DO AS YERKES ASKS.

Senators Send the Humphrey Bills to Third Reading.

DONE LIKE CLOCKWORK.

All Unfriendly Amendments Are Rapidly Voted Down.

VOTES MADE OVER NIGHT.

In Some Mysterious Way a Majority Is Secured.

BILLS LIKELY TO PASS SENATE.

Springfield, Ill., April 15.—[Special.]—The Humphrey bills went to third reading in the Senate this morning and will be considered on special order tomorrow morning. Twenty-eight Senators who are backing the bills are in Springfield tonight, nor will they leave this city until the bills are sent over to the House. They are afraid of the newspapers and they are afraid of their constituents. They want to get through with this job as quickly as possible. They think because the bills will go to the House so soon they will escape the condemnation and criticism that will surely follow.

This time last night the bills did not have a majority of the members of the Senate. They had twenty-four affirmative votes and no more. Something happened in the night or early this morning to make converts for the bills. It must have been something tangible, because when the Senate met this morning there was a majority for the measures.

According to a Chicago paper there was a rumor up in the city that a half a million dollars left Chicago on the 11 o'clock train yesterday for Springfield to put the Humphrey bills through. If one-tenth or one-fiftieth part of that sum had been sent down here on the train the chances are everybody in Springfield would have known it.

Friends to Be Remembered.

The average bill of this character gets through a Legislature on condition that its promoters are to be remembered, provided conditions are made, when the bill becomes a law, not one minute before then. According to the testimony of people who have been around here a good many years the grass in the Legislature pastures this winter has been short and anything but nourishing. In other words, there has been very lit money in Springfield up to this time. The members, or, rather, such of them as were inclined to be too fly, have got nothing except what they drew out of the State Treasury. They have been poor, poor as church mice. Probably they have been kept in penury so as to make the rich feast which now opens up all the more appetizing.

A number of the members heard of this $500,000 story and commenced wondering where on earth the treasure was hidden. They were ready to take lanterns and spades and go out and dig it up if need be. There have been in years gone by pretty good chunks of "dough" brought down here to put bills through. The nicest wad came here eight or ten years ago. There was 35,000 in a little black satchel to settle for bill which went through both branches the General Assembly. The measure as vetoed, and, strange as it may seem, e money got back to the men who sent it down here.

Figures Are Too High.

But a half a million dollars is out of all question. The amount is too big. If it came here no part of it was put in circulation. If it had been some men would have looked prosperous and given evidences to the outside world that their financial strength had been renewed.

But, as previously written, something was done in the night which brought five or six men to the support of the Humphrey bills. It may have been simply a shortening of the time limit or a release of a condition precedent.

So the brethren are all staying here. They are all herded up, not one of them could be coaxed out of this town under any circumstances. Both branches of the Legislature have agreed to adjourn from tomorrow until next Wednesday. Before the Humphrey bills came up the Senators entered into an understanding that nothing should be done in that august branch tomorrow. They broke this pledge like pie crust. They are here and they have camped on the rail.

Billy O'Brien has gone to Chicago to take his seat as a member of the Common Council. He was rung up on a long distance 'phone today and told to be here in the morning. He will rush from the Council chamber in plenty of time to get the 11:20 train on the Alton. William O'Brien can be found at his post whenever duty calls.

Crawford Leads the Fight.

Senator Crawford of Cook led the fight this morning for the bills. He was ably seconded by Berry and John Humphrey. Perry Hull sat on the floor, flanked by Billy O'Brien and "Hot Stove" Mahoney. Farmer Salomon Lowenthal, Hull's attorney, sat hard by. Every amendment that Perry Hull demanded was put to the bill. They went "biff," "biff," "biff," one right after the other. There were seven of them like the Sutherland sisters. Perry was satisfied when this work was done and said he believed he had st interest in the measures.

Munroe of Will had a peck or two of amendments, but he could no more get one of them attached to that bill than a man could sink the battleship Iowa with a Flobert rifle. Those bills were bullet proof, copper riveted, and fixed up to suit the Chicago railway companies. In vain did Munroe and some others try to cripple them; Warder made a violent speech against their passage. But what was the use? The critter's eyes were sot. The bills had to go. Every mule was in his stall, every man knew his part, the play had been carefully rehearsed.

Now, yesterday President Pro Tem. Fisher was in the chair. He did the best he could, it is true, and exercised his discretion rather favor of Crawford and the bills. But he s not quick enough on the trigger to suit Humphrey folks. He did not catch the nts as they were presented and some out- r dexterously got in a nasty puzzling ion. Who should bob up this morning ht and smiling but Lieut.-Gov. North- Fisher took his seat on the floor, while hcott presided. There was no fooling Northcott was at the bat. He decided mentary questions and made rulings stained points of order with the rapid- d ease of a lightning calculator. He Johnnie on the spot."

Done Like Clock Work.

so the business ran along until the was done. No sooner had the bills whirled into third reading than their friends started them up to the enrolling and engrossing department, so as to have them ready for tomorrow. The enrolling and engrossing clerks will have to sit up all night to do their work, but they will be ready when the time comes.

Incidentally it might be well to record the fact that Dr. T. N. Jamieson, irreverently called by some "Tommy the Promiser," is ill in our midst. Tommy is deeply inter- in the Senate every time the Humph- ills come up. Of couse he has nothing with these Humphrey bills, but he ts to hear the arguments, and, like untry lad in the watchmaker's shop, nts to see the wheels go round."

ommy is looking after apportionment, so says, but he has never left the Senate hamber for a minute while the Humphrey bills were up.

These bills will make a vast deal of fun before they get through the House. Already some of the members of the House are violently seized with great ideas of their individual importance. They are no longer privates in the ranks. There are men swelling themselves here tonight who see great visions. They are no longer little midgets in the legislative world. Every man is a centurion, a captain of a hundred. d McCloud, Dan Campbell, and some others will fight the bills as best they can tomorrow.

McCloud offered an innocent looking little amendment today, providing for a submission of the street car question under certain conditions to the people of any municipality. Crawford saw the force of it at once, and went after it. Tomorrow they have got to come up to the rack. Every chap has to answer to his name, and get on the record. Tonight the bills have 28 votes, counting O'Brien. They are likely to lose one of these individuals, because he wants to make a race for Circuit Judge.

There may be some desertions by morning, but the indications are the bills will squeeze through the Senate. Then they will go over to the House, and the fun will begin. The scheme is to shoot them into Mr. Schubert's committee, Municipal Corporations. It is going to be a good fight, and will get hotter and hotter every day. Nobody here is deceived by the bills. Their import is well known, so the record will be open to the world.

Warder Wants to Postpone.

When the special order for the consideration of the Humphrey railroad bills was announced Senator Warder objected to the consideration of the bills at this time. He wanted more time in which to consider them, and moved that consideration be postponed until next Wednesday.

Senator Humphrey moved to lay this motion on the table.

Senator Landrigan, voting on the motion, said that he voted in the affirmative because he did not wish to delay legislation, and as the bills had been made a special order for today he was in favor of considering them.

Senator Munroe objected to the motion to table and said the amendments that had been offered would substantially restore the original bills, and asked that he be given more time in which to consider them.

Senator Warder explained his vote, saying that in making a motion to postpone he desired to see what effect the amendments might have on the bills. He then commented on the bills, and Senator Humphrey objected and declared that that was not an explanation of the Senator's vote.

Senator Crawford also objected to Senator Warder's remarks, and said that the rules of the Senate were being violated. In voting against postponement Senator Dunlap said that he did so because the bills had been made a special order for today, and the revenue bills had been postponed for this purpose.

Postponement Tabled.

Senator Humphrey's motion to table the motion to postpone was adopted by a vote of 34 yeas to 12 nays. The amendment offered to Senate bill No. 258 yesterday were then taken up.

Senator Berry's amendment was adopted by a viva voce vote. It fixes the compensation for franchises in counties having a population not exceeding 100,000 inhabitants at 1 per cent of the gross earnings annually. In counties having more than 100,000 inhabitants and not exceeding 200,000, 2 per cent; in counties exceeding 200,000 inhabitants, 3 per cent for the first fifteen years, 5 per cent for the succeeding twenty years, and 7 per cent for the remaining fifteen years.

Senator Munroe's amendment to strike out all of Sec. 2 of the bill, which permits railroads to use the streets without any interference from municipal corporations, was, on motion of Senator Humphrey, laid on the table by a vote of 28 yeas to 8 nays.

The vote in detail follows:

YEAS.

Anthony, Aspinwall, Baxter, Bolinger, Campbell, Case, Chapman, Crawford, Curley, Dwyer, Evans, Fitzpatrick, Granger, Harding, Hull, Humphrey, Hunt, Littler, Lundin, Mahoney, McCloud, Morrison, Mounts, Netterstorm, O'Brien, Pemberton, Sullivan, Willoughby—28.

NAYS.

Bogardus, Fort, Kanan, McConnell, Munroe, Putnam, Sawyer, Warder—8.

ABSENT AND NOT VOTING.

Berry, Dresser, Dunlap, Edwards, Fisher, Hamilton, Kingsbury, Landrigan, Leeper, McKinlay, Sparks, Stubblefield, Templeton—13.

Munroe's Amendment Tabled.

Senator Munroe's amendment limiting the right of eminent domain to the existing law and providing that municipalities shall have the right to interfere with the use of streets was laid on the table by a viva voce vote on motion of Senator Humphrey.

Senator Munroe's amendment to extend franchises for forty instead of fifty years was then taken up. The author explained the amendment and said that forty years was a sufficient extension.

Senator Crawford opposed the amendment. He said: "I see no justice in this. Elevated railroads have franchises for fifty years, and the surface roads are entitled to the same privileges. I see no right to confine street railroads to twenty years, as seems to be the prevailing idea."

Senator Crawford then attacked the Civic Federation and Union League and other organizations which have been against the bill. "They send their hirelings down here to tell us how to vote. These lawyers come down here one day opposing a measure and the next day they are here in favor of some other measure. The street railroads have been a great help to Chicago, and it has more miles of street railroad than any other city in the world and furnishes more miles of transportation than any other city.

Attacks Civic Federation.

"The members of the Civic Federation, perhaps, want us to copy after Europe, where second-class passengers have no accommodation or protection. As a property-owner in Chicago, I say that these enterprises have done more for me than the Civic Federation, or the Union League, or any other kindred society ever did. People come down here and talk to us who don't own a dollar's worth of property, and are looking for cheap notoriety. The passage of these bills will mean a half-million dollars to Chicago in a year from now. When the members of the Civic Federation are occupying front seats in the hot place below, some twenty miles the other side of the River Styx, they will, as the rich man did to Lazarus, look up to these poor fellows who voted for the Humphrey bills and ask for a drop of Yerkes watered stock with which to moisten their parched tongues." [Laughter.]

Senator Warder replied to Senator Crawford's remarks, and protested against the bills, and said they should not be railroaded through. "These bills," he said, "do not represent the interests of the people. The street car business in Chicago is a gold mine. The people of Illinois are protesting against the passage of these bills, and let us be honest, stand up and defeat them. It is wrong to anticipate the development of fifty years hence, and to take away the control of street railways from local authorities."

Senator Berry objected to Senator Warder's reference to the members of the Senate acting honestly in regard to the measures in question. He said that he had honestly considered the bills, and that it seemed to him they ought to pass.

Fort. -Year Amendment Lost.

Senator Munroe's amendment extending franchises for forty years instead of fifty was lost by a vote of 11 yeas to 28 nays. The vote in detail follows:

YEAS.

Dunlap, Edwards, Fort, Kanan, McCloud, McConnell, Munroe, Putnam, Sawyer, Templeton, Warder—11.

NAYS.

Anthony, Aspinwall, Baxter, Berry, Bollinger, Case, Chapman, Crawford, Curley, Dwyer, Evans, Fitzpatrick, Granger, Harding, Hull, Humphrey, Hunt, Littler, Lundin, Mahoney, McKinlay, Morrison, Mounts, Netterstrom, Templeton, Sparks, Sullivan, Willoughby—28.

ABSENT AND NOT VOTING.

Bogardus, Campbell, Dresser, Fisher, Hamilton, Kingsbury, Landrigan, Leeper, O'Brien, Payne, Stubblefield—11.

Senator Munroe's amendment, providing that a railroad could cross the tracks of another road, was, on motion of Senator Humphrey, laid on the table. In making the motion he explained that he had offered an amendment which covered this point.

Senator Sparks then obtained the floor and said: "Yesterday I voted to continue the consideration of these bills, but I did not think we would have so many amendments. I have not had time to consider them and I will venture that there are not half a dozen members who know what these amendments mean. I am against the provision which allows Commissioners to say whether a new railroad is needed or not and I want more time to consider these bills. For the present I will vote no on all the motions to the end."

All Laid on the Table.

All of Senator Munroe's other amendments were laid on the table.

Senator Baxter's amendment providing that all cars now in use may be used under this act was adopted by a vive voce vote.

Senator Humphrey's amendments, as outlined in last night's dispatches, were then adopted by a vive voce vote. The amendments make no radical change in the bill, but in a general way are intended to strengthen the provisions.

Senator Warder's amendments were laid on the table, as Senator Berry's amendment covered the point.

On motion of Senator Mounts, his amendment was also laid on the table.

Senator McCloud then offered an amendment providing that the provisions of the bill should not apply to cities until it had been adopted by a popular vote of the people. On motion of Senator Humphrey the motion was laid on the table by a vote of 27 yeas to 17 nays. The vote in detail follows:

YEAS.

Anthony, Aspinwall, Baxter, Berry, Bollinger, Case, Chapman, Crawford, Curley, Dwyer, Evans, Fitzpatrick, Granger, Harding, Humphrey, Hunt, Kingsbury, Littler, Lundin, Mahoney, McKinlay, Morrison, Mounts, Netterstrom, Pemberton, Sullivan, Willoughby—27.

NAYS.

Bogardus, Dresser, Dunlap, Edwards, Fort, Kanan, Landrigan, McCloud, McConnell, Munroe, Payne, Putnam, Sawyer, Sparks, Stubblefield, Templeton, Warder—17.

ABSENT AND NOT VOTING.

Campbell, Fisher, Hamilton, Hull, Leeper, O'Brien—6.

Goes to Third Reading.

Senator Humphrey then moved that the bill be advanced to third reading and be made a special order for tomorrow morning. The motion was adopted by a viva voce vote. The amendments to Senate bill No. 148 creating a Board of Railway Commissioners was then considered.

Senator Berry's amendment fixing the salaries of Commissioners at $1,500 instead of $2,500 per annum, and the Secretary's at $1,000 instead of $1,500, and appropriating $400 instead of $800 for office furniture, were adopted by a viva voce vote.

Senator Munroe's amendment fixing the term of office for the Commissioners at four years instead of fifteen was adopted by a viva voce vote.

Senator Munroe's other amendments were laid on the table.

Senator Munroe moved that the bill be printed as amended and placed on the members' desks. The President announced that this would be a physical impossibility. Senator Munroe said that was just the reason why he wanted the bills to be postponed.

Senator Crawford stated that the Constitution required that the bills and amendments be printed, which had been done, and that the bill was ordered to third reading. He said that the bill could not go to the printer, and that the amendment would be engrossed in the bill tomorrow.

Senator Humphrey moved to lay the motion on the table, which was carried by a vote of 24 yeas to 16 nays.

TEXT OF THE HUMPHREY BILLS.

Provisions of the Street Railroad Measures as They Now Stand Amended Ready to Pass.

The Humphrey street railroad bills before the Legislature at Springfield were extensively amended yesterday. The text of the bills as amended follows:

Senate Bill No. 148—A bill for an act to establish a commission for street and elevated railroads and to prescribe the powers and duties thereof.

Sec. 1. Be it enacted by the people of the State of Illinois, represented in the General Assembly, that there shall be in and for the State of Illinois a commission to consist of three persons to be appointed by the Governor by and with the advice and consent of the Senate; and which said commission shall be called "Board of Street and Elevated Railroad Commissioners"; said Commissioners shall be appointed as follows: Within twenty days after this act shall take effect the Governor shall appoint three persons as such Commissioners, "who shall serve for the term of four years each, and the Governor shall, with the advice and consent of the Senate, every four years thereafter appoint a like number of Commissioners to serve each for a term of four years. The Governor shall have the power to remove one or all of said Commissioners whenever they do not properly attend to their duties.

Must Be Disinterested Persons.

Sec. 2. No person shall be appointed as such Commissioner who is at the time of his appointment in any way connected with any street or elevated railroad, or who is directly or indirectly interested in any stock, bond, or other property of, or is in the employment of any such railroad; and no person appointed as such Commissioner shall, during the term of his office, become interested in any stock, bond, or other property of any such railroad, or in any manner be employed by or connected with any such railroad.

Sec. 3. Before entering upon the duties of his office, each of said Commissioners shall make and subscribe, and file with the Secretary of State, an affidavit in the following form:

I do solemnly swear (or affirm), that I will support the Constitution of the State of Illinois, and that I will faithfully discharge the duties of the office of Commissioner of Street and Elevated Railroads according to the best of my ability.

Such Commissioner shall enter into bonds with surety to be approved by the Governor in the sum of $20,000, conditioned for the faithful performance of his duty as such Commissioner.

Salaries of Commissioners.

Sec. 4. Each of said Commissioners shall receive for his services a sum not exceeding $1,500 per annum, payable quarterly. They shall be furnished with an office, office furniture, and stationery at the expense of the State, and shall have power to appoint a secretary to perform such duties as they shall assign to him. Said secretary shall receive for his services a sum not exceeding $1,000 per annum. The office of the said Commissioners shall be kept at Springfield, and all sums authorized to be paid by this act shall be paid out of the State Treasury and only on the order of the Governor, provided that the total sum to be expended by said Commissioners for office rent, and furniture, and stationery shall in no case exceed the total sum of $400 per annum.

Sec. 5. Every elevated and street railroad incorporated, constructed, and in operation in this State under any general or special law of this State, or which shall hereafter become incorporated, or do business under any general or special law of this State shall, on or before the first day of November, in each year make and transact to the Commissioners appointed by virtue of this act, at their office in Springfield a full and true statement under oath of its President or other proper officer of such corporation of the affairs of the said corporation, as the same existed on the first day of the preceding July specifying:

Statement of Affairs.

First—The amount of the capital stock.

Second—The names and places of residence of its officers.

Third—The amount of funded debt.

Fourth—The estimated value of the road bed.

Fifth—The estimated value of the rolling stock.

Sixth—The estimated value of the stations, buildings, and fixtures.

Seventh—The length of single main track.

Eighth—The length of double main track.

Ninth—The length of branches, stating whether they are single or double track.

Tenth—The aggregate number of side and other tracks not above enumerated.

Eleventh—The number of miles run by trains preceding the year of making the report.

Twelfth—The amount of receipts from the carriage of passengers.

Thirteenth—The amount of receipts from the carriage of parcels and packages.

Fourteenth—The amount of gross earnings.

Fifteenth—The amount of net income.

Sixteenth—The total amount of the operating expenses.

Seventeenth—The total amount of fixed charges.

Eighteenth—The total amount of dividends paid.

Nineteenth—All other expenses incurred in the running and management of the road during the same time.

Twentieth—The amount expended for repairs of road, including repairs and renewal of rolling stock.

Twenty-first—The amount expended for improvements, and whether the same is estimated as a part of operating and repairing the road, and, if either, which.

Twenty-second—The amount expended for motive power and cars.

Twenty-third—The amount expended for power and station houses and other buildings and fixtures.

Twenty-fourth—All other expenses for the maintenance of way.

Twenty-fifth—The rate of fare for passengers.

Twenty-sixth—The charge per pound for parcels and packages.

Twenty-seventh—What running arrangement it has with other railroads, and setting forth the contracts for the same.

Form of Returns.

Sec. 6. The Commissioners shall prescribe the form of the annual return to be made by such railroad corporations and from time to time make such changes or additions in such form as they may deem proper; giving to the corporations one year's notice of any such changes or additions; and shall on or before the 15th day of September of each year furnish to every such corporation blank forms of such returns. When a return is defective or appears erroneous the Commissioners shall notify the corporation to amend the same within fifteen days. The Commissioners shall prepare such details and abstracts as they deem expedient of all the returns, and their annual report shall be presented to the Secretary of State on or before the first Wednesday in December in each year, to be laid before the Governor. The original of such return shall be sworn to by the President or other proper officer of the corporation, and shall be preserved in the office of the Commissioners.

Powers of the Board.

Sec. 7. The Board of Street and Elevated Railroad Commissioners hereby created shall have power:

First—To regulate the time of running cars.

Second—To prescribe the greatest time or distance which shall intervene between the running of cars or trains of cars.

Third—To require suitable and comfortable cars.

Fourth—To provide for and regulate the manner of heating the cars.

Fifth—To fix and establish the maximum rate of fare, but in all cases where the right is granted by any statute, ordinance, or ordinances to charge any specified rate of fare, such rate as fixed by such statute, ordinance or ordinances shall not be changed during the life of such statute or ordinance.

Sixth—To determine what parcels and packages may be carried by such railroads, and to prescribe the weight and mode of carriage of the same, and the charges to be paid therefor.

Seventh—To determine whenever it shall be hereafter proposed by any person or persons or corporation to construct and operate any new line of street or elevated railroad under any ordinance hereafter passed, or to extend any existing street or elevated railroad line, whether or not such proposed new railroad or extension is necessary for the convenience and accommodation of the public, and whether or not the owners of the land representing more than one-half of the frontage of the street, or so much thereof as is sought to be used for railroad purposes, have petitioned, as required by law, for authority and permission to lay down railroad tracks in any street or highway.

Application for Route.

To that end the person or persons, or corporation proposing to construct such new line or extend an existing line shall, before applying to the public authorities for permission to construct such railroad, first file with the said Commissioners an application in writing, setting forth specifically the route of the said proposed line of railroad and at the same time present to the said Commissioners the petition of the property-owners as required by law, and within ten days thereafter the said Commissioners shall file with the City Clerk or the Town Clerk, as the case may be, a certified copy of the said application to construct the proposed line of railroad. Said application shall be addressed to the Board of Commissioners and the City Council or Board of Trustees, as the case may be. Upon the filing of the said application with the Board of Commissioners as aforesaid the said Commissioners shall thereupon publish notice of such application daily for the period of ten days in some newspaper published in the county where it is proposed to construct such railroad, the cost of such publication to be paid in advance to the said Commissioners by the persons making the application, and which said notice shall state specifically the proposed route of such railroad and shall also fix a day not more than thirty days after the filing of such application and petition, when objections will be heard to the said application and revocations of signature to the said petition will be received, and on the day so appointed for hearing such objections and considering such revocations, and from day to day thereafter, the said Commissioners shall proceed to consider the same, and within sixty days after the filing of the said application and petition the said Commissioners shall report and certify in writing to the City Council or to the Board of Trustees, as the case may be:

Conditions of Granting.

1. Whether or not the proposed line of railway is necessary for the convenience and accommodation of the public; and,

2. Whether or not the petition of the property-owners is in accordance with the requirements of the law. Said report shall be addressed to and filed with the City Council or Board of Trustees, as the case may be; and at the same time the said Commissioners shall file with the said report the petition of the property-owners, and all revocations that shall have been filed with the said Commissioners; and the said report of the said Commissioners certifying that the proposed railroad is necessary for the convenience and accommodation of the public and that the petition of the property-owners is in full compliance with the requirements of law, shall be conditions precedent to any grant by the City Council or by the Board of Trustees of authority or permission to lay railroad tracks in any street or highway.

In every case where an application shall be made to construct and operate any new line of railroad under any ordinance hereafter passed or to extend any existing railroad line, the said Board of Commissioners shall certify that such proposed line of railway is necessary for the convenience and accommodation of the public, and that the petition of the property-owners is in full compliance with the requirements of the law, and the City Council or Board of Trustees, or other public authorities, as the case may be, shall grant the permission and authority to construct and operate such roilroad. The ordinance granting such permission and authority shall run to and be given to the said Board of Commissioners, where the grant is for a new line and not for the extension of an existing grant or line, and the said Commissioners shall be named in such ordinance as the grantees therein, and within thirty days after the passage of any such ordinance, and its approval by the Mayor, or other public officer as required by law, the said Board of Commissioners shall offer the said ordinance for sale at public auction, and the same shall be sold by the said Commissioners to the highest bidder therefor.

Notice of Sale.

Notice of such sale shall be given by the said Commissioners within five days after the passage and approval aforesaid of any such ordinance by publishing notice thereof, daily, for the period of ten consecutive days in some newspaper published in the county where the proposed line of railway is to be constructed, and if no daily newspaper shall be published in such county then in a daily newspaper published in a county nearest to the county in which it is proposed to construct such railway; said notice shall contain a description of the route of such proposed railway and fix a time and place for such sale, and which place of sale shall be in the county where it is proposed to construct such railway; and the terms of sale shall be such as the said Commissioners shall fix and determine; provided, however, that the purchaser at such sale shall be required to pay the whole of the purchase money within five days from the time of such purchase and the proceeds arising from such sale shall, within five days thereafter, be paid over by the said Commissioners to the proper authorities of the city or town granting such permission, and upon the payment by the purchaser to the said Commissioners of the sum bid at such sale the said Commissioners shall thereupon by written instrument assign, transfer, and set over unto such purchaser all the right, title, and interest acquired by the said Commissioners in and to said ordinance, and every such assignment shall be forthwith filed for record with the Recorder of Deeds in the county wherein the said proposed line of railway is to be constructed, and every such assignment when so recorded shall vest in the assignee or assignees all the rights and privileges granted and conferred by the said ordinance to the same extent as if the said ordinance had specifically named such assignee or assignees as the grantee or grantees therein. Every such sale may be adjourned by the said Commissioners from time to time as in their judgment may be deemed proper and necessary, but no adjournment, or all of the adjournments, so made shall exceed a period of more than ninety days from the time of the approval of the ordinance; and if no sale shall be made within the said period of ninety days then the said ordinance so offered at public sale shall become null and void.

Deposit Necessary to Bid.

Before any person shall be entitled to bid at such sale he shall deposit with the said Commissioners the sum of $10,000 as a guaranty of good faith, and which said sum of money, or so much thereof as may be necessary, shall be applied upon the purchase money to be paid by the person becoming such purchaser, but should he not become the purchaser, the said sum deposited by him shall be returned to him, unless he should become the purchaser and should fail to make full payment in accordance with the bid, then and in that event the said sum of $10,000 so deposited by him shall be forfeited and shall be paid over by the said Commissioners to the corporate authorities to whom the purchase money would have gone, provided it had been paid. Where the grant shall be for an extension of existing grants or lines the said corporate authorities may specify in the said ordinance what compensation shall be required from the company obtaining the said grant for the extension of said line.

Eighth—To authorize a change of motive power or the use of a particular power.

Ninth—To regulate the rate of speed which the cars may not exceed.

Tenth—To regulate the signals to be given and prescribe other precautions to be taken in the construction of cars or otherwise to prevent accidents.

Eleventh—To prescribe and regulate the mode and manner of crossing the track of another company consistent with the law.

Must Inspect Roads.

Sec. 8. The Commissioners shall from time to time in each year examine the road and stations, power-houses and cars of all such corporations operating elevated railroads or street railways, to see that they are kept in safe and proper condition, and whenever they deem repairs necessary on any such railroad in order to promote the security of the public they shall in writing inform the company of the same and such repairs shall be made by such company within a reasonable time after such notification.

Sec. 9. Such Commissioners shall keep themselves well informed as to the condition of such railroads and the manner in which they are operated with reference to the security and accommodation of the public, and as to the compliance by the several corporations with their charters and the laws of the State.

Sec. 10. Such Commissioners, whenever in their judgment any such railroad company is violating the law, or neglects in any way to comply with the terms of the act by which it was created or with the provision of any law of the State, shall give notice thereof in writing to such company, and if the violation or neglect is continued after such notice, for the period of ten days, such Commissioners shall forthwith present the facts to the Attorney-General.

Sec. 11. Such Commissioners shall examine into the condition and management in this State, so far as the same pertain to the relation of such railroads to the public, whether such railroad companies, their officers, directors, managers, lessees, agents, and employés comply with the laws of this State now in force, or which shall hereafter be in force concerning them. And whenever it shall come to their knowledge, either upon complaint or otherwise, or they shall have reason to believe that any such law or laws have been or are being violated, they shall prosecute or cause to be prosecuted all corporations or persons guilty of such violation. In order to enable such Commissioners efficiently to perform their duties under this act it is hereby made their duty to cause one of their number, at least once in six months, to visit each county in the State in which is or shall be located such railroad and personally inquire into the management of such railroad business.

Sec. 12. In making any examination as contemplated in this act, or for the purpose of obtaining information pursuant to this act, said Commissioners shall have the power to issue subpœnas for the attendance of witnesses, and may administer oaths. In case any person shall willfully fail or refuse to obey such subpœna it shall be the duty of the Circuit Court of any county, upon application of the said Commissioners, to issue an attachment for such witness, and compel such witness to attend before the Commissioners and give his testimony upon such matters as shall be lawfully required by such Commissioners; and the said court shall have the power to punish for contempt, as in other cases of refusal to obey the process and order of such court.

Sec. 13. Any person who shall willfully neglect or refuse to obey the process of subpœna issued by said Commissioners and appear and testify as therein required shall be deemed guilty of a misdemeanor, and shall be liable to an indictment in any court of competent jurisdiction, and on conviction thereof shall be punished for each offense by a fine of not less than $25 nor more than $500, or by imprisonment of not more than thirty days, or both, in the discretion of the court before which conviction shall be had.

Sec. 14. Every such railroad company, and every officer, agent, or employé of any such railroad company, who shall willfully neglect to make and furnish any report required in this act, at the time herein required, or who shall willfully and unlawfully hinder, delay, or obstruct said Commissioners in the discharge of the duties hereby imposed upon them, shall forfeit and pay a sum of not less than $100 nor more than $5,000 for each offense, to be recovered in an action of debt in the name and for the use of the people of the State of Illinois; and every such railroad company shall be liable to a like penalty for every period of ten days it shall willfully neglect or refuse to make such report.

Prosecution of Violations.

Sec. 15. It shall be the duty of the Attorney-General and the State's-Attorney in every circuit or county, on the request of said Commissioners, to institute and prosecute any and all suits and proceedings which they or either of them shall be directed by said Commissioners to institute and prosecute for a violation of this act or any law of this State concerning such railroad companies, or the officers, employés, owners, operators, or any agents of such railroad companies.

Sec. 16. All such prosecutions shall be in the name of the people of the State of Illinois, and all moneys arising therefrom shall be paid into the State Treasury by the Sheriff or other officer collecting the same, and the State's-Attorney shall be entitled to receive for his compensation from the State Treasury on bills to be approved by the Governor a sum not exceeding 10 per cent of the amount received and paid into the State Treasury as aforesaid; provided, this act shall not be construed so as to prevent any person from prosecuting any qui tam action as authorized by law and of receiving such part of the amount recovered in such action as is authorized or may be provided under any law of this State.

Private Damages Allowed.

Sec. 17. This act shall not be so construed as to waive or affect the right of any person injured by the violation of any law in regard to such railroad companies from prosecuting for his private damages in any manner allowed by law.

Sec. 18. In the construction of this act the words "elevated and street railroads" as used in this act shall include each and every railroad in this State, whether operated by steam, electricity, cable, animal, or other powers that has been or shall hereafter be organized under any general or special law of this State for the purpose of operating a railroad above or upon the surface of the street for the transportation of local passengers and commonly known as "elevated roads," "L roads," "horse," "street," or "surface railways." This act shall include every such corporation operating an elevated railroad or street railroad whether as owner or lessee, or otherwise.

Sec. 19. All laws and parts of laws in conflict, or inconsistent with any of the provisions of this act are hereby repealed.

Bill to Repeal.

Senate bill No. 258.

A bill for an act concerning street railroads and to repeal a certain act therein named.

Sec. 1. Be it enacted by the people of the State of Illinois, represented in the General Assembly, that every corporation that has heretofore been organized under any general or special law of this State, or that may be hereafter organized under any general law of this State, for the purpose of acquiring or constructing and operating a street railway in, upon, or along any street, or highway, or alley, or in, upon, or along any property that has been or may be acquired by such corporation, shall, in addition to the powers heretofore conferred by law, possess all the powers and be subject to all the terms, conditions, and obligations conferred by this act.

Sec. 2. Every such corporation for the purpose of acquiring, constructing, maintaining, or operating its said railroad may, except upon property owned and in use by corporations doing a like business, enter upon and appropriate any property necessary for the construction, maintenance, or operation of its said road, and all necessary sidings, side tracks, depots, power-houses, and appurtenances, and may, subject to the provisions contained in this act, and excepting as aforesaid, locate and construct its road upon and along any street, alley, road, or highway, or by tunnel under or bridge across or over any waters or highways of this State, in such manner as not to unnecessarily obstruct the public use of said street, alley, road, or highway, or unnecessarily interrupt the navigation of such waters. Every such corporation may operate its railroad for the transportation of passengers and for the carriage of small packages and parcels and the United States mail.

Taking of Private Property.

Sec. 3. Whenever it shall be necessary for the construction, maintenance, or operation of any such street railroad or for necessary sidings, side-tracks, depots, or appurtenances to take or damage private property, the same may be taken, except as hereinafter provided in Sec. 10 hereof, and compensation therefor may be ascertained and made in the manner provided by law for the exercise of eminent domain.

Sec. 4. No such corporation shall have the right under any license or ordinance hereafter granted to locate or construct its road on or along any street or alley or highway or over any public ground in any incorporated city, town, or village, without the consent of the corporate authorities of said city, town, or village; nor upon or along any road or highway, or any public ground outside of the limits of any corporate city, town, or village except upon the consent of the Board of Commissioners of Highways of each town in counties under township organization; no such consent in either case shall be granted by any city, incorporated town, or village unless the said person or persons or corporation seeking authority and permission to construct and operate such railroad shall have complied strictly and in all particulars with the requirements of the laws as they shall exist at the time of making the application for such consent, and a full and strict compliance with every requirement of the law by the said person or persons or corporation seeking such authority or permission shall be conditions precedent to any grant by the corporate authorities of any city, town, or village, or authority or permission by ordinance to lay railroad tracks in any street or highway in any such city, town, or village; and every grant by any city, town, or village that shall hereafter be made without such person or persons or corporations having fully and strictly complied with all of the requirements of the law as aforesaid shall be void.

Subject to Public Control.

Sec. 5. The grant to any such corporation of the right to use any street, alley, road, highway, or public ground shall be subject to the right of the public authorities to control, use, improve, or repair said street, alley, road, highway, or public ground; provided, however, that such control, use, improvement, and repair of such street, alley, highway, or public ground shall not interfere with nor obstruct such railroad in its use of such street, alley, highway, or public ground, in the manner and as the same shall have been granted to it by said public authorities.

Secs. 6 and 7 remain unchanged.

The compensation for franchises in counties having a population not exceeding 100,000 inhabitants is fixed at 1 per cent of the gross earnings annually. In counties having more than 100,000 inhabitants and not exceeding 200,000, 2 per cent; in counties exceeding 200,000 inhabitants, 3 per cent for the first fifteen years, 5 per cent for the succeeding twenty years, and 7 per cent for the remaining fifteen years.

Any Kind of Motive Power.

Sec. 8. Every such street railway may be operated by animal, cable, electric, or any other motive power that may have been or shall hereafter be granted to it by the proper public officers or authorities, except steam locomotive engines, such motive power to be applied in any manner already authorized or which shall be permitted or authorized by the proper public officers or authorities.

Sec. 9. The tracks of every such street railway shall be laid as near the center of the street or highway as practicable except at curves, and where more than one track is laid the said tracks shall be parallel and in such manner as to leave a space of at least four feet between the said tracks, and no car hereafter purchased or procured shall be operated with an overhang of more than twenty inches outside of the outermost edge of the rail of the track upon which said car shall be operated.

Sec. 10. No street railroad corporation shall have the right to use the whole or any part of the property or tracks of another street railroad used by it in the operation of its road except to cross the same at any necessary angle, without the consent of the corporation whose property or tracks it seeks to use.

Sec. 11 remains unchanged.

BELIEVES IN MUNICIPAL OWNERSHIP.

Mayor Phelan of San Fransisco Gives Strong Reasons Why Humphrey Bill Is Vicious.

San Francisco, Cal., April 15.—[Special.]—To transfer the supervision and control of a city government over its street railways to the State would be an injurious abandonment of its authority. The effect would be to take away from the citizens direct control and give them a lessened interest in street railway policy. The growth, the development, and the business of a city depend very largely on transportation facilities within its limits and connecting with its suburbs. The streets are surrendered by the city to corporations and the strictest control should be exercised over them in the interest of the public by the city.

Corporations should be allowed a reasonable interest on their actual investment and nothing else. City Councils should not permit individuals to make fortunes out of the use of public streets in the matter of such a simple and well established undertaking as the laying of tracks and the running of cars. A modern city under a reformed civil service should prepare itself to own and operate street railways. The right to collect tolls over public streets is a power which a municipality should jealously guard and be slow to surrender, and which the State has no right to assume. I consider street railway control as something purely and exclusively municipal.

JAMES D. PHELAN,
Mayor of San Francisco.

UPHOLDING THE SULTAN.

Feat of the Six Great Powers of Europe (All Holders of Turkish Bonds) as Seen by an Eastern Cartoonist.

POLICE WANT CASHIER W. F. FARLEY

Work Bros. & Co. Are Anxious to Know Whereabouts of Their Employe and Cash.

Detectives from headquarters have been requested to arrest W. F. Farley, cashier for the wholesale clothing firm of Work Bros. & Co., Fifth avenue and Jackson street. He has disappeared, as has also a sum of money, the amount of which is not known, but which may reach $2,000.

Farley came to the firm last July with good references and letters, and as he had previously been employed at the First National Bank he was given a position. His habits were good and his work was satisfactory.

Nothing was suspected until Monday, when he failed to appear at his desk. Saturday night he had left the store and gone to his home, No. 60 Ogden avenue. He left his home the same evening and was not again seen by his wife.

STILL LOOKING FOR MR. "PHILPS."

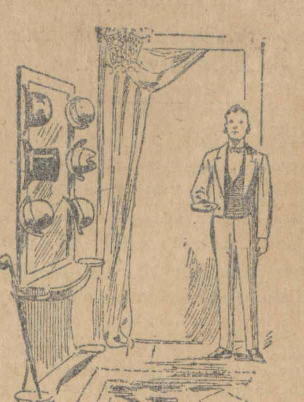
Warrant for the Pittsburg Insurance Swindler Has Not Yet Been Served.

Pittsburg, Pa., April 15.—[Special.]—No additional arrests were made today in the insurance frauds. C. F. Harper, supervisor of the department of revision of the Mutual Reserve Fund Life Association of New York, who came here to direct the work of detectives, said "Philps," for whose arrest Mr. Harper says he swore out a warrant, had not yet been apprehended. He expected the arrest to be made at any time.

PENITENTIARY FOR BICYCLE THIEVES.

Massachusetts House Sets a Penalty of Five Years' Imprisonment for Second Offense.

Boston, Mass., April 15.—The House today passed a bill imposing a penalty for the second offense of stealing a bicycle valued at $10 of imprisonment in State prison not exceeding five years or fine not less than $100.



Easter time is dress-up time in all our lines.

Our chief inspiration is in these Rogers, Peet & Co. Spring Suits and Top Coats —you can't go amiss in 'em for style, quality, or money-saving.

But there's plenty to inspire us in our Hats, Neckwear, Gloves, and Boys' Clothes.

Inspire you too if you will see 'em.

F. M. ATWOOD,
N. W. Cor. Madison and Clark Sts.

Burlington Route

BEST LINE TO OMAHA

PEGAMOID.

DISASTROUS FIRE IN NEW ORLEANS.

Moresque Block Is Swept Out of Existence with a Loss of Nearly a Half Million Dollars.

New Orleans, La., April 15.—One of the most picturesque business structures in the city, known as the Moresque Block, was totally destroyed by fire this afternoon. In an incredibly short space of time the whole building was a mass of flames that burned with a velocity absolutely astonishing. In an hour the edifice had collapsed and upwards of $400,000 had gone up in smoke. The Moresque Building occupied one entire block, bounded by Camp, Poydras, and Church streets and Lafayette Square, and its walls were built entirely of iron in a design known as the Moorish.

The Montgomery Furniture company and Gauch, Sons & Co, crockery merchants, were the tenants of the building, and both firms carried full stocks. The fire is supposed to have originated in the top floor of the Montgomery section. In a twinkling the flames were observed to shoot out of the windows and later from the roof, and a general alarm called the entire fire department to the scene. The heads of the fire department saw quickly that the Moresque Building was doomed and the efforts of the firemen were directed to keeping the flames from spreading to adjacent property. In this they were only partially successful, for two newspaper offices, the German Gazette and the Evening Telegram, were completely gutted, their contents being destroyed.

The following is the estimate of loss and insurance: Gauch & Sons, loss $100,000 on building; on stock, $60,000; insurance, $120,000. Montgomery company, stock, $100,000; insurance, $80,000. German Gazette, loss, $25,000; insurance, $12,000. Evening Telegram, loss; $20,000; no insurance. Warren Hotel and saloon, loss, $10,000; insurance, $5,000. James A. Aiken, plumber; loss, $10,000; insurance, $5,000. Heath, Schwartz Sons, wallpaper, etc.; loss, $15,000; insurance, $10,000. The insurance is about equally divided between local and foreign companies. Outside of the specified cases of loss the damage to adjacent property is estimated to be $60,000, all fully insured. Total loss, $400,000, with an insurance of $293,000.

Representative Holman Better.

Washington, D. C., April 15.—Representative Holman of Indiana, who has been ill with an attack of stomach trouble for the last ten days, is reported better tonight. He is still weak, but is able to again take solid food. There is nothing alarming in his condition, though it will be some days before he can resume his duties at the Capitol.

Rupture cured by Retentive Truss; no operation. Dr. Parker, specialist, 58 State-st.

MARSHALL FIELD & CO.

Boys' Washable Dresses.

IN BOYS' CLOTHING DEPARTMENT.

An extensive line—for Boys aged 2½ and 3 years—now on display in our department.

These Dresses are what so many Chicago mothers have been seeking for some time and have sold so very freely that we have, until now, been unable to accumulate a stock of them sufficiently large to advertise. We quote Dresses

In Pink and Blue Gingham, with broad collar, belt and turn back cuffs; with two rows of white braid; an excellent dress for wear at play at $1.50

In Pink, Blue, Brown and White Striped Galatea Cloth, with plaited white pique front; collar, cuffs and belt braided with white soutache; a very pretty dress at $1.95

In Pink, Blue and White Striped and Checked Galatea Cloth, with broad collar, edged with embroidery; also narrow edging on cuffs and belt; at $2.75

In Grass Linen with plaited front and deep sailor collar, braided with ten rows of soutache braid in black, red and white $3.00

In White Pique—plain and embroidered, at $3, $3.50, $4.50 and $6.50