

DISCRIMINATORY RATES ARE ORDERED REDUCED

Inland Points in Washington, Idaho, Montana, Utah and Nevada Win Long Fight.

COMMISSION DECLARES CHARGES UNREASONABLE

After a Long Investigation in Which the Charges of the Shippers in Intermediate Points, Principal of Which Was Spokane, Are Found Correct, Decision Is Handed Down.

Washington, June 29.—Decisions were handed down today by the interstate commerce commission affecting freight rates, both class and commodity—on all transcontinental lines operating between the Atlantic and Pacific oceans. Extensive reductions were ordered.

In what is known as the Reno case the class and commodity rates from Sacramento, Cal., by the Southern Pacific between Reno, Nev., and Cecil Junction, Utah, were declared excessive, and "reasonable rates" were prescribed.

In what was known as the "Portland back haul" case, the commission decided that the freight rates from Seattle, Tacoma and Portland to points in Washington, Oregon, Idaho and Montana, were unreasonable and a reduction of 20 per cent was proposed.

In the Spokane case, the commission decided that the present freight rates were excessive, unjust and unreasonable on both class and commodity freight.

Present class rates between Utah common points and Mississippi and Missouri river transfer points were also found to be excessive and they were ordered to be reduced about 18 per cent.

In a case involving class freight rates from eastern territory to Phoenix, Ariz., the commission ordered reductions of approximately 30 per cent.

On complaint of the railroad commission of Nevada the interstate commerce commission held that the class rates from eastern defined territories to points in Nevada were unreasonable and ordered that rates materially lower be put into effect by the carriers.

Of Immense Importance.

The decisions are in what popularly are known as the Pacific coast cases. The cases were heard last autumn by the commission on its six weeks' trip to the Pacific coast and intermountain territory, and have been under consideration ever since. The commission realized the immense importance of the cases, not only to the railroads, but to the shipping public, and it prepared its opinions with the greatest care.

In every instance reductions in the rates complained of were made, and in some instances they amounted to nearly 50 per cent. The commission found a remarkable rate existing on the Pacific coast, and even a more remarkable one in the intermountain territory. This is notably true of the rates to and from Spokane, and Reno, Nev.

The Spokane rate case has been before the commission in one form or another for several years. The shippers of that city complained insistently of the rates they were charged on freight classes and commodities from eastern points of origin, because they were required to pay the Pacific coast terminal rates, plus the local rates, back to Spokane, from these terminals, although the freight was discharged at Spokane by the railroads on the western trip.

Back Haul at Reno.

Substantially the same state of affairs existed at Reno and other points which had to pay the rates to San Francisco and the back haul local rates from San Francisco or Sacramento to the point of ultimate destination. These local rates in most instances amounted to two-fifths or more of the entire rate from eastern points of origin to Pacific coast terminals.

As noted above, the decisions of the commission in these cases affect all class and commodity rates between eastern points and the far west.

No complaint was made in any of the cases of the rates of the eastern lines between Atlantic points and Mississippi river transfers, and all of the reductions ordered by the commission affected the rates from Mississippi river transfer points to Pacific coast terminals and intermountain territory points.

Earnings Excessive.

The decision of the commission in the city of Spokane against the Northern Pacific and Great Northern companies and other carriers, was prepared by Commissioner Prouty. It was held that the earnings of the Northern Pacific and Great Northern for the 10 years preceding 1908 "might fairly be termed excessive, and that reduction in revenues might therefore be made without violating the constitutional rights of those companies."

The report continues: "Having determined that question, we did not make reductions in rates to Spokane for the reason that those revenues were excessive and for the purpose of reducing the revenues. The rates to Spokane were held to be unreasonable and other rates were established as reasonable on an entirely different consideration.

the Great Northern and Northern Pacific for the transportation of traffic from St. Paul and Chicago to Spokane made by taking 75 per cent from the terminal rates is founded upon facts which do not exist, and is constructed on a theory which cannot be approved by the commission.

Not Effective Immediately.

The rates established for the future are materially lower—approximately 20 per cent on both classes and commodities, but will not be effective immediately.

The defendant lines maintain that if material reductions were made the result would be disastrous in view of the reductions that necessarily would have to be made elsewhere.

In addition the Northern Pacific showed that since the first decision in the Spokane case in the spring of 1907 it has expended approximately \$2,000,000 and the Great Northern showed it had expended \$75,000,000 in betterments.

Independent Rates.

In fixing the rates to Spokane the commission did not use the rates to Seattle as a standard, but adjusted the rates to Spokane upon what is considered to be a reasonable basis, taking into account that water competition at Seattle was not material. Then the commission says: "Joint through rates, both class and commodity should be established from the defined territories east of Chicago to Spokane.

"Where joint through rates do not exist from points east of Chicago upon certain lines to Spokane the commission finds there is no reasonable and satisfactory through routes and joint rates ought to be established. Both class and commodity rates should be slightly lower from Mississippi river points to Spokane than from Chicago points."

Other Rates Excessive.

In the Spokane opinion it was also held that the rates to Baker City, La Grande and Pendleton, Oregon, and Walla Walla, Wash., were excessive insofar as they exceeded the new rates fixed to Spokane.

In order to proceed with caution the commission determined, before making a final order, to ascertain by an actual test the result of the present and the proposed new rates.

"These sums would in each case equal approximately 25 per cent of the entire cost of reproduction as found by the commission, and would, if not accompanied by increased earnings, perhaps justify the claim to a greater return. An examination of the nature of these expenditures does not, however, lead to the conclusion that they can have any legitimate bearing upon the correctness of our decision."

The carriers will be required, however, for the months of July, August and September to keep a detailed account, showing the revenues accruing on business actually handled under present rates, and the revenues which would have accrued had the rates prescribed by the commission been in effect.

Nevada Cases.

In the Nevada and Arizona cases, including the Sacramento-Reno case against the Southern Pacific company, the railroad commission of Nevada against the Southern Pacific company, and the Maricopa County Commercial club against the Atchison, Topeka & Santa Fe and other carriers, the decisions were prepared by Commissioner Franklin K. Lane.

In each of them a heavy reduction in class rates is ordered, some of the reductions being as high as 33-1-3 per cent. The commission finds that the existing rates are "practically without precedent or parallel" in the United States. The average rate from Sacramento to Reno is 9.16 cents, an unprecedented figure. The class rates between Sacramento and Reno are reduced approximately 30 per cent, the rate on first class freight being lowered from \$1.29 per hundred pounds to 85 cents. Similar reductions in the class rates are made from Sacramento to other points in Nevada and Utah.

In the case of the railroad commission of Nevada against the Southern Pacific company and other carriers, the commission condemns the existing westbound class rates from eastern points in Nevada.

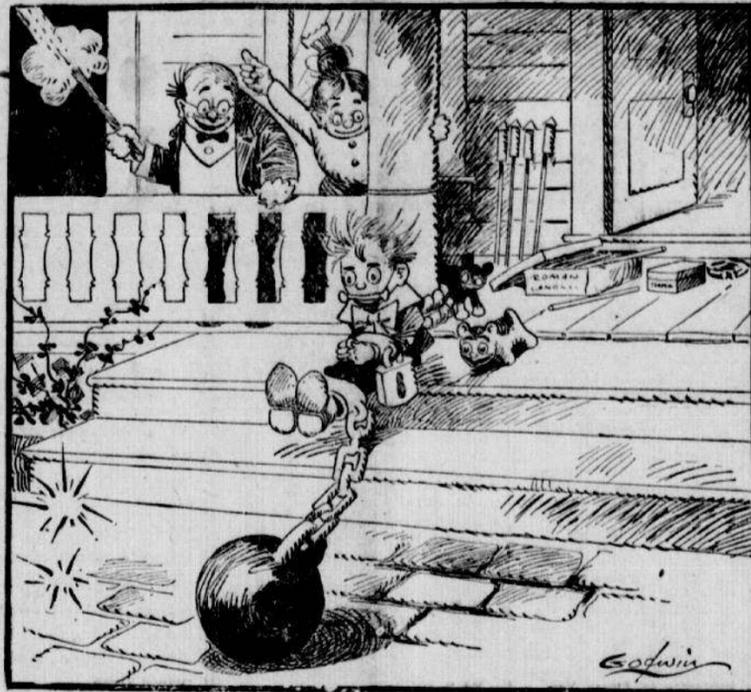
Highest in the Country.

In this connection the commission declares these rates to be the "highest main line rates found in the United States."

For carrying a carload of first-class traffic containing 20,000 pounds from Omaha to Reno, the Union and Southern Pacific lines charge \$58. If the same carload goes 154 miles further westward to Reno, the rate is \$65.

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SAFE AND SANE, BUT SAD



ROOSEVELT FAVORS DIRECT PRIMARY LEGISLATION

DESPITE RESOLVES TEDDY MIXES ONCE MORE IN THE POLITICAL GAME

New York, June 29.—Theodore Roosevelt today made his first public utterance on a political subject since his return from Europe June 15. In a telegram from Cambridge, Mass., he advocates the enactment, with certain amendments, of the so-called Cobb direct nomination bill now before the New York legislature. The telegram addressed to Lloyd C. Griscom, chairman of the republican county committee of New York county and sponsor for the amendment follows:

"During the last week great numbers of republicans and of independent voters from all over the state have written me urging the passage of the primary legislation. I have seen Governor Hughes and have learned your views from your representatives. It seems to me that the Cobb bill with the amendments proposed by you meets the needs of the situation. I believe the people demand it. I most earnestly hope it will be enacted into law."

(Signed) "THEODORE ROOSEVELT."

Mr. Griscom received the telegram late this afternoon and almost immediately made it public with an appended statement explaining the Cobb bill. The bill is now before the judicial committee of the assembly. The amendments to the bill probably will be introduced in the senate tomorrow.

THOMPSON APPOINTED.

Washington, June 29.—William T. Thompson of Nebraska has been appointed secretary of the treasury to succeed M. D. O'Connell, resigned. The appointment becomes effective October 1.

TEDDY TO MILWAUKEE.

Milwaukee, Wis., June 29.—Theodore Roosevelt will be the guest of the Milwaukee Press club September 7, the occasion being the celebration of the club's silver jubilee.

WYNNE TAKES CHARGE OF BUTTE'S POLICE

Butte, June 29.—(Special).—E. W. Wynne officially took charge of Butte's police force this morning and will report for active duty tomorrow morning. No incidents attended the meeting of the two chiefs and Quinn continued on duty throughout the day. Captain Buckner showed up at the same time and notified the mayor he was ready to work, and he took charge of the 4 o'clock shift. Other developments are expected.

EMPEROR WINS.

Kiel, Germany, June 29.—Emperor William's American-built motor today won the 48-mile handicap race from Eckenforde to Kiel. Herr Krupp von Bohlen and Halter's Germania was second and the Hamburg, of the Nord Deutsche regatta verein third, and the American schooner yacht Westward owned by Alexander S. Cochrane, of New York, fourth.

MICHAEL DONOHUE DIES IN ROCHESTER MINNESOTA

Butte, June 29.—(Special).—Telegrams received in Butte this morning told of the death of Michael Donohue, formerly vice president of the H. A. & P. railroad and assistant manager of the Anaconda smelter, at Rochester, Minn., today. The body is on its way west and will be taken to the home of the family in Seattle. Mrs. Donohue is accompanying it. Donohue was 48 years of age and was a native of County Kerry, Ireland. He came to Butte 22 years ago. Marcus Daly offered him the position of manager of the Butte, Anaconda and Pacific railway. Later he became assistant general manager of the mining interests of Mr. Daly, devoting the greater part of his time to the management of the smelter in Anaconda. He was vice president of the Butte, Anaconda & Pacific road later. He is survived by a wife and four children, three boys and a girl. About 16 years ago Mr. Donohue retired from his position with the late Mr. Daly and invested his money in property in San Francisco, Seattle and Montana.

FARMING SPECIAL ARRIVES

TRAIN FROM BOZEMAN SCHOOL REACHES MISSOULA AFTER GOOD DAY

Phillipsburg, June 29.—(Special).—The Northern Pacific Better Farming special train arrived here this evening at the end of its ninth day out. Phillipsburg holds the record so far for attendance, as there were easily 500 people here tonight, whereas there has been less than 400 at any other stop. The train has traveled about 1,000 miles thus far and has reached nearly 5,000 people. It is under the immediate direction of W. H. Merriman for the railway company and F. S. Cooley and E. B. Linfield for the agricultural college. There are about a dozen lecturers from the agricultural college on board who give talks in the three passenger coaches which have been fitted up as lecture rooms. They discuss such topics as "Seeds and Seed Selection," "Irrigation," "Dry Farming," "Poultry Keeping" and "Farm Machinery."

So far the attendance of ladies nearly equals that of the men, although different places differ widely in this respect. The meeting at Halls this afternoon was attended by nearly 200 people, fully half of them ladies. At Deer Lodge, earlier in the afternoon, there were many more men than women. The other stop of the day was at Whitehall where the crowd was very small. The train did not stop at Butte.

The chief topic thus far to attract public attention has been dry farming, but the fact that all the topics treated have found interested listeners is a testimony to the rational and growing interest in agriculture.

In Missoula.

The farming special arrived in the local yards of the Northern Pacific at 12:49 this (Thursday) morning. It spends the rest of the night here and starts up to Bitter Root early this morning, returning to Missoula tomorrow.

REDUCTION ORDERED.

New York, June 29.—All grades of refined sugar were reduced 10 cents per 100 pounds today.

MONTANA FARMERS ARE IN FINE SHAPE

AGRICULTURAL DEALER, AFTER TRIP THROUGH STATE, COMMENTS ON CONDITIONS.

Helena, June 29.—(Special).—According to statements made today by M. J. Healey, Montana sales agent of the Deere & Weber company, dealers in agricultural implements, the stories which have been circulated about disastrous crop conditions in this state are untrue. Mr. Healey has just returned from a trip over northern Montana from the Canadian border to Helena and as far east as the Dakota line on both the Northern Pacific and the Great Northern, and has in addition, data from agents all over the state, and he says that the facts show that Montana will have a greater grain crop this year than last and that the average an acre will be almost as large. The great majority of the new settlers did not put in spring grain, but they are getting ready to plant winter wheat. Mr. Healey says while the average rainfall has not been so great this year, it is untrue that a serious drought prevails. He says the settlers are not discouraged and that there will be no exodus from Montana this fall. He says his trip has convinced him that next spring there will be more new settlers come to the state than there were this year.

TRIAL SHIPMENT MADE.

Wallace, June 29.—(Special).—The old Iron Mountain mine in western Montana has consigned a shipment of ore to the East Helena smelter. This is more of a trial shipment, but it is expected regular shipments will begin soon. The shipment consisted of high-grade ore, no concentrates. Thirty-five men are employed. This property was formerly a producer. The mill capacity is being increased.

M'CUMBER ELECTED.

Bismarck, N. D., June 29.—Early reports from the republican primary elections indicate the election of Senator J. P. McCumber, stalwart, and Congressman Gronna, insurgent, for the United States senate. Congressman Hanna, stalwart, and Helgeson, insurgent, are running ahead for congressional nominations.

SIX DIE IN FLOODS IN KENTUCKY HILLS

Saylerville, Ky., June 29.—Caught by the raging waters of Licking river, swollen by recent rains and a cloudburst early this morning, six persons are known to have lost their lives by drowning and many others are reported missing, including three entire families. The cloudburst occurred at the headwaters of the stream at 3 o'clock this morning, catching the people in their beds. Buildings were swept away and crops were ruined. Meager reports indicate the damage will be great.

All the houses within five miles of the head of the Licking river were lifted from their foundations as the waters rushed through the narrow valleys.

Eastern Kentucky has been deluged by heavy rains for almost a week and the mountain streams were already swollen.

ALUMNI HEAR DANIEL DEAD ROOSEVELT SPEAK IN VIRGINIA HOME

EX-PRESIDENT TALKS TO HARVARD MEN AS HEAD OF HIS ALMA MATER'S GRADUATES

TALKS ABOUT HIS TRIP

His Experiences in the Capitals of the Old World and the Attitude of European Peoples Toward America Is Teddy's Subject—Urges Patriotism and Good Citizenship.

Cambridge, Mass., June 29.—Guest and host at once, Theodore Roosevelt brought energy and animation to commencement day at Harvard university today. The cheers that marked the passage among the buildings of the ancient yard indicated his position as chief guest of the day, while his presence at the head of the table at the commencement luncheon in Memorial hall was the token that he was host by virtue of his office of president of the Harvard Alumni association. It was "Roosevelt of the class of 1880" today and he had a busy time shaking hands with old college friends.

When Governor Hughes of New York received his honorary degree in Sanders hall the audience burst into great cheers and applause. J. Pierpont Morgan, the New York financier, and General Horace Porter, former ambassador to France, also were awarded honorary degrees.

Nearly a thousand young men received their diplomas today. Colonel Roosevelt tonight went to Nahant as the guest of Senator Lodge.

In opening the alumni meeting Colonel Roosevelt said in part:

The Speech.

"In the first place I come home with an increased and hearty friendship and good will for other countries. I have visited many different nations, and the more I see of decent people of other nationalities the more I realize the truth of Abraham Lincoln's statement that there is a deal of human nature in mankind. A good man is a good man anywhere and a scoundrel ought to be made to pay the penalty of his scoundrelism, whatever his birthplace or nationality. And yet, with that feeling, there has come a constantly increasing understanding on my part that the man who wishes to be a good citizen of the world, must first and foremost be a good citizen of his own nation.

"I have been given honorary degrees in certain foreign universities on the continent of Europe and in Egypt. I am deeply grateful therefore; I appreciate the honor. It was the keenest pleasure to me to visit those universities. I admire them with all my heart. And now having said that you will not misunderstand me when I say that I come back feeling more truly than ever that the place for a man to be educated is his own home. Let him be sent to school and university here in the United States. If he has a chance to take a post-graduate course elsewhere, according as his tastes and needs dictate, good; but let him have the foundations laid here, where his citizenship must be exercised.

A Good Citizen at Home.

"Let me also point out that you cannot be useful abroad unless you have abroad the respect that only comes if your usefulness has been proved at home. No man ought to receive or will receive respect abroad unless, as an American he has won his spurs in American life. I trust I need not say I speak in no spirit of mere chauvinism. On the contrary, I speak as I have said, from the standpoint of one who sincerely admires other nations, who has a sense of grateful appreciation of what they have done for him, but who is more than ever convinced to be useful in the world at large, it is necessary first to be one of your own countrymen, feeling with your own countrymen, able to do your duty to the fullest extent in dealing with the problems your fellow countrymen have to solve.

America's Need.

"It is important that this university should turn out scholars. It is more important it should turn out men able to do, to the fullest extent, what is required of them by the complex needs of American citizenship; and remember always that your power to show respect to others will depend largely on your self-respect. In the days when America mistrusted itself America felt bound to assert itself rather loudly in the face of foreign nations.

"The greater America's confidence grows in itself, the more America becomes strong and able to hold her own in the face of any nation of the earth, the more ready America will become to treat each and every nation in the spirit of the fullest cordiality and friendship, and the less apt she will be to take offense, not merely needlessly, but to take offense where there

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BELOVED AND RESPECTED SENATOR SUCCEUMBS TO HIS LINGERING ILLNESS

TWO DECADES IN SENATE

John Warwick Daniel Was One of the Old Dominion's Most Respected Sons—Was a General Under Early in the Civil War and Has Served Since as a Legislator.

Lynchburg, Va., June 29.—John W. Daniel, senior senator from Virginia, died at the Lynchburg sanitarium at 10:25 o'clock tonight. The immediate cause of death was cerebral hemorrhage, following a recurrence of paralysis.

The statesman's illness began with a slight attack of apoplexy, in Philadelphia last October, which kept him from his seat at the opening of congress last December. Only once since that time has he appeared before an audience, and that was for an informal talk in January.

The end came tonight, almost without a struggle. At 8 o'clock in the morning the senator responded to a question as to how he felt by saying "Very poorly." No change was noted until nearly noon. He slept fairly well last night. The family was fully aware of his condition and at no time had there been hope of his recovery. Late in February Major Daniel went to Florida, in the hope that the mild temperature there would benefit him.

At Daytona, March 8, he was stricken with paralysis and lingered for some time between life and death. Finally, he was brought home, arriving here April 24. He was taken immediately to Lynchburg sanitarium.

His Life.

John Warwick Daniel, United States senator from Virginia, and one of the most prominent conservative democratic leaders in the south, was born at Lynchburg, Va., on September 5, 1842, the son of Judge William Daniel, Jr., and Sarah A. (Warwick) Daniel. His paternal grandfather, William Daniel, Sr., was judge of the Virginia general court and an ardent supporter of Jefferson and of the revolution of 1798. His father was judge of the supreme court of appeals of Virginia and a prominent figure in Virginia politics. He was an elector for Van Buren in 1840 and had the reputation of being one of the finest orators in his state. One of his cousins was Peter Vivian Daniel, of the United States supreme court, another was John Moncure Daniel, a distinguished journalist in his time.

In the War.

John Warwick Daniel was educated at Lynchburg and later at Dr. Gessner Harrison's university school. When Virginia seceded from the Union, young Daniel left his studies and accepted a commission as second lieutenant in the Twenty-seventh Virginia regiment, which became part of the Stonewall brigade. He fought in the first battle of Manassas, on July 21, 1861; at Roanoke, Md., September 14, 1862; at Antietam, September 16 and 17, 1862; and in the bloody battle of the Wilderness, May 5-7, 1864, in which he held the rank of major and was adjutant general of Jubal A. Early's division. During that battle a shell fragment broke and shattered Daniel's leg. He fell from his horse and would have bled to death had it not been for the kindness of a private, who stopped the flow of blood by twisting the adjutant's scarf tightly around the latter's leg.

This serious injury put a stop to Daniel's career as a soldier. He was taken to Charlottesville, Va., where he slowly recovered from his wounds. During his convalescence he studied law, attending lectures at the University of Virginia in 1845 and 1848. He was admitted to the bar in 1848 and began to practice with his father who had retired from the bench. For ten years he was president of the Bank of Lynchburg and in 1859 he married Miss Julia E. Munnell of Lynchburg, who bore him two sons and three daughters.

Young Daniel took great interest in politics and soon became a political leader of considerable influence. He was elected member of the Virginia house of delegates and senate. He resigned after he had been nominated for governor in 1881, but was defeated at the subsequent election by W. E. Cameron, the readjuster candidate. In 1885 he was elected to congress and during his first month of service in the house of representatives was elected to the United States senate to succeed Senator Malone, whose term was to expire March 3, 1887.

As a Senator.

Senator Daniel developed considerable activity after he became a member of the senate. In the 49th congress he advocated the abolition of the internal revenue system urged free coinage of silver and supported retaliation against Canada for curtailing the rights of American fishermen. In the winter of 1887 he opposed the force bill, advocated tariff reform and was

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