

NEW RATE DECISION MEANS MUCH TO MISSOULA PEOPLE

The Reductions Will Probably Bring Double Benefit to This City.

CONSUMER WILL PROFIT AND TRADE RADIUS GROW

Local Rate Expert Gives Outline of What May Be Expected From the Enforcement of the Important Decision Rendered This Week by the Interstate Commerce Commission.

Many times during the past two days queries have been advanced as to the definite effect which the interstate commerce ruling of Monday will have upon the mercantile business of Missoula and upon the prices to the consumer in this district.

DEBT TO DIXON

(Spokane Spokesman-Review) The people of the Inland Empire owe a debt of gratitude to Senator Dixon of Montana for his valiant services for fair and equitable freight rates in the intermountain territory.

On April 11, 1910, Senator Dixon offered his amendment to the interstate commerce act, making it unlawful for a common carrier to charge more than a longer haul over the same line in the same direction, and on May 2 made, perhaps, the most able and convincing speech in favor of this so-called long and short haul clause that has been delivered in congress.

It was a noteworthy fact that of all the senators from the northwestern states Senator Dixon alone came out actively and unequivocally against what he aptly termed "the crime of rebating to communities instead of individuals practiced unchecked and without restriction by every railroad whose lines run west of the Mississippi."

At the present hearing before the interstate commerce commission in Washington Senator Dixon is continuing the fight for the people's interests that he so fearlessly began.

The people of the northwest are fortunate to have such a vigilant and capable champion at Washington as Senator Dixon, who is not fighting for any particular section or locality but is doing all in his power to protect and further the interests of about 15,000,000 people living west of the Missouri river, who have long suffered from unfair and discriminating freight rates.

This much was made emphatic when the commission said in the decision that, from St. Paul and Missouri river points, "no higher charge can justly be made at any intermediate point than to the more distant point." That much is clear, and it means that from St. Paul and Missouri river points the inland commodity rates to Butte, Helena and Missoula will not be greater than from those points to the north Pacific coast terminals, with a slight advance over terminal rates from points farther east.

"So far as I have been able to ascertain, the reduction varies from 5 to 25 per cent on scores of commodities shipped in carloads to Missoula, to as high as 40 per cent on carloads of iron pipe from both Chicago and Pittsburgh district, of which we handle a great deal.

"Then, too, there will, no doubt, be a large increase in the number of commodity rates to Missoula, since there are at present something like 1,300 commodity rates to the coast, while we have only had between 200 and 300.

To the Consumer. "From an economical standpoint, this decision should do much for the ultimate consumer and go far towards lessening the high cost of living, since it will permit the jobber to ship a great many commodities in car lots that have hitherto been prohibited on account of the excessive charge for transportation.

"If the terminal rates are to be a (Continued on Page Six.)

TAFT TAKES RESPONSIBILITY FOR CONTROLLER BAY AFFAIR IN MESSAGE TO THE SENATE

Land Was Eliminated From National Forest to Provide Terminal for Railway Company, Which, It Is Claimed, Has No Connection With Guggenheim-Morgan Syndicate.

President Denounces Famous "Dick-to-Dick" Letter as a "Wicked Fabrication," "Which Is Not Now, Nor Has It Ever Been, In the Files of the Department of the Interior."



MISS M. F. ABBOTT.

Miss M. F. Abbott, a Washington newspaper woman, who unearthed the "Dick-to-Dick" letter in the interior department. A facsimile copy of the front side of letter written by Richard Ryan to Richard Ballinger, copy having been made by Miss Abbott, according to testimony. A part of this letter has since disappeared from the interior department files.

The copy reads: "I represented myself, but that did not seem to satisfy him (I). So I sent for Charles Taft and told him to tell his brother the president who it was I really represented. The president made no further objection to my claims."

This copy by Miss Abbott was made on interior department paper, and is said by her to be an absolute copy of the postscript to the important letter. Washington, July 26.—President Taft sent a special message to the senate today shouldering full responsibility for opening for settlement and development 12,800 acres of the Chugach national forest reserve in Alaska—an incident which has become known as the "Controller bay affair."

In concluding, he brands the now famous "Dick-to-Dick" postscript as a "wicked fabrication" and says that Charles P. Taft, whose name appeared in the alleged postscript, "has no interest in Alaska, never had, and knows nothing of the circumstances connected with this transaction." Moreover, the president adds, his brother does not even remember that he ever met Richard S. Ryan, representing the Controller Railway & Navigation company.

No Monopoly. For eliminating the land in question from the reserve, the president says that there is no danger of the Controller Railway & Navigation company or any other interests monopolizing the field, and nothing to show that this company is in any way connected with the Morgan-Guggenheim interests. Hence, he believes that in eliminating the land he has acted for the best interests of the nation.

"I wish to be as specific as possible upon this point," says the president in his message, "and to say that I alone am responsible for the enlargement of the proposed elimination from 320 acres to 12,800 acres, and that I proposed the change and stated my reasons therefor. The thing which the territory of Alaska needs is development, and where rights and franchises can be properly granted to encourage investment and construct a railroad without conferring exclusive privileges, I believe it to be in accordance with good policy of grant them."

Accompanying the president's message are documents, reports and maps bearing on the case, as requested from him by a senate resolution of June 27 last.

As to Ryan. The president relates how Ryan, representing the Controller Railway & Navigation company, applied in 1909 for the elimination of a tract to enable this company to secure railroad terminals, etc. The application was referred to the forestry bureau and then to the navy department with a view that perhaps the navy desired to use Controller bay as a reservation. The forestry interests found no objection to the elimination of the tract indicated, "or indeed," as the president writes, "to the elimination

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of 18,000 acres in the northwest shore of Controller bay." The navy department's answer was "negative," says the president, and after the matter had been considered by the secretary of agriculture, by the secretary of the interior and the general land office, a recommendation was made to him that 320 acres with a frontage of 150 rods on the northwest shore of Controller bay be thrown open. A formal order to this effect was finally submitted to him in October, 1910, but when the matter came before the cabinet late in that month he found objection to it. His reasons for taking this stand he explains in his message, in part, as follows:

Dissatisfied. "I expressed dissatisfaction with the order because it purported on its face to make the elimination for the benefit of a railroad company of a tract of land which the company could not by lawful entry secure, for it was a tract 320 acres in one body when only 160 acres could thus be acquired. In the second place, I preferred to make a much larger elimination of a tract facing the entire channel, and with sufficient room for a terminal railway way. I was willing to do this because I found the restrictions in the law sufficient to prevent the possibility of any monopoly of either the upland or the harbor or channel by the Controller Railway & Navigation company or any other persons or company."

TAFT SIGNS BILL WEARING BIG SMILE

RECIPROCITY AGREEMENT IS NOW UP TO THE DOMINION GOVERNMENT.

Washington, July 26.—President Taft signed the Canadian reciprocity bill at 3:10 p. m. Secretary of State Knox, Secretary of Commerce and Labor Nagle, Secretary to the President Hillis and Representative Littleton, several newspaper men and a battery of photographers witnessed the signing. As he picked up the pen, the president turned to Secretary Knox: "Come over here, Brother Knox," he said, "you are responsible for this." The secretary of state stood beside the president as he placed his name upon the parchment. "It's done," said Mr. Knox. "It's done," replied the president as they clasped hands across the desk.

pany. Because of a lack of time sufficient to draft a memorandum myself, I requested the secretary of the interior, who, with the secretary of agriculture, after full discussion, had agreed in my conclusion, to prepare a letter setting forth the reasons for making the larger elimination, so that it might become a part of the record."

An Independent Enterprise. The president says he had every assurance at the time that the Controller Railway & Navigation company was an independent enterprise working in all good faith, and that no evidence to the contrary has since been brought to his attention.

The president goes on to explain that there are ironbound limitations covering the method for securing title for government lands and for this reason he feels no fear of any interest obtaining a monopoly. "The whole contention that the executive order and the opening to settlement of the shore of Controller bay grants a monopoly to the railway company," he resumes, "rested on a claim that it has given an opportunity to persons using scrip to appropriate the control of the only available and practicable parts of the channel by the location of the scrip opposite to these parts. If now the location of the scrip opposite to the harbor gives no right to reach the harbor except as congress gave it, clearly the Controller Railway & Navigation company has not the slightest opportunity for exclusive appropriation of the harbor facilities unless congress shall by future act deliberately and voluntarily confer it."

Having explained in detail his reasons for opening up the land in question, the president takes occasion to answer incidental criticisms. "The order has been criticized because it was not in the form of a proclamation, instead of an order," he writes. This was determined by Mr. Graves, the forester, he explains, and he quotes a letter of Mr. Graves to the effect that when a comparatively small area is eliminated from a national forest the executive order is very commonly used instead of a proclamation.

Order Not Secret. As to the charge made on the floor of the senate that the order was secret, the president says "this was utterly unfounded." In support of this he says that 10 days before the order was made the details of Ryan's application and the probability of its being granted were given wide publicity. The order has also been criticized, he says, on the ground that it did not contain provision denying its taking effect for 30 days after its publication, as orders restoring land to settlement by homesteaders frequently do. In this respect the president says: "When in October the two depart-

DOCTOR WILEY LEWIS CLAIMS NOT TO BE FIRED HE'S BEING NAGGED

SECRETARY WILSON RECOMMENDS LENIENCY IN VIEW OF PAST SERVICES. ST. LOUIS PUBLISHER ALLEGES POSTOFFICE INSPECTORS PERSECUTE HIM.

MAY BE ADMONISHED POLITICS AT BOTTOM

Superior of Pure-Food Expert, in Report to President Taft, Fails to Hold View of Wickersham That Chemistry Bureau Head Be Permitted to Resign—Many Protests Recorded. Says Brother of Assistant Attorney General in Postoffice Department Has Been Exploiting Mail Order Houses, Claiming to Be Able to Get Them Out of Trouble.

Washington, July 26.—It became known here late today that Secretary of Agriculture Wilson, in a report to President Taft, had recommended that Dr. Harvey W. Wiley, food expert, be admonished, but not dismissed. Secretary Wilson, it is understood, declares leniency must be shown Dr. Wiley because of his valued services to the government in the past and his usefulness for the future.

For this reason, he apparently does not believe that "condign punishment" should be meted out in the case. Under the recommendation, the president will be able to retain Dr. Wiley in his position, as it has been believed he would do, without seeming to ignore the advice of his attorney general.

Secretary Wilson declines to discuss his report before the president sees fit to make it public. What little he has had to say has indicated that he has not advised "turning down" flatly the recommendation of his department personnel committee and Attorney General Wickersham that the pure-food champion be allowed to resign.

A Valuable Man. From what was learned today, it appears that the secretary upholds the charge of the committee that Dr. Wiley committed a grave error and violated the law, but suggests, in view of the doctor's splendid work in the past and his value to the department, that he be admonished and retained in the service.

There has been no intimation as to when President Taft will announce his decision and make public the papers in the case. Since the opinion of the attorney general became public Dr. Wiley has been maintaining a cheerful silence. His only answer to the charges has been made formally to the president, but he has intimated he not only did not propose to resign, but expected to be chief of the bureau of chemistry long after the accusing committee passed into obscurity.

It was charged that Dr. H. H. Rusby of Columbia university was put on the payroll by Dr. Wiley at a salary of \$1,600 a year, with the express understanding that he should be called upon to perform only such services as would be compensated for at the rate of \$30 a day for laboratory work and \$50 a day for attendance in court. The attorney general said the maximum allowed by law for such services was \$11 a day and he joined with the personnel committee in the recommendation that the chemistry chief be allowed to resign.

Many Protests. Since this became known, protests against the proposed dismissal of Dr. Wiley have been pouring in from all parts of the country. It was charged that interests whose activities have been interfered with by the pure-food champion sought this means to get rid of him.

An investigation of the charge has been ordered by the house and will be in progress soon, whatever may be the final action of the president. INGENIOUS PRESS AGENT. New York, July 26.—An ingenious press agent is suspected of being responsible for the delivery of a full-grown lioness at the door of Colonel Roosevelt today. Before the colonel had a chance to see it, the police took charge of the snarling animal and held it until the owner called and took it back to Coney Island.

MONTANA SENATORS ON WOOL QUESTION

Washington, July 26.—The Underwood wool tariff bill had its first serious consideration in the senate today, with a vote upon it in prospect for the opening of tomorrow's session. The honors of the afternoon were divided between the senators from Montana. Senator Myers, the new democratic member, said he would vote for the bill as it came from the house. Senator Dixon, republican, expressed the belief that no wool legislation should be passed at this session and that the revision, when taken up, should be based on the forthcoming report of the tariff board. Mr. Dixon said there is a real "joker" in the wool tariff, known as the "skirting clause." By permitting importers to discard all the rough parts of the fleeces, he said, it reduces the actual protection to American sheep raisers from 11 to 5 cents. Senator Myers said he was ready to accept the Underwood bill as a fair adjustment of the wool tariff and he thought congress should remain in Washington to vote "on all remedial legislation needed by the people." He said that "the interests and trust want congress to adjourn." Senator Townsend of Michigan urged that no wool legislation be passed until the tariff board makes its report. Senator Haysburn of Idaho spoke on the wool tariff.

HAMILTON CHOSEN BY MONTANA EAGLES

BITTER ROOT CITY GETS NEXT CONVENTION—WILL LOGAN AGAIN SECRETARY.

Miles City, July 26.—The state convention of the Eagles adjourned late this afternoon after deciding on Hamilton for the next meeting place and electing state officers as follows: Hon. R. D. Weed of Helena, past president; A. B. Cohen of Butte, president; H. L. Laurens of Livingston, vice president; Fred Williams of Red Lodge, chaplain; W. A. Logan, Missoula, secretary; W. W. Watkins, Billings, treasurer; H. J. Melroy of Gardiner, inside guard; J. J. Chambers, Poison, outside guard. Trustees: F. J. Troy of Havre; Charles E. Wheeler of Miles City, and F. G. Hilliard of Anaconda.

Class Ad History LX.—A HORSE AN HOUR. Here's another instance of the finding of lost horses by the use of the class ad; it is an instance which is right to the point: LOST — NEAR M'CLAY BRIDGE July 20, two bay horses; weight about 950 pounds; one branded "KA" (joined) on left, right; other "K" on left jaw. Reward for recovery, King's livery barn, 215 Patten street. Within two hours of the time this ad appeared in The Missoulian's classified list, the two horses were returned to their owner. That's a horse an hour. If anybody can find them faster than that, he'll be going some. The cost was slight, also. Little money and little time are needed with The Missoulian class ad. One cent a word is the cost. If you're out of work, The Missoulian will print your ad for nothing.