

## GRAIN RAISES EXPECTED

Cost of Mountain Haul Will  
Not Permit Reduction Or-  
der by Commission.

## EXPENSIVE DATA SECURED

Washington Railroad Board Has  
Wrestled for Years With Vexed  
Question—Decision to Be Re-  
turned on August 25.

OLYMPIA, Wash., Aug. 2.—(Special.)—Evidence taken before the State Railroad Commission today would indicate the Commission is not disposed to grant the petition of East Side wheat-growers and order the Northern Pacific to haul wheat over the mountains to Seattle and Tacoma at less rates than the same wheat can be hauled by the water route today to Portland. The Commission announced this evening that on August 25, next, it will render its final decision in this wheat rate petition which has been vexing the Commissioners ever since the Board was organized.

The petition was first circulated in Adams County by W. R. Cunningham and later copies were widely scattered and hundreds of signatures were secured from grain-growers of that and adjacent counties.

Costly Statistics Gathered.

When it was first presented to the Commission, action was deferred on the statement that until the Commission had formally investigated and determined the value of railroad property in this state as a basis upon which to determine whether or not railroad earnings were excessive, no proper decision could be made on a question involving reasonableness of any particular rate.

It took two years and the expenditure of many thousands for the Commission to determine this value of railroad property, but it was finally settled. Then the petition was taken up and a hearing was had at Ritzville. A continuation of this hearing was had here today.

Out, If Any, Will Be Slight.

The first witness called was S. O. O. Calderhead, the rate expert of the Commission. After the hearing of the witness he has made a compilation of all the Washington business of the Northern Pacific and has figured out in detail the cost of handling as well as the revenue from and each of the several classes of freight handled. From this compilation, Calderhead testified that wheat is not being discriminated against. He finds that, while there are some classes and commodities which take a less rate than wheat, that cereal as a general thing carries a low rate. In other words, before the petitioners can get a reduction through the Commission, that body must first find the railroads' revenues from state business are excessive, and then if reductions are ordered, the cuts must apply to practically every class of freight, so that at best the petitioners may hope for but a slight reduction.

In an effort to give a little hope to those who desire to ship the grain, the grain lines and desire lower rates, however, Commissioner Lawrence brought out interesting evidence today.

Electricity Figures in Case.

Calderhead testified that the electric motors now in use at the Cascade tunnel on the Great Northern generate electricity, using the gravity of the train. These two motors, which will hold an 180-ton train on the hill without brakes, are so constructed that after they reach a certain set speed they reverse and become generators and manufacture electricity which returns to the central station. On authority of General Manager Gruber, of the Great Northern, it was stated that trains moving down the hill generate power enough, in excess of the loss in transmission, to move two-thirds of a train up the hill.

Commissioner Lawrence contended that under this position saving of two-thirds of power it would be no longer necessary for railroads to spend immense sums in securing water grades. Instead, mountain roads, with electric plants, using this gravity power generating plant, could operate about as cheaply as dead-level lines. But the Great Northern work is as yet in the experimental stage. Its possibilities will not bear upon the decision to be rendered later this month in this grain rate case.

## PORTER BLOCKADE RAISED

(Continued From First Page.)

forcibly ejected from the ranch, three men are under arrest on a charge of participating in a riot. These men are Harry Carleton, Porter Bros' foreman, Tony Scarpelli and Sam Sappano, Italian laborers.

Yesterday and this morning Sheriff Freeman swore in special deputy sheriffs until he had 30 in number. This force was secured with the view of maintaining order on the road and not to assist either side in the trouble.

There was no resistance to the arrest of the three Porter men, and they were brought back to Grass Valley by Sheriff Freeman and his deputies. While the road is now open, there is some speculation here as to whether Porter Bros. will permit it to remain so, or will compel Twoby Bros. to make a show of force for each wagon train sent through the ranch.

Sheriff Freeman Firm.

Sheriff Freeman declares that he will maintain order both on the railroad grade and along the wagon roads in this county, even if it is necessary to apply for a company of militia.

"I saw the men with rifles lying behind the sage brush as we drove by," said Sheriff Freeman. "It was my intention, had the gate not been opened, to send deputies and to make arrests before any attempt was made to force a way through. Unless law and order were maintained I shall remove the entire camp of the aggressive side from the canyon."

According to A. E. Griffin, superintendent for Porter Bros., here, the controversy will probably be settled in the courts. Mr. Griffin says he does not look for further conflict.

Harry Carleton, Porter's foreman, does not take his arrest very seriously. Carleton's business is subcontracting, and he has worked under Porter Bros. for a number of years, although of late he has had a contract on the Milwaukee. He gained a reputation for nerve in a similar railroad war in British Columbia between the Victoria, Vancouver & Eastern and the Canadian Pacific Railroad.

Carleton Is Confident.

"I was in Seattle seeing the Fair," he said today, "and received a telegram from Porter saying to me that they had taken the road. I came expecting to get a subcontract and was going to send for my outfit, but fell into this job. Had

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