

BEVERIDGE GETS SOME GOOD NEWS

Informed That Proposed Increase in Freight Rates Is to Be Suspended.

PLEASES MANUFACTURERS

INDIANA FACTORY MEN WHO HAD SOLD IN ADVANCE FEARED A LOSS IF ADVANCE WENT IN EFFECT IN AUGUST.

(Palladium Special)

Indianapolis, July 20.—Senator Beveridge has received some very good news for the manufacturers of Indiana in regard to the proposed advance in freight rates which was to take effect on August 1. Several of the large manufacturers of the state called on Senator Beveridge when he was here recently and told him that if the proposed advance in freight rates was allowed to go into effect on the first of August it would mean a heavy loss to them, for the reason that they had sold their products months ahead and that much of it had been sold on contracts which require them to deliver the goods to the purchasers. Thus, the manufacturers have to pay the freight charges, and the proposed advance would affect them materially. One manufacturer informed the senator that if the advance went into effect on the first of August he would lose at least \$6,000 on his freight charges.

It was pointed out that the interstate commerce commission has the authority to suspend the placing in effect of any freight rate advance pending an investigation as to whether the advance is just and right, and he was asked to sound the interstate commerce commission as to its policy in the matter. The senator wrote a letter to Martin A. Knapp, chairman of the commission, and asked him for a statement of the commission's policy. An answer was received yesterday at the office of Senator Beveridge.

Reply from Knapp.

In the answer Chairman Knapp says that the policy of the commission is pretty well understood, but that the policy must be seen in each separate decision rendered. He says that where ever a rate advance is proposed which is understood to be for the sole purpose of increasing the revenue of the railroads it will be suspended pending investigation by the commission. He says, however, that in cases where individual rates are changed, as is often the case, and where the change can not be said to apparently be a part of the general scheme for increasing the income of the railroads it will not be suspended.

Much importance is attached to this letter since it makes it clear that the railroads will not be allowed by the interstate commerce commission to arbitrarily increase their freight rates and hold up the shippers. Every advance must be filed with the commission and according to the letter to Senator Beveridge each tariff sheet will be carefully examined before the commission permits it to go into effect.

The information gained thus by Senator Beveridge is regarded as being of immense benefit to the manufacturers of the state, for it informs them as to just where the interstate commerce commission stands on the proposition.

WATER SCARE AGAIN

"Ugh—that taste! What is it?" and the fears of typhoid fever and other dire ills gets its birth in the brains of Richmond water drinkers. Dr. T. Henry Davis, health officer, says there is no danger in drinking the water and the water works attributes the flavor to a weed growth at the station. Sulphate of iron solutions is being used to destroy the growth.

Wives of a Fugitive Dentist



Mrs. H. H. Crippen (Belle Elmore) on left, who was found murdered in the basement of the Crippen residence in London, recently. On the right is a picture of Mrs. H. H. Crippen No. 1, who is now suspected of also having been murdered. Dr. Crippen who recently disappeared, is being searched for by the police of Europe and America. It is reported that the physician escaped to France disguised as a woman.

COUNTY BOARD TO ASK COUNCIL FOR AN APPROPRIATION

(Continued From Page One.)

to be raised, which the council is opposed to doing. There are several appropriations to be made in September and the official was of the opinion an appropriation for the bridge is doubtful. Several years ago the matter came up and estimates were secured on the bridge. It was found it would cost from \$100,000 to \$150,000 to make a bridge of about 800 feet in length.

President Adolph Blickwedel, of the S. S. I. A. says the bridge would be of advantage in many ways. The southwestern part of the county would be opened up and brought two miles nearer Richmond. It would improve fire protection on the west side, south of Main street on account of the south side engine house.

Want Street Car Line.

Every effort is being made by the association to get the street car line extended to Beallview. The company has not promised the extension but it is believed it will be made within the next two years. The line is now built to South Eighth and H street and the proposed extension would be of eight squares. It is claimed by the street car company that there is not enough building in the addition and the line would not be profitable. However, President Blickwedel says the park in Beallview is visited by thousands of people each month. Baseball games, picnics and entertainments of different kinds are held at the park and band concerts will be held each week beginning next Sunday. The new factory is increasing its force every day which would mean money to the company.

Since its organization, January, 1900 the association has made a record of which its members are proud. One of the first things done by the South

Side association was the establishment of the South Seventh street park, at South Seventh and E streets at a cost of \$1,450. The South Siders were very active in locating the C. R. & M. railroad, now the C. & O. road through Richmond. Then the overall factory was organized and a building built for it at South Seventh and H streets. As the need of a South Eighth street extension to the city street car lines had long been felt the association took the initial step toward this and succeeded in getting the extension made. It located the Richmond Chandler and Art Brass works, the Richmond Handle factory and Fry Brothers planing mill on the South Side.

Purchase Boyce Farm.

In March, 1906 the South Side Improvement association purchased the Boyce farm south of the city and laid it off into town lots, calling the new addition Beallview. A large number of lots have been sold in this addition. After South L street was opened from South Ninth to Liberty avenue the Indian Refining company, a competitor of the Standard Oil company, was located in Beallview. Beallview park was made soon after the opening of the new addition. A pavilion has been built there where private dances and other entertainments are given. The park has proved popular as a picnic grounds for local people. The last factory located by the Improvement association is the National Automatic Tool works, brought here from Dayton, O., after paying to it a \$20,000 bonus. This company employs about 40 skilled mechanics now and will increase the force as fast as men can be procured. One of the last improvements made on the south side by the association is the improvement of South Eighth street, from L to O streets by grading and graveling the roadway and placing cement curb and gutter on both sides of the street.

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AXTELL PLEASED WITH THE C. C. & L.

Acting President of the C. & O. Says New Road Looks Good to Him.

IN PROSPEROUS COUNTRY

SAYS IT RUNS THROUGH A RICH FARMING COUNTRY AND THAT THE INHABITANTS ARE QUITE PROGRESSIVE.

Richmond, Va., July 20.—Acting President Decatur Axtell of the Chesapeake and Ohio Railroad, has just returned from an inspection of the line in the West. He is especially complimentary in regard to conditions between Cincinnati and Chicago, the recently acquired Chicago, Cincinnati and Louisville line.

Speaking of that section, Mr. Axtell said: "That's a great country up through Indiana. I was particularly impressed with the highly developed state of the country and the efforts the farmers are making to get the best roads possible on every hand along the route. I noticed signs of road building. Crushed rock is used in most instances and that item alone is furnishing us with a volume of business not to be despised."

"As for crops, they are simply all and business seemed prosperous along the line. The route from Cincinnati to Chicago is going to be a great line when put in fine running shape. We are now improving the road bed and I think we will have enough money for that purpose to make the road the equal of any in that section."

Mr. Axtell would not venture a statement as to the likelihood of his railroad discontinuing traffic arrangements with the Big Four between Cincinnati and Chicago after the new road is put in good shape.

An Easy Question.

Company Officer—In what direction can you see farthest? Promising Recruit—The way I look!—Punch.

PALLADIUM WANT ADS PAY.

CALF BORN IN MINE

Cow Fell Into a Shaft and Securely Lodged Herself on a Ledge.

FIREMEN HOIST BOTH OUT

New York, July 20.—Nellie, the best cow on Thomas Harrington's farm at Centerville, N. J., wandered away on Saturday night on one of the little adventures she has been in the habit of taking since Harrington got her. Hunting Nellie is one of the evening chores with him, and he was not surprised even when he found she had fallen into one of the openings of the old Mulford mines.

By the light of his lantern Harrington discovered that Nellie was situated comfortably on a ledge thirty feet below the surface, and he intended at first to leave her there for the night. Nellie protested so mournfully, however, that Harrington came back at intervals to murmur soothing messages to her. She was so grateful for his sympathy

that he wound up by spending most of the night trotting over to the mine to assure her he would get her out just as soon as daylight broke.

On his sixth trip Harrington was amazed to hear an echo of Nellie's greeting moo float up to him. He spoke again to make sure that it was an echo, and then discovered that a calf had been born since Nellie went down the mine.

Harrington, who is an exempt fireman, hurried into town and got a crew from the Centerville company to go to the farm. The rescue of Nellie and her child was not easy.

A ladder was run down to the ledge but Nellie showed such hostility when Harrington tried to put a sling around the calf that he had to change his plan and rig the hoisting belt around Nellie herself.

All went well until Nellie discovered that she was being taken away from her baby; then she dug her hoofs into the sides of the pit. But in spite of all her objections the heave-ho on the block above her never stopped until she was safe on the surface.

Then the calf was hoisted, Nellie peering anxiously over the edge of the pit mouth all the while. The journey across the fields to the Harrington house was a triumphal procession.

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We have a complete line of Patent and Kid Slippers with one or three straps, hand turned, medium and low heel, for evening, dress or every day comfort wear, \$1.00 a pair.

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