

## THEFT OF A MULE PROVOKED THE WAR

### Funny Beginning of Central American Fuss.

## NATIONS BECAME VERY MULISH.

**Honduras and Nicaragua Having Become Imbued With the Distinguishing Trait of the Stolen Animal, Concluded to Fight It Out—A Question of Citizenship.**

Washington (Special).—One mule—a mule belonging to Senor Ireneo Salgado—was the chief object in dispute between Nicaragua and Honduras when they began the quarrel which finally ended in the war that is threatening the peace of all Central America, according to official communications exchanged by the ministers of foreign affairs for the two republics, copies of which have been received in Washington.

The controversy began when Senor Augusto C. Coello, the Honduran minister of foreign affairs, wrote a note to Senor Jose D. Gamez, the Nicaraguan minister for foreign affairs, on January 26, protesting against the theft of a mule from Ireneo Salgado by 35 Nicaraguan cavaliers who were charged with entering Honduran territory.

In reply, Senor Gamez said the Nicaraguans did not quite enter Honduras, although they passed near to the little town of Los Manos, in that republic. The taking of the mule was not denied, but Senor Gamez insisted in his letter that Salgado was not a Honduran citizen, but a Nicaraguan who had to leave that country because of the part he played in a revolution two years before. Consequently Nicaragua maintained that Honduras had no right to fly to the defense of Salgado's mule.

This note brought a spirited reply from Honduras, the minister for foreign affairs, announcing that Ireneo Salgado, the Nicaraguan refugee, was living in Tegucigalpa, happily engaged in trade there, while a man by the same name, a reputable and respected farmer, a Honduran of unquestioned citizenship, lived at Los Manos and owned the much-mooted mule.

Nicaragua replied that it was true that Col. Juan I. Rocha, who commanded a part of the cavalrymen, took a mule near Los Manos, but reiterated that the animal was not taken in Honduran territory. Dispatches grew longer as the controversy waxed warmer. Other questions arose. Then the arbitration tribunal was opened and finally the break came when President Zelaya, of Nicaragua, withdrew his member of the board of arbitration and war between Honduras and Nicaragua actually began.

**Revolution in Venezuela.**  
Willemstad, Curacao (By Cable).—A dispatch received here from Cucuta, Columbia, announces that a powerful revolution has started in the State of Tachira, Venezuela, with Gen. Juan Pablo Penalosa as its leader.

**IMPRISONED ON ROCK.**  
Harrowing Experience Of A New Yorker On Island Cliff.

Los Angeles, Cal. (Special).—Imprisoned for two days and two nights on a narrow ledge of crumbling rock on Catalina Island and unable to communicate his danger to boating parties almost within sound of his voice, E. L. Sand, a tourist from Ardisey-on-the-Hudson, N. Y., was rescued by fishermen.

Descending a steep cliff to bathe at the mouth of an unfrequented canyon, Sand found himself unable to retrace his steps because of the crumbling character of the rocky cliff.

During the daylight, boating parties were almost constantly in sight, but his predicament was not observed and he remained unrescued. He almost collapsed after his rescue.

**SHOT HIS FRIEND.**  
Double Tragedy Results From Slight Provocation.

Birmingham, Ala. (Special).—As the result of a shooting affray at Wylam, near this city, J. B. Brown is dying and W. M. Stinson, of Ensley, is critically wounded. Brown shot Stinson, but it is not known whether Brown's wound were inflicted by himself or by Stinson.

Stinson and E. R. Britton, of Greensboro, Ala., who had been at Brown's house, are said to have become offended at a request of Mrs. Brown, and went away. Later they decided to return and apologize. Britton started to leave when he heard shooting in the kitchen. Brown had evidently shot Stinson and then tried to kill himself.

Stinson and Brown had been friends for years.

**Another Naval Disaster.**  
Paris (By Cable).—The French torpedo-boat No. 263 and the destroyer Epe, while maneuvering without lights near Ajaccio, ran into each other.

Two men were killed and one was fatally injured. The torpedo boat was beached. The Epe was able to re-enter the harbor.

**Glass Plant Burned.**  
New Martinsville, W. Va. (Special).—The plant of the New Martinsville Glass Company and several adjoining buildings were destroyed by fire, the loss being placed at \$125,000. On account of the flood the firemen were handicapped and for several hours a large section of the city was threatened. Dynamite was used to prevent the blaze from communicating to the unadjacent property. The cause of the fire is unknown, but it is believed unaccounted time in the glass works absorbed water and developed heat.

## THE NEWS OF THE WEEK.

**Domestic.**  
The traffic managers of Western lines met in Chicago and considered the safety question of lengthening the time of express trains, so as to decrease the number of accidents.

After three days of argument, the government won its fight over the routing of oil in its suit against the Standard Oil on charges of rebating in the State of Ohio.

The Oliver Iron and Steel Works and 25 business houses and dwellings were destroyed by fire in Pittsburgh. No clue has been found to the \$173,000 missing from the Chicago Subtreasury.

Floods have caused considerable damage in Western Pennsylvania, West Virginia and Eastern Ohio. The lower portions of Pittsburgh and Wheeling are flooded. Twenty or more fatalities have resulted. Sixty dwellings in Majorsville, W. Va., were swept away.

The jury which heard the charges of rebating between the Delaware, Lackawanna and Western Railroad and the Sugar Trust were unable to agree and were discharged.

Edward Johnson, a lifesaver, was drowned in rescuing part of the crew of the British tramp steamer Gowanus, ashore off Long Island.

John Alexander Dowie, in a white robe, was conveyed to his grave in a white hearse drawn by white horses.

James March, aged 100 years, the oldest citizen of Lebanon, Pa., is dead.

Rachel Fisher, 28 years of age, was seriously injured in the crowd of people who thronged around the bier of John Alexander Dowie, at Zion City, in the hope of being cured of their ailments by touching the hem of Dowie's shroud.

State Highway Engineer W. W. Crosby, of Maryland, addressed the American Roadmakers' Convention in session in Pittsburgh on the subject, "Blazing the Way in Maryland."

H. G. McDowell, president of the Farmers' Bank, of Canton, O., shot himself in the head at his home, dying instantly. He left no note or explanation of his suicide.

William J. Bryan says the railroads prefer regulation by Congress to control by the state, as Congress is farther from the people than the legislatures.

Miss Gertrude Harnish, aged 20, a stenographer, committed suicide by jumping from the thirteenth story of an office building in Cincinnati.

Speaker Cannon, in an address to the Porto Ricans at San Juan, declared it was the universal desire of the people of the United States that the Porto Ricans might demonstrate their capacity for self-government.

Mrs. Eddy's second cousin and her adopted son joined in the proceedings to have her declared incompetent to manage her affairs.

Shots were fired into the store of Hargis Brothers, in which Jim Jett, a brother of Curtis Jett, the feudist was sleeping.

Frank Rockefeller, brother of John D. Rockefeller, has sued to recover \$265,000 invested in a lead mine.

An investigation was begun into the charges of graft in the building of the Capitol in Harrisburg, Pa.

Admiral Beraford says the people, and not potentates or parliament, declare war nowadays.

Vice President Fairbanks states the country will resist dishonest combinations of capital.

Twenty-two Greeks were drowned by the capsizing of a boat in the Sacramento River.

A move is on foot in New York to abolish the death penalty.

**Foreign.**  
The ceiling of the old hall in the Tarrida Palace, St. Petersburg, in which the lower house of parliament meets, collapsed. While there were many who were injured, it appears to have been purely an accident.

Captain Rodie, of the Austrian-Hungarian army, declares that Japan is feverishly rushing work on her military and naval establishments.

The body of M. Petkoff, the premier of Servia, who was assassinated in Sofia, Bulgaria, March 11, was buried in the public cemetery.

The British armored cruiser Duke of Edinburgh grounded in the harbor of Dover, but was gotten off without damage.

The Dutch troops captured an important rebel stronghold on the Island of Celebes, Dutch East Indies. Edouard Toudouze, famous as a painter of mythological subjects and landscapes, died in Paris.

The Sultan of Turkey received the American ambassador, Mr. Leishman, in private audience.

The semi-official Temps newspaper of Paris says that if the question of limitation of armaments is discussed at the coming peace conference international relations will become worse than before.

In a conflict between police and strikers in Belgrade, Servia, five strikers were killed and 20 wounded.

Lord Curzon, ex-vice-roy of India, was elected chancellor of Oxford University, defeating Lord Rosebery.

The Grand Duke Michael, brother of the Czar, has given \$100,000 for the relief of famine sufferers.

The Honduran revolutionists defeated President Emilio's forces, according to Nicaraguan reports.

Robbers bound and decapitated the proprietor, five laborers and a woman of a Russian estate.

Mrs. S. N. Castle, an early missionary in the Hawaiian Islands, is dead at the age of 90.

An inventory of the late Shah's jewels puts their value at \$50,000,000.

In a disastrous train wreck Dr. Adam Jamieson, ex-minister of public lands, and 11 others, all of them prominent South Africans, were killed and 11 others injured in a wreck on the Delagoa Line.

Five executions daily are said to have occurred in Russia as the result of drumhead courts martial.

Lord Beauchamp Nevill was arrested in London on the charge of securing diamonds by a trick.

A decisive engagement between the Honduran and Nicaraguan forces is said to be imminent.

## THEY WILL NOT GO TO THE WHITE HOUSE

The Railroad Presidents Have So Decided.

**MANAGERS NOT IN PERFECT ACCORD.**  
McCrea, Mellon, Hughitt and Newman, It Is Said, Do Not Feel They Could Assume the Position of a Self-constituted Commission to Present the Views of Hundreds of Railroad Companies.

**RAILROADS AND MARKET.**

While hundreds of brokers were cheering at the close of the trading on the New York Exchange over the end of the panic, the four railroad presidents whom Mr. Morgan had asked President Roosevelt to meet were in conference in New York.

They finally decided not to go to Washington, for the reason that all the railroad managers in the country are not in perfect accord and they could not secure a consensus of opinion on what to suggest to the President.

The result of the rally in the market shows that the 20 leading railroad stocks which so sharply declined Wednesday and Thursday made a net gain of \$6.30 a share, almost half the total loss of the two preceding days.

Thomas F. Ryan helped to save the situation. He is said to have bought \$4,000,000 worth of securities when at the lowest level.

The endurance displayed by the New York brokerage houses during the panic is said to have been unprecedented.

E. H. Harriman denied rumors that control of Union Pacific had passed from him during the violent slump.

New York (Special).—Messrs. McCrea, Mellon, Hughitt and Newman, the four railroad presidents for whose visit to the White House J. Pierpont Morgan arranged before his departure for Europe, held a conference at the Grand Central Station in this city. The whole situation was canvassed with great care, and it was finally decided not to go to Washington.

It is understood that the reason for this conclusion was that the four gentlemen involved did not feel that they had any proper mandate from the railroad corporations to represent them. They felt that they could not assume the position of a self-constituted commission to formulate or present the views of the hundreds of railroad companies, which in turn are owned by millions of shareholders. They recognized that the railroad managers of the United States are not themselves in perfect accord, and that until some method could be adopted for securing a consensus of opinion a visit to the President would be idle. At the conclusion of the conference the various presidents left for their homes.

From another source it was learned that the presidents were utterly unable to agree on a statement as to what position should be taken. It was held by at least one of them that as no invitation to the White House had been given to them by President Roosevelt and that he had said merely that he would be glad to see them if they came, they would be put in the position of supplicants asking the President to modify the attitude of the federal government toward the railroads. Upon the other hand, if they went to Washington at the invitation of the President they would be on equal ground with him and could discuss the railroad situation without embarrassment.

Thomas F. Ryan, when asked his opinion about the meeting arranged by Mr. Morgan between the President and the heads of the great railroads of the country, said: "I believe that if Mr. Morgan's visit to the President is followed up, as it should be, by all of our great business interests, it will do much good."

"I also believe that the President's attitude toward corporations is much misunderstood by the general public. It is unfair to assume that it is his desire to hamper the business interests of the country. I am, however, convinced that he purposes to enforce the laws as he finds them upon the statute book, and I think the sooner the business interests of the country conclude to go to work to aid the President in solving the difficult problems that confront him every day, the sooner confidence will be restored and the business of the country move on without interruption. So far as general business is concerned, the only fault to be found with it is that it is too active."

**MADE ROOSEVELT LAUGH.**

**Explanation Of Sudden Thunder-clap By Man In Street Car.**

Washington (Special).—Representative Gardner, of Massachusetts, told President Roosevelt a story.

"I was coming down town in a street car," said Mr. Gardner, "when everyone in the coach was started by a clap of thunder. The man next to me pointed over in the direction of the White House and exclaimed: 'President Roosevelt must have shot another railroad president.'"

When the President heard the story he fairly roared with laughter.

**Entire Train Demolished.**

Meadville, Pa. (Special).—The second section of freight train No. 75, on the Erie Railroad, was ditched six miles east of this place, and Engineer R. D. Logan and a brakeman were killed. Several other trainmen were seriously injured. The train was composed of two engines and 21 freight cars. It was running at a fast rate of speed, when the cross beam on the forward engine dropped to the track, derailing the train. The entire train was demolished.

## DISASTER IN FRENCH NAVY

One of France's Finest Battleships Blown Up.

Toulon (By Cable).—A terrible disaster occurred here. The powder magazines on board the French battleship Iena blew up at 1.35, and as a result Captain Adigard, the commander of the battleship; Captain Vertier, chief of staff of the Mediterranean Squadron, and from 70 to 80 bluejackets are dead, while Rear Admiral Manceron and hundreds of other men are suffering from injuries, some of them horrible in their extent.

Naval circles are aghast and the public is stunned by the appalling catastrophe, coming so soon after the loss of the French submarine boat Lutin, in which 16 men met death. The entire after part of the Iena was blown to pieces. The bodies of the victims were hurled through the air by a succession of explosions, and the panic-stricken workmen at the arsenal fled from the vicinity of the drydock for their lives. Scores of the men who were on board the Iena jumped either overboard or onto the stone quays, and sustained serious injuries.

**Torpedo Starts It.**

The primary cause of the accident was the explosion of a torpedo. What caused the explosion is not known, but the powder magazines of the Iena were set on fire, and their contents, in exploding, practically destroyed what was considered one of the finest vessels in the French Navy.

The Iena had just undergone a final inspection of her hull and machinery, the latter having been completely overhauled preparatory to joining the squadron.

The crew was in its full strength, being composed of the rear admiral, 24 other officers and 630 men. The magazines had been replenished recently, and contained many tons of both smokeless and black powder, as well as a number of charges for torpedoes.

The crew had finished their midday meal only a short time before the explosion and had dispersed to various parts of the vessel. Most of the men were engaged in work connected with the approaching departure of the warship, but quite a large party had been detailed to attend a lecture that was being given forward.

**Panic Follows Explosion.**

The explosion came without warning. The first shock was extremely violent and shook the vessel fore and aft. It was followed instantly by other shocks. The crew were thrown into a condition of panic. They rushed wildly hither and thither about the deck. The men forward who had been attending the lecture clambered over the bulwarks and jumped down, some of them into the dock and others to the stone quay. Many of the men who jumped sustained fatal injuries.

**AT THE NATION'S CAPITAL**

**Some Interesting Happenings Briefly Told.**

Coal operators and miners from Southern Indiana and Illinois protested before the Interstate Commerce Commission against the raise in rates declared by certain Western railroads. A formal protest will be made.

The President appointed Seth Low, of New York, and Thomas G. Busch, of Alabama, members of the Administrative Board for the Promotion of Industrial Peace, thus completing that body.

A rumor has been circulated to the effect that men employed at the Government Printing Office may declare a strike because of the alleged supplanting of skilled workmen with apprentices.

Secretary Garfield issued an order intended to expedite to the utmost the issuance of patents to 20,000 entrained whose applications have accumulated in the General Land Office.

John Mitchell, president of the Mineworkers' Union, and a dozen coal operators complained to the President against the Western railroads that have announced a raise on coal.

Shipping commissioners' offices on the Atlantic seaboard are to be examined by a committee designated by Secretary Straus, of the Department of Commerce and Labor.

The apportionment of 600 additional postoffice clerks at \$600 per annum was announced at the Post-office Department.

Secretary of the Treasury Cortelyou has instructed collectors of customs at places where it is thought desirable to deposit their receipts in national banks with a view of relieving the financial situation.

Senator Warren, chairman of the committee that is investigating the Brownsville affair, received a letter from Senator Culberson contradicting testimony given by Capt. Kilburn, of the Twenty-sixth Infantry.

Official denial was given to the report that the President had requested the governors of states in which railroad legislation is pending to come to Washington to confer with him.

Secretary Taft refused the application of the Chicago Sanitary Board for a permit to divert the waters of Lake Michigan into the drainage canal through the Calumet River.

The constitutionality of the Employers' Liability Act has been sustained by Judge Triebler, of the United States District Court of the Eastern District of Arkansas.

The Navy Department received word that the gunboat Princeton left Acapulco, Mexico, for Corinto, Nicaragua.

Rowland Osborne, post quartermaster sergeant, testified in the Brownsville investigation that when the white soldiers were transferred to make way for negro troops they left behind much ammunition lying loose in storehouses and barracks.

## JAPANESE LABORERS ARE EXCLUDED

Executive Order Issued By The President.

**THE BARGAIN IS CARRIED OUT.**  
Settlement of the Eastern Question in California Accomplished—Japanese Who Expect to Enter Through Mexico, Canada or Hawaii Will Not Be Allowed to Come In.

Washington, D. C. (Special).—President Roosevelt issued an executive order directing that Japanese or Korean laborers, skilled and unskilled, who have received passports to go to Mexico, Canada or Hawaii and to come therefrom, be refused to enter the continental territory of the United States. This is practically the final chapter, except so far as the question may be taken up in treaty negotiations with Japan, in the issue growing out of the differences with that country over the action of the San Francisco authorities in prohibiting Japanese school children attending the schools set aside for the whites.

Authority to refuse permission to the classes of persons cited by the President to enter the continental territory of the United States is contained in the Immigration Bill, approved February 20. It was incorporated in that measure at the request of the President and in fulfillment of a promise he made to Mayor Schmitz and the school board of San Francisco during their negotiations at the White House, if the San Francisco authorities would rescind their action on the school question.

The promise of the President and that of Mayor Schmitz and his associates brought to a close the controversy over the school question, which had given the Washington authorities considerable concern. The President's order in full is as follows:

"Whereas, By the act entitled 'An Act to Regulate the Immigration of Aliens into the United States,' approved February 20, 1907, whenever the President is satisfied that passports issued by any foreign government to its citizens to go to any country other than the United States or to any insular possession of the United States or to the Canal Zone, are being used for the purpose of enabling the holders to come to the continental territory of the United States to the detriment of labor conditions therein, it is made the duty of the President to refuse to permit such citizens of the country issuing such passports to enter the continental territory of the United States from such country or from such insular possessions or from the Canal Zone.

"And, whereas, Upon sufficient evidence produced before me by the Department of Commerce and Labor, I am satisfied that passports issued by the government of Japan to citizens of that country or Korea, and who are laborers skilled or unskilled, to go to Mexico, Canada and to Hawaii, are being used for the purpose of enabling the holders thereof to come to the continental territory of the United States to the detriment of labor conditions therein:

"I hereby order that such citizens of Japan or Korea, to wit: Japanese or Korean laborers, skilled and unskilled, who have received passports to go to Mexico, Canada or Hawaii, and come therefrom, be refused permission to enter the continental territory of the United States.

"It is further ordered that Secretary of Commerce and Labor be, and he hereby is, directed to take through the Bureau of Immigration and Naturalization such measure and regulations as may be necessary to carry this order into effect.

(Signed) Theodore Roosevelt, March 14, 1907."

Coincident with this order the President has directed dismissal of the two suits filed in San Francisco at the direction of the Department of Justice, which had in view the testing of the question of the treaty rights of Japanese children to enter the white schools. This step the President had promised to take when the school board rescinded its original action barring Japanese children from the white schools.

**Ditched By Spreading Rails.**

Springfield, O. (Special).—The C. H. & D. eastbound passenger train, which was being dethroued over the Pennsylvania Road, was ditched at 12.15 P. M., three miles east of Jamestown by the spreading of the rails. Melvin E. Clancy, engineer, and Clark Griffin, fireman, were killed and several passengers injured. The train consisted of two day coaches and a baggage car.

**Dismissed For Hazing.**

Mexico, Mo. (Special).—Twenty-three cadets of the Missouri Military Academy, many of them members of prominent families, were expelled from the academy for hazing Cadet Czane, of Peoria, Ill. Czane, 16 years old, was seized by his fellow-students and thrown into the icy waters of a lake. He narrowly escaped drowning.

**Burning Building Blew Up.**

Pittsburg (Special).—The four-story building on Second Avenue occupied by the Pennsylvania Door and Sash Company and the Pennsylvania Paint and Glass Company, allied concern, was destroyed by fire. Shortly after the fire was discovered there was a loud explosion in the cellar of the building and the rear part of the front and one side wall collapsed. Several firemen who were working in the front of the building had narrow escapes.

## WASHED THE BRIDGE AWAY

Three of Freight Crew Lost In Flooded River.

Pittsburg, Pa. (Special).—Three men drowned, a railroad bridge washed away, a county bridge in danger of following the railroad bridge into the Allegheny River, and an engine and five freight cars in the water are the first results of the rapid rise during the night of Deer Creek, near Harnarville, Pa., on the West Pennsylvania Railroad.

About 4.50 o'clock A. M., a freight train, eastbound, entered on the bridge, but got no further than the second pier when it suddenly gave way. Before the engineer, fireman or a brakeman on the front part of the train could realize what had happened the engine, trainmen and five freight cars with it.

So rapidly had the Deer Creek risen during the night that it had attained a height of 16 feet instead of the normal, from 4 to 6 feet. So great, too, was the force of the current that one of the five freight cars, heavily loaded, was carried down the creek a distance of over a quarter of a mile before its progress was stayed. The engineer, fireman and brakeman had no opportunity of escaping, but were immediately dragged into the current and drowned.

Traffic on the railroad has been disorganized by the collapsing of the bridge, but the officials expect to have a temporary structure erected in a few hours.

**Creeks Raging Torrents.**

Pittsburg, Pa. (Special).—Dispatches from all sections of Western Pennsylvania report heavy rains and rapidly rising waters. At many places the downpour resembled a cloudburst, and the streams are already beyond their banks. Much territory is submerged, and fears are entertained of dangerous floods.

In the Connelleville region the streams rose at an alarming rate. Dunbar was inundated, and several buildings have been washed away from their foundations. Numerous bridges are treated. In Allegheny County Charters Creek, Robinson Run, Pine Creek, Deer Creek, Turtle Creek and Girty Run are raging torrents. The towns of Oakdale, Ingram, Carnegie, Wilmerding, Sharpsburg and Turtle Creek borough are already partly under water. At the latter place the rise came so quickly that many persons were rescued from their houses in skiffs.

**Jamestown Stamps.**

Washington (Special).—The Postmaster General decided to add a five cent stamp to the ones and two already determined upon to constitute the commemorative series for the Jamestown Tercentennial Exposition. The five cent stamp will bear a likeness of the head of Pocahontas, printed in blue. Eight million stamps are to be issued of this denomination, to supply the demand for foreign postage. The head of Captain John Smith, in green, is to decorate the one cent stamp, of which 10,000,000 are being printed.

**Will Not Take Train Off.**

New York (Special).—The New York Central Railroad Company is not going to take off its 18-hour trains between here and Chicago unless the public refuses to buy tickets for them. Vice President C. F. Daly, of the railroad, made the above declaration when asked about the petition from Chicago men addressed to the New York Central and Pennsylvania presidents, requesting them, on the ground of safety, to make the time of the fast trains 20 instead of 18 hours during the winter months.

**New Canal Commission.**

Washington (Special).—After the reorganization of the Isthmian Canal Commission, with Colonel Goethals as chairman, it is probable that all seven of the canal commissioners will live on the Isthmus and the commission will become more of an administrative body than it was under Chairman Shonts. Under Mr. Shonts the commissioners were advisory officials rather than executive officials. They were consulted on engineering problems, and in some cases on administrative policy.

**Easy On Captain Stogsdall.**

Omaha, Neb. (Special).—Gen. A. W. Greely approved the findings of the court martial which last week tried Capt. R. R. Stogsdall and Lieut. A. L. Clark, of the Thirteenth Infantry. Captain Stogsdall, who pleaded guilty to drunkenness, was reprimanded. Lieutenant Black, whose offense was neglect of duty while officer of the day, is sentenced to be confined to the limits of the post for three months and fined \$100. General Greely lectured the court on its leniency toward Captain Stogsdall.

**IN THE FINANCIAL WORLD.**

London sold 45,000 shares of American stocks. It was said that much of the selling was for American brokers.

Asked what he thought was the matter with Reading, Winthrop Smith replied: "Reading is virtually cornered."

In Redmond & Co.'s security list are three of the new short-term notes which yield the investor 6 per cent, or better.

American Tobacco's net earnings in 1906 were \$26,406,000, a gain of \$1,194,000. The company now has a surplus of \$30,550,000.

President Fred T. Chandler, of the Philadelphia Stock Exchange, said: "Many big men have been hurt in the recent severe decline, and plenty of them who, a short while ago, were firmly entrenched on two legs and even imagined they had half a dozen legs to walk on are cripples today, and are willing to trade on much smaller lines. This may retard any rapid improvement."