

PROPOSED FREIGHT INCREASES ARE NOW UP TO THE I. C. C. Decision Must Be Reached Before September 1—Both Sides of Big Railroad Problem Have Been Presented.

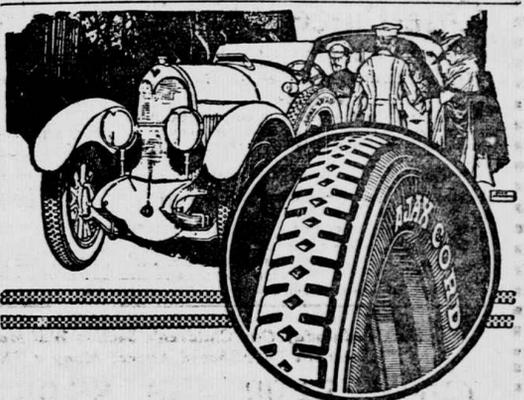
The Interstate Commerce Commission, having heard for more than a month the arguments for and against proposed increased freight rates on the railroads of the United States, today began its deliberations on one of the greatest problems that ever confronted a government commission. The problem is to increase freight rates sufficient to assure the railways a return of 6 per cent on the value of their property and at the same time avoid adding an overwhelming burden to that already borne by the nation's industries. The railroads ask additional revenue of \$1,017,776,995 through an increase in freight rates. The government's guarantee period ends September 1, so the commission must hurry its decision to allow the carriers and the shippers time to get acquainted with the new schedule.

The big task which confronts the commission is to decide whether the book value of the railroads, as presented by the carriers themselves, is a fair value. During the hearings the commission has carefully noted the figures cited by the railroads and put their own valuation experts to work checking them up. The shippers have aligned themselves solidly against the book value of the roads as given by the carriers. While they do not oppose a fair increase in freight rates, they declare any such increase as asked by the carriers for the different divisions is exorbitant and based upon a book value beyond the actual valuation of the carriers' property. Clifford Thorne of Chicago, representing the shippers, has led the fight against the rates asked for. He declared that if all the securities issued by the railroads were raised to their par value, the total would be \$2,000,000,000 less than the book value submitted by the carriers. If the present market value of the securities is taken as a basis for computation, he says, the value would be \$8,000,000,000 less than the book value. By using the "standard return" under government control as a basis for computation, Mr. Thorne states the value would be \$16,811,000,000. He insists, as a result of his computation, that the roads are entitled to an advance of only 12.45 per cent, or if the entire increase is to be confined to freight traffic, to 18 per cent. Mr. Thorne states that the railroads will receive increased revenue from the larger mail pay and for enlargement of business transacted, after making allowances for the increased cost of material and operation. While the public knows that the cost of living has doubled within the last few years, and that the railroads will soon have to grant increased pay to their employees, which, it is estimated, will total \$1,000,000,000, there are many other expenses which the layman does not realize. For instance, locomotives, which cost \$27,875 in 1914, now cost \$75,750. An average box car in 1914 cost about \$1,000 and \$2,000 now. The interest on the investment in the car in 1914 would have been \$50 a year, while it now would be \$225 a year. While the railroads are unable to meet the transportation demands because of a shortage of equipment, the above is interesting in that the railroads face a serious problem in obtaining this new equipment. The \$25,000,000 loaned for this purpose out of the government's revenue fund, will go a small way, the carriers assert, toward accomplishing the desired end.

AVIATOR WHEELER BURIED American Died at Lima, Peru, Following Crash April 29. LIMA, Peru, July 5.—Willard Wheeler, American airplane pilot and mechanic, who crashed at the military aviation field near here April 29, was buried today with military honors. Wheeler succumbed to his injuries after many weeks in a hospital.

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URGE QUICK MOVE TO GET COAL HERE

Columbia Heights Citizens Also Have Lively Debate on School Affairs.

Resolutions calling on the government to adopt emergency measures to get coal to Washington in the face of a threatened shortage were adopted last night by the Columbia Heights Citizens' Association in St. Stephen's Hall, on 14th street. The resolution states that practically all of the city coal yards are empty, with no coal immediately in prospect. The resolution says, the export of coal for April increased 300 per cent over the exports for the same month last year, which is one cause for the alleged famine in New England and Atlantic coast cities.

Another resolution recommended that the secretary of the association call upon the Attorney General to urge him to instruct the district attorney to procure indictments against the officers of the "striking" companies which recently pleaded guilty to having sold bread at short weight and was fined, and that he instruct the attorney to attempt to have indicted any and all merchants who have sold or are selling goods at an excess profit, or who are fraudulently advertising goods for sale. The resolution further recommended that no change be made in the electric current rates or schedule to large users of electric current until the court has rendered its decision in reference to the reduction of household rates from 10 cents to 8 cents a kilowatt hour.

Verbal brickbats flew thick and fast for a time when the school situation came up for discussion. Members spoke from their seats and from the floor without waiting for the little formality of the chair's recognition. The president's gavel pounding the table only added to the din, and when the smoke of battle cleared the two resolutions which precipitated it were tabled. One resolution was introduced by Harley V. Speelman, who wished to have the citizens' organization go on record as sending its best wishes for success to Dr. Ballou, new superintendent of schools. The other resolution, introduced by C. C. Lancaster, protested the appointment of Dr. Ballou. The conflicting arguments lasted until a member stemmed the flow of impromptu oratory long enough to make a motion for the tabling of the measures. Mr. Lancaster introduced a paper congratulating the people of Washington on the resignation of Dr. Van Schaick from the board of education. It was tabled. Mr. Lancaster introduced another resolution, which was passed, and had to do with election of community center officers above the rank of local secretaries. It deplored the appointment of these officers and favored their election. Other resolutions passed asked for the use of a tract of land from Perry place northwest to Oak street as a playground and for the addition of four rooms to the Monroe School. The association will hold its next meeting in October.

EDMONSTON'S—Home of the Original FOOT FORM Boots and Oxfords for Men, Women and Children Store Closes at 3 P.M. Saturdays Week-End Clearance Broken Lines of Footwear for Men, Women, Growing Girls and Children The Washington public has learned from many years of experience that a reduction sale at EDMONSTON'S is an EVENT that commands notice from all within reach of the store where the shoes may be tried on. After the Heavy Spring Selling Here's the Result— Lot 1 Broken lines of Women's Pumps and Oxfords that go at \$4.50 Lot 2 Women's Oxfords and Pumps, in black, white and brown, \$6.50 Bargains for Growing Girls Black and White Oxfords and One-Strap Pumps, and also White Canvas High Shoes. \$3.00 Men's Low Shoes 1/2 Price Black and Tan Oxfords, a big variety of styles, but limited sizes. \$7.50 EDMONSTON & CO. (Incorporated) 1334 F Street Advisers and Authorities on All Foot Troubles

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POTOMAC GOLF LINKS TO OPEN TOMORROW First Standard Course May Be Enjoyed by All Golfers in Washington. Washington's new public golf course, the first public course of standard length the city has ever had, will open at 8 o'clock tomorrow morning under the direction of Alfred Barton, athletic director in charge of activities in East Potomac Park. The course will be thrown open to all golfers in the city and a charge of 25 cents made for each round of eighteen holes. Locker and shower bath privileges are included in the fee. Houses have been provided for men and women, with 800 lockers available. No special ceremonies will be observed when the course is opened. After tomorrow the course will be open at 6 a.m. every day, including Sunday, permitting an early morning round before work. The nine-hole course, which will be opened tomorrow, will be ultimately extended to one of eighteen holes.

HENRY CASE UP AGAIN. N. Y. Vice Inspector Wins Point in Appeal. NEW YORK, July 7.—Dominick Henry, former police inspector, sentenced to two to five years, for alleged perjury in connection with New York "vice crusade" of the district attorney's office, yesterday won the first round in his fight for an appeal when Supreme Court Justice Donnelly granted a certificate of reasonable doubt in his case. Bail for Henry's release pending appeal will be set later.

DEATH TOLL JULY 4. Chicago Reports 6 Fatalities From Accidents—Twenty-Four Injured. CHICAGO, July 7.—Six dead and twenty-four injured is the toll in this city from accidents which occurred indirectly from Fourth of July celebrations. The accidents varied from automobile collisions to airplane mishaps. No fatalities are attributed by the police reports to fireworks. The area covered in the report includes Chicago and cities contiguous for a radius of sixty miles.

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