

# Barrington Review

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BARRINGTON, ILLINOIS

Reformed football is quite as brutal as lawn tennis.

Most of the so-called necessary evils are unnecessary.

A close friend is one who refuses to lend you anything.

When money does not talk too much it may properly be termed a modest sum.

Every time a man commits a mean act he has what he considers a good excuse for it.

If Luther Burbank is so smart, why doesn't he grow watermelons that have handles on them to carry them by?

The ice dealer who is in the coal business on the north side of the city, for the season, for whether it's hot or cold his business, one or the other, is gold.

Five hundred English teachers are coming here to study our schools. We hope that during the visit none of the teachers in our primary schools will mention that "I seen him," and "he done it."

A professor of history in the University of California is going to marry a Russian princess. It will be hard for an American heiress to understand a real princess, so think of visiting her title on a common professor of history.

Bishop Fallows, of Chicago, has advanced the theory that persons are made good or bad by the food they eat. Now if the good bishop will kindly arrange a diet whereby all are bound to grow up salubrious his idea will prove of some value.

Two divers descended to a depth of 110 feet in a Scotch lake the other day. This is said to be the greatest depth to which divers ever descended in the British Isles, and is farther than most people would care to go beneath the surface of the water.

From various sources comes in the cheering report that this year's trawler crop is very large. As the cranberry crop has not been heard of favorably, however, it is safe to assume that, unlike trawlers, good things still come singly, not in pairs.

An Ohio physician says tuberculosis costs the state 30 lives a day, and that if the mortality was among horses something would be done. As a man is computed to be worth \$1,000 to a community, this view of the case deserves at least a fiscal consideration.

Deaths from tuberculosis among the population of Indiana in the last year numbered 4,492, and are estimated to have cost the state more than \$1,000,000. The crusade against this plague means not only the preservation of human life, but also the saving of much money.

A New York motor car enthusiast has built for himself an armored car so that he may be able to travel when he bumps into other vehicles. The idea looks good and we may eventually expect to see automobiles constructed like battleships. In the meantime it may be well for somebody to devise an armor plate for the protection of the casual pedestrian, who, after all, the chief sufferer from motor enthusiasm.

Grangers and others interested in farm products have proposed that a day be established "wherein the heads of every year as 'Apple Day.' To celebrate this wholesome festival every good housewife would provide apples in some form, 'pie, baked, or raw.' There is a commercial value to the idea, for the feast of the apple would mean an additional consumption of many thousands of barrels. But beyond that consideration the plan is a pleasant one.

Marquis Ito and Field Marshal Yamagata and Oyama have been created princes by the Japanese emperor in recognition of their services in the war with Russia, and Vice Admiral Togo has been made a marquis for the same reason. All that we can do in America to reward our military heroes is to advance them in rank, and even then the promotion of successful officers may be objected to by men who have been longer in the service is fiercely criticized.

The new policy of separating the races on street cars went into effect at Savannah, Ga., a short time ago, and reports from there say that the colored folk are very angry and have been offended, and disposed to boycott the service. They are given places on the same cars, but are limited to the back seats. They say that they do not feel just as greatly offended if given the front seats; it is the color distinction or separation which angers.

Eight million trade-unions in Europe and America, one-fourth are in America. Great Britain, with only half the population of this country, has almost as many unionists, and has Germany, with only two-thirds the population.

The Moosejaw man who was cured of rheumatism by a stroke of lightning does not present a singular case. Many men who were struck by lightning have never felt a twinge of rheumatism since.

# LABOR LEADERS MEET

AMERICAN FEDERATION IN SESSION IN MINNEAPOLIS.

FINANCES ARE HEALTHY.

Organization Reported in Better Condition Than Ever Before—Recommendation Made by President Gompers.

Minneapolis, Minn.—The session here Monday of the twenty-sixth annual convention of the American Federation of Labor was the expected one, and the President, Samuel Gompers, in a detailed manner, he outlined the progress of the labor movement throughout the country, laying special stress on the advocacy of unionism into the political arena and recommending that this course be strictly adhered to.

A strong plea was made for the employment of American labor on the Panama canal.

At the conclusion of President Gompers' address, which was well received, the annual report of Secretary Frank Morrison was read, which showed the federation to be in not only splendid financial condition, but also stronger in membership than ever before.

During the last year \$25,640.04 was expended of which \$25,619.12 was advanced to the International Typographical union in the carrying on of that organization of a strike for an eight-hour day.

There is at the present time \$111,549.60 in the treasury of the federation. During the year there were 387 strikes in which there were 97,000 involved. Of that number 68,812 were benefited and 11,183 not benefited. The total cost of strikes during the year was \$3,982,855.40.

Minneapolis, Minn.—The second day's session of the twenty-sixth annual convention of the American Federation of Labor in this city was full of important and important action being that of delegates empowered to act regarding the adoption of a universal label design, referring to the full of the meeting of 1907. This action, however, was not taken until after a lively discussion.

The clear-makers, printers and hat-makers, led the opposition in regard to the adoption of the design, but have spent much money in advertising their respective labels and are deriving much benefit as a result, which would be lost if the federation to adopt a new general label.

President Gompers' plan of creating a political power out of combined union strength was endorsed by the convention when it approved the report of First Vice President James Duncan, in which he sanctioned the policy of Mr. Gompers. Mr. Duncan's report showed that the federation's campaign fund amounted to \$8,065.89.

The labor press is well represented at the present convention and while the convention is in session an effort will be made to form a National Labor Press association. There are about 300 publications devoted to labor in the United States and many of them are of a very high quality.

DEVLIN'S PARTNER IS INSANE

Associate of Kansas and Illinois Financier is a Mental Wreck.

Leavenworth, Kan.—W. E. Thomas, interested with the late C. J. Devlin, of Topeka, in coal mines and who attempted to commit suicide here shortly after the Devlin failure, was adjudged insane in the probate court of Leavenworth county Tuesday by a jury. There was no oral testimony, all being given in the form of depositions of physicians and surgeons, a similar sum in St. Louis, where Thomas has been confined since last December.

According to the testimony, Thomas suffers hallucinations and is said also to be unable to read. He is said to have Thomas lost \$50,000 by the Devlin failure, and has since been of unsound mind. C. J. Willard, postmaster here, has been appointed guardian to manage his estate.

GRIEF CAUSES DEATH OF GIRL

Inconceivable Over Loss of Brother, Maid Ends Her Life.

Bellefonte, Ill.—Grieving over the sudden death of her brother, Mrs. Petronella Romelster, daughter of P. M. Romelster, a prominent merchant here, leaped from the third story window of her home Tuesday, fracturing her skull and arm.

The attending physician believes she cannot live. Her brother Roland, 17 years of age, died suddenly Sunday from paralysis of the heart.

Two Badly Burned; One Dead.

Beloit, Wis.—By accidentally stepping on a match, E. W. Clifton ignited a basin of gasoline. Mrs. Edward Gerrit was probably badly burned and her son, Garrett, aged five years, was burned so badly that he died.

Hench's Plurality Tuesday, 2,000.

Topeka, Kan.—The official canvass made up to noon Monday covers 100 out of 105 counties in the state, and gave E. W. Hoch, Republican, a plurality over A. Harris, Democrat, of 1,700 votes for governor.

# THREE HELD FOR REBATING

CONSPIRACY TO VIOLATE ACT IS CHARGED.

Freight Broker, Grain Dealer and Agent for Railroad May Be Forced to Pay Penalties of \$1,000 to \$20,000 if Found Guilty.

Kansas City, Mo.—David H. Kreeky, a freight broker, and W. A. McGowen, local agent for the Nickel Plate fast freight line, indicted here Tuesday charged with conspiracy to violate the interstate commerce act, and Henry S. Hartley, a grain dealer, indicted on a charge of accepting rebates on freight shipments, were arraigned before Judge Carland, sitting in the United States district court. They were released on furnishing a \$5,000 bond apiece.

Kreeky and McGowen are liable to a fine of from \$1,000 to \$10,000, and imprisonment in the penitentiary for a term not exceeding two years, or both the fine and imprisonment. Hartley is liable to a fine of from \$1,000 to \$20,000.

D. H. Kreeky is charged with conspiracy to violate the interstate commerce act in the securing of concessions on export shipments of flour, sold by the J. A. Howard Mill company of Wichita, Kan., to A. F. Roberts & Co. of New York, for export to Bristol, England, and Leith, Scotland, and which were shipped from Wichita to Kansas City via Missouri Pacific, from Kansas City to Chicago over the Chicago & Alton and the Chicago, Milwaukee & St. Paul railroads, and from Chicago to New York over the Nickel Plate line.

W. A. McGowen, who collected the rate for the shipment covering the entire distance and distributed it among the participating railroads, is charged with making a concession of three and one-tenths cents a hundred pounds for that portion of the distance between Kansas City and Chicago. It was shown that he made a rate between Kansas City and Chicago of eight cents.

Henry S. Hartley is charged with securing, through irregular billing, concessions of five and eight cents, respectively, on different shipments of cottonseed meal from Indian territory. One of these shipments was to Humphries & Goodwin of Memphis, and another to David Rankin, a cattle feeder of Tarkio, Mo.

DEATH OF MAJ. GEN. SHAFER

Retired Army Officer Succumbs to Effects of Slight Cold.

Bakersfield, Cal.—William Rufus Shafer, U. S. A., retired, died at 12:45 p. m. Monday, at the ranch of Capt. W. H. H. Shafer, his son-in-law, 50 miles south of this city, after an illness of seven days, despite the best medical attention available in California.

While returning from the polls November 6 Gen. Shafer contracted a severe chill, which augmented a slight indisposition and necessitated confinement to his bed.

The body of Maj. Gen. Shafer will leave this city Wednesday evening on a Santa Fe train, and upon arrival at Point Richmond the next morning will be placed aboard a government steamer and escorted by military officers to the Presidio at San Francisco. Interment will be in the post cemetery, immediately after the arrival, with full military honors. The body will rest at the McKittick ranch until Wednesday evening.

BOY BANDIT HOLDS UP A TRAIN

Lone Youth Forces Pullman Crew to Collect His Booty.

Chicago.—A lone boy bandit, weighing scarcely 110 pounds, held up the Golden State limited, the fast Chicago, Rock Island & Pacific train, Thursday night at Ellettsville, Mo., and telling the passengers that he was from Missouri, robbed the rear Pullman car, forcing the porter to collect in his cap the booty from the occupants of the berths. He also took the women in the car to go unnoted, saying that "Jesse James never robbed ladies."

After securing about \$70 from the passengers, he lined up the Pullman conductor, flagman and porter, and prepared to invade the other cars, but was thwarted by the conductor, who, thinking that he was the forward car, at the head of the line, snapped the lock and shot out the bandit. The youth then pulled the bell rope, shouting: "Good night, kiddos," and disappeared in the gloom.

Great Coal Docks Burned.

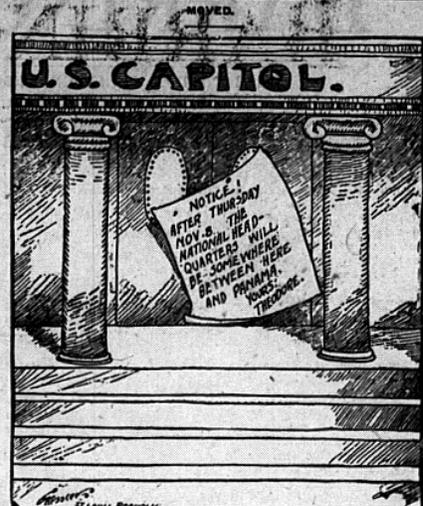
Chicago. Fire which for a time threatened to assume the proportions of a conflagration and wipe out the Lehigh Valley coal company's new hundred street commercial avenue Saturday. Fifty thousand tons of coal were set on fire. The total loss to property covering two square blocks is estimated at \$957,000.

Brewery Destroyed by Fire.

Jersey City.—The plant of the Columbia Brewing company, recently purchased by Lembeck & Betz, on the Newark street, Tuesday, resulting in the destruction of the building and Bartholdi avenues, comprising seven buildings, was burned Tuesday.

Slow Bank Safe and Escape.

Walker, Mo.—Three robbers Tuesday escaped, with the contents of the safe of the Bank of Walker. The safe and front portion of the building were wrecked by the explosion of a heavy charge of dynamite.



# FEDERAL GRANT IS UPHELD

RAILROAD GIVEN VALUABLE KANSAS FARM LANDS.

State Supreme Court Renders Decision Outing Holders of Patents Along Right-of-Way.

Topeka, Kan.—Thousands of acres of the most valuable farm land in Kansas, together with a large amount of land located in towns and cities of the state, is given to the Missouri, Kansas & Texas railway by a decision handed down by the Kansas supreme court in the case of that railway company against one Watson.

In July, 1868, Congress granted to the Union Pacific Railroad company, southern branch, now the Missouri, Kansas & Texas Railway company, a right-of-way 200 feet wide from said railway to the south line of the state, a distance of about 150 miles. Afterward patents were issued to private persons for land through which the railroad runs without excepting the right-of-way.

The persons holding these patents have treated the right-of-way as being only 100 feet wide. In some cases valuable improvements have been made by them on the outer 50 feet on each side of the railway tracks, and they have occupied the land without disturbance for many years. The railway company brought suit to oust these occupants and the court now decides in its favor.

The land affected by the decision lies in Geary, Morris, Lyons, Coffey, Woodson, Allen, Neosho and Labette counties, in one of the most fertile portions of the state. Among the large places touched in these counties by the Missouri, Kansas & Texas railway are White City, Council Grove, Emporia, Burlington, Chanute, Parsons, Cowgig and Chetopa.

Mr. Watson, the defendant, is one of the many land holders occupying land along the Union Pacific right-of-way. It is believed that the case will be appealed to the supreme court of the United States.

ALLEGED FRAUD IN BOILER TUBES

Federal Grand Jury Indicts Employees of Shelby Company.

Pittsburg, Pa.—Indictments were returned by the federal grand jury in this city against J. Jay Dunn, Charles T. Close and Frank T. Bennett, officials and employees of the Shelby Steel Tube company, charging them with conspiracy to defraud the government in connection with being the Louisiana corporation which shot some of the defective tubes were placed in boilers that were used on 12 war vessels, among them being the Louisiana, upon which President Roosevelt is now making his trip to Panama.

Demands of Engineers Granted.

New York.—The demands of the engineers, being the Delaware, Lackawanna & Western Railroad company were adjusted Monday at a conference between President W. H. Tweed and the representatives of the engineers. The engineers were granted a ten-hour day and increases in wages aggregating for the 900 engineers \$30,000 to \$25,000 annually.

Senator Cullom Overcares.

Washington.—Senator Cullom of Illinois suffered a slight attack of indigestion and nausea while visiting the navy department Tuesday, resulting in the attention of a physician. He is resting easily.

Five More Die.

Cleveland, O.—Frederick Kergen died Tuesday, making the seventh fatality as a result of the explosion of a boiler in the shops of the Lake Shore road at Collinwood. Five others may die.

Grange Wants Parcels Post.

Denver, Col.—The fortieth annual convention of the national Grange, Patrons of Husbandry, opened Tuesday. The agitation for a parcels post will be one of the most important matters taken up.

Steel Ties Sure to Come.

Employees of some of the eastern railroads which make use of steel ties state that steel is unable to displace wood as the foundation of the railroad of the future. On lines which handle only freight they are used to a large extent and are found satisfactory. They are less used on passenger lines, but the jolting is not as severe as has been pictured. The time is probably not far off when it will be steel on wheels in the construction of the railroads of the country are almost everywhere and there is not other likely substitute for wood for this purpose.

# ARE RAIL MYSTERIES

ANTICS OF ROLLING STOCK SOME-TIMES UNACCOUNTABLE.

Almost Every Wreck of Importance Shows Peculiarities Which the Camera Alone is Able to Verify.

When steam transportation was introduced to civilization, it brought with it unusual advantages, but also, in its wake, the grim tally of some 50,000 deaths per year as the result of accidents. In spite of block signals, in spite of the fact that the brain of man has been able to conceive in the line of air-brakes, in spite of constant inspection of roadbed and rolling stock, the death rate has increased year by year almost in proportion to the number of people carried. And yet many of these catastrophes are, as railroad men justly claim, pure "visitations of God." They are beyond human prevention. For instance, when a cloud-burst sweeps down upon a bridge, as has often happened in the west, or when a snow slide carries away in some deserted section a portion of track, as occurred a few years ago while a train was crossing.

It is a singular thing, well known to all railroad men, that every wreck of importance shows peculiarities of behavior of the cars and engines, with a result which sometimes even defies all the known laws of mechanics. Many of these occurrences, if the facts were not there as visible and actual testimony, would be regarded as widely impossible. At times the condition of the wrecked equipment is infinitely worse than the circumstances will account for, and again one is astonished at the trifling amount of damage done.

On one occasion a freight train took the wrong side of the switch point while the train was running at a speed of more than 20 miles an hour, and the whole right of way was, as a result, covered with a conglomerate of broken cars and freight. The engine, a passenger locomotive and cars drew gradually away from the track, and, coming smoothly to a stop as if approaching a station in the regular course of business, gently reclined against the side of the line. Not a coupling was unhooked, not a pane of glass broken, not a passenger or fireman injured by so much as a bruise.

Some of the true stories which are told about the performances of rolling stock under the most adverse conditions are strange as fiction.

A pair of locomotives which looked as though in a Graeco-Roman wrestling match; another pair which met in a collision and the engines were so badly damaged that they were so badly smashed, and the top engine was repaired, and it is in use today. But how was it possible? Trainsmen will shake their heads and vow that such things cannot be accounted for. It is one of the mysteries of the road.

CAR'S LIFE A SHORT ONE.

Modern Trolley Will Not Last Over Twelve Years.

"Under the most favorable circumstances the life of a trolley car is not expected to be more than 12 years, and, unlike battleships," remarked a prominent engineer, "they are not in Philadelphia examining its rapid transit facilities, the cars require more and more care as they grow older. Not only must each car be swept and the windows kept clean, but its running apparatus must be subject to an inspection once or twice a week, which is supplemented by an occasional thorough overhauling. The manager of a New Jersey company has estimated that on his lines a new car may run an average of about 100 days before it must be overhauled, but cars operated in crowded cities have a shorter term of activity, about 60 days, before they go into a "doctor's hands." As the cars get older it is more difficult to overhaul them, and the cost of the overhauls requires the removal of the trucks from the car body, the examination of the motors, the clearing of the armatures, and a thorough test of the machinery. In addition, the car body must be painted and varnished at least once a year."—Philadelphia Record.

Two Die After Murder.

Man Suspected of Killing Neighbor Found Dead With His Wife.

Orosco, Mich.—Bert Seely, suspected of the murder of Edwin Edgar in West Haven township last Wednesday, was found dead in bed Monday afternoon beside his wife, the body of his young wife. It is believed that the couple committed suicide. There was no evidence of a struggle in the bedroom, and on the stand near the bed was a glass with a spoon and a white tablet beside it. Edgar was shot in the road near his home last Thursday. In the course of their investigation officers found that Edgar and Seely had quarreled a number of times. Seely was suspected and the officers Sunday obtained from his wife a statement that these had been a long secret enmity between the two men as the result of an imputation by Edgar against her.

Both Seely and Mrs. Seely were to have been in the town of Frankton in the inquiry into Edgar's case, and when he went to their home to discuss the inquest with them, Seely's brother found the couple in bed. Both notes contained good-bye messages to the couple's parents, and both said "not to blame Dewey." Dewey is Seely's brother. Seely's note said he alone was responsible, and Mrs. Seely in her note said that they were responsible.

HUNTING COSTS THIRTEEN LIVES

Record of Accidents in Wisconsin and Michigan Since Sept. 1.

Milwaukee.—Thirteen dead and 21 injured is the prelude to the season for hunting deer in Wisconsin, which opened Saturday. This is the record of hunting accidents in Wisconsin and upper Michigan since Sept. 1. Last year, during the hunting season in Wisconsin, 45 persons lost their lives and 51 were injured. Most of these accidents were the result of carelessness.

In Michigan a hunter is guilty of manslaughter if he kills any one, by accident. This law has had the effect to greatly lessen hunting accidents in the peninsula, although it has also operated to cause hunters who have accidentally shot some one to desert the wounded party for fear of prosecution, and several corpses found in the woods are undoubtedly of those who were accidentally shot and left to die by cowardly hunters.

ONE MAN ROBS BANK IN KANSAS

Locks Half a Dozen Persons in Vault and Takes Cash.

Newton, Kan.—The Midland bank, of Newton, was held up Tuesday afternoon by one man and robbed of \$1,000 in currency.

The robber, a tall, slight, light complexion and about 28 years of age. He presented a letter to Herman Suderman, the cashier, stating that he was and that he wanted some advice regarding the checks and bystanders that they would all die together should any effort be made to detain him.

Six or seven persons were in the bank and all were ordered into the vault and locked in. The robber then secured what currency was in sight and escaped.

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Employees of some of the eastern railroads which make use of steel ties state that steel is unable to displace wood as the foundation of the railroad of the future. On lines which handle only freight they are used to a large extent and are found satisfactory. They are less used on passenger lines, but the jolting is not as severe as has been pictured. The time is probably not far off when it will be steel on wheels in the construction of the railroads of the country are almost everywhere and there is not other likely substitute for wood for this purpose.