

### WEST BELIEVES CIRCUIT JUDGES' PAY SUFFICIENT

#### In View of Fact That Voters Are Opposed to Increase, Governor Leaves Matter to Commission.

(Special Dispatch to The Journal.)  
Salem, Or., Feb. 24.—On the ground that the people at the election in no certain terms expressed their views on the increase of the salaries of all the circuit judges from \$3000 to \$4000, the governor has filed the bill today with his veto. With it goes a glimmering of the hopes of all the circuit judges in Oregon for an additional \$1000 a year except those in Lincoln county who are paid an additional compensation by the county of Multnomah.

The governor is inclined to leave all judicial matters with the commission provided for by the legislature and believes if this commission will recommend to the legislature that an increase in the salaries of the circuit judges be made he may be willing to accede to this view. The governor takes the same stand as relating to revision of the prosecuting attorney districts and the proposed law granting every county its own prosecuting officer, which was vetoed by the legislature this morning.

#### Explains Attitude.

The message covering the bill increasing the salaries of the circuit judges follows:

"Through this bill the salaries of all the circuit judges, except those of the Fourth judicial district, would be increased. The people at the last election, and in no uncertain terms, placed themselves on record as being opposed to any such increase, and it not for me to consent to the circumvention of their wishes through any act of the legislature. Inasmuch as the people have gone on record as being against such an increase, and as it will result in throwing additional burdens upon the taxpayers of the state, I believe the legislature should have provided for the submission of the measure to the people for their approval or rejection.

"The legislature has authorized the appointment of a commission for the purpose of studying our judicial system and making recommendations as to its revisions to the next legislature, and the said commission will no doubt, when making its report, make some recommendations as to the salary of our judges. In view of this, it seems to me that no harm can come from postponing this matter until the said commission makes its report."

### PRESENT LAW ON FURNISHING OF SUPPLIES IS GOOD

#### So Believes Governor West, Who Vetoes Bowerman Bill—Five Other Measures Get the Axe.

(Special Dispatch to The Journal.)  
Salem, Or., Feb. 24.—Governor West has vetoed senate bill 54 introduced by Senator Bowerman which was intended to strike at state officials who might be interested in supplies to be sold to the state.

The governor says in affixing his veto to this bill:

"In my opinion the provisions of the law are already sufficient to protect the state and local governments from injury by reason of public officers having a possible interest in furnishing supplies to the state. Under this bill, if one share of stock in a farmer's fruit union or company should happen to be owned by a member of the legislature, or any state officer drawing a salary, that company would be prohibited from selling a box of apples to any state institution, and under most drastic penalties. I respectfully submit that the bill is too far reaching to be for the best interest of the people in the purchase of public supplies, and for the reasons stated herewith return this bill with my veto."

#### More Expense Eliminated.

Senate bill 156, by Senator Barrett of Washington, adding about \$1900 additional expense to the conducting of the district attorney's office in the Fifth judicial district, comprised of Columbia, Clatsop, Clatskanie and Washington counties, was vetoed by the governor this afternoon.

Senate bill 217, by Senator Calkins of Lane county, providing a different rule for bringing actions against corporations met up with the governor's ax for the reason that the governor does not believe in making this discrimination whether it be in favor of or against the corporation.

Senate bill 43, by Senators Burgess and Hawley, creating a live stock sanitary board and appropriating \$50,000 for the eradication of disease among live stock in vetted and largely to the total of appropriations cut down by the governor. The governor says that the interest of the taxpayers demand that this bill do not become a law at this time though there may be merit to the bill.

#### Warner Land Bills Vetoed.

Senate bill 239 by Senators Bean and Calkins of Lane county, increasing the cost of conducting the office of the prosecuting attorney in the Fourth prosecuting attorney district about \$1200, was vetoed.

Representative Thompson's house bill 239, confirming the title to certain alleged swamp lands in Warner valley, was also vetoed this afternoon for the reason, the governor holds that the bill will not accomplish what it was held out to accomplish, but will only serve to make conditions more complicated in that celebrated land case.

The present session of the Massachusetts legislature in all probability will pass a law providing for compensating workmen for injuries received in the course of their employment. A special commission created to investigate the subject, has prepared a tentative draft of a bill.

### RED CROSS LETTER RELATES STORY OF CHINESE HORRORS

#### Death of 2,500,000 Natives Is Predicted Unless Help Is Sent at Once; What Red Cross Is Doing.

Recent advices from China indicate that conditions in the famine district are as bad as have been rumored and are growing worse as days go by, says a news letter issued by the American Red Cross. Two and a half million Chinese will die for the want of bread if assistance is not rendered immediately. This number comprises nearly the entire population of the northern part of the provinces of Kiang-Su and Anhui.

The famine in China is the direct result of the great floods which inundated the provinces mentioned last summer, ruining the crops. Consequently there was no harvest and the supply of food on hand was not sufficient to sustain the people of these sections until the next harvest. In fact, unless prompt aid is rendered there will not be a next harvest, as the Chinese will eat the seed instead of planting it. During the first days of the famine mothers endeavored to sell their babies to provide food for themselves and save the children from starvation. Now they are trying to give the children away in the hope that those to whom the babies are given will be able to feed them. Along the banks of the Grand canal the victims of this terrible calamity are living in mud and water, with only shacks of matting over their heads, hoping against hope that they may exist until boats bearing the staff of life come up the canal to relieve them.

Writing from Hwai Yuan, via Nanking, E. C. Robinson, of the American Presbyterian mission, describing the conditions which exist in the country immediately about Hwai Yuan, says:

"The magistracy of Hwai Yuan has an estimated population of 300,000 persons. The number of famine sufferers—those who must be relieved or die—in this magistracy, alone amounts to approximately 200,000, 70 per cent of the entire population. Last year the flood was the worst here in many years, and the crops were poor. The wheat suffered from drought and only one third was saved. This year about half of the wheat was harvested, but in the region north of Hwai two tornadoes and then the flood carried away practically everything.

"The need here is great, and the condition of the poor is as serious as that in other parts. Reports come in daily of people dying of starvation. The poor who have children are trying to sell them, but even they will not sell for a pittance. Help is needed at once. As soon as the real cold and wet weather sets in the death rate will increase greatly.

"One million people are dependent on money, and these will die of starvation if relief is not given and they are kept in this region. Five months must be counted on, and a family cannot exist on less than one cent per head per day, if for that.

"We are eagerly hoping for help from the Red Cross society."

This statement only gives an idea of the conditions in one portion of the great famine district.

To a correspondent Miss Boardman, of the American Red Cross, stated:

"The plague is creeping southward toward this famine district. It has ravaged Manchuria, and thousands of refugees who have fled to Chefoo, in Chantung province, have carried it there. Hundreds of deaths occur daily. The frozen ground prevents the burial of the dead and long rows of coffins lie on the roadside. American Consul-General Wilder, at Shanghai, cabled to the Red Cross that people stricken with this plague die within a few hours, and that it is of so fatal a nature no one ever recovers. The people have at last consented to cremation, and several thousand of these bodies have been buried.

"The Red Cross has sent from Manila Dr. Richard Strong and Dr. Oscar Teague, plague experts, to aid the Chinese government to fight the spread of this fatal pestilence. It is now only about 150 miles from the provinces in which the famine exists, and if it ever reaches there the result will be appalling."

President Taft, as president of the American Red Cross, has sent out an urgent appeal to our people to aid China, which is suffering from these dual calamities. Contributions of money can be sent to the American Red Cross, Washington, D. C.

If the people of America desire to help these sufferers in China they must act immediately. The Red Cross makes all remittances to China by cable, through the state department, thus insuring safe passage of funds from the giver to the beneficiary and the speedy application of such funds where they will do the most good.

### INSPECTOR GUTH TO BLAME FOR WRECK

#### Four Witnesses in Hawthorne Bridge Hearing Exonerate Motorman.

Responsibility for the wreck of a Hawthorne avenue car at the east end of the Hawthorne avenue bridge, has been placed on Inspector Guth of the streetcar company by four witnesses the Oregon railway commission. Guth placed the blame on Motorman Frederick. All witnesses who have testified say they heard Guth order Frederick to take the car across the bridge, although it was in crippled condition. Frederick himself says this is the case. Guth says he expected to furnish another car to help the crippled Hawthorne car across the bridge, but that Frederick started on without waiting, although he knew the airbrakes were out of commission. Evidence in the case is being heard by Commissioners Campbell, Aitchison and Miller.

The wreck caused the death of Byron Boone and several others were injured. Vivian Foster, 483 Tacoma avenue; T. H. Compton, 1622 Gladstone avenue; C. E. Schuck, East Forty-third street, and other witnesses gave evidence today.

### BRANDEIS LAUGHS AT ROADS' THREAT TO TAKE APPEALS

#### Hearing Has Exhausted Subject, and All Have Square Deal; Roads Themselves Will Benefit Vastly.

(Copyright 1911 by the United Press.)  
Boston, Feb. 24.—Louis D. Brandeis, the lawyer to whom presentation of the shippers' case to the Interstate Commerce commission is declared to be largely due, said that the decision against higher freight rates, today ruled, is a victory for the shippers, but really a greater victory for the consumers, who actually pay the freight.

"I think it is a fair decision," said William Haynes, counsel for the Illinois Manufacturers' association. "It is a victory for the shippers, but really a greater victory for the consumers, who actually pay the freight."

President W. C. Brown, New York Central—We will not announce our policy until our attorneys have an opportunity to digest the commission's reasons for vetoing the rate increases.

President W. W. Finley, Southern railroad—The question is of the broadest and will not be dismissed at a moment's notice. We will appeal.

President Daniel Willard, Baltimore & Ohio—There is only one thing to do. That is to make effective Louis W. Brandeis' efficiency system. We must buy less material and pay less for what we get if we are to keep going.

President George S. Baer, Reading railroad—It is a great blow to the railroads. I can't see how some of them are going to get along.

Vice President E. W. McKenna, Chicago, Milwaukee & St. Paul—If the railroads had not anticipated substantial increases in rates, wage advances to employees would not have been granted. The decision is most surprising.

General Manager Webster, Canadian Pacific—The decision affects Canadian as well as American railroads. We shall now find whether conditions can be worse than they have been for five years.

History of the Rate Cases.  
The Western Trunk Line association filed rate increases with the interstate commerce commission in the spring of 1910. Shortly afterward the eastern roads, those in the so-called "official classification" territory, filed advances. Shippers protested to Washington and the government filed suit against the trunk line roads under the Sherman law, charging conspiracy in restraint of trade and secured a temporary injunction, at Hannibal, Mo. Shortly afterward, the railroads' representatives called on President Taft and by agreement withdrew advances, pending the passage of the railroad regulation bill, then before congress, while the government withheld prosecution of the suit. After the law was passed, the suit was dismissed by the government and the rate advance schedules were refiled. Under the new law the interstate commerce

Nothing has so aroused the American people against the railroads for years as the attempt at raising rates. The decision of the commission undoubtedly will be followed by efforts by enlightened railroad managers to have the roads help themselves. This is bound to result in immense improvements and economies in operation and management. These will secure to the roads the cooperation of the American people.

"I do not believe the railroad improvements will be curtailed or that the earnings of the railroads or their employes will be reduced. On the contrary, railroad prosperity, with greater efficiency, will be placed on a firmer basis and the principles of scientific management applied to railroads will be sure to produce, as in other branches of industry, higher wages."

### RAILROADS WILL MAKE APPEAL TO COMMERCE COURT

(Continued from Page One.)

proposed advances in freight rates. The appeal will be made to the court of commerce before March 10, and an injunction to nullify the decision of the commission will be asked. By this method, the railroads believe, it may be possible to avert a reversal of the commission's findings. Action must be taken before March 10, because the commission, in its decision, announces that unless the tariffs were withdrawn it would itself fix the rates for two years.

Authorities are not agreed as to whether or not the commerce court has the power to enjoin the interstate commerce commission, but the railroads, relying on favorable opinions by some of their lawyers, have determined to make the attempt.

#### Supreme Court Bailed Upon.

One of the leading railroad attorneys here today vetoed the determination of the big traffic systems.

"We will carry the case to the United States supreme court," he said, "if the commerce court fails us, and will ask an injunction against the interstate commerce commission and the commerce court as well. We will produce evidence showing that the increased rates asked are necessary to enable us properly to conduct our business."

Opinions by the legal lights for the government are that the legal obstacles the railroads can erect may indefinitely delay the effectiveness of the interstate commerce commission's decision.

#### Effect on Parties Interested.

Elation of shippers, the entire country over, and corresponding dejection of railroad managers are expressed today in the telegrams that are pouring in here as comments on the decision.

Attorneys for the railroads say the commission has dealt a big blow to the very vitals of the railroad industry. The decision prevents increases in rates from becoming effective for two years after March 10. By it freight increases totalling over \$25,000,000 annually have been nullified.

The railroads had expected that the decision would be a compromise, permitting an increase in rates on some of those commodities in which traffic is heaviest.

#### Brandeis Credited With Victory.

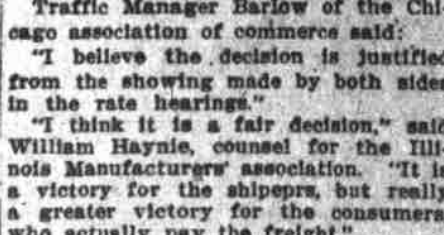
To Louis Brandeis, the Boston lawyer who argued the case for the shippers, is given credit for the victory. Brandeis contended that the increases ordered by the railroads of the country and suspended by the Interstate Commerce commission following the receipt of complaints, were not only unnecessary but were due to plain human greed.

The decisions of the Interstate Commerce commission were written by Commissioners Lane and Prouty. They cover 128 closely printed pages.

#### Threats by Railroads.

"It is a people's victory," is the general tenor of expression from the shippers, while the railroad heads threaten reduction of expenses, curtailment of construction and an appeal from the decision of the commerce tribunal.

### RAISING THE BATTLESHIP MAINE



Photograph showing how the cofferdam is being built around the sunken battleship Maine in Havana harbor. In the foreground can be seen one of the cylinders, 20 of which are being built around the sunken ship, in a manner resembling an egg. When they are completed, they will be made air tight and the water inside pumped out, exposing the wreck. In the rear the immense pile driver which is used in driving the steel columns into the mud and clay for the cylinders, can barely be noticed.

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

### PACIFIC COAST EXPERT SAYS DECISION VICTORY OVER EXTORTIONERS

(United Press Leased Wire.)  
San Francisco, Feb. 24.—"A triumph against extortion," was the way William R. Wheeler, manager of the traffic bureau of the Merchants exchange and recognized as the foremost railway rate expert on the Pacific coast, referred to the Interstate Commerce commission's decision in refusing to allow the railroads to increase their rates.

"The decision," said Wheeler, "is a glorious victory for the people and for the shipper and consumer, who has to pay the freight. The decision is of particular interest to Californians at this time, because the rate question out here is about to be investigated. If the commission had allowed the increases the Pacific coast railroads would have been warranted in increasing their rates. Now they have not a leg to stand on. The decision was undoubtedly a fair one."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a general move by roads to secure advances in local rates. The decision will have a deterrent effect on the raising of rates, and shippers who are fighting for reduction of rates will be encouraged to press their claims."

The action of the Interstate Commerce commission in denying advances of rates in eastern and western cases will undoubtedly have a great influence on local rates throughout the United States," said State Railroad Commissioner Harvey D. Loveland. "The state commissioners in adjusting railroad rates cannot but take notice of the commission's action. In my opinion, if the advances had been granted there would have been a