deal of intelli-  
gent investigation has been devoted  
to ascertaining the principles of eco-  
nomic operations, but no investiga-  
tions have been attempted in respect  
to the fundamentals of reasonable  
rates.

Ask the expert traffic official the  
basis of reasonable rates, and by what  
method they can be ascertained, and  
he must confess that he does not  
know. Ask the doctrinaires who  
write books, and they must confess  
that they do not know.

The fact is, nobody knows; nobody  
has the basis, the formula, or even a  
theory.

Have reasonable rates relation to  
the cost of producing transportation,  
or to the interest on the fortuitous  
capitalization of each railway com-  
pany?

Is a railway company entitled to  
earn reasonable profits on cost of pro-  
duction, or reasonable interest on se-  
curities issued? Nobody knows.

The people, the legislators and the  
courts are at sea upon these funda-  
mental questions. All is mystery.

If there are such things as reason-  
able rates, they must be based on  
something, have relation to some-  
thing, which, by investigation, can be  
ascertained and demonstrated. If

there are no such things, then what  
nonsense for congress to enact laws de-  
claring that "all rates shall be rea-  
sonable and just and that all unjust  
and unreasonable rates are unlawful,"  
which is the language of the present  
law, and must be the fundamental  
principle of all laws for the regulation  
of rates.

Laws of this class, making these  
things criminal which the day before  
their enactment had been regarded as  
lawful, must be intelligent and ex-  
plorable, so as to appeal that sense  
of justice which is innate in the  
American people, in order to be en-  
forced.

It is probable that such an investi-  
gation would prove that the net rates  
—the remainder of the rates after  
deduction of the rebates—are the rea-  
sonable and just rates which should  
be made the tariff rates, open to all  
shippers alike.

It would, therefore, seem to be wise  
legislation for congress to provide an  
interstate commerce investigation com-  
mittee, of, say, seven members, four  
members to be appointed by the presi-  
dent and three members to be ap-  
pointed by the railway companies.

One member should be a sound law-  
yer, one a mathematician, one experi-  
enced in railway accounts, one experi-  
enced in calculating costs of transpor-  
tation; one experienced in the actual  
movement of trains and the use of  
rolling stock; one experienced in the  
details of station or terminal service,  
and one experienced in present rates.

The committee should have author-  
ity to demand from the railway com-  
panies a new line of statistical facts  
which have never been compiled, re-  
lating to costs and relative costs as  
between the different conditions under  
which commodities are transported.

A single illustration: The commit-  
tee should demand statistics showing  
the commodities which require, under  
certain conditions, the hauling of only  
half a ton of non-paying car to each  
ton of pay freight, and under other  
conditions, require the hauling of

three or four tons of non-paying car  
to each ton of pay freight, and all the  
relations of weight of car to weight  
of load which this illustration sug-  
gests.

There are other lines of facts which  
space does not permit to be stated in  
this article, which, like the illustra-  
tion, would only have to be stated to  
show their relevancy to the problems  
to be investigated.

The investigation should be sys-  
tematic and thorough, and, above all,  
it should be public, and the results  
should be published from time to  
time so as to keep the public in-  
formed during the progress of the

work and to permit public discussions  
in the newspapers and otherwise.  
There is no corrective influence so  
powerful as publicity, and a thorough  
comprehension of the facts and rea-  
soning, which nothing but publicity  
can give.

After—but not before—such investi-  
gations, publications and discussions,  
if there remained evils, which such  
investigations, publications and dis-  
cussions had not remedied, it would  
seem possible to form intelligent leg-  
islation which might be expected to  
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A. B. STICKNEY.



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President of the Chicago Great Western Railroad.

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A. B. STICKNEY.

## OLD CRIMP IS WORKING HARD

Cold Weather Prevalent  
All East of the Rocky  
Mountains.

## FORTY BELOW IN NEW YORK

Cold Wave Sweeps Atlantic  
Coast—Thermometer Drops  
Thirty-five Points.

## LET US STAY IN ALBUQUERQUE

Washington, Feb. 6.—The statement  
of weather conditions and the general  
forecast issued by the weather bu-  
reau today shows that a cold wave has  
swept New England and the middle  
Atlantic coast and cold weather is  
general this morning east of the  
Rocky mountains except in the south  
Atlantic states, the temperature rang-  
ing from 16 to 35 degrees below the  
reasonable average. Storm warnings  
are displayed on the Atlantic coast  
from Norfolk to Hatteras.

COLD CAUSES HARDSHIP  
BECAUSE OF MILD WINTER.  
Rome, N. Y., Feb. 6.—Northern  
New York was today swept by a cold  
wave which involved greater hardships  
because of the unusual warmth of the  
winter so far. Today was by far the  
coldest of the winter. One of the  
coldest places was Wooden, where 40  
below was recorded. It was 32 below  
in this city; 35 at Northville; 25 at  
Johnstown, and 30 below at Saratoga.

Twenty-six Below.  
Ballston, N. Y., Feb. 6.—The tem-  
perature dropped to 26 below here to-  
day.

The City is Still Above.  
New York, Feb. 6.—Today was the  
coldest in the present winter in New  
York city, the mercury touching 5  
above.

TWENTY-FIVE BELOW, NOT  
AS COLD AS YESTERDAY.  
Cooper, Wis., Feb. 6.—At 7:30 this  
morning the mercury stands at 25-1-2  
below. Yesterday's record was 28 be-  
low at 8 a. m. At Hibbing, Minn., the  
mercury fell to 31 below.

SHIVER PASSES OVER NEW  
ENGLAND, VERMONT COLDEST.  
Boston, Feb. 6.—A cold wave driven  
by a high wind, sent a shiver over  
New England today. The coldest  
point was at Northfield, Vermont,  
where the thermometer registered 22  
below. In this city and on the coast  
generally it averaged 2 to 4 below.

NEW MACHINE INVENTED  
SALES I NAIR OR WATER.  
Boston, Mass., Feb. 6.—Scientists  
and inventors in this city are highly  
interested in the announcement just  
made that Charles M. Davis of  
Brighton, has invented a flying ma-  
chine, which is constructed on en-  
tirely new and original principles, and  
is said to promise remarkable results.

The inventor says that his machine  
is neither a freak nor a fake and will  
surely do what he expects it to do.  
It has neither a gas tank nor a balloon  
attachment and not even wings, yet,  
it is said that the model just com-  
pleted, ascended to any height without  
difficulty and without danger of a  
sudden drop.

The inventor has de-  
signed the machine primarily for  
use on a battleship. The machine  
will move equally well in the air and  
in the water and can be easily carried  
like a lifeboat. Three aluminum pro-  
pellers furnish the motive power in  
either water or air. Mr. Davis is try-  
ing to get some eastern capitalists in-  
terested in his invention and will soon  
start to build a model on a larger  
scale.

DIAMOND RING RETURNED  
TO MRS. BALLING.  
Last Saturday Steve Balling, prop-  
rietor of the Iceberg saloon, reported  
to the police that his brother-in-law,  
William Edsinger, had disappeared  
from his home, and likewise a dia-  
mond ring belonging to Mrs. Balling,  
valued at \$80, and it was thought that  
Edsinger had departed for his former  
home in Pennsylvania. This after-  
noon Edsinger, the young man accused  
of the theft, appeared at The Evening  
Citizen office and stated that he had  
been done a great wrong as he had not  
stolen the ring, that he was not on his  
way to Pennsylvania, and that Mr.  
Balling had the ring. When called  
upon by a representative of this paper,  
Mr. Balling stated that it was true  
that he had the ring, but that Edsinger  
had stolen it, and, seeing the accu-  
sation of the theft in The Citizen, had  
got a case of "cold feet" and returned  
the ring, "and," continued Mr. Balling,  
"we don't want any more said about  
it in the papers."

TOM LAWSON SELECTS  
GOOD COMMITTEEMEN.  
Des Moines, Iowa, Feb. 6.—Thomas  
W. Lawson today called on and in-  
vited Governor Cummins to serve with  
four other distinguished reformers of  
America, on a committee to which he  
will turn over his proxies in the New  
York Life and the Mutual Life of  
New York, and which he asks to at-  
tend the coming annual meeting of  
these two companies for the purpose  
of electing good, honest, sound busi-  
ness men as directors. Governor Cum-  
mins took the matter under advisement.  
Mr. Lawson told Governor  
Cummins that the other members of  
the committee will be Governor John-  
son of Minnesota, Senator La Follette  
of Wisconsin, Governor Brewster of  
Florida and ex-Attorney General Mon-  
roe of Ohio. Lawson said that he  
had received a number of proxies for  
both companies, which, with others  
he expected to get, and which he is  
confident will come in, if the com-  
mittee goes through, will give him con-  
trol of both companies.

ROOSEVELT MAY AGAIN  
SAVE GENERAL STRIKE.  
New York, Feb. 6.—President  
Roosevelt, it is suggested today, may  
be called on within a few days to use  
his influence in avoiding a general  
strike of the anthracite and bitumin-  
ous coal miners. Opinion is ex-  
pressed that without interposition of  
some potent influence outside of the  
conflicting interests, a strike of great-  
er proportions than has ever before  
been known in this country is inevi-  
table.

## MAKING HASTE VERY SLOWLY

Seems Washington Rule,  
but House Tomorrow  
Will Vote on

## THE RAILROAD RATE BILL

Representative Gillespie Gets  
Indignant at Answer of  
the President.

## TWO NEW MEXICO APPOINTMENTS

Washington, D. C., Feb. 6.—An  
agreement was reached in the house  
today to close the debate on the rate  
bill at 4:30 o'clock tomorrow after-  
noon.

TOUGH TO HAVE FOUND  
QUESTIONABLE MATTERS.  
Washington, D. C., Feb. 6.—Rep-  
resentative Gillespie, of Texas, who is  
the author of the resolution regard-  
ing the Pennsylvania railroad combi-  
nation which was answered yesterday  
by the president, declared today on  
the floor of the house that the an-  
swer was an insult; that with such a  
great amount of machinery at hand,  
a complete investigation would show  
traffic agreements of an important  
and questionable character.

ALABAMA'S AGED  
REPRESENTATIVE ILL.  
Washington, D. C., Feb. 6.—Sen-  
ator Pettus, of Alabama, who is 84 years  
old, had an attack of illness in the  
democratic cloak room early today,  
but he soon recovered and took his  
seat in the chamber.

## SENATOR HALE ABLE TO RESUME HIS SEAT.

Washington, D. C., Feb. 6.—Sen-  
ator Hale, of Maine, who has been ill,  
was in his seat when the senate met  
today, for the first time in three  
weeks, and at his instance the sen-  
ate consented unanimously to recom-  
sider the votes by which the bills in-  
creasing the efficiency of the medical  
department of the army were passed.

TWO POSTOFFICES GET  
NEW POST MASTERS.  
Special to The Evening Citizen.  
Washington, D. C., Feb. 6.—Hon.  
Granville R. Richardson left today for  
his home in Roswell. He has done  
good work for New Mexico by his  
visit here.

The following post masters have  
been appointed: Antonio M. Herrera,  
Coyote, Rio Arriba county; Albert Am-  
brose, Brice, Otero county, vice Mr.  
Schermerhorn, resigned.

OFFICIAL DINNER ON  
OLD HISTORIC SHIP  
Washington, D. C., Feb. 6.—Presi-  
dent and Mrs. Roosevelt will be the  
guests of honor of Secretary of the  
Navy and Mrs. Bonaparte, at a formal  
dinner on board the United States  
ship Mayflower this evening. The  
dinner company will include thirty  
guests, who will be received in the  
historic cabin where the president  
presented the Russian and Japanese  
plenipotentiaries to each other on  
August 5, last, and it is the first  
time that the president will come on  
board the Mayflower since that mem-  
orable day.

Secretary and Mrs. Bonaparte have  
a home in Baltimore and a country  
place in the suburbs of that city. They  
have rented apartments for the winter  
in Washington, where she is berthed  
alongside the landing. It was intended  
that the Mayflower should come di-  
rectly from the navy yard, New York,  
to the Washington navy yard, but it  
was found necessary to do consider-  
able dredging here before the May-  
flower could safely come in.

SOUTHERN RABBIS HOLD  
MEETING IN NASHVILLE.  
Nashville, Tenn., Feb. 6.—A large  
number of distinguished rabbis from  
different parts of the south are in at-  
tendance at the convention of the  
Southern Rabbinical Association,  
which formally opened its session  
here today. The members and dele-  
gates began to arrive here yesterday  
morning, and in the evening an in-  
formal meeting was held. The con-  
vention will last four days and will be  
highly interesting. The officers of the  
association are Dr. J. Lewenthal, presi-  
dent; Dr. M. P. Jacobson of Shreve-  
port, La., vice president; Dr. M. Borg-  
man of New Orleans, secretary, and  
Dr. L. Wolsey, of Little Rock, Ark.,  
treasurer. The executive committee  
is composed of Dr. M. Bernsteln of  
Houston, Tex., Dr. W. Wilmer, now  
of Portland, Ore., and Dr. E. F. Levy  
of Selma, Ark. The Jewish con-  
gregations of this city have made  
elaborate preparations for the enter-  
tainment of the rabbis, and there will  
be a number of receptions and other  
social functions in their honor.

DAUGHTERS OF THE KING  
HOLD ANNUAL MEETING.  
Pittsburg, Pa., Feb. 6.—The annual  
meeting of the local assembly of the  
Daughters of the King opened at St.  
Peter's Protestant Episcopal church  
today. The convention is of annual  
importance because a new president  
for the current year is to be elected.  
The attendance is unusually large.

NAVY YARDS MAY  
HAVE TO CLOSE  
Congress Failed to Put Appro-  
priation in Urgent De-  
ficiency Bill.

MOST OF YARDS INVOLVED  
Furloughing of Employees, Cance-  
ling of Contracts, Cutting  
Down of Expenses.

Brooklyn, N. Y., Feb. 6.—A feeling  
of uncertainty prevails among the of-  
ficers and employees connected with  
the Brooklyn Navy Yard, owing to the  
disquieting reports concerning the  
immediate future of that institution.  
It is said that the Navy Department  
is confronted with the prospect of  
having to close the navy yard at  
Brooklyn, as well as at other points.  
This unusual state of affairs is the  
result of a failure of the House Ap-  
propriation Committee to include in  
the Urgent Deficiency Bill items sent  
in by the Bureau of Yards and Docks  
to cover existing obligations for the  
remainder of the current fiscal year  
and for the maintenance of plants at  
naval yards and stations. Rear Ad-  
miral Endicott, chief of the bureau,  
recently presented an estimate  
amounting to \$175,000, to meet the  
deficiency covering nearly all the  
navy yards, and of this amount \$38,000  
has been actually obligated, and must,  
in any event, be specially provided for  
by congress. Somehow, the house  
committee failed to include the pro-  
vision in the bill, and unless some-  
thing is done in the senate to furnish  
the money required for the mainte-  
nance of naval plants the Bureau of  
Yards and Docks will be required to  
economize by withdrawing from some  
of the obligations it has imposed upon  
the government. This can only be  
done by furloughing employees, by can-  
celling contracts for coal and water  
and by cutting off all expenditures, a  
course which would have a far reach-  
ing effect. Of course, if the funds for  
lighting, power and labor are not  
forthcoming, it will be necessary to  
stop work in the naval plants in  
Brooklyn, and the situation seems cer-  
tain to be remedied as soon as the  
real significance of the committee's  
oversight is fully known.

MACHINIST HARTLEY  
LOSES TWO FINGERS  
L. Hartley, a machinist at the Santa  
Fe shops, residing at 216 South Third  
street, is a patient at the Santa Fe  
hospital suffering from the  
loss of the first and second fingers of  
his right hand. The accident oc-  
curred about 11 o'clock this morning  
while Hartley was engaged in run-  
ning a machine at the shops.

ACCIDENT OCCURRED WHILE  
VICTIM WAS OPERATING A MA-  
CHINE AT THE SANTA FE  
SHOPS.

WOOL MARKET IS  
STILL SATISFACTORY.  
Boston, Mass., Feb. 6.—The wool  
market holds a strong position, with  
a moderate demand in evidence. Tor-  
rifiers and worsted wools are scarce,  
buyers who are seeking available  
trades of that quality are especially  
numerous. Merchants are doing some  
speculating in sound wools.

SUIT WAS DECIDED  
AGAINST CLEVELAND.  
Cincinnati, Feb. 6.—The suit of the  
city of Cleveland to eject various rail-  
roads from land upon the lake front,  
valued at \$15,000,000, was decided  
against the city by the United States  
circuit court of appeals today.

OUR RUSSIA TRADE  
IS BADLY REPORTED  
Peculiar System of Book  
Keeping Credits American  
Imports to

COUNTRY OF THE CARRIER  
England, Germany, France, Den-  
mark, Sweden and Norway  
Credited With Cotton

Washington, D. C., Feb. 6.—Accord-  
ing to the statistics just issued the  
trade of the United States with Rus-  
sia for the fiscal year of 1905 showed  
a balance in favor of this country  
amounting to \$5,200,000. The total  
trade aggregated \$28,800,000, of which  
the exports from this country amount-  
ed to \$17,000,000, and the imports from  
Russia, \$11,800,000. In the previous  
year the total trade amounted to \$31,  
000,000, but the falling off is easily  
accounted for by the disturbed condi-  
tion of internal affairs in Russia.

The Bureau of Statistics is of the  
opinion that these figures do not ac-  
curately represent the aggregate trade  
for the reason that because of the  
lack of direct steamship lines between  
American and Russian ports the goods  
shipped from this country and ulti-  
mately reaching Russia, and vice  
versa, are in many cases consigned to  
various European ports, like Liver-  
pool, Bremen, Hamburg, etc., and  
thence transhipped to the ports of  
ultimate destination, or in the case  
of American shipments to Russia,  
placed aboard the railroad cars for  
overland transportation. This is par-  
ticularly true of raw cotton, by far  
the largest item of exportation to Rus-  
sia from this country. As a matter  
of fact, the officially recognized im-  
ports of American cotton into Russia  
in the five year period ended Decem-  
ber 31, 1904, are stated in the official  
reports of the Bureau of Statistics to  
have been 265,000,000 pounds, or less  
than 20 per cent of the direct imports  
recorded by the Russian custom au-  
thorities. Nor can it be said that the  
Russian figures credit this country  
with all the cotton shipments origina-  
ting here. Taking, for example, the  
Russian figures of cotton imports for  
the calendar year, 1903, the latest  
period for which imports by countries  
are available, we find that, besides  
\$19,500,000 worth of raw cotton cred-  
ited to the United States, imports of  
raw cotton to the amount of \$24,800,  
000 are credited to Great Britain, Ger-  
many, Denmark, Belgium, France,  
Sweden and Norway, all countries  
which do not produce cotton, but re-  
ceive the greater part (75 per cent)  
of their supply from the United  
States.

TOO MANY IRONS  
PASTOR ENDS LIFE  
Prominent Baptist Preacher,  
Bank President and Poli-  
tician Kills Himself.  
WAS FIVE YEARS IN PEORIA  
Serious Charges Against Him—One  
Bank Does Not Open  
Doors.

Peoria, Ill., Feb. 6.—Rev. George H.  
Simmons, pastor of the First Baptist  
church, the president of the Interstate  
Savings bank and of the People's Sav-  
ings bank, and recently appointed  
manager of the Yates senatorial cam-  
paign in Peoria county, was found  
dead in bed this morning. He had  
been the object of an investigation at  
the hands of the state's attorney, by  
the two banks and by his congrega-  
tion, on grave charges, and it is pre-  
sumed to be a case of suicide.