THE RAILROAD RATE BILL

Synopsis of the Important Provisions of the New Law.

The Term Common Carriers Includes Railroads, Express Companies, Sleeping Car Companies and Pipe Lines—Passes May Be Issued to Railroad Employes—Authority of Commission to Fix Rates.

Washington.—The following is a synopsis of the important sections of the railroad rate bill.

Section one makes the law apply to corporations or persons engaged in the transportation of oil or other commodities, except water, by pipe line, to those engaged in transportation of passengers or property by railroad or partly by railroad and partly by water, between states.

"Common Carriers" Defined.

The term common carrier is described as follows:

The term "common carrier," as used in this act, shall include express companies and sleeping car companies. The term "railroad," as used in this act, shall include all bridges and ferries used or operated in connection with any railroad, and also all the road in use by any corporation operating a railroad, whether owned or operated under a contract, agrement or lease, and shall also include all switches, spurs, tracks, and terminal facilities of every kind used or necessary in the transportation of the persons or property designated herein.

All charges made for any service rendered or to be rendered in the transportation of passengers or property as aforesaid, or in connection therewith, shall be just and reasonable; and every unjust and unreasonable charge for such service or any part thereof is prohibited and declared to be unlawful.

What Passes May Be Issued.

The section relative to the issuing of railway passes is as follows:

A. No carrier subject to the provisions of this act shall hereafter, directly or indirectly, issue or give any interstate free ticket, free pass or free transportation for passengers, except to its officers, agents, employes, surgeons, physicians, actual and bona fide attorneys, and members of their immediate families; to ministers of religion, local and traveling secretaries of Young Men's Christian associations, inmates of hospitals and charitable and eleemosynary institutions; to indigent, destitute and homeless persons, and to such persons when transported by charitable societies or hospitals, and the necessary agents employed in such transportation; to inmates of the national homes or state homes for disabled volunteer soldiers and of soldiers' and sailors' homes, including those about to enter and those returning home after discharge, under arrangements with boards of managers, and female nurses that served during the civil war; to ex-union soldiers and sailors and ex-confederate soldiers; and to owners and caretakers of livestock when traveling with such stock or when going to point of shipment or returning from point of delivery.

Exceptions to the Rule.

Provided, that this provision shall not be construed to prohibit the interchange of passes for the officers, agents and employes of carriers, and members of their immediate families, nor to prohibit any carrier from carrying passengers free with the object of providing relief in cases of general epidemic, pestilence or other calamitous visitations, nor prevent such carrier from giving free or reduced transportation to laborers transported to any place for the purpose of supplying any demand for labor at such place.

Cannot Own Coal Mines.

All common carriers are prohibited from transporting from one state to another any article manufactured, mined or produced by the carrier or under its authority, and owned wholly or in part by the carrier; except that pipe lines operated by oil companies may transport their own commodities as well as those offered for transportation by competitors.

Section 2 amends section 6 of the present law so as to make it obligatory on the part of carriers to file with the commission and keep open to the public schedules showing all rates, fares and charges between different points on its own route and points on other routes, when a through rate is made, and no change should be made in these rates without giving 30 days' notice of change. It also provides for the filing of all contracts and agreements between different lines.

Penalties Are Provided.

The penalties provided for violation of these rates are as follows:

That section 1 of the act entitled "An act to further regulate commerce with foreign nations and among the states," approved February 19, 1903, be amended so as to read as follows:

The willful failure upon the part of any carrier subject to said acts to file and publish the tariffs or rates and charges as required by said acts, or strictly to observe such tariffs until changed according to law, shall be a misdemeanor, and upon conviction thereof the corporation offending shall be subject to a fine of not less than $1,000 nor more than $20,000 for each offense; and it shall be unlawful for any person, persons or corporation to offer, grant or give, or to solicit, accept or receive any rebate, concession or discrimination in respect to the transportation of any property in interstate or foreign commerce by any common carrier subject to said act to regulate commerce and the acts amendatory thereto whereby any such property shall by any device whatever be transported at a less rate than that named in the tariffs published and filed by such carrier, as is required by said act to regulate commerce and the acts amendatory thereto, or whereby any other advantage is given or discrimination is practiced.

Every person or corporation who shall offer, grant or give, or solicit, accept, or receive any such rebates, concession, or discrimination shall be deemed guilty or a misdemeanor, and on conviction thereof shall be punished by a fine of not less than $1,000 nor more than $20,000; Provided, that any person, or any officer or director of any corporation subject to the provisions of this act, or the act to regulate commerce and the acts amendatory thereto, or any receiver, trustee, lessee, agent or person acting for or employed by any such corporation, who shall be convicted as aforesaid, shall, in addition to fine herein provided for, be liable to imprisonment in the penitentiary for a term of not exceeding two years, or both such fine and imprisonment, in the discretion of the court. Every violation of this section shall be prosecuted in any court of the United States having jurisdiction of crimes within the district in which such violation was committed, or through which the transportation may have been conducted; and whenever the offense is begun in one jurisdiction and completed in another it may be dealt with, inquired of, tried, determined, and punished in either jurisdiction in the same manner as if the offense had been actually and wholly committed therein.

Authorized to Fix Rates.

Section 15 authorizes the interstate commerce commission to fix rates as follows:

Sec. 4. That section 15 of said act be amended so as to read as follows:

"Sec. 15. That the commission is authorized and empowered, and it shall be its duty, whenever, after full hearing upon a complaint made as provided in section 13 of this act, or upon complaint of any common carrier, it shall be of the opinion that any of the rates, or charges whatsoever, demanded, charged, or collected by any common carrier or carriers, subject to the provisions of this act, for the transportation of persons or property as defined in the first section of this act, or that any regulations or practices whatsoever of such carrier or carriers affecting such rates, are unjust or unreasonable, or unjustly discriminatory, or unduly preferential or prejudicial, or otherwise in violation of any of the provisions of this act, to determine and prescribe what will be the just and reasonable rate or rates, charge or charges, to be thereafter observed in such case as the maximum to be charged; and what regulation or practice in respect to such transportation is just, fair and reasonable to be thereafter followed; and to make an order that the carrier shall cease and desist from such violation, to the extent to which the commission find the same to exist, and shall not thereafter publish, demand, or collect any rate or charge for such transportation in excess of the maximum rate or charge so prescribed, and shall conform to the regulation or practice so prescribed. All orders of the commission, except orders for the payment of money, shall take effect within such reasonable time, not less than 3 0days, and shall continue in force for such period of time, not exceeding two years, as shall be prescribed in the order of the commission, unless the same shall be suspended or modified or set aside by the commission or be suspended or set aside by a court of competent jurisdiction.

Any person, corporation, or company who shall deliver property for interstate transportation to any common carrier, subject to the provisions of this act, or for whom, as consignor or consignee, any such carrier shall transport property from one state, territory, or district of the United States to any other state, territory or district of the United States or foreign country, who shall knowingly and willfully, by employe, agent, officer or otherwise, directly or indirectly, by or through any means or device whatsoever, receive or accept from such common carrier any sum of money, or any other valuable consideration, as a rebate or offset against the regular charges for transportation of such property, as fixed by the schedules of rates provided for in this act, shall be deemed guilty of a fraud, which is hereby declared to be a misdemeanor, and, shall, upon conviction thereof in any court of the United States of competent jurisdiction within the district where such offense was committed, in addition to any other penalties provided by this act, be subjected to a fine equal to three times the sum of money so received or accepted, and three times the value of any other consideration so received or accepted, to be ascertained by the trial court; and in the trial for such offense, all such rebates or other considerations so received or accepted for a period of six years prior to the commencement of the action may be considered, and the said fine shall be three times the total amount of money or three times the total value of such considerations so received or accepted, as the case may be: Provided, that the foregoing penalties shall not apply to rebates or considerations received prior to the passage and approval of this act.

In addition to the above the commission is empowered to make joint rates.

Orders of the Commission.

Any carrier, any officer, representative, or agent of a carrier, or any receiver, trustee, lessee, or agent of either of them, who knowingly fails or neglects to obey any order made under the provisions of section 15 of this act, shall forfeit to the United States the sum of $5,000 for each offense. Every distinct violation shall be a separate offense, and in case of a continuing violation each day shall be deemed a separate offense.

Provision for Court Review.

The court-review provision of the bill is as follows:

If any carrier fails or neglects to obey any order of the commission, other than for the payment of money, while the same is in effect, any party injured thereby, or the commission in its own name, may apply to the circuit court in the district where such carrier has its principal operating office, or in which the violation or disobedience of such order shall happen, for an enforcement order. Such application shall be by petition, which shall state the substance of the order and the respect in which the carrier has failed of obedience, and shall be served upon the carrier in such manner as the court may direct, and the court shall prosecute such inquiries and make such investigations, through such means as it shall deem needful in the ascertainment of the facts at issue or which may arise upon the hearing of such petition. If, upon such hearing as the court may determine to be necessary, it appears that the order was lawfully made and duly served, and that the carrier is in disobedience of the same, the court shall enforce obedience to such order by a writ of injunction, or other proper process, mandatory or otherwise, to restrain such carrier, its officers, agents or representatives, from further disobedience of such order, or to enjoin upon it, or them, obedience to the same; and in the enforcement of such process the court shall have those powers ordinarily exercised by it in compelling obedience to its writs of injunction and mandamus.

From any action upon such petition on appeal shall lie by either party to the supreme court of the United States, and in such court the case shall have priority in hearing and determination over all other causes except criminal causes, but such appeal shall not vacate or suspend the order appealed from.

The so-called Allison provision provides that all cases for the annulling of a rate as made by the commission should be brought in the district where the carrier against whom such order of requirement may have been made has its principal office.

Other provisions of the bill provide that the commission shall be empowered to require annual reports from all common carriers, and providing that such reports shall be of the fullest character; giving the commission at all times access to the books of common carriers, heavy penalties are enjoined for false entries in accounts., A fine of $5,000 or imprisonment for a term of two years, or both, is decreed for any examiner who shall wrongly divulge information acquired through examinations of accounts. Circuit and district courts are to have jurisdiction to issue writs of mandamus compelling common carriers to obey the orders of the commission. Bills of lading are to be issued by any common carrier accepting goods for transportation, making railroad companies liable for loss or damage done in transit over their or any other line. The commission is empowered to employ special agents or examiners with full powers.

This act takes effect and is in force from and after its passage.

The interstate commerce commission will consist of seven members, who shall draw salaries of $10,000 per annum each.

Not So Foolish.

"I can't understand why men drink whisky," she said. "Does it quench thirst?"

"Of course not," he replied. "If it did they wouldn't be foolish enough to drink it."—Chicago Daily News.

Neutralized.

He—Gracious! Did you notice the terrible smell that automobile made that went by a little whole ago?

She—No, dear; I was peeling onions for dinner then.—Yonkers Statesman.

Unfortunate.

First Merchant—Well, cheer up, old duck! You never know your luck.

Second Ditto—That's a fact, I don't believe I've ever seen mine.

First Merchant — Always out, I s'pose?

Head on a Pivot.

"The trouble is she's too fond of talking behind her back."

"Behind whose back?"

"Her own. She's a regular rubber-neck."—Philadelphia Press.

Explanation.

Myer—Your friend Cutter always speaks well of everybody.

Gyer—Mere force of habit.

Myer—How's that?

Gyer—He used to carve epitaphs on tombstones.—Chicago Daily News.

Certainly Took It.

Redd—How did the horse take the hurdle to-day?

Greene—All right. He took it about 20 yards with him.—Yonkers Statesman.

TERRIBLE ITCHING SCALP.

Eczema Broke Out Also on Hands and Limbs—An Old Soldier Declares: "Cuticura Is a Blessing."

"At all times and to all people I am willing to testify to the merits of Cuticura. It saved me from worse than the torture of hades, about the year 1900, with itching on my scalp and temples, and afterwards it commenced to break out on my hands. Then it broke out on my limbs. I then went to a Surgeon, whose treatment did me no good, but rather aggravated the disease. I then told him I would go and see a physician in Erie. The reply was that I could go anywhere, but a case of eczema like mine could not be cured; that I was too old (80). I went to an eminent doctor in the city of Erie and treated with him for six months, with like results. I had read of the Cuticura Remedies, and so I sent for the Cuticura Soap, Ointment, and Resolvent, and continued taking the Resolvent until I had taken six bottles, stopping it to take the Pills. I was now getting better. I took two baths a day, and at night I let the lather of the Soap dry on. I used the Ointment with great effect after washing in warm water, to stop the itching at once. I am now cured. The Cuticura treatment is a blessing, and should be used by every one who has itching of the skin. I can't say any more, and thank God that He has given the world such a curative. Wm. H. Gray, 3303 Mt. Vernon St., Philadelphia, Pa., August 2, 1905."

One on the Doctor.

A Baltimore physician who boarded a crowded car in Charles street, noticed a woman standing and a big German sprawling over twice the seat area that was necessary to him. Indignantly the physician said to his: "Hea here! Why don't you move a little so that this tired woman may have a seat?" For a moment the German looked dazed. Then a broad smile spread over his countenance as he answered: "Say ,dot's a joke on you, all right! Dot's my vife!"

Low Rates to California.

To accommodate summer tourists to California the Union Pacific has authorized the very low rate of one fare plus $2.00 for the round trip to either San Francisco or Los Angeles. Tickets on sale June 25th to July 7th, with final return-limit September 15th, 1906. Also other low rates to California points during the summer. Inquire of W. G. Neimyer, G. A., 120 Jackson Boulevard, Chicago, Ill.

"There is one advantage in this business,' mused the expert gardener, as he stood in his orchard. "It is grafting all the time, but you can always get the public to swallow it."—Baltimore American.

What the world needs is men who do more of their work by day and more of their dreaming by night.

Lewis' Single Binder straight 5c cigar. Made of extra quality tobacco. Your dealer or Lewis' factory, Peoria, Ill.

Few girls would improve their intellects at the expense of their shape.

You can generally size up a man by the things he doesn't do.

TEETH THAT WERE USELESS

Puzzle to the Man Who Had Suddenly Sustained the Loss of Them.

Harry Leon Wilson, author of "The Spenders," was domiciled for a summer in Connecticut with a colony of artists and writers, all of whom had to go into the city every day, relates the Saturday Evening Post.

Wilson was doing nothing but loafing. He loafed artistically, and from time to time met and had fun with some of the natives of the place. One day he found two men in the road who seemed congenial, and he struck up an acquaintance with them. He proposed a drive and they got a surrey and two horses.

"Can you drive?" asked Wilson.

"Sure," one of his sudden friends replied, "i am a fine driver."

They got aboard and started down the road. Before they had gone half a mile the team was frightened by a passing automobile and ran away. The driver valiantly steered the horses into a telegraph pole and Wilson and his two friends were thrown helter-skelter into the road.

Wilson slowly gathered himself together. One of his friends was sitting in the ditch rubbing his bruises and the other stood in the middle of the road gazing in tearful misery at two front teeth which he held in the palm of his hand.

"Pretty lucky escape, wasn't it?" asked Wilson, for want of something better to say.

"Yes," replied the man with the teeth, weeping afresh, "but please, oh, please, tell me, what shall I do with these?"

Pitied Pitcos.

A man who had started with a friend on a week's automobile tour stayed away two weeks. When finally they got back to town, he went home, and his wife received him coldly. What he dreaded was a scolding and an upbraiding. "I am so glad to be back with you here, dear," he said; "but I pity Pitcos. Poor old Pitcos!" "What is the matter with Pitcos?" said the lady, sharply. "Ah, poor fellow," said her husband, "at this moment his wife is giving him the very deuce!" And that wily speech got him off.

Went with the Suit.

Muggsy — Where did yer git de watch?

Gaffer—Got it wid a suit o' clo'es.

"Aw! go'n; de clothin' men ain't givin' away no watches like that wid suits o' clo'es."

"Well, dis was a second-hand suit what belonged to a gent what was in swimmin'."—Philadelphia Press.

There is always room at the top, of course, but sometimes it's a whole lot more sociable at the bottom.—Puck.

Good Test of the Dog.

Suburbanite (to visitor)—Oh, how are you? Come right in. Don't mind the dog.

Visitor—But won't he bite?

"That's just what I want to see. I only bought that watchdog this morning."—La Rive.

You may have observed that dressmakers never seem to tire of their efforts to improve on the work of nature.

Talent often regards with envy the well-filled stomach of mediocrity.

ALL HAIL PE-RU-NA.

A Case of

STOMACH CATARRH.

Miss Mary O'Brien, 306 Myrtle Ave., Brooklyn, N. Y., writes:

"Peruna cured me in five weeks of catarrh of the stomach, after suffering for four years and doctoring without effect. In common with other grateful ones who have been benefited by your discovery, I say, ***All hail to Peruna."***

Mr. H. J. Henneman, Oakland, Neb., writes:

"I waited before writing to you about my sickness, catarrh of the stomach, which I had over a year ago.

"There were people who told me it would not stay cured, but I am sure that I am cured, for I do not feel anymore ill effects, have a good appetite and am getting fat.

"So I am, and will say to all, I am cured for good.

"I thank you for your kindness.

"Peruna will be our house medicine hereafter."

Catarrh of the stomach is also known in common parlance as dyspepsia, gastritis and indigestion. No medicine will be of any permanent benefit except it removes the catarrh.

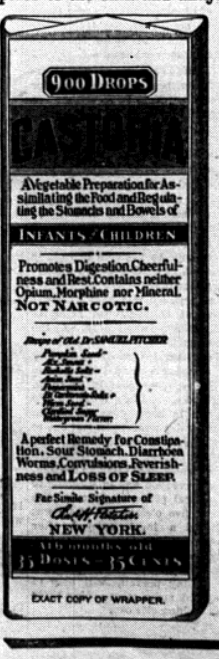
A Great Tonic.

Mr. Austin M. Small, Astoria, Ore., writes, "During the hot weather of the past summer I lost my appetite. I tried Peruna, and found it pleasant to take, a splendid appetizer and a great tonic."

Save the Babies.

INFANT MORTALITY is something frightful. We can hardly realize that of all the children born in civilized countries, twentytwo per cent., or nearly one-quarter, die before they reach one year; thirtyseven per cent., or more than one-third, before they are five, and one-half before they are fifteen!

We do not hesitate to say that a timely use of Castoria would save a majority of these precious lives. Neither do we hesitate to say that many of these infantile deaths are occasioned by the use of narcotic preparations. Drops, tinctures and soothing syrups sold for children's complaints contain more or less opium, or morphine. They are, in considerable quantities, deadly poisons. In any quantity they stupefy, retard circulation and lead to congestions, sickness, death. Castoria operates exactly the reverse, but you must see that it bears the signature of Chas. H. Fletcher. Castoria causes the blood to circulate properly, opens the pores of the skin and allays fever.



Letters from Prominent Physicians addressed to Chas. H. Fletcher.

Dr. A. F. Freier, of St. Louis, Mo., says: "I have prescribed your Castoria in many cases and have always found it an efficient and speedy remedy."

Dr. E. Down, of Philadelphia, Pa., says: "I have prescribed your Castoria in my practice for many years with great satisfaction to myself and benefit to my patients."

Dr. J. E. Waggoner, of Chicago, Ill., says: "I can most heartily recommend your Castoria to the public as a remedy for children's complaints. I have tried it and found it of great value."

Dr. Edward Parrish, of Brooklyn, N. Y., says: "I have used your Castoria in my own household with good results, and have advised several patients to use it for its mild laxative effect and freedom from harm."

Dr. J. B. Elliott, of New York City, says: "Having during the past six years prescribed your Castoria for infantile stomach disorders, I most heartily commend its use. The formula contains nothing deleterious to the most delicate of children."

Dr. C. G. Sprague, of Omaha, Neb., says: "Your Castoria is an ideal medicine for children, and I frequently prescribe it. While I do not advocate the indiscriminate use of proprietary medicines, yet Castoria is an exception for conditions which arise in the care of children."

Dr. J. A. Parker, of Kansas City, Mo., says: "Your Castoria holds the esteem of the medical profession in a manner held by no other proprietary preparation. It is a sure and reliable medicine for infants and children. In fact, it is the universal household remedy for infantile ailments."

Dr. H. P. Merritt, of Augusta, Me., says: "Castoria is one of the very finest and most remarkable remedies for infants and children. In my opinion your Castoria has saved thousands from an early grave. I can furnish hundreds of testimonials from this locality as to its efficiency and merit."

Dr. Norman M. Geer, of Cleveland, Ohio, says: "During the last twelve years I have frequently recommended your Castoria as one of the best preparations of the kind, being safe in the hands of parents and very effective in relieving children's disorders, while the ease with which such a pleasant preparation can be administered is a great advantage."

Dr. F. H. Kyle, of St. Paul, Minn., says: "It affords me pleasure to add my name to the long list of those who have used and now endorse your Castoria. The fact of the ingredients being known through the printing of the formula on the wrapper is one good and sufficient reason for the recommendation of any physician. I know of its good qualities and recommend it cheerfully."

GENUINE CASTORIA ALWAYS

Bears the Signature of

Chas. H. Fletcher.

The Kind You Have Always Bought

In Use For Over 30 Years.

THE CENTAUR COMPANY, 77 MURRAY ST., NEW YORK CITY.