

THE COST OF MILK HAS BEEN INCREASED

Figures Given in the Census Bureau Report.

FLOUR AND GRIST MILL REPORTS.

Cream Has Particularly Gone Up as the Result of the Curtailment of the Supply to the Factory and the Increasing Market in the Larger Cities—Smaller Creameries Absorbed.

Washington (Special).—The cost of milk, and particularly cream, has advanced enormously since 1900 as the result of the curtailment of supply to the factory and the increasing market in the large cities is indicated in a census bulletin just issued relative to the manufacture of butter, cheese, condensed milk, flour and grist mill products and starch for 1905. A substantial increase in the manufacture of all these products is shown since 1900, except starch, which declined markedly. Cost of cream increased 247.9 and milk 3.7 per cent. The statistics given include only such establishments as were engaged primarily in those industries, plants engaged primarily in selling milk or in separating cream from milk not being regarded as engaged in manufacturing.

According to the statement there were 8,926 establishments engaged in the butter, cheese and condensed milk industry in 1905; aggregate capital, \$47,255,566; employing 15,557 wage earners, who received \$8,412,937 in wages. The cost of materials was \$142,920,277, and the products were valued at \$168,182,789. With the exception of establishments, all of these items show increases since 1900, that in value of products amounting to \$37,399,440, representing an increase of 28.6 per cent., or over one-fourth.

Consolidation.
The decrease in the number of establishments was principally due to the consolidation or absorption of smaller creameries into larger plants. The hand separator, which enables the farmer to separate his own cream, was a prominent factor in this tendency to centralization, enabling easier hauling and making it possible for a single creamery to obtain its supply from a wide territory. As a result the larger plants, in which butter was manufactured at less expense, gradually crowded out or absorbed smaller plants.

The total cost of materials increased over 31 per cent. There was a decrease of 121,797,811 pounds, or 1.4 per cent, in the quantity of milk used in making butter, and an increase in the quantity of cream of 384,512,513 pounds, or 188.8 per cent. Condensed milk manufactured between the censuses of 1900 and 1905 increased in quantity 65 per cent., and in cost 69.5 per cent. The quantity of butter produced increased over 26 per cent, and cheese over 12 per cent. Great Britain and Canada are the chief foreign markets for these products. Importation of cheese has shown a steady growth, both in quantity and value.

Flour and Grain Statistics.
The statistics for flour and grist mill products include not only the returns of establishments engaged in merchant milling. At the census of 1905 there were 10,951 of the merchant flour and grist mills in the United States; total capital, \$263,117,434; employing 39,110 wage earners, paid \$19,822,196 in wages, consumed \$619,971,161 worth of materials, and manufactured products to the value of \$113,032,395. These figures represent an increase of over 8 per cent, in number of establishments, 40 per cent, in capital and 42 per cent, in value of products. At the census of 1905 the grain reported as used by the merchant flour and grist mills of the country amounted to 754,945,729 bushels and cost \$585,065,067. Wheat formed over 65 per cent, of the total quantity and 78 per cent, of the total cost of grain.

Woman Burned To Death.

Columbia, S. C., (Special).—"Wild Rose, the monkey girl from Yucatan," a freak which has been on exhibition here by a carnival company, was burned so badly that she died. She was 45 years old, ignorant and idiotic, making her wants known by inarticulate sounds. She was left alone, locked up in a room. A dog's frantic yells attracted attention to the fire.

Panic In A Church.

Chicago (Special).—More than a dozen women and children were injured, several of them seriously, in a fire scare in an Italian church here. Two hundred persons became frightened by escaping vapor from a radiator, and rushed from the building. Most of the injured were trampled on or cut by glass from a window which was demolished.

Peacemaker Killed.

Kansas City, Mo. (Special).—Mrs. J. Oscar Richardson, wife of a stationary engineer, rushed between her son and husband to save the son's life at Rosedale, Kan., and was stabbed to the heart by the husband. The family quarrel, when the son took the mother's part, Richardson attacked the son with a knife.

Theater Burned.

Altoona, Pa. (Special).—The Lyric Theater, conducted as Keith's vaudeville house, was destroyed by fire. The fire is supposed to have been caused by crossed electric wires on the stage. The house was opened last November. The loss is about \$50,000. Ex-Congressman J. D. Hicks and D. J. Jeff, whose law offices were in the building, lost \$10,000 on their office furniture and law library. Several other occupants of the building lost heavily. The insurance is only partial.

THE NEWS OF THE WEEK

Domestic.

The Pennsylvania Railroad Company in an official report of the investigation of the accident to the Chicago special near Johnstown, Pa., says the only tangible evidence of the cause found was the broken brake hanger.

James R. McClure, aged 67, chief clerk and treasurer of the Pennsylvania Railroad auxiliary lines, died of heart disease in the West Walnut Street Presbyterian Church, Philadelphia, during service.

Fire partly destroyed the Russell House, at Middletown, N. Y., and the guests had narrow escapes. Several firemen had their hands and faces frozen and two others were hurt by falling walls.

Thrilling stories of Black Hand plots to murder enemies of that society were told in court at the habeas corpus hearings granted to 14 of the 25 men arrested in Wilkes-Barre, Pa.

Union Station, at Sumter, S. C., was destroyed by fire while both fire companies were at the funeral of Chief Graham, who was killed by falling walls at a fire on Friday.

Grover Cleveland delivered an address in Chicago, attacking extravagance and crimes in high places, and asking for a return to the frugality and honesty of the days of Washington.

T. Curley, law partner of Eugene D. Saunders, who recently was appointed judge of the federal district at New Orleans, died of pneumonia. Mrs. Cora Stebbins Courter, aged 24 years, under arrest at Sheridan, Mich., charged with poisoning her husband.

The University of Pennsylvania conferred the degree of doctor of laws on Dr. Howard A. Kelly.

The feet of a man and a woman were found in a box in the yard of a New York tenement.

Harry Pratt Judson, acting president of the University of Chicago, was elected president of that institution, to succeed William R. Harper, deceased.

The general tribal council of the Oneida Indians decided to press claims aggregating \$1,000,000, which they say is due them from the federal government and the State of New York.

The auxiliary yacht Adaline, of New York, Captain Layton, caught fire from a gasoline explosion near Key West, Fla. Mrs. Layton was slightly burned. The yacht was destroyed.

Mrs. Fannie Rice Bassett, exhausted by the ordeal on the witness stand six days, in the trial of her suit for divorce at Omaha, collapsed and fell in a faint on the stand.

Four trainmen were killed and two others injured in a collision between an express train and an ice train on the Michigan Central Railroad near Ypsilanti, Mich.

The Nebraska legislature has passed the two-cent railroad fare bill, and similar measures are being pushed through the Minnesota and Indiana legislatures.

Mrs. Lottie Wallau was released by the coroner's jury in New York on the charge of poisoning her mother and was rearrested and gave bail.

Mrs. Flora McDonald, wife of a Chicago millionaire, shot and killed Louis Fisher, who managed the Harrison Art Company in Chicago.

The Rockaway Rolling Mill, the leading industry of the town of Rockaway, N. J., was destroyed by fire.

Dr. A. R. Alley, aged 63, a widely known Confederate veteran, died of paralysis, at Atlanta, Ga.

In the Bassett divorce case a letter was offered in which the Rev. E. Lawrence Hunt wrote to a friend that he intended to ask Mrs. Bassett to marry him when she was free from her husband.

Foreign.
President Zelaya, of Nicaragua, cables that Nicaragua has triumphed in four fights with the Honduras forces, and his troops now occupy points in Honduras territory.

Emperor William gave audience to the president of the Reichstag, to whom he expressed his high satisfaction over the result of the recent election.

Five thousand families of European immigrants will locate in the State of Nuevo Leon, Mex., as part of a gigantic colonization scheme.

Jabez Bunting Snowball, lieutenant governor of New Brunswick, dropped dead while on his way to attend service in the cathedral.

The Nicaraguan authorities claim that after a hard fight many Hondurans were killed and wounded, the Nicaraguans occupied San Bernardo. It is reported that Salvador has been aiding Honduras.

The postoffice in Warsaw, Poland, was raided by terrorists, who killed the postmaster, two postal clerks and two soldiers and wounded a number of bystanders.

The total number of members elected to the new Russian parliament to date is 410, the results promising a stormier session than that of last year.

The British army estimates provide for the expenditure during 1907-8 of \$138,800,000, a reduction of about \$10,000,000 compared with last year.

A fall in prices in the Tokio stock market is attributed to a halt in the speculative movement which was the outcome of the war.

HUNDRED AND FORTY PERISH

Steamer Berlin Wrecked Off Hook of Holland.

THE SEAS BREAK SHIP IN TWO.

The Wrecked Ship the Rotterdam Mail Liner From Liverpool—In a Frightful Storm She Strikes a Sandbar off the Holland Coast—Mountainous Waves Prevent the Launching of Boats.

A NORTH SEA HORROR.

Of the 143 persons on board, Captain Parkinson, a mariner, of Belfast, Ireland, is, so far as known, the only survivor.

The Berlin was a British steel steamer, 302 feet long, 1,775 tons, built in 1894, and well known to North Sea tourists in the summer season.

Captain Precious, the commander, had been 14 years in the company's service.

Nineteen members of a German opera company that had just closed an engagement in London had booked passage on the steamer and they were all probably on board when she went down.

Among those who perished was Arthur Herbert, King Edward's foreign service messenger, the bearer of important dispatches to the Russian, German and Danish courts.

The passengers included several diamond merchants carrying gems worth many thousands of dollars.

London (By Cable).—The worst disaster for many years in the history of the busy cross-channel traffic between England and the Continent occurred during a violent gale shortly before 6 o'clock A. M., when the Rotterdam mail steamer Berlin, from Harwich to Hook of Holland, having safely weathered the hurricane, was wrecked as she was entering port.

With one single exception, all her passengers and crew, numbering altogether 143 persons have either perished or are clinging hopelessly to the wreck.

The terrific seas broke up the steamer with such awful suddenness that all efforts to save life appear to have been utterly hopeless. At a late hour it was reported that some few survivors were still clinging to the wreck, but as the heroic efforts all day long of the life-boat crews had failed to reach them, little hope that they will be saved remains.

The Company's Advice.

The story of the disaster is told with dramatic intensity by the following brief, but pregnant, messages reaching Harwich from the agent of the Great Eastern Railway Company at Hook of Holland. The first message was handed in at the Hook at 6.30 A. M., and ran as follows:

"The Berlin is stranded at the North Pier. Her position is very dangerous. There is a heavy gale blowing. Tugs and lifeboats are going out to her assistance."

The second message was sent off at 7.30 and said:

"The position of the Berlin is still very dangerous. The heavy gale continues. We have tried to take off the passengers with tugboats and lifeboats, but without success up to the present."

The third message was timed at the Hook at 7.52 and reached Harwich at 8.40. It said: "The Berlin has broken in two, and very probably will prove a total loss. Her crew are still on board. Lifeboats and tugs are trying to save the passengers."

The fourth message came through the London office of the railway company. It was timed at the Hook at 9.10 and said: "It is impossible to reach the Berlin to save the passengers. We will do the best we can. The poop of the ship is under water."

A Total Loss.

Then, at 10.36, came the fifth and last message: "The Berlin is a total loss, with all her crew and passengers. Nobody has been saved."

No cause yet has been assigned for the terrible accident, and it probably never will be known how the steamer came to miss the channel, which, although 300 yards wide and well buoyed and lighted, is always difficult of access in rough weather.

It is conjectured that some derangement of the engines or steering gear may have rendered the vessel uncontrollable. Captain Precious, of the Berlin, had a good record of 14 years' service. The list of passengers on the fated steamer was long, and all the names of those who were on board have not yet been learned, but as far as has been ascertained there were no Americans among the passengers.

Prince Lands Life Savers.

Hook of Holland (By Cable).—After 30 hours of agony on the after part of the wrecked steamer Berlin, 17 partly frozen and exhausted survivors of the terrible disaster were brought ashore by the heroic Dutch life-saving men, who, encouraged by Prince Henry, consort of Queen Wilhelmina, had repeatedly risked their lives in the raging, icy seas to rescue the few remaining of the 143 passengers and crew of the ill-fated ship.

Earthquake Felt At Sea.

Astoria, Ore. (Special).—Captain McCaron, of the schooner Melrose, which arrived from San Pedro, reports that on February 3, while off San Francisco, about 50 miles, a severe earthquake was experienced at 10.30 o'clock in the morning, which lasted for several minutes. No damage of any consequence resulted. A half hour later there was another lesser shock.

AT THE NATION'S CAPITAL

Some Interesting Happenings Briefly Told.

Naval Bill Agreed To.
The Naval Appropriation bill, carrying \$100,727,807, was passed by the Senate in 52 minutes. All the committee amendments were agreed to.

The only amendments adopted during the consideration added \$250,000 to the item for coal and transportation and \$130,000 for a power plant at the Norfolk Navy Yard.

Senator Culberson noticed that the Senate committee had doubled the amount for coal. He asked if these items had any reference to the gathering of large fleets, as the President was in the habit of doing, or to the forthcoming Exposition at Jamestown. Senator Hale replied that the expenses of the navy for ammunition in times of peace were large. He did not believe that any considerable amount of the fund would be used on account of the Jamestown Exposition, although he said that Exposition seemed to be developing into a more of a military show than anything else.

Senator Stone said he had ascertained that the annual consumption of powder by the army and navy was about 5,000,000 pounds, that it cost the Government 75 cents a pound and that the Government could manufacture this powder for about half that amount. He had intended to address the Senate at some length in advocacy of Government manufacture of powder, but would content himself with submitting several letters from certain powder manufacturers of Kansas City, Peoria, Ill., and York, Pa.

Senator Carmack offered an amendment appropriating \$100,000 for a cast iron and steel foundry at the Washington Navy Yard, but this was rejected on a point of order made by Mr. Hale.

The Sixteen-Hour Bill.

H. R. Fuller, legislative representative of the Brotherhoods of Locomotive Engineers, Firemen and Trainmen and the Order of Railway Conductors, talked with President Roosevelt about the bill pending in the House limiting to 16 hours a day's work on railroads. Mr. Fuller told the President that the railroad labor organizations are opposed to the House substitute for the La Follette bill and that they had rather have no legislation at all than that of the House bill. The President, he said, is in favor of a measure limiting the hours of labor to 16 for railroad employees.

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SENATE STANDS BY REED SMOOT

Majority of Fourteen for the Mormon Apostle.

WOMEN OF COUNTRY DISAPPOINTED

Republicans, as a Rule, Stood by the Senator From Utah and Voted in Favor of His Retention of His Seat—Mr. Smoot Has Displayed Great Tact and Diplomacy.

HISTORY OF SMOOT CASE.

Reed Smoot, Republican, apostle of the Mormon Church, elected United States Senator from Utah January 21, 1903; took his seat March 5, 1903; term expires March 3, 1909.

Hearings by Senate Committee on Privileges and Elections began January 16, 1904.

Charges: That he represents an organization hostile to the government; that he has countenanced polygamy; that he took an oath in the "Endowment" ceremonies incompatible with his oath as a senator.

Text of resolution reported by the committee which the Senate defeated:

"Resolved, That Reed Smoot is not entitled to a seat as a senator of the United States from the State of Utah."

Washington, D. C. (Special).—Mr. Reed Smoot, the senator from Utah, for whose expulsion from the United States Senate ten millions of American women have labored for four years, sparing neither time, effort nor money, was confirmed in his seat by the votes of Republican members. The resolution declaring him not entitled to his seat, was lost by a vote of 42 to 28, a majority of 14. The result was heard in the galleries, crowded with women, in absolute silence. Evidently they were mindful of the stern admonition of Vice President Fairbanks given to them when they had applauded Senator Burrows' address urging Mr. Smoot's defeat than any manifestation from the galleries would be punished by having all the galleries cleared. Possibly they felt, in the bitterness of their disappointment, some slight measure of satisfaction that the majority was, after all, only 14.

For more than a week they must have known that they were to be beaten, and that for once in American politics the voice of the American women was drowned by the demands of politics. It was believed that Mr. Smoot's majority would be anywhere from 15 to 20, but at the very last moment, three Republican senators changed their minds. Messrs. Clapp, of Minnesota; Kittredge, of South Dakota, and Hemenway, of Indiana, who had been counted among the Smoot followers, voted not only that he was not entitled to his seat, but that he should have been expelled. Had they voted with their party, as was the general expectation, Mr. Smoot would have retained his seat by a majority of 20.

Immediately after the announcement of the vote Mr. Lodge moved an executive session, and the galleries were cleared. The ladies found themselves in the corridors, where they were free to express their indignation, which they did.

With Tact and Diplomacy.
Mr. Smoot, it must be said, acted with the tact and diplomacy which has helped him so much to his victory. Had the Senate voted four years ago, when he presented himself at the bar of the Senate, he would have been overwhelmingly defeated.

SPECIAL WRECKED.

All On Board Are Injured, Many Seriously.

Johnstown, Pa. (Special).—Over fifty people were hurt, some seriously, when Pennsylvania Railroad train No. 29, westbound for Chicago from New York, left the track at a sharp curve near Mineral Point, eight miles from here.

No one was killed, although many of the passengers had narrow escapes.

The three rear sleeping cars went over an embankment into the Conemaugh River.

The track is torn up for a distance of 500 feet. Conductor McFord, who was in charge of the train, is reported to have been unhurt. No names of the injured are obtainable.

The curve is one of the worst on the line and is dreaded by trainmen. The cause of the wreck is as yet unknown, but it is said the speed of the train was too great in rounding the curve.

Train No. 29 is the 18-hour special limited between New York and Chicago. It left New York at 3.55 P. M., and when it pulled out of Altoona for Pittsburg was more than an hour behind schedule time. When the accident happened the train, it is said, was running at terrific speed.

On leaving the rails the train tore down all telegraph and telephone poles for a distance of 500 feet, and the Pennsylvania Railroad itself, in order to get information, was obliged to send yardmen from Johnstown with a yard engine.

To Probe Express Cos.

Washington (Special).—Representative Kennedy, of Nebraska, appeared before the House Committee on Interstate and Foreign Commerce in support of his resolution for an investigation of express companies by the Interstate Commerce Commission.

Mr. Kennedy appeared at the request of the Western Fruit Jobbers' Association, which charges that the Adams, American, United States, Pacific and Wells-Fargo Express Companies are unlawfully organizing.

BRIAND'S PLAN WINS OUT

French Chamber of Deputies Indorses It.

Paris (By Cable).—The Ministry, President Fallieres in the chair, unanimously approved the agreement between Education Minister Briand and Premier Clemenceau relative to the form of the leases of the churches to the parish priests, and the Premier supported M. Briand's declaration before the Chamber of Deputies, which by a vote of 389 to 88 indorsed the government's policy.

M. Meunier, Radical Republican, at the opening of the debate denied the existence of a conspiracy to overthrow the ministry. He said he voiced the disappointment of all Republicans at the fact that the "Government had seen fit to give satisfaction to the bishop's ultimatum."

Continuing, M. Meunier said he was opposed to any recognition of the Catholic hierarchy, and read extracts from M. Clemenceau's speeches and writing during the last two years to show that the Premier always had been opposed to the policy advocated by M. Briand, and which the Premier now fathered.

Opposes Conciliation.
The deputy concluded by saying: "Worship is free and the churches are open. That is sufficient. No conciliation between the republic and Rome is possible."

M. Meunier's statement was applauded by the members of the left party.