

ROOSEVELT DECIDES FOR SWEEPING RAILROAD BILL

A PROGRAM LAID OUT BY THE PRESIDENT FOR MORE LEGISLATION FOR THE CONTROL OF RAILWAYS WHICH WILL STOP ONLY SHORT OF GOVERNMENT OWNERSHIP.

BY GILSON GARDNER.

Special Correspondence to The Press WASHINGTON, D. C., Jan. 26.—It has been finally decided by President Roosevelt that there must be more legislation for the control of the railways. The rate bill is doing well as a beginning, but there must be more.

The administration program contemplates amendments to the interstate commerce act, giving added power to the commission:

- 1. To control the issue of railroad securities.
2. To control the physical equipment of roads—(a) regulation of car supply and trackage and terminals; (b) appliances for safe operation of trains.
3. To provide a valuation of all the physical properties of the American railways, with a view to determining a just basis for taxation and rate making.
4. To provide regulation of hours and conditions of employment on railways.

This program is what might be regarded by some people as sweeping. The railroads will certainly denounce it as radical and socialistic. It is a long step in the direction of government control, stopping short only at government ownership.

The president has called in members of the interstate commerce commission and asked them for cooperation and assistance. He wants to proceed deliberately and only after all the facts bearing on the problem have been gathered.

To this end we have asked the commission to hold a series of investigations to last all this coming spring and through the summer, and when congress reassembles next winter he will expect to have a report and bill all ready for congressional consideration.

The most important addition to the president's railway program is unquestionably the move toward a control over the "high finance" operations of men like E. H. Harriman. The need for this step was brought out by the recent inquiry, in which it was shown that all the greatest railway systems in the country are gradually being brought under what amounts to a single control. This means that competition is being wiped out. It means that a railway trust is in process of formation, which is more gigantic and more powerful in its opportunities to oppress the people, than all the other trusts put together.

The investigation has disclosed likewise that this campaign of consolidation and private monopoly is being carried on at the expense of the railway investor, and in reckless disregard of his rights, as well as of the rights of the shipper and the general public. Whole systems of railways are being pledged to raise funds to gather in competing systems under the limited private control of Harriman and men associated with him.

The commission is ready to report that millions of dollars which ought to go into buying new locomotives, new cars and building new tracks, terminals, depots, etc., are being squeezed out of the roads to furnish funds with which to carry on the gambling operations of a few buccaners in the world of Wall st. finance.

It is time, according to the president and commission, that the brakes be put on, and that these

as well as the rate making operations of the great carrying companies be subjected to a reasonable government control.

Other evils of recent disclosure in the operation of railways are regarded as, in a large measure, incidental to the great evil above set forth. As a result of the mismanagement of the men like Harriman, who have the control, there occur the car shortages, the reckless running of trains, the terrible disasters with their tragedy to the traveling public, the low wages of employes, the long hours of trainmen, the neglect of freight and the great injury to business which results from the congestion of traffic.

It is freely admitted that the interstate commerce commission has not the power under present law to get to the root of the evil. It is the president's plan to give them that power in one big, well considered enactment.

It will be a harder fight than the rate bill fight, and it is up to the people to say whether the president or the railway trust and Harriman shall win.

AFTER YOUNG MORGAN

(Scripps News Association.) NEW YORK, Jan. 26.—Wall st. is waiting for a heavy masked attack on the securities of the Morgan railroads and corporations, to test the financial genius of "Jack" Morgan, who has succeeded his father, J. Pierpont Morgan, in the conduct of the affairs of the great Morgan banking firm. J. P. Morgan, himself, has withdrawn from all active participation in the financial world.

Young Morgan took charge of the business the first of the year. He has been trained with great care, and until a few months ago conducted the London office of the Morgan firm. Morgan sr. will only visit the Wall st. office at rare intervals, and will spend his time with his books and art treasures at home.

J. P. Morgan retires with a fortune estimated at about \$150,000,000. His first great achievement was the erection of the London market for New York Central. The formation of the gigantic steel trust is considered Morgan's greatest financial work.

"Jack" Morgan is 38 years of age.

G. N. MEN CAN'T GET THEIR PAY

Great Northern employes on this division and elsewhere in the West are making a big kick against delayed pay checks. Their wages are overdue now 10 days and there is no telling when they will arrive. Meanwhile the Northern Pacific paid off on time and it is pointed out that the Great Northern has no more excuse for being late than the N. P. The railroad men find themselves unable to meet their bills and dissatisfaction is growing here and all along the line.

ROOSEVELT'S RAILROAD CONTROL CAMPAIGN.

- To control the issue of railroad securities so as to put an end to the operations made famous by E. J. Harriman, of late years, and restore the fullest competition between competing lines.
To immensely increase the powers of the interstate commerce commission.
To control physical equipment of roads to the end that there shall be no more car shortages and travel shall be safer.
To regulate the employment and conditions of labor on railroads.
To fix a valuation of railroad property for just taxation.

16 ARE CREMATED

DOVER, N. H., Jan. 26.—The Cocheo Manufacturing Co.'s plant was destroyed by fire this morning. Loss \$500,000. Several hundred employes were rescued. Some say they stumbled over prostrate bodies as they fled to safety. Firemen were unable to reach the inside of the building. If any employes were overcome by smoke they must have perished. Firemen at noon discovered the charred remains of 16 operatives on the fourth floor of the mill. All but three bodies were recovered. The bodies recovered are all badly burned. The death list will likely be swelled by other deaths, scores being injured, many probably fatally. It is probable a number of bodies are yet undiscovered in the ruins, as the company has not yet accounted for all its employes.

The fire started as soon as the force went to work this morning. Fully 400 were in the plant. The flames spread with such rapidity that all those on the fifth or top floor were trapped.

Many escaped only by sliding down ropes and some were probably fatally hurt by jumping. Panic stricken workers were trampled upon by the dozen.

MURDER MYSTERY

(Scripps News Association.) NEW YORK, Jan. 26.—Dr. Chas. Wilmot Townsend was fatally shot this morning by burglars at the bedside of his wife, according to the theory of the police, although in view of the recent killing of Chas. Spier, a friend and neighbor, in a similar way, the case is suspicious.

Spier was later found short in accounts he kept as financial secretary of C. H. Rogers.

BREAK BLOCKADE

(Scripps News Association.) ST. PAUL, Jan. 26.—The Great Northern and Union Pacific opened their main lines today. Supplies are being rushed to towns on branch lines that have been cut off.

CARMEN TURNED DOWN AWAIT STRIKE ORDER

The Washington Water Power Co. refused last night to treat with representatives of the local Carmen's union and the entire controversy is now up to the International Street Railway Employees' Protective association. The local union can do nothing more to avoid trouble and local members are awaiting orders, expecting to act in accordance with instructions of their international officers. There will probably be no strike, however, until an organizer arrives here to take charge unless the company starts to discharging men.

It is said that not only did the company officials refuse to treat with the union, but they volunteered the information that the union would be a thing of the past as far as the local monopoly was concerned in a few days.

The men don't want trouble and would do anything in reason to avoid it, but they believe that in this instance, in dealing with a concern such as the W. W. P. Co., there is no alternative but trouble.

"Were it not for blood sucking monopolies of the type of the Washington Water Power Co. there would be little need for unions," said a union man today. "The local monopoly and kindred concerns always maintain they will treat with their employes as individuals, which is one of the most truthful statements a corporation ever made. Let a man complain of the manner in which he or his fellow workmen are treated and he would be fired in an instant as an example to others."

"The streetcar men say the W. W. P. Co. will never enjoy industrial peace until it treats its employes as human beings. This is the secret of all labor troubles of the company and it is claimed that no matter who they employ the men will never be content until their wrongs are righted."

AT THE OPENING OF THAW MURDER TRIAL



The Press today presents the first of a series of drawings of scenes of the Thaw trial made for this paper by J. C. Fireman, the celebrated New York artist for whom Evelyn Thaw often posed when she was an artist's model. These drawings are an exclusive feature of The Press. They cannot be duplicated by any other paper in this city.

SUSPECTED OF 3 CRIMES

Jim Wilson, a bartender, suspected of passing counterfeit money, picking pockets and stealing diamonds, was given a hearing before Justice Hinkle this afternoon in police court and the case was continued to Monday. Patrolman Marshall and Detective Heywood made the arrest early Friday morning. Two strangers reported to them that a man in the office of the Golden West hotel was picking another man's pockets. The officers found Wilson sitting alongside A. Johnson, a rancher from Moab. Johnson was sober enough to tell them he had ordered Wilson to leave his pockets alone.

E. J. Rich, bartender at the Inland, testified that Wilson had tried two weeks ago to pass a bogus \$10 bill on him. Chief of Police Waller said that he had Wilson before him one time on suspicion of stealing a large diamond from a man named Merritt. There was not evidence enough to hold Wilson that time, but the chief said he was convinced in his own mind that Wilson was the thief.

RAILROADS MUST STAND TRIAL

(Scripps News Association.) MINNEAPOLIS, Jan. 26.—The federal court today overruled demurrers to indictments in the rebate cases brought by the government against the Omaha, Great Northern, Wisconsin Central and Minnesota & St. Paul roads. The cases will now go to trial on the indictments at the April term.

LAST TRIBUTE TO SEN. ALGER

(Scripps News Association.) WASHINGTON, Jan. 26.—The president, vice president and senate paid tribute to the late Senator Alger at the funeral from the residence at 2 o'clock this afternoon. Taff, Newberry and the entire Michigan delegation from the house of representative, G. A. R. and other military organizations were present. Dr. Wallace Radcliffe, of the Presbyterian church, Alger's pastor, officiated.

The cortege was escorted to the station by a squadron of the Thirtieth cavalry. The remains will be taken to Detroit, where burial will be made Monday.

James Corcoran, arrested for begging, was given 24 hours to leave town today. Before Justice Hinkle this afternoon Corcoran said that if he had been begging he must have been crazy, as he was a hard working man. Detective Heywood arrested him but before they got to the police station they went to the sidewalk where Heywood had to win a wrestling match. Corcoran claimed to be an ice harvester from Coocofalia lake.

BEATEN A MILE BY THE PENNY PAPER

In spite of greatly delayed mail service The Press was able yesterday to print the first photograph taken in Kingston, Jamaica, after the earthquake. The Chronicle yesterday offered a vague stock out of a dock alleged to be a view of the stricken city as a portion of it might have looked years ago. The Spokesman-Review this morning had a glimpse of some bay labeled Kingston. Today The Press prints a scientific diagram of the geological conditions that will probably result in the site of Kingston sliding gradually into the sea. These are but instances of the triumphs of The Press' special illustrated feature service over all competitors. It is the best and most expensive in the United States today. The Press also publishes today an exclusive story detailing Roosevelt's plan of campaign against the railroad monopoly and revealing the secret of the investigations now being conducted all over the country by interstate commerce commissioners, two of whom recently conducted hearings in Spokane.

"HIGHBINDERS" VIEW OF MAYOR'S MAGHINE

Local democrats who supported the county ticket say that it was not necessary for the city hall machine to refuse assistance last fall in order to incompass democratic defeat. They argue that the present administration's subservience to the interests of the Washington Water Power Co. was in itself enough to drag their candidates down to defeat. They point out that the present city officials were elected on an anti-corporation ticket but that the first official act of the mayor was the signing of the Boulevard streetcar franchise that had been vetoed by his republican predecessor. It is also argued that there was no opposition on the part of the city officials to the appointment of special police to herd W. W. P. strikebreakers. The closing of the Howard st. bridge to competition and in the interest of the big monopoly are also used as arguments in support of the contention that no employe or hanger-on could have been more subservient to corporation interests. Under these conditions it was useless to attempt to impress the people with the idea that the democratic party was "forinist" the corporations, it is held.

It is claimed that the city hall machine expects the support of the W. W. P. Co., "Dutch Jake" and a large part of the working men in the coming election, but there is evidence in abundance that the big company and its tenderloin allies, feeling certain of renominating Mayor Daggett and being taken care of as far as the democracy is concerned, are now straining every nerve to secure control of the republican convention and play both ends. If successful it is more than likely that on election day they will leave their democratic allies in the lurch.

LIDGERWOOD DECISION

Judge Huneke's ruling this morning in the Lidgerwood contest against right of way condemnation by the Portland & Seattle railroad leaves the way open for what may develop into an attack on the Great Northern combine in this county. In the case at issue Patrick Shine, attorney for the Lidgerwood property owners, raised the point that the Portland & Seattle road, as a branch of the Great Northern merger, was an illegal organization and has no right to exercise the right of eminent domain. The railroad denied the right of the defendants to introduce evidence on this contention. Judge Huneke holds that such evidence may be properly introduced in the condemnation hearing.

J. I. McAbee was arrested last night at the Uno restaurant, where he had barricaded himself in the kitchen. He was coatless and hatless. In police court this afternoon he said he was a guest at the Victoria and his wardrobe was there. Later he said he was a lumberjack from Newport, Wash., and he didn't really know where his apparel was.

MAY M'KENZIE CAUSES THE TROUBLE

(Scripps News Association.) NEW YORK, Jan. 26.—Thaw protested to his counsel today against the alienists engaged by the state to watch every act of the prisoner during the selection of the jury. It is understood Jerome has decided the defense is going to plead emotional insanity and has placed specialists to watch the prisoner closely under the ordeal.

The Thaw purors are carefully guarded but subjected to no particular hardship. Seventeen rooms and a private dining room have been engaged for them in the Broadway Central hotel. All publications they get are censored and clipped of all reference to the case. All letters to the jurors are read before given members.

Hartridge, of the Thaw defense, denies all stories of disagreement in the Thaw family. As a result of the apparent coldness between the mother and wife of the defendant, gossipers are busy with stories of an estrangement and speculation as to the effect of this upon the chances of the prisoner.

The prisoner's wife, mother and brother called early at the Tombs and remained until nearly 1 o'clock this afternoon. Following the family conference Thaw talked with A. E. Peabody, one of his counsel, as a result of which Peabody made a formal denial of an estrangement between members of the families.

It is generally believed May McKenzie is the cause of the coolness, Evelyn refusing to give up her friend's companionship, as the husband's family desires.

It is rumored that the Countess of Yarmouth will return to Europe and has taken passage on a ship sailing late this afternoon because she is at loggerheads with other members of the family.

Jerome and Assistant Garvin spent most of the day examining state's witnesses in the district attorney's office. Jerome occupied his time with Drs. McDonald, Flynt and Mabon, insanity experts retained. Garvin examined lay witnesses, including Howard Nesbit. The latter in conversation with reporters said he thinks his sister is making a great mistake in bringing May McKenzie into court. May McKenzie is under subpoena to testify for the state and will be called to the stand as soon as introduction of evidence begins.

BIG MINING SUIT DECIDED

NEVADA CITY, Cal., Jan. 26.—A jury in the mining suit of Champion vs. the Home Mining Co. rendered a verdict this morning awarding Champion \$25,000 damages and costs. \$25,000 was taken from the disputed ground. The Champion Co. is satisfied and will not appeal.

The suit had been nearly three months in the superior court. Some of the most noted mining experts in the country testified. The companies spent \$200,000 in attorney and expert fees.

BUYS SITE FOR ELEVATOR

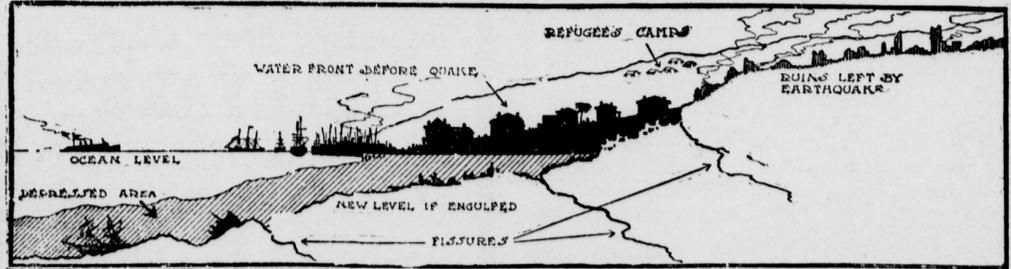
The Independent Elevator Co., organized two months ago with Spokane county capital, announces the closing of a deal today whereby the company secures all the buildings of the Inland Mill & Manufacturing Co. and two lots in Railroad addition.

The Independent company will take possession April 1 and expects to erect an elevator of 100,000 bushels capacity to be operated in connection with a line of elevators to be established throughout the Inland Empire. In Spokane the company figures on investing \$25,000 in the new elevator. John Walters negotiated the purchase made here.

DEMANDS SQUARE DEAL FOR RAILROADS

WASHINGTON, Jan. 26.—The president received a delegation of Oklahomans today. As they were leaving he said: "I've never posed as a friend of the railroads, but unless the framers of the Oklahoma constitution modify their instrument so that railroads in Oklahoma can secure just rights I will do by best to have the constitution rejected."

KINGSTON SINKING INTO THE SEA



Drawn with the aid of photographs and from a telegraphic description. The city of Kingston, devastated by earthquake and fire, is slowly subsiding into the sea. The quake deepened the water in the harbor 50 to 70 feet, and the action of the waves is slowly eating away the underpinning of the city, leaving a great shell of land which is gradually sinking into the gulf below it. The cut shows the topography of the city and vicinity before and after the break in the land.