LAST EDITION

# DESERET EVENING NEWS.

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TRUTH AND LIBERTY.

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## REPUBLICAN PARTY'S TASK

### With Tariff Out of Way Congress Should Take Up Railroad Bill.

### TAFT SUGGESTS AMENDMENTS

### Creation of Interstate Commerce Court of Appeal of Five Members.

**Discusses Anti-Trust Law at Length And Points Out a Number Of Defects.**

Des Moines, Ia., Sept. 20.—President Taft spent a little more than four hours in Des Moines today, and during that time breakfasted with U. S. Senator Cummins, one of the insurgent leaders in Congress, reviewed an imposing parade of nearly 5,000 federal troops engaged in a military tournament here, and made an open air address to an immense crowd gathered from all the surrounding country, in which he discussed in detail the changes he will recommend in the interstate commerce and anti-trust laws. The president announced that he would urge the establishment of an interstate commerce court of five members to consider appeals from rates fixed by the interstate commerce commission.

He also will recommend legislation to prevent one interstate railroad company from owning stock in a competing line and compelling railroads thus owning stock to dispose of their holdings within a given time.

Legislation to prevent the over issue of stocks and bonds and the watering of stocks will be strongly recommended.

The giving of shippers the choice of routes in the shipping of freight is another important provision which the president favors.

In taking up the anti-trust law, President Taft declared that he knew of no way in which a distinction could be made between good and bad trusts, for he regared all combinations to suppress competition and to maintain a monopoly to be in the same category whether the terms of the illegal contract should be regarded in some instances as "reasonable" or unreasonable. The president also discussed the proposal to except labor unions and farmers' organizations from the operation of the anti-trust law. To specifically except these organizations, he declared, would be vicious legislation, but he pointed a way in which they could be relieved of some of the onerous restrictions now placed upon them, but at the same time be held amenable to injunctions which form of proceedure he believes adequate to deal with any violations by the unions.

PREST. TAFT'S SPEECH.

The president said:

"Fellow Citizens of Iowa—I have great pleasure in meeting such a concourse of citizens of one of the most purely agricultural states in the Union—one which has enjoyed to the full the prosperity which has come to the man who has invested his money and his labor in the farm for the last decade.

"Iowa has come to be a state in which there is great independence of view and in which the voters exercise intelligent discrimination with reference to candidates and policies that keeps those who are looking for political victories in a constant state of doubt and anxiety.

"What I wish to invite your attention to this morning, is with the tariff bill out of the way for the time at least, what there is for the Republican party in Congress under the promises of its platform to do in the coming regular session."

Mr. Taft detailed the passage of the railroad rate bill several years ago in which interstate commerce commission was given authority to fix specific rates and continued:

"The rate bill has now been in operation some three years and it must be admitted that it has not furnished the relief against unduly discriminatory rates with the expedition and effectiveness which were expected.

"An examination of the decisions of the commission and resort to the courts by way of temporary injunctions, fully justified the conclusion that one of the defects of the present inter-state commerce law is the delay entailed by litigation in the court over the correctness of the order of the commission.

"The court appeal cannot be abolished because it is a constitutional right. Something must be done to reduce its effect by way of delay so that the decision of the court shall be prompt, final and effective.

INTERSTATE COMMERCE COURT.

"It is proposed now by a number of gentlemen of my cabinet who have conferred with some members of the interstate commerce commission, to facilitate these appeals from the commission by the creation of a separate interstate commerce court of five members which shall sit in Washington and which shall be the only court to which petitions to set aside or nullifythe orders of the interstate commerce commission can be submitted; and it is proposed to allow a single judge to make an order staying the proceedings of the interstate commerce commission, but 60 days, and thereafter that no injunction shall be allowed against the order of the commission unless granted by the whole court of five members.

UNJUST CLASSIFICATION.

"A second change in the interstate commerce law ought to give to the commission the power to hear and ascertain complaints against unjust classification of merchandise for transportation. It is perfectly clear that by including articles in the same class which ought to pay different rates, a railroad can commit exactly the same kind of injustice as it would in imposing an exorbitant rate as to any one class. Hence, I have not the slightest hesitation in recommending to Congress that the power of the commission should be extended to include not only the fixing of rates on a complaint, but also the readjustment of classification if it proves on complaint to be unjust.

"A third amendment to the act should provide that the commission may by order suspend, modify or annul any changes in the rules or regulations which impose undue burdens on shippers. No doubt ought to be left with respect to the power of the commission on such a subject, because the rules and regulations of a railway are the means by which injustice may be done to the shipper. It would seem well to empower the commission to compel connecting carriers to unite in forming through route and to fix the rate and the apportionment thereof among the carriers. The commission should also be empowered to prescribe the rules and regulations under which the shippers shall have the privilege to designate the route over which their shipments shall be carried to the destination beyond that of the first carrier.

AGAINST ACQUIRED STOCK.

"Another most important amendment of the interstate commerce law—part of which was specifically promised in the platform—is a prohibition against any interstate railroad company acquiring stock in any competing railroad in the future, and a further provision that no railroad engaged in interstate commerce shall after a certain date hold stock in a competing railroad; and the further amendment that after the passage of the amended act no railroad company engaged in interstate commerce shall issue any additional stock or bonds or other obligations except with the approval of the commission based upon a finding by the commission that the same are issued, first for purposes authorized by law, and second, for a price not less than par for stock and not less than the reasonable market value of bonds, such price being paid either in cash or in property or in services and if in property or services, though at the face value thereof as determined by the commission.

TRAFFIC RATES.

"In addition to amendments to the law which are looking to a rather more drastic regulation of railroad rates than heretofore, another provision should be added by which railroads may be permitted to agree upon traffic rates and make contracts with respect to rates that shall not be pooling contracts, but shall constitute agreements as to rates—provided always that such agreements shall receive the approval of the interstate commerce commission. In this wise the operation of the anti-trust law against traffic agreements between railroads will be abolished; and against their absolute prohibition would be substituted a requirement that such agreements shall meet the approval of a properly constituted tribunal.

ANTI-TRUST LAW.

"This brings me to the question of the anti-trust law. While we have not threshed the whole matter out so as to reach a definite conclusion, I am still inclined to the view that the way to make the anti-trust law more effective is to narrow its scope somewhat so that it shall not include in its prohibition and denunciation as a crime anything but a conspiracy or combination or contract entered into with actual intent to monopolize or suppress competition in interstate trade.

"At the common law all contracts in restraint of trade, except those which were called reasonable, the courts would decline to enforce.

"The anti-trust law denounces such contracts, when in restraint of interstate trade, whether criminal, whether made with intent to monopolize or suppress competition or without intent to do either. The theory seemed to be that a contract in restraint of interstate trade tended to a monopoly and therefore should be denounced because of its tendency, whether there was any actual purpose on the part of the person making it to monopolize or suppress competition or not.

"This feature of the present anti-trust law has, it seems, weakened its force because it has seemed to bring within the condemnation of the law contracts and other arrangements which were actually innocent in their character, and which were not included in those various combinations which it was the real intent of the law to suppress.

"If the crimes denounced in the law were confined to combinations, conspiracies and contracts made with intent to monopolize or partially monopolize interstate trade or to suppress competition in interstate trade, then the real object of the law would come within its denunciation, and no one could declare its opinion to be unreasonable in that it included a lot of innocent contracts or arrangements.

DOESN'T FAVOR LIMITATION.

"It has been suggested that the law ought to limit its denunciation to those contracts in restraint of trade that are unreasonable. It don't favor any such limitation. It seems to be proposed to leave to the judges to decide what combinations and contracts in restraint of trade ought to be permitted to exist and enforced on general grounds of public policy—in other words, to have the court attempt to establish some line between what are called good and bad trusts, as if the suppression of competition in some cases was a good thing and in other cases was bad. I cannot agree that any such distinction can be properly made.

"All combinations to suppress competition, or to maintain a monopoly in whole or in part, of interstate trade, are and should be, in violation of the anti-trust law and should be punished as such; and there is no room for the expression—reasonable or unreasonable—in this general view of the statute.

"If the statute were limited to combinations, conspiracies and contracts to restrain trade with intention to monopolize interstate trade or with intent to suppress competition therein, it would probably not include within its denunciation a boycott against railroads going into interstate trade because such a boycott is a restraint against interstate trade with the intention to restrain it, but it is not a restraint of interstate trade with intent to either suppress or to maintain a monopoly of the goods, with respect to which the contract is made.

OPPOSED TO EXCEPTIONS.

"I am entirely opposed to excepting from the operation of any law of general application a class of persons like laborers or working men or farmers or ministers or teachers or lawyers. Take the present anti-trust law therefore and insert a special exception to the application of that law by providing that it should not apply to the trade unions class and it would be legislation of the most vicious character; but when you make the law apply only to conspiracies seeking to suppress competition or to monopolize the trade, then the labor boycott is probably not included, simply because the statute would not seem wide enough to include it in its scope, and this result is obtained without class legislation at all.

A telegram from Private Secy Carpenter was received this morning by Mayor Dahlman, asking if it was possible that a suspension of the strike controversy be arranged during the president's visit.

The mayor consulted President Wattles of the street car company, who readily agreed to the proposal and announcement was at once made that all car service would be stopped for the day at 4 p. m.

Non-union conductors and motormen to the number of 125 arrived today from Chicago. No special effort was made to resume car service today. There have been no disorders.

The strike leaders announced today that an effort would be made to secure an interview with President Taft on his arrival here in the hope of enlisting his services in an effort to settle the strike.

It would probably seem wise to establish an accusatory bureau in the department of justice to institute prosecutions for violations of the interstate commerce law and of the anti-trust law, while it would be wise to continue the bureau of corporations, enlarging its scope somewhat perhaps to maintain the registration of corporations and the investigation into their operation so far as interstate trade is concerned.

"It has been found most difficult to separate the administrative from the quasi-judicial functions of the interstate commerce commission, but it is thought that it would be wise to take away from them any responsibility in regard to the investigation of the validity of their orders before the interstate commerce commission court and leave the maintenance of those orders to the department of justice when the appeal comes to be heard in the court.

"The two statutes which must claim the attention of our Congress in its next session are the interstate commerce law and the anti-trust law.

"All this is in the line of performing the promises of the Republican platform and we can certainly be discharging no higher or more sacred duty."

The president left here at 11:15 a. m. for Omaha.

## MOON DISPROVES CLAIM OF PEARY

### According to the Italian Astronomer, Signor Francesco Faccia de Schio of Bergamo.

### NORTH POLE CONTROVERSY.

**Expected it Will Reach a Crisis This Week—Finding Greeley's Old Headquarters.**

Rome, Sept. 20.—According to the astronomer, Signor Francesco Faccia de Schio of Bergamo, the moon absolutely disproves Commander Peary's claim to having discovered the pole. In his dispatch to the New York Times, the explorer states that on April 6, having accomplished the six stages he had planned, he was favored with an opening in the clouds which permitted him to take astronomical obervations. From these he established his position as latitude 89 degress, 57 minutes. Signor Faccia points out, however, that unquestionably accurate astronomical calculations show that with the horizon at 89 degrees, 59 minutes, the moon could not be seen at the time indicated by Commander Peary, because from midnight-day, April 6, the declinaton of the moon became negative—that is to say, the moon was below the equator which is the natural horizon of the pole.

On this day and for the days following the moon sank still lower below the quator, and at midnight, April 6—Paris time—that is to say, the moon was already two and one-half degrees below the equator.

Signor Faccia denies that refraction on the horizon would have rendered the moon visible, and he adds that no sailor would dare, even in normal atmospheric conditions, to determine his latitude by the stars on the horizon.

GREELEY'S OLD HEADQUARTERS.

New York, Sept. 20.—Intense interest is manifested here in the finding of Gen. Greeley's old headquarters at Fort Conger by Prof. Dowald McMillan, a member of Commander Peary's expedition. Many of the stories of that tragic Greeley expedition which horrified the world were recalled by the relics found by Prof. McMillan. Gen. Greeley and his party had established their headquarters at Fort Conger and in the fall of 1881 and in the spring following they made their unusual dash for the pole. Returning to Fort Conger they expected their ship, the Proteus, to come for them the next spring. There they waited until 1883 not knowing that the Proteus had been shut in the ice trying to reach them. Realizing that starvation awaited them there the party started on its track southward in which 17 of them starved to death.

The personal papers of Gen. Greeley and members of his party and the relics found by Prof. McMillan in the abandoned hut at Fort Conger are destined to become some of the most interesting cargo brought back to civilization by the Roosevelt.

A CRISIS THIS WEEK.

Matters in the north pole controversy are expected to reach a crisis this week. At about the same time that Dr. Frederick A. Cook arrives in New York tomorrow Commander Peary is expected at Sydney, N. S. After a formal reception there Commander Peary will proceed to Portland, Me., where he will be honored again and then he will come to New York, reaching this city possibly Friday. In a wireless from Battle Harbor, Labrador, Peary is quoted as saying that he would wait until Dr. Cook had submitted data and proofs of his claim to having reached the north pole on April 21, 1898, to a competent geographical body, before he himself submits the proofs which he not only contends show that he reached the pole on April 6, 1909, but that Dr. Cook did not go to the north pole.

Dr. Cook declares that he has all of his data with him and it is in shape to properly present as soon as he reaches the city.

WHITNEY'S TESTIMONY.

The testimony of Harry Whitney, which is being anxiously awaited is considered of prime importance in the controversy. Even Peary's supporters now believe that he largely based his denouncement of Cook on the fact that Whitney had failed to tell him at Etah that Cook had reached the pole. Dr. Cook declares that he exacted a pledge from Whitney not to reveal the fact to Peary or any member of this party. Partial substantiation of Dr. Cook's statement comes in an Associated Press wireless message from Battle Harbor that Peary's cabin boy, who heard Dr. Cook's narrative of finding the north pole, was also placed under pledge not to reveal the fact to Peary.

Whitney is now believed to be hunting in the vicinity of Baffin's Bay, but may be expected at a cable or telephone point any day.

### DISCOUNT RATE RAISED.

Berlin, Sept. 20.—The rate of discount of the Imperial Bank of Germany was raised today from 3½ to 4 per cent. This change is the first since Feb. 16 last, when the rate was reduced from 4 per cent.

## PREPARING FOR COOK'S ARRIVAL

### Discoverer of North Pole Will Reach New York About 8:30 Tomorrow Morning.

### A DEMONSTRATION FOR HIM.

**Nearly 2,000 Tickets Sold for Steamer On Which Arctic Club Members Will Go to Meet Him.**

New York, Sept. 20.—The first of America's two claimants of premier north pole honors will be at the gateway of his home port this evening. The Scandinavian-American steamer, Oscar II, with Dr. Frederick A. Cook aboard, is now approaching New York at half speed, and the friends of the Brooklyn explorer are putting the finishing touches to the big demonstration with which they intend to show tomorrow their faith in his assertion that he was the first man at the "top of the earth."

There was a flurry among the members of the Arctic club and the Bushwick club of Brooklyn this morning, when word came that the Oscar II was only 65 miles east of Fire Island. This position would have enabled her to reach her dock here late this afternoon.

Although the reception committees had received assurances last night that the steamer would be delayed so as not to interfere with their plans, and although a wireless message from Dr. Cook himself at 12:20 a. m., declared that he would meet them at 8:30 tomorrow morning, telephones and wireless apparatus were at once put in operation to make certain that there might be no change in the original arrangements.

The local office of the Scandinavian-American line notified the captain of the Oscar II, that he should not attempt to dock today and he replied by wireless that he would anchor off Sandy Hook and spend the night there, starting up the harbor at daylight.

The United States revenue cutter will leave its dock at 6:30 a. m. tomorrow and meet the steamship at Quarantine in time to complete the examination of Dr. Cook and leave him free to join his friends at that point, at 8:30.

On account of the large number of persons who will participate in the first greeting to Dr. Cook on this side of the Atlantic, it would have been impossible to carry out any of the original program had he landed today.

Nearly 2,000 tickets have been sold for the steamer Grand Republic, on which the committee from the Arctic club will go down the bay tomorrow. Slightly in advance of the steamer will go a tug bearing Mrs. Cook and her children and the explorer's two brothers, with twenty or three members of the committee.

The plan is to take Dr. Cook from the liner aboard this tug, thus enabling him to spend the first few minutes following his arrival at Quarantine with his family. Then the tug will go alongside the Grand Republic and the explorer will be taken on board for the last stage of the trip to American soil.

The neighbors of Dr. Cook in Brooklyn were equally concerned when they heard that there was danger of his arrival ahead of schedule time. At the Bushwick club, a neighborhood where the physician used to go, they had planned a rousing welcome.

After a triumphal procession through the streets of Brooklyn the explorer will reach the club house, where there will be a reception and a luncheon.

No public events have been planned for the interval between the first welcome and the dinner to be given at the Waldorf-Astoria Thursday night. Mrs. Cook and her children have taken rooms at that hotel.

D. V. Eskensen, chairman of a committee representing all the Danish-American societies in this country, received a wireless message from Dr. Cook today, accepting the invitation to a banquet which the joint associations will give here in Dr. Cook's honor. The date has not been fixed.

### INNOKO COUNTRY GREAT GOLD FIELD

Seattle, Wash., Sept. 20.—Miners returning from Nome, Alaska, on the steamer Victoria, which arrived yesterday, bring confirmation of the reports received from Innoko country concerning the stampede that is under way to the new gold fields on that stream and its tributary, the Idatarod. Fred Duboise, who has returned after making a rich clean up on Yankee creek, states that the reports received from the Innoko country are not exaggerated.

"Every hole that has been put down has struck pay dirt," he said. "A favorable feature of the new field is that there are no single big claims, but all the pans are running even and paying good when we were coming down the Idatarod and the Innoko I saw hundreds of men stampeding for the new diggings."

### MARRIED LONG AGO.

**Joseph Coyne, American Actor, and Alexandra Carlisle.**

New York, Sept. 20.—Joseph Coyne, the American comedian, and Alexandra Carlisle, the actress, were married on Dec. 3, 1908, according to a cablegram from London. Explaining the concealment of the fact Coyne said: "We wished to get along quietly until the event was so far back nobody would want to throw rice and old shoes at us. A quiet wedding saves you a lot of trouble and your friend a lot of rice."

### TRIAL OF THE DELAWARE.

Washington, Sept. 20.—The Newport News shipbuilding company, building the battleship Delaware, has asked the navy department for a trial trip of the vessel on Oct. 20. The probability is in view of the rapidity with which the vessel is being constructed that the ship will be delivered to the government some months ahead of contract time.

The battleship North Dakota is in a like stage of completion at the dock of the Fore River Shipbuilding company, Quincy, Mass.

### PREST. TAFT'S REQUEST.

**That No Attempt be Made to Run Street Cars During His Visit.**

Omaha, Sept. 20.—At President Taft's request no attempt will be made to run street cars in Omaha during his visit here.

## GRIDIRON SQUAD GETS BUSY AGAIN

### Maddock Calls His Men Out for The Season's First Practise.

### GOOD TIMBER IN NEW MEN.

**Dopesters at the U Say the Eleven Will be Strong Despite Losses Of Old Warriors.**

Football today assumed its place as the chief of all student activities at the University. This afternoon Coach Joe Maddock will have a squad of 35 men on the gridiron for the first time of the season and among them are enough men of promise to give the U. a strong team this year again despite the fact that so many of the old warriors have left the eleven or have left the school entirely.

The 35 aspirants for gridiron honors and worship from the fair students on the hill will have among their number this afternoon Jack Lodl, who was rullback at Michigan last year. He weighs 180 in the natural and is looked upon as a comer. Another new man this year from the outside is Howard Schweitzer, late of Marmouth, Washington, high school. He looks good for a halfback among the fans at the U. Henry Richardson will also be out tonight, is the promise, despite more gloomy prospects last wek. The faculty, it is said, has under consideration today the case of Ebneer Grant, start quarterback of last year's team who was shut out for an affair at Logan last spring following the track meet. It is hinted that Grant may be permitted to again don his war clothes and be with the team again this year at his old position.

The training table will go into commission this evening under the eye of Miss Van Cott.

### NEW YORK CITY'S RAILROAD A SUCCESS

New York, Sept. 20.—This city's new municipal ownership railroad is an unquestioned success. It has been in operation one day and in that time carried 18,000 passengers across the new Queensboro bridge between Manhatten and Long Island City. With a two and a half cent fare the city finds that it can make a large profit.

### CONEY ISLAND SEASON CLOSES WITH A TRAGEDY

New York, Sept. 20.—The last echo of the dying season of hilarty at Coney Island was the crashing of a bullet through the head of a man in front of a great amusement park before daylight today. Three hundred policemen had driven the last revellers of the Mardi Grass away from the resort and only a few tardy ones were to be seen on the street when two men ran up behind a third, a pistol was discharged and the third man who has not been identified, dropped to the sidewalk with a bullet in his brain. It is thought he will die.

Two men who attended a banquet at the resort were arrested. The wounded man had been at the banquet also, but the prisoner's declared they did not know him.

### GERMAN CROWN PRINCE RUNS OVER A CHILD

Berlin, Sept. 19.—While the crown prince was automobiling through the village of Hersfeld Saturday he ran over a 6-year-old boy, fracturing the lad's skull.

The youngster had been hanging on to the tail of a wagon. He jumped off and attempted to run across the street, but fell in front of the car.

The crown prince rendered first aid to the injured, and then took the boy to a hospital. He has undertaken to provide for the boy's future if he recovers.

### PEARY AND PARTY PASS ST. PAUL'S ISLAND

Sydney, N. S., Sept. 20.—The Arctic Roosevelt, with Commander Robert E. Peary and the members of his party on board passed St. Paul's Island, 65 miles north of here, at 9 o'clock this morning. The Roosevelt is expected to reach Sydney at 5 o'clock this afternoon.

### STEAMER WITH DR. COOK ABOARD PASSES FIRE ISLAND

New York, Sept. 20.—The Danish steamer Oscar II, with Dr. Frederick A. Cook on board, passed Fire Island at 1:30 today.

The captain of the Oscar II was notified by the officer of the Scandinavian-American line here to anchor off Sandy Hook all night. The revenue cutter will leave to meet the steamer at quarantine at 6:30 a. m. tomorrow. This will enable the plans for Dr. Cook's reception to be carried out unchanged.

### WALKS INTO STORE HOLDS UP FIVE MEN

Pittsburg, Sept. 20.—Walking boldly into the store of J. C. Smith, while the proprietor was counting the day's receipts yesterday, a masked man covered Smith and four employes with a revolver and demanded the money. He secured $100, and, threatening to shoot anyone who sounded the alarm, escaped. Smith notified the authorities and after an exciting chase, in which about 200 persons, many of them armed, took part, the robber was captured.

### NOT NEGROES BUT WHITES WHO NEED EDUCATION

Chicago, Sept. 20.—Negro attendants at an educational mass meeting yesterday were told that it was not they who were in need of education, but the white men who took credit for every advancement the descendants of Ham had made during the last century. The statement was made by Prof. T. R. Greener of New York, who addressed a large audience in Zion African Methodist Episcopal church.

Prof. Greener spoke of the great advancement among the children of the negro race and the students in the colleges and universities. The negro had raised himself to a higher level, said the speaker, and to him belonged the credit.

"We are not to accept the statement that we have not done anything for ourselves," he said. "We, as a race, have accomplished almost as much as the white man and that under disadvantage.

"The work done by the negro people of the south in educational lines and what they have accomplished has reached a point where nothing would be able to root it out. The colored students of the south today hold up their heads, dress better, talk better and make a better appearance than they did in the early days and in consequence they earn greater respect from their white brothers."

### CHICAGO MUCH MALIGNED CITY

Chicago, Sept. 20.—Chicago is a much maligned city, according to Rev. John Thomas, B. A., of Liverpool, England, who came to Chicago a week ago full of misgivings because he had been reading the writings of W. T. Stead and had come to the conclusion that Chicago was "Hell on earth," to use his own expression. Other foreign writers and lecturers had helped along this delusion.

Today Dr. Thomas, after a week's search for surface indications of the existence of wholesale vice among the people of Chicago, says that he is compelled to confess he found none. He declares that from his investigations he is satisfied that Mr. Stead was greatly mistaken, and that conditions are not as bad in Chicago as they are in the larger cities of Great Britain.

### ROBBED HIM OF HIS CASH AND CLOTHES

Birmingham, Ala., Sept. 20.—Milton Garfield was held up last night by two white men, who took off his clothes at the point of a pistol and sent the young man to his home naked. The robbers seemed angered because he had only $1.65.

### WILL PERMIT SMOKING TO DRAW MEN TO CHURCH

Dayton, O., Sept. 20.—In order to stimulate interest in the afternoon meeting for men the Rev. Thomas W. Cook, rector of St. Andrews' Episcopal church here, announces that he will permit smoking during services. Invitations have been sent broadcast asking the men to attend the meetings bringing their smoking materials—either pipes or cigars—along. The Rev. Cook's congregation is encouraging the movement.

## "DOOM THE SIX-FOOT TICKETS NOW:" BELL

**Grand Trunk Passenger Traffic Manager Declares it is Time to Abolish the Coupon System.**

(Special to the "News.")

Chicago, Sept. 20.—The first big gun to be fired by a general passenger official of a railway in the campaign for abolishing the yard-long coupon tickets came from George T. Bell, passenger traffic manager of the Grand Trunk and the Grand Trunk Pacific railways in an address at Toledo, Ohio, to the American Association of Passenger and Ticket agents of which he is the president at its fifty-fourth annual convention. He urged the appointment of strong committees representing the transportation lines of the United States, of Canada, and of Mexico to report upon the necessity of radically relieving and improving the extensive but overburdened system of coupon tickets now generally in use. He also urged that these committees should consider means to secure and retain the most efficient ticket-sellers, many of whom have found better pay and better prospects in commercial life since the steam railways and navigation companies have ceased to pay commissions to them.

MAY ADVANCE JOE YOUNG.

**Utah Railroader Slated for Better Position With Espee.**

It is reported from San Francisco, that in consequence of Mr. Harriman's death, General Manager E. E. Calvin of the Southern Pacific will be given a higher position, which moves W. R. Scott, the assistant general manager to Calvin's position, and will place Joseph H. Young into Mr. Scott's official shoes. Mr. Young is a son of Judge Le Grand Young of this city, and began with the old Utah Central and Southern roads as an office boy, on a salary of mostly hopes. He subsequently was made general agent in this city of the Chicago & Northwestern road, was afterward made superintendent of the Utah & Northern road, superintendent of the O. R. & N., general superintendent of the Rio Grande Western, general superintendent of the Colorado & Southern, and then general superintendent of the Southern Pacific. Mr. Young has many relatives and friends in Salt Lake who will be greatly pleased to hear of his further advancement.

### LIKES CHILDREN AS TENANTS.

Chicago, Sept. 20.—When Samuel R. Lingle yesterday gave a picnic to 23 children belonging to tenants of flat buildings owned by him, it transpired that Lingle is an exception to the ordinary landlords, who do not like to rent apartments to families with children. Lingle, not only does not object to tenants with numerous offspring, but actually advertises for such tenants.

### HOW GRAND OPERA SINGERS ARE BLACKMAILED

New York, Sept. 20.—Detectives have been retained to break up an organization of men who are said to have netted a considerable income from grand opera singers who prefer applause to hisses. Rumors several seasons ago that certain opera singers employed persons in the audience to applaud them, were given credence by the management of the Metropolitan and Manhattan Opera Houses when they declared that such singers had been the victims of blackmail and whatever money they had given was more to prevent being hissed than to obtain applause.

According to several well known singers, they had been approached by members of this band who had plainly informed them that unless they paid for applause their singing would be hissed. Experience showed that those who did not pay were hissed. The managers declare that they will break up the practise.

### BP. SETH WARD DEAD.

Tokio, Sept. 20.—Bishop Seth Ward of the Methodist Episcopal church, south, died here this afternoon. The bishop arrived in Kobe last month on his regular tour of inspection of the Methodist missions of Japan, and he was taken ill shortly after his arrival. Last week he was reported as gradually sinking and the fatal termination of his illness was not unexpected.

## CLEAR DECKS FOR ACTION

### All in Readiness for Opening Gun Of the Government Hearing Tomorrow.

### RAILROAD OFFICIALS HERE.

### Preponderance in Numbers on The Side of the Defense In Evidence.

**Movement to Bring About a Reasonable Readjustment of Rates Involved in Proceedings.**

The hearing before the interstate commerce commission in behalf of the shippers of Salt Lake City and Utah as against the railroads entering this city, and their connecting eastern lines in the matter of easement in freight rates and discrimination against local shippers in favor of the coast cities, is set for [illegible] at 10 a. m., in the United States circuit court room, at the Federal building. In view of the widespread interest taken in the entire action and the importance of the results, it is believed that the court room will prove altogether too small for the number of citizens wishing to attend, so that it may be advantageous to hold the hearing in a much larger room, such as the city council chamber.

The clans are gathering as representing the defendant roads, the issue at stake being such that the lines immediately interested are sending out their strongest men to argue their side of the question before the commission, representatives of both the legal and freight departments, the latter officials appearing as probable witnesses.

OFFICIALS ARRIVE.

In addition to the list already printed in The News, there are in town today: Private car 95 of the Chicago, Burlington & Quincy road, containing C. G. Burnham, assistant to the first vice president; General Atty. Hale Holden and Atty. Edwin Spencer, all of the "Q"; Traffic Manager J. G. Woodworth of the Northern Pacific, Asst. Traffic Manager W. P. Kenney of the Great Northern, A. J. Donnelly of the Northern Pacific roads, with a full force of stenographers, clerks and hotel car staff. Then there are, General Passenger and Ticket Agent S. K. Hooper of the D. & R. G., with Atty. James C. Jeffery of the road at Chicago; Judge F. C. Dillard, interstate commerce attorney of the Harriman lines at Chicago; General Solicitor N. H. Loomis of the Union Pacific at Omaha; General Traffic Manager J. A. Munroe of the U. P. at Omaha; H. A. Jones, freight traffic manager of the Southern Pacific at San Francisco; General Freight Agent G. W. Luce of the Southern Pacific; Passenger Traffic Manager Chas. S. Fee of the Southern Pacific; E. B. Boyd, assistant to the vice president of the Gould lines at Chicago; W. H. Hathaway, P. E. Crumston and Charles B. Seaty of the Southern Pacific; H. S. Baker of the Chicago & Great Western, chief clerk of the Maple Leaf route; Commercial Agent J. L. Marens of the St. Louis Southwestern at Kansas City; Traffic Director Andrew J. Dutcher of the Harriman lines west of Omaha; J. A. Spelling, Denver city freight and passenger agent of the Salt Lake Route. General Counsel C. M. Dawes of the C. B. & Q. is unable to be present, but is well represented in his adjutant general, Mr. Holden. In addition to the above, a number of other high officials are expected whose names were not obtainable this morning, so that when court opens tomorrow, the legal and official talent arrayed in front of the interstate commerce commission will be something most unusual.

HEAVY ODDS.

The local shippers, through the Commercial club as complainants will be represented by Judge Dey and Traffic Commissioner S. H. Babcock of this city. The preponderance in numbers on the side of the defense does not argue at all that there is likely to be any weakness on the part of the prosecution, particularly in the matter of questioning and cross examination as the commissioners will engage in a good deal of that themselves, and the facts in the case have been so carefully compiled and prepared by the prosecution that the fact that there are more lawyers on the one side than the other cuts no particular figure.

ON BEHALF OF PEOPLE.

Traffic Commissioner Babcock remarked today, this whole movement is in behalf of the people of the state of Utah, and not in behalf of any individual or company interests. The success or failure of this movement is of the utmost importance to the people of this state, in fact much more so than any other movement that has been considered here; because on the single question of transportation rests more force for good or evil than any one other question or interest. Of course there will be a great array of counsel on the part of the carrier companies. But the movement is not to embarrass them in any way, but to bring about a reasonable adjustment rates which it has long been left that they are justly entitled to. These proceedings are necessary because of the great interest to Salt Lake City, and it is probable that many of our citizens will want to be present at the hearing, for the fate and hope of the whole intermountain region are involved."

### CURTISS MAY FLY.

St. Louis, Sept. 20.—In a wireless dispatch to the Post Dispatch received here today, Glenn H. Curtiss, who is en route to the United States from his aviation triumphs in France, says concerning an offer to make a series of aeroplane flights in St. Louis:

"Consider offer favorably. Locate large, smooth grounds. Will answer Tuesday."

The message came from the steamer Kaiser Wilhelm II. The tentative date for the Curtiss appearance here is Oct. 8.

### CALHOUN'S TRIAL POSTPONED.

San Francisco, Sept. 20.—The trial of Patrick Calhoun, charged with having offered a bribe to supervisor to procure an overhead trolley franchise for the United Railroads, was continued today to Sept. 27 on account of the illness of Stanley Moore of counsel for the defense.