CHANDLER DENOUNCES B. & M.'S DOMINATION

Says Railroad Has Killed Free Government in State.

RAPS AMOSKEAG COMPANY

Governor and Legislators of New Hampshire, Declares Former Senator, "Are the Mere Agents in Their Offices" of the Two Carrying Systems.—Praises Taft.

Special to the Journal.

Laconia, N. H., Aug. 17.—A vigorous denunciation of the Boston and Maine Railroad and the Amoskeag Manufacturing Company as the twin tyrants which have made free government impossible in New Hampshire, was delivered by ex-United States Senator William E. Chandler in an address at a Republican rally here to-night.

"Railroad passes and railroad money," declared Mr. Chandler, "dominate the State, and the Governor, Councillors, Senators and Representatives are the mere agents in their offices of the two great railroads.

"It may be said truthfully that nearly all the lawyers in the State are retained by one or the other railroad company, either by annual passes alone or by such passes and money.

"New Hampshire has been one of the greatest victims of corporation rule, mainly governed in its industrial, political and governmental career by the Boston and Maine Railroad. There has been added to this influence the Amoskeag Manufac-

WILLIAM E. CHANDLER.

turing Company of Manchester, which, when it has not been adjusting its disputes with the railroads, has been joining with the railroads in taking possession of the State Government."

PRAISE FOR TAFT.

Launching into the general political situation Mr. Chandler denounced the trusts, praised former President Roosevelt and President Taft, and said that "progressives and insurgents are true Republicans."

Referring to the United States Steel Corporation Mr. Chandler said:

"They abolished all competition, fixed their own prices for the product and for the labor, and having done vast good in developing the iron and steel industries, they imposed burdens too great to bear upon consumers and inflicted a great curse upon the country.

"All the other great industries followed in the lead of the railroads and the steel company. Coal and sugar were handled in the same way.

"Above all behind these great monopolistic corporations have arrayed themselves the great money institutions of the country—the banks, the trust companies and the insurance companies."

As to a remedy for such conditions the speaker said:

"Let this vital principle be reiterated: "If competition cannot be restored and monopoly must prevail, the Government must fix the prices."

ROOSEVELT'S FAULTS.

Mr. Chandler spoke of Col. Roosevelt as "one of the most remarkable men of this epoch." He continued: "Like nearly all great, persistent, powerful men, he has grave faults and makes grievous mistakes, but it is useless to deny him the credit of beginning the great work of changing the wrongs of industrial society and political government, which characterized the beginning of this century.

"This work he is continuing to help carry forward in his own way. So, also, is his successor, President Taft. Not quite so earnestly, not quite so energetically, but possibly quite as wisely as ex-President Roosevelt. On the whole the new Administration worthily succeeds its predecessor. President Taft is a reform President."

Mr. Chandler urged party harmony and favored the nomination of Robert P. Bass as the Republican candidate for Governor of New Hampshire.

FRICTION OVER MOTOR LAW.

Bay State Would Like to Have Rhode Island Adopt Reciprocity.

The alertness of Massachusetts automobile squads in arresting Rhode Islanders who break the registration clause of the Bay State law has been encouraged recently by autoists in the sister State who would like to see Rhode Island enact a "reciprocity" clause in its motor vehicle law.

Massachusetts has such a clause "tacked on to" the end of its motor vehicle regulations, while Rhode Island has not. Because of these conditions there is friction between the two States.

The Ithode Island law allows a motorist from another State to use the highways for 10 days in any one year without taking out a local registration. This means, according to George H. Huddy, President of the Motor League of Rhode Island, that a foreign car may spend 10 days—any 10 whatever—in this State free, but after that the car must be registered.

This would work out as follows: A driver lives in Attleboro, and has a place of business in Pawtucket. He drives to work every morning and home every night. For 10 days all is well, and then he comes under the Rhode Island law and must register. Or he might come into the State Christmas, and any other nine days, and so make up his 10 days of grace. The days need not be consecutive.

The Bay State law makes exactly the same provisions in this respect as does the Rhode Island, but on the end is the "reciprocity" clause. This clause is to the effect that a foreign motorist in Massachusetts will be given exactly the same privileges in that State as a Massachusetts autoist would get in the foreign State.

By this arrangement the Rhode Island and Massachusetts laws are made alike. A Rhode Islander gets better treatment in the Bay State than does a New Jerseyite, because the Rhode Island and New Jersey laws differ. As the New Jersey law does not recognize at all foreign drivers, the Bay State's "reciprocity" clause deals them the same dose. Rhode Island makes no such distinction, and New Jersey and Massachusetts alike receive the same treatment here.

The Bay State law, in effect, is a law in which the provisions are indefinite to motorists in general, but specific to a motorist from a certain State. As it is said along the line:

"When they know where you come from then they know what to do to you." Until a motorist's home State is known the Bay State people do not know what treatment to give him.

An attempt has been made by Massachusetts motorists to get Rhode Island to make its restrictions less stringent, their intention being to place both States upon practically an "open" basis. It is pointed out that if the Rhode Island law should allow foreign drivers absolute freedom from registration here, the present Bay State law would then mean the same for Rhode Islanders there.

What the Bay State men desire, it is stated, and what the Rhode Islanders would also like to see because of the reciprocity which it would bring from Massachusetts, is the insertion of the word "consecutive" after "ten" in the law in this State.

The law would then be, in effect, that Bay State people could come here for nine days, go home, and come back again the next day, repeating this performance at will. No registration would be necessary. Such a plan here would give Rhode Islanders the same rights in the Bay State. It is figured that such a scheme would be equitable, for motorists could then use roads in both States on an equal basis, having taken out only one registration, recognized in both States.

STATE'S MONUMENT FOR NATION.

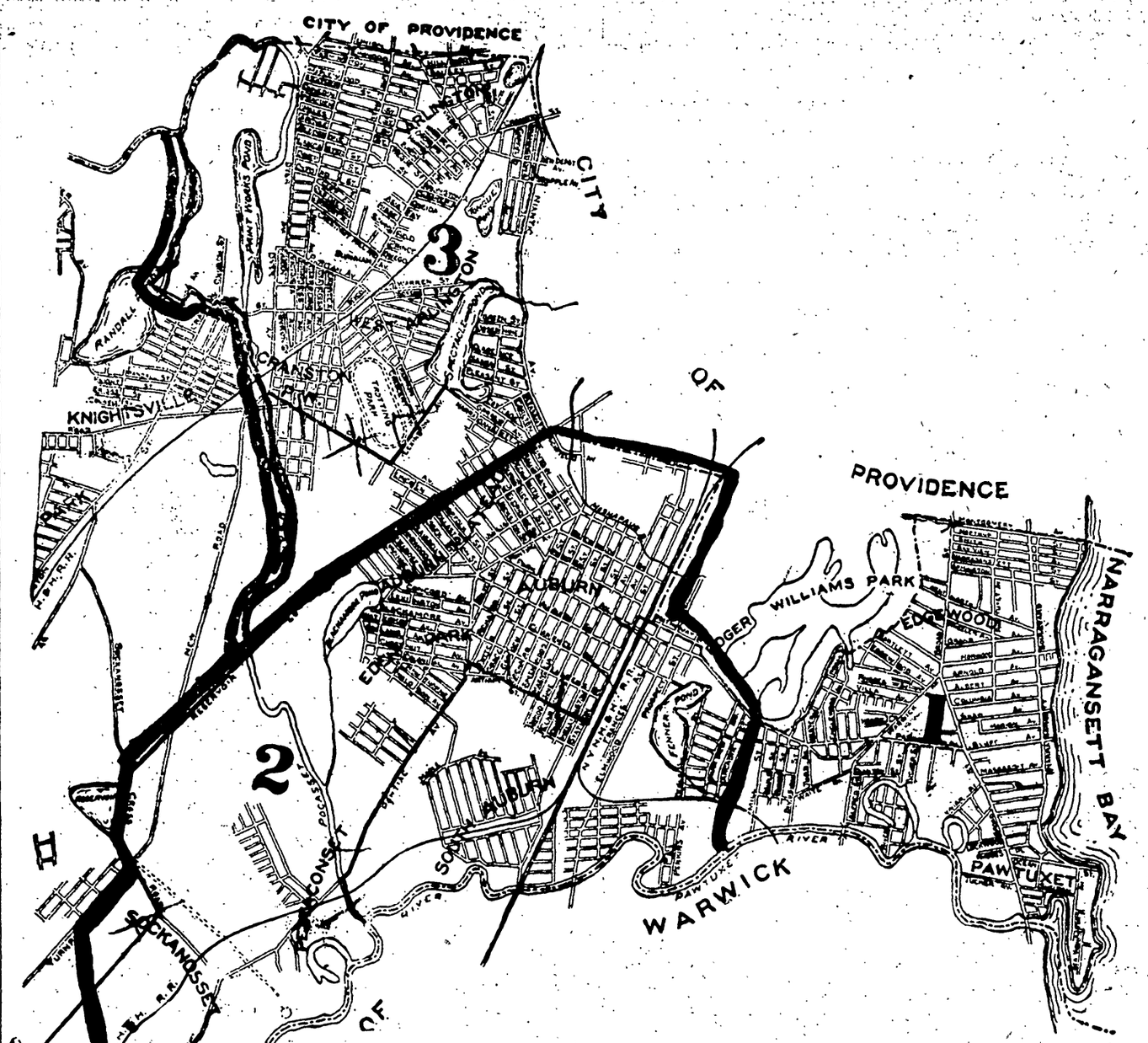
Resolution to Transfer Andersonville Marker to be Offered To-day.

A resolution will be introduced in the Legislature to-day providing for the transfer of a monument at Andersonville, Ga., erected by this State, to the United States Government. The monument is situated on the grounds of the old Confederate Civil War prison pen at Andersonville and the Woman's Relief Corps, connected with the G. A. R., has owned the site of that prison for 14 years.

On Sept. 19-26 the Relief Corps is to formally transfer the old site to the United States. Notice of this action was sent to Rhode Island, with the request that the Rhode Island monument on the grounds be similarly given to the Federal Government. Other States which have erected monuments there have had similar requests made upon them.

The resolution which will be offered provides for such a transfer, the General Treasurer to execute the proper papers for the State.

CHANGES PROPOSED IN ASSEMBLY DISTRICT LINES OF CRANSTON



Heavy Line Indicates Boundaries Recommended by Judiciary Committees for Districts in Eastern Part of Town to Conform to Main Features of Petition from Cranston Residents.

The judiciary committee of the Senate and House have, in the substitute act, presented to the Legislature Tuesday to replace the one drawn up by the Districting Commission, accepted the suggestions as to the lines in Cranston as presented by Representative Jennings of that city.

According to the maps prepared by the committees, the old ward lines in Cranston will be made, with very slight variations, as the district boundaries. The changes have been made for the purpose of keeping community interests intact.

The lines presented by the Districting Commission added South Auburn to the Edgewood-Pawtuxet district, a feature which was not liked by either section. By the committee's lines South Auburn is taken out of its former district and put in the one in which it desired it shall be placed. A slight deviation from the ward lines was found necessary for the purpose of making the population more equal in each case. The four distinct districts have been maintained, however, in the new act.

According to the committee's new act, the Cranston district boundaries are as follows:

"The first assembly district of the city of Cranston shall consist of all that part of said city bounded by a line beginning at a point on the Providence-Cranston boundary line, where the Elmville brook intersects Park avenue, and extending in a general southeasterly, northeasterly, and easterly direction with said Providence-Cranston boundary line to the harbor line in Narragansett bay; southerly with said harbor line to Pawtuxet cove; in a general westerly direction through said Pawtuxet cove and with the centre of Pawtuxet river to a point where said Elmville brook enters said Pawtuxet river; northerly with the centre of said Elmville brook to the point of beginning.

The second Assembly district of the city of Cranston shall consist of all that part of said city bounded by a line beginning at a point in the Providence-Cranston boundary line, where said line is intersected by Reservoir avenue, and extending easterly and southerly with said Providence-Cranston boundary line to a point where Elmville brook intersects said Providence-Cranston boundary line at Park avenue; southerly with the centre of said Elmville brook to the Pawtuxet river; westerly and southerly with the centre of said Pawtuxet river and the Warwick-Cranston boundary line to a point where said Warwick-Cranston boundary line is intersected by Pontiac avenue; northerly with the centre of said Pontiac avenue to a point where said Pontiac avenue is intersected by the lines of the New York, New Haven and Hartford Railroad Company at Howard; northerly in a direct line across the lands of the State institutions to a point in the centre of the New London turnpike 1500 feet southwesterly of Sockanosset cross road; northeasterly with the centre of said New London turnpike to a point where said turnpike intersects said Sockanosset cross road; northerly with the centre of said Sockanosset cross road to its junction with Reservoir avenue; northeasterly with the center of said Reservoir avenue to the point of beginning.

"The Third Assembly District of the city of Cranston shall consist of all that part of said city bounded by a line beginning at a point in the Cranston-Johnston boundary line where the outlet to Dyer's pond connects with the Pocasset river, and extending northerly and easterly with said Cranston-Johnston boundary line to its junction with the Providence-Cranston boundary line; easterly and southerly with said Providence-Cranston boundary line to a point where said Providence-Cranston boundary line is intersected by Reservoir avenue; southwesterly with the centre of said Reservoir avenue to a point where it is intersected by the Pocasset river; northerly with the centre of said Pocasset river to a point in the centre of Cranston street; northwesterly with the centre of said Cranston street to a point half way between said Cranston street and Haven avenue; westerly in a direct line running half way between said Haven avenue and Cranston street, across said Cranston street to the southerly boundary line of St. Ann's Cemetery; with said southerly boundary line of St. Ann's Cemetery to the centre of Randall's pond; with the centre of Randall's pond and Dyer's pond to the point of beginning.

"The Fourth Assembly District of the city of Cranston shall consist of all that part of said city westerly of a line extending from a point in the Cranston-Johnston boundary line where the outlet to Dyer's pond connects with the Pocasset river, thence southerly with the centre of said Dyer's pond and Randall's pond to a point in a line with the southerly boundary of St. Ann's Cemetery; easterly with the southerly boundary line of St. Ann's Cemetery across Cranston street in a direct line running halfway between said Cranston street and Haven avenue to a point in the centre of said Cranston street; southeasterly with the centre of said Cranston street to a point where said Cranston street is intersected by the Pocasset river; southerly with the centre of said Pocasset river to a point where said Pocasset river intersects Reservoir avenue; southwesterly with the center of said Reservoir avenue to the junction of said Reservoir avenue and Sockanosset cross road; southerly with the centre of said Sockanosset cross road to a point southwesterly with the centre of said where said Sockanosset cross road is intersected by the New London turnpike; turnpike to a point 1500 feet from said Sockanosset cross road; southerly in a direct line across the lands of the State institutions to a point where the lines of the New York, New Haven and Hartford Railroad Company intersect Pontiac avenue at Howard; southerly with the centre of said Pontiac avenue to the Warwick-Cranston boundary line."

WARWICK CHANGES.

A slight change in the boundaries of Districts 3 and 4 in the town of Warwick has been made in the committee's substitute act, for the accommodation of about 50 voters in the small section of the town west of the railroad tracks near Lippitt and Phenix. This change was made by the committee at the suggestion of Senator Walter A. Bowen of that town.

It is stated that the reason for the change is to accommodate about 50 voters living in that district, whose interests have heretofore been centred in what is now the Third District. They will be removed from the Fourth and placed in the Third District. The wording of the change as included in the committee's act follows:

"The Third Representative District shall consist of all that part of said town bounded by a line beginning at a point in the Cranston-Warwick boundary line where it is crossed by the western line of the property owned and operated by the New York, New Haven and Hartford Railroad Company, known as the old Hartford branch, extending southerly on said line to the Pawtuxet river; southerly and westerly through the centre of the Pawtuxet river to the New London turnpike; southwesterly through the centre of the New London turnpike to the tracks of the New York, New Haven and Hartford Railroad Company; westerly on said tracks to their intersection with the tracks of the Pawtuxet Valley branch of the New York, New Haven and Hartford Railroad Company; westerly and northwesterly on said tracks to Maple avenue; southwesterly in a straight line to the interesection of Fairview avenue and the Coventry boundary line; northerly on said boundary line to the Cranston city line; easterly on said city line to the place of beginning."

TAFT GETS FACTS ON INDIANS.

Testimony Shows Aborigines Paid Vast Fees to Lawyers.

Sulphur, Okla., Aug. 17.—In response to an inquiry from Commissioner of Indian Affairs Valentine, the special Congressional committee investigating Indian land affairs to-day forwarded to Beverly, Mass., a statement covering the amount of attorneys' fees paid by the Indians. The statement was said to be for the use of President Taft.

Indians have so much legal business that they have to employ lawyers by the half dozens, according to Douglas H. Johnston, Governor of the Chickasaw tribe, who testified to-day before the Congressional committee investigating Indian land affairs.

Governor Johnston, who was called as one of the chief witnesses in the investigation of the McMurray contracts, testified he was unable to state what service some of the lawyers were paid for. Here are some of the expenditures, which, acording to Governor Johnston, were made by the Indians for legal services, most of the lawyers being employed simultaneously: "Paid J. B. McMurray's law firm $5000 a year with $7200 expenses; paid McMurray's firm another $5000 a year at the same time on another contract; paid McMurray $750,000 as a special fee in the citizenship cases, with an expense account of $300,000; paid four other attorneys an aggregate of $10,000 a year."

It was the belief, Governor Johnston testified, that without the employment of so many attorneys the Indians would have lost millions of dollars.

Governor Johnston testified that in the sale of Indian property in Mississippi it had cost the Government $8,000,000 to sell $2,500,000 worth of land.

In reply to questions put to him in a previous examination in which he was asked to explain how he came to deposit $75,000 to his personal account after McMurray had been paid the $750,000 fee, Governor Johnston declared he never possessed $75,000.

STOCK FARMING ON DECLINE.

Department Urges Farmers to Adopt More Intelligent Methods.

Augusta, Me., Aug. 17.—"Substantial progress has been made the past year in the various branches of the work of the Department of Agriculture," said State Commissioner of Agriculture Augustus W. Gilman in his anual report to-day.

"There has been an increasing recognition of the importance of agriculture all over the country," he declared. "Prices for agricultural products have been well maintained, and while the cost of production necessarily has been high on account of the high cost of feeds and farm labor, yet the intelligent, progressive farmer has been able to secure a good margin of profit. The possibilities of farming, when conducted in accordance with the most approved methods never have become more fully realized than at present.

"We regret that our farmers have not awakened to the full importance of the livestock industry. With a better selection of animals and a more intelligent feeling, stock raising could show a balance on the right side.

"Returns from the local assessors show a decrease in the number of farm animals in most classes. The short hay crop occassioned by the drought of the past two years undoubtedly has had much to do with the depreciation in the number of cattle.

"There certainly has been a marked improvement in the fairs of the State. The educational features have been more pronounced and the special attractions and midways have been less conspicuous."

BRAVE GUNNERS GET REWARD.

Courage at Fort Monroe Explosion Recognized by Department.

Washington, Aug. 17.—For nerve and courage displayed at the time of the explosion of a big gun at the recent target practice at Fort Monroe, Va., resulting in the death of 11 men, five soldiers were to-day awarded certificates of merit by the War Department.

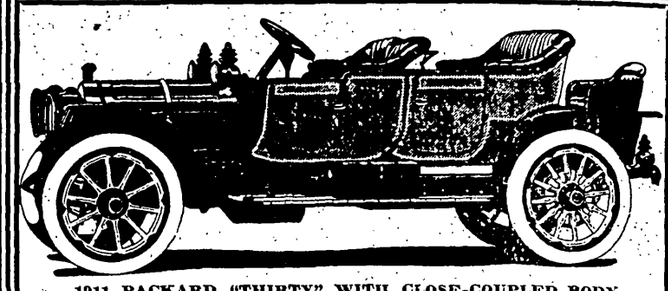
They are Private Charles G. Parks, Cook Wilmer H. Hawk, Private Fred Faulkner, Corp. William Bryan and Private D. C. Wigley, all of the Sixty-ninth Company, Coast Artillery.

Car Men's Outing.

The South Providence car men will hold an outing to-day at Island Park, preceded by a short parade through the streets of the city. They will be accompanied by the Wakefield Military Band and the party of about 200 will make the trip to the park in two special cars which leave Market square at 8:50. On arrival at the grounds a ball game and other sports will be enjoyed.

Bids to be Opened.

The city property committee will hold a meeting at 12 o'clock to-day, when bids for electric attachments for the Branch avenue and Jenkins street school houses will be opened. At 2 o'clock the committee on contracts and supply will meet to open bids for the re-roofing of the Third Police Station on Wickenden street.



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GOES BACK TO COUNTY JAIL.

Charles Johnson, Arrested at Prison, Fined and Sent to Cell Again.

Charles Johnson, 39 years old, who was arrested on Tuesday at the Providence County Jail accused of the larceny of a suit case and contents, the property of Fred H. Perkins, entered a plea of guilty in the Sixth District Court yesterday and was fined $25 and costs. As he was unable to pay the fine, he was returned to the jail.

Johnson had been in the County Jail for several days on account of his inability to pay a fine for drunkenness. When he had served out the drunkenness fine Inspector John J. O'Malley of headquarters went out to serve the warrant charging larceny. Johnson will now serve out the fine.

Boy Drowned; Chum Barely Escapes.

Lynn, Mass., Aug. 17.—Failing in his efforts to rescue a boy chum from drowning, James Mills, a 14-year-old lad, narrowly escaped death in the waters of Floating Bridge pond to-day.

His comrade, Tyron Seavey, aged 13, was drowned.

NEW BEDFORD MAN HELD.

J. B. Wood Charged with Violation of Immigration Laws.

Boston, Aug. 17.—Charged under the immigration laws with importing into the United States an alien named Sarah Allinson, for improper purposes, John Bradford Wood of New Bedford, alias John Wood, John E. Allinson and John Bradford, was held by United States Commissioner Hayes in $1000 for a hearing on Thursday.

The offence charged against Wood is alleged to have occurred May 21, 1909. He was arrested by Deputy United States Marshal Ruhl to-day at the immigration station.

Both came from England.

COCHECO MILLS TO SHUT DOWN.

About 2000 Operatives to be Idle from Aug. 19 to Sept. 6.

Dover, N. H., Aug. 17.—The management of the Cocheo cotton mills, owned by the Pacific mills of Lawrence, Mass., announce that the Dover plant will be shut down on Friday, Aug. 19. Work will be resumed on Tuesday, Sept. 6. About 2000 operatives are employed.

The Cocheo mills were closed from July 25 to Aug. 1.

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