

HIGHER RATE EDUCATION

Railway Business Men Set a Task for Themselves.

WANT PUBLIC BEHIND THEM

Railroad and Equipment Interests Satisfied to Leave Matter to Commission.

The executive committee of the Railway Business Men's Association held a meeting at the Hotel Belmont yesterday afternoon to begin their campaign of educating the people to a belief in higher freight rates.

"I do not believe that the government intends to do any injustice to the railroads. After the commission has inquired into the problem I believe it will approve the increase in rates. The railroads have had to raise wages on account of the high cost of living, and it is only fair that the railroads should be allowed to increase their rates."

"Our association represents \$50,000,000 of capital," Mr. Post continued, "and, allowing four to a family, we support approximately 1,000,000 persons, as we employ 1,200,000 men. It takes 25,000 freight cars to haul our annual production. We had 600,000 men idle in 1908, as a result of the panic of 1907. The railroads lost 20 per cent of their earnings, but we lost 29 per cent of ours."

"We don't want to see these conditions come again this year. But if the railroads are allowed to increase their rates and their current expenditures for new equipment, we will have to close our factories and turn our men out of work. And it will be the same with men in other lines of business all over the country."

The meeting adopted a series of resolutions urging the immediate adoption by Congress of the Interstate Commerce Commission bill, and an additional appropriation to increase the facilities of the Interstate Commerce Commission so that the new freight schedules could be handled in the least possible time. The railroads were urged to have their arguments for an increase in rates prepared and the shippers to study the rate question from the railroad point of view as well as their own.

Mr. C. Brown, president of the New York Central lines, gave out yesterday the following statement in regard to the conference in Washington on Tuesday between President Taft and the Eastern railroad presidents.

Mr. Brown said the result of the conference in Washington was satisfactory. He declined to discuss the probable action of the Interstate Commerce Commission, but he expressed his full confidence in the intention of the commission to deal fairly with all interests.

The Eastern railroad presidents are confident that the increase in freight rates asked for is just what they get the increase; if they do not make such a showing they will fail.

Mr. Brown said the best evidence of his faith in the result was the fact that all arrangements for the cancellation of orders for equipment had been withdrawn and instructions had been issued to resume work on all approved orders. The arrangement made in the conference at Washington had no reference whatever to passenger rates.

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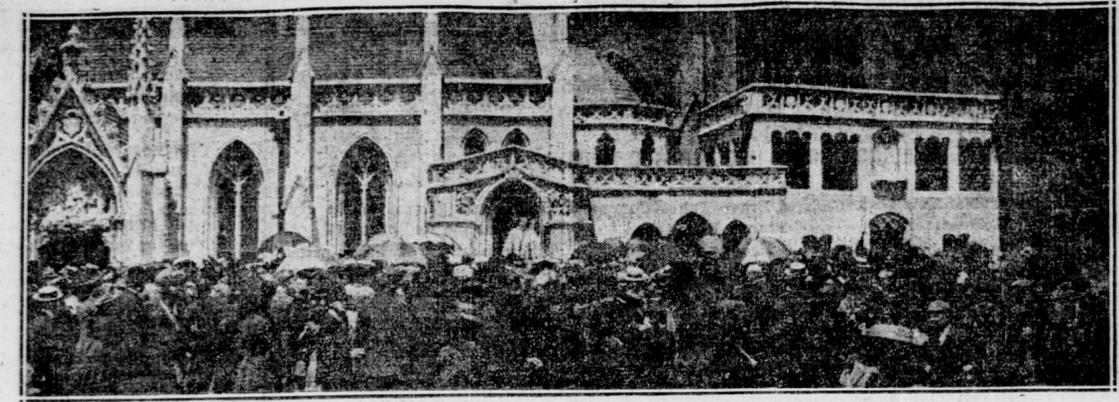
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SERVICES YESTERDAY AT THE SETTING APART OF HUNTINGTON CLOSE, BY THE SIDE OF GRACE CHURCH.

THE DAY IN WASHINGTON

(From The Tribune Bureau.)

WASHINGTON, June 8.—The latest reports from Iowa, which seem clearly to indicate the nomination of Carroll, the regular Republican, for Governor and the re-nomination of most of the regular candidates for Congress are the occasion not only of surprise but of the utmost gratification to the regular Republicans in Washington. It had been supposed in Washington that Iowa was the stronghold of the insurgent movement, and a reversal of the Cummins-Dolliver ticket there will, it is believed, break the backbone of insurgency. Private advices received by the regulars throughout the day have indicated the nomination of the regular candidate for Governor, but when the news was received this evening that "The Register and Leader" of Des Moines conceded Carroll's nomination even the insurgents gave up all hope.

During the course of the day many condolences were extended to Senator Dolliver by his colleagues, who persisted in reminding him that had he stood by the administration and opposed Cummins he would have been, in the light of yesterday's developments in Iowa, the greatest man in the state, instead of the lieutenant of Cummins in a defeated army. Colonel William P. Hepburn has all along insisted that once the Republicans of Iowa had an opportunity to express themselves squarely on the tariff they would be found to be as staunch protectionists as the Republicans of Pennsylvania, and developments appear to have confirmed the predictions of the colonel. The renomination of Judge Smith is also regarded as a triumph among the regulars, and by the same token it is a bitter disappointment to the insurgents. Judge Smith has been going about the state declaring that Cummins would go down in history as "the greatest animal trainer the world has ever known." "Two years ago," says Judge Smith, "Dolliver was denounced as a traitor and biting pieces out of Garst's legs. Within that short period Cummins has trained the Iowa Senator to eat out of his hands and has taught him to heel to Garst." Some of Mr. Dolliver's colleagues have taken a cruel pleasure in reading this excerpt from Judge Smith's speeches to the discomfited Iowan today.

FIGHTING TAFT.—There are some House insurgents who are extremely sensitive to the charge that they are opposed to President Taft and inimical to his administration. This charge is also made by some of the regulars, and it is a matter of course that they will not apply, but its accuracy as applied to the La Follette disciples and certain others was abundantly demonstrated yesterday when ten insurgents voted against the rule under which the postal savings bank bill is to be considered. This bill was framed in a Republican caucus. Abundant opportunity was afforded every Republican to express his views, and every amendment offered was put to a vote. As reported the measure involved no less of a compromise on the part of the regulars than of the insurgents. To have permitted further amendments on the floor would have placed many regulars in a position that they would have been compelled to justify their individual convictions or else vote against the party measure, and yet ten insurgents lined up against the rule which was designed to protect the bill agreed upon by a majority of the party from amendments of the Democrats and those Republicans who do not individually approve of the bill. Of course without a rule it would be impossible to pass the measure, and a vote against the rule was a vote against not only the Republican majority in the House, but against President Taft and his legislative program. The men who voted against the rule were Messrs. Carr, Cooper, Nelson and Lenroot, all La Follette followers; Poindeux, of Washington, who hopes to be the insurgent candidate for the Senate; Norris, of Nebraska; Davis and Lindberg, of Minnesota; Hubbard of Iowa and Gronna, of North Dakota. The insurgents, at least, cannot now complain of being classed as against President Taft and his administration.

INSURGING ON RAILROAD BILL.—Those insurgents who voted to accept the measure, in the hope of sending the measure to conference, took a step which will almost inevitably tend to weaken the position of Representative Mann and his House associates in the conference committee. The vote to accept the Senate measure constituted a vote of no confidence in the Senate conferees and a declaration of the House that it was acceptable to a considerable number of Republican members of the House. In the same way, the rejection of Section 3 of the Railroad bill passed by the United States Senate.

The section provides, in treating of complaints to the Interstate Commerce Commission against rate increases, that pending the determination of their reasonableness, "the carrier shall give to each shipper, when he prepaies freight, . . . a bill of lading, receipt, or expense bill," which "shall show what the charges would have been if the increased rate had not been charged. Such bills shall be presented until final determination of the question as above provided. If the increased rate is found unreasonable, then the carrier shall refund to the party paying it the difference between that and the rate as it existed before the increase."

As the provision would work out, the lawyer said, if the commission should decide that an increase of 30 cents on some of the rates was unreasonable, the railroad would nevertheless have to refund the full ten cents to the shippers on way bills covering the entire period intervening before the decision was reached, probably several months.

WICKERSHAM TO GOMPERS Says United States Has No Jurisdiction Over Private Acts of Oppression.

WASHINGTON, June 8.—Attorney General Wickersham has advised Samuel Gompers, president of the American Federation of Labor, that the Department of Justice has no jurisdiction over the assaults, batteries and acts of oppression which are alleged in the Federation's charges against the United States Steel Corporation. Those acts, the Attorney General declares, are within the jurisdiction of the separate states in which they may have been committed.

TO BENEFIT NEW YORK AUTOISTS. Washington, June 8.—Three dangerous railway crossings will be done away with and about five miles will be saved to automobilists going to Atlantic City from New York and Philadelphia by the building of a bridge, viaduct and automobile highway across the Riviera beaches on the ocean front adjoining Atlantic City. The Secretary of War today granted permission for the building of the bridge and road.

FILIBUSTER IN SENATE

(From The Tribune Bureau.)

WASHINGTON, June 8.—Senator Hale made an effort to expedite the consideration of the sundry civil bill in the Senate today, but with comparatively little success because of the filibustering tactics of Senator Bristow.

Mr. Hale, having heard numerous rumors of the purpose of the insurgents to discuss certain features of the bill at great length, insisted that the conservation bill be laid aside and the sundry civil bill taken up, but Senator Bristow, who had promised Senator La Follette that the measure should make no progress in the absence of the Wisconsin Senator, insisted that every word of the measure be read instead of the captions, as is the usual procedure, and the careful reading of the 125 pages of the measure emptied the Senate and occupied a seemingly interminable time.

Mr. Hale then permitted it to be laid aside, and the conference report on the river and harbor bill was taken up. Senator Burton defended the report in a vigorous speech, in the course of which he declared that its only opponents could be divided into two classes, those who were disappointed in securing appropriations in which they were especially interested and those who think any such measure intrinsically bad.

The discussion of the river and harbor bill occupied the remainder of the session. Just before adjournment an attempt was made to fix a time for a vote, but without success, and Senator Hale gave notice that unless an agreement was reached promptly to-morrow whereby the report could be disposed of in the morning hour, he would insist on its being laid aside and consideration of the sundry civil bill resumed.

The laying aside of the conservation bill has no special significance. Only one speech remains to be made on that measure, that of Senator Hughes, so far as known, and as it is a simple bill it is not assumed that it will encounter difficulties in conference. The sundry civil bill being a most complex measure it is desired to get it into conference at the earliest possible moment.

Senators Aldrich and Elkins and Representative Mann held two informal meetings on the railroad bill today, and as a result of their discussion it was asserted that the essential differences between the bills were not numerous and an early agreement was predicted.

Early today Senator Money introduced a resolution providing for a special committee of five Senators to investigate the forest reserves, with a view to ascertaining how much agricultural land is contained therein, and with the further purpose of throwing such land open to entry. Inasmuch as the Secretary of Agriculture is eliminating such land respectively reserves as rapidly as is practicable, there seems to be little occasion for the proposed committee.

FUSHIMI IN WASHINGTON Prince Receives and Pays Ceremonial Calls.

WASHINGTON, June 8.—Prince Fushimi, of Japan, though so far travelling quite unobtrusively, today assumed all of the importance that pertains to his station. With a good deal of ceremony and a due observance of all amenities of court, the prince gave up the day to a series of social functions.

In the morning he received formal calls at his hotel from Secretary Knox and Secretary Meyer. In due course he returned the calls of both officials at their respective departments, accompanied by Baron Uchida, the Japanese Ambassador, and escorted by Assistant Secretary Chandler-Gleile, and Captain Tompkin Potts, U. S. N., who has been assigned to duty as his special aid while in Washington.

NEW CHANCE FOR MIDSHIPMEN. Washington, June 8.—The Navy Department has decided to give another chance to the eight midshipmen of the class of '08 who were found deficient in the recent examinations and recommended to be dropped. The boys will be given a re-examination with the next class, in March, 1911, in the studies in which they were found deficient.

They are C. M. Dolan, of Missouri; J. L. Dooey, of Arkansas; B. F. Hickey and W. A. Hodgman, of New York; J. S. Hulings, of Pennsylvania; A. G. Martin and J. G. Stevens, of Ohio, and G. A. Brant, of Illinois.

GRUM NOMINATION REPORTED. Washington, June 8.—With practically no discussion, the Senate Committee on Foreign Relations today decided to report favorably the nomination of Dr. W. D. Crum to be Minister to Liberia. Dr. Crum's appointment was announced at the White House yesterday.

TAFT COMMUTERS' HOPE

(From The Tribune Bureau.)

Relief from Increased Fares Expected from President.

Nothing Said at White House Conference, They Declare, About Passenger Rates.

COMMUTERS were all ears yesterday when it was suggested in a Washington dispatch that the new communication rates, which will be effective July 1 on all New York railroads, would be revoked as a result of President Taft's arrangement with railroad managers, that no rates would be increased until the Interstate Commerce Commission had investigated the reasonableness of any proposed advance.

Railroad officials stated last evening that, to the best of their belief, the new communication rates would go into effect on the date previously announced, which, in most cases, was July 1. William C. Brown, president of the New York Central lines, one of the three railroad men to confer with President Taft on Tuesday, said that the subject of passenger rates was not mentioned at the conference in Washington, and later made this statement:

"There was no signed agreement as to the result of that conference, but a statement was dictated by President Taft and given to the public.

"If President Taft understood that passenger rates were affected, I would agree to his interpretation, but I am not making any proposition to the President. If he speaks to me about it, I will reply to him."

"The New York Central has raised no passenger rates over which the Interstate Commerce Commission has jurisdiction except a few on the West Shore. The rates on the Central and the Harlem division come under the jurisdiction of the Public Service Commission."

When asked if any agreement had been made to withdraw the new passenger rates, which are effective on July 1, Mr. Brown's reply was "No."

A representative of the Pennsylvania Railroad, after communicating with the executive offices of the road in Philadelphia, said:

"The conference in Washington concerned freight rates. It had nothing to do with communication rates."

James McCrea, president of the Pennsylvania, was one of the three railroad presidents at the conference in the White House.

William H. Truesdale, president of the Lackawanna road, said that he had not heard of any agreement that would affect the road's plan to raise communication rates on June 23, and remarked: "As far as I know the new communication rates will go into effect."

An official of the Jersey Central said he did not understand that President Taft took up the subject of communication rates at the conference. William G. Besler, vice-president and general manager of the road, stated that to the best of his knowledge and belief the new communication rates would go into effect as planned.

Representatives of the Erie and the Lehigh Valley roads stated that there was no change in the situation and that the new rates would go into effect.

BREWERS FOR TEMPERANCE

President of National Body Says They Will Work with Reformers.

WASHINGTON, June 8.—An attack on prohibition by Representative Henry Sherman (South of Illinois), and a resolution by President Carl J. Hoster, of the United States Brewers' Association that the time would come when the brewer would be found working with the "real and practical reformers" in the interest of temperance were the salient features of the fifteenth annual convention of the brewers at the opening session today.

Representative Boutwell advocated temperance in all things, characterizing it as "closely allied and almost akin to strength." President Hoster in his annual address to the five hundred delegates assembled from all parts of the country, declared that he had no apology to make for being a brewer and that he recognized every brewer as a promoter of "true temperance."

Reports of the vigilance, publication and executive committees of the Association were read to the convention and submitted for approval.

At the close of the day's session the delegates enjoyed a steamboat excursion down the Potomac River to Indian Head.

THE PERFECT WEDDING GIFT

A Chest of Sterling Table Silver Mahogany or Oak Chest, containing 27 of the most essential pieces, price complete \$44.

Larger combinations at correspondingly low prices. Other suitable gifts in Gold, Sterling Silver, Silver-mounted Glass, Leather, etc.

Our remarkable resources as manufacturers give you a distinct advantage in price.

REED & BARTON CO. JEWELERS & SILVERSMITHS FIFTH AVENUE and 32d STREET And 4 MAIDEN LANE.

CLOSE IS CONSECRATED Reward

Huntington Memorial at Grace Church To Be Open Weekly.

NOON SERVICE WEDNESDAYS

Pulpit and Porch Also Dedicated by Rector and Assisting Clergymen.

Huntington Close, by the side of Grace Church, was set apart yesterday noon in a service of consecration, to which flocked a goodly number of the church's parishioners. They stood on the lawn where the Fleischmann bakery stood of yore, and were gaped at through the iron palings of the fence by a luncheon hour crowd of office boys, stenographers and clerks which clogged the 10th street corner, although the gates to the close was open and all were welcome within.

Altogether it was a very different sight from that which the famous bread line afforded on this very corner on both balmy and bitter nights of former years. There was no shyness about entering in those old days. But the bread line, which still holds its nightly ministrations a block further up across the street, is an old established institution, while the pretty open air services in Huntington Close began only yesterday. So the Rev. Dr. Charles Lewis Slattery, rector of Grace Church, is confident that before long the shyness will wear off.

Dr. Slattery conducted services from the little pulpit opening off the chantry, built by Mrs. John E. Parsons in memory of her first husband, David Wolff Bishop, a former vestryman of Grace Church. The choir, headed by the rector and by the Rev. William D. Eddy, the Rev. George Bottom, vicar of Grace Church; the Rev. Horace Clute, the Rev. G. E. Talmage, the Rev. C. W. Clash and the Rev. John Goodman, all of whom assisted Dr. Slattery, issued from the choristers' door of the close, a memorial of his mother given by James Morris Halfenstien. They entered the chantry singing the hymn beginning "O mother dear, Jerusalem."

Another memorial gift in the close is the porch over the chantry entrance, given by Mrs. George C. Clark in memory of her son and daughter. Including these memorials, Dr. Slattery estimated yesterday that the close represented an outlay of \$500,000. The ground itself cost \$35,000.

Standing in the choristers' door, in the pulpit and in the chantry entrance, it turns, the rector offered a prayer for each memorial that it might henceforth be sanctified. Then, standing in the middle of the garden he prayed: "Blessed be Thy name, O Lord God, that it hath pleased Thee to put it into our hearts Thy servants to plant this garden amid the strife and turmoil of men's labor that it may be a place of refreshing to all who pass by and a continual remembrance of Thy love, through Jesus Christ, our Lord."

An open air service consisting of prayer and a hymn or two will be held in Huntington Close every Wednesday at 12:30 p. m. throughout the summer. Those who attended yesterday's services were Mr. and Mrs. Francis Huntington and daughter-in-law of the former rector, after whom the close is named, Mrs. George S. Bowdoin, J. Frederick Knochen, senior wardman of Grace Church; William Rhineland Stewart, junior wardman; Howard Townsend, J. Montgomery Hare and Mrs. David H. Greer and Miss Daisy Greer, wife and daughter of the Bishop.

Mrs. Greer said that the Bishop's health was so much improved that it was all she could do to restrain him from attending the service himself.

White Mountains New Hampshire. These famous hotels at your service. Crawford House, N. H. Capacity 200. Glenwood Hotel & Cottages, N. H. Capacity 500. The Washburn & Cottages, N. H. Capacity 200. New Profile House, N. H. Capacity 200. Mount Pleasant House, N. H. Capacity 200. Westworth Hall, N. H. Capacity 200. The Kearsarge, N. H. Capacity 200. Forest Hill Hotel & Cottages, N. H. Capacity 200. Mountain View House, N. H. Capacity 200. The Balsams, N. H. Capacity 200. Twin Mountain House, N. H. Capacity 200. The Mount Washington, N. H. Capacity 200. The finest golf links of the East—scenes of national tournaments. Your favorite pastime—every sport in fact at its best. Fresh air and freedom—and magnificent hotels offering every modern luxury without the loss of homelike comfort. Pack up. Go. Enjoy a "White Mountain Summer." WITHIN TEN HOURS OF NEW YORK. Service effective on and after June twenty. Daily except Sunday from the Grand Central Terminal. White Mountain Limited—Fullman Service Throughout, 9:30 A. M. Coach Train 9:02 A. M. Night Express—Standard Sleepers, 9 P. M. For tickets, literature and full information, call, please or send to City Ticket Office, 171 Broadway, New York City Telephone, 5121 Cortland.

Store Ready at 8:15 A. M. Directly on the Interborough Subway Eight Car Lines Each Way to Store.

At Wanamaker's New York, June 9, 1910

Every day brings new merchandise to this store. Every night those news pages in the Evening Telegram, Evening Mail, Evening Post and Brooklyn Standard Union have something different to present—something of human interest.

After All, Nothing Like A Blue Serge Suit For Summer!

Ubiquity is its only fault, and now we wipe this out with these plain but fancy serges.

Just a colored thread drawn through at rare intervals—not enough to call a stripe, even a hairline, but ample for character and individuality.

Take these faultless all-wool serges of true blue, made up on Wanamaker models, Wanamaker way, and you have a Summer suit par excellence.

In serge, especially, Wanamaker hand-tailoring counts for much. Our tailors have mastered the art of building paramount style into light weight, half-lined coats.

Good serge suits for men at all prices from \$15 to \$40; for young men, sometimes called "youths," at \$13 to \$30. Main floor, New Building.

Why Not a Rainproof Straw? When Summer showers blow up it is comforting to feel that the new straw hat is protected.

Our "waterproofing" process for straw hats hardens the glue without affecting color or appearance. The hat when wet retains its shape and dries quickly.

These hats are "waterproofed." French Sennits, at \$2 and \$3. Lincoln-Bennett London Sennits at \$2, \$3 and \$4. American Sennits, at \$2, \$3, \$4 and \$5. American Sennits at \$2 and \$3. No charge is made for the "waterproofing." No better hats can be bought at these prices. Main floor, New Building.

Formerly A. T. Stewart & Co. Broadway, Fourth Avenue, Eighth to Tenth

Constipation Vanishes Forever. Prompt Relief—Permanent Cure. CARTER'S LITTLE LIVER PILLS. Genuine. Small Pill, Small Dose, Small Price.