

WILL SENATE ACT

Doubtful Question as to Rate Law.

IT MAY BE DRIVEN ON

Threat of Extra Session Would Be Enough.

WORSE FOR RAILROAD MEN

With Plenty of Time and Vigilant President, All Loopholes of Escape Would Be Closed—Action Under Present Law.

OREGONIAN NEWS BUREAU, Washington, Feb. 7.—Senator Ekins of West Virginia long ago asserted that there was enough law on the statute books to regulate all the trusts and all the railroads and all the corporations in the United States, more particularly since the passage of the bills expediting suits in regard to trusts in the United States courts. He has pointed out to several men the laws which have since been utilized for the purpose of prosecuting some of the great trusts of the country. The fact is, it was necessary for a man who is not a lawyer to find means of attacking the trusts.

When the President of the United States began to make inquiries concerning amendments to the corporation law which would give the United States control and regulation of trusts and corporations which seemed to be menacing the property of the country, he found that there was considerable law. Then he instructed the Attorney-General to proceed, and the result has been all that could be expected. The attack upon unlawful combinations has hurt nobody, injured no legitimate interest, and has proven that the United States Government has the power to protect its people. Even if there should be no railroad rate bill legislation at this session, it is possible that a "way" will be found as attack violations of the present interstate commerce laws, and that the regulation of railroads will be carried on in a way to correct many of the abuses that have been complained of so much.

As to the passage of any law at this session, much depends upon the Senate. Everybody knows how easy it would be for the Senate to defeat the bill, even if the House passes it. But this fact should always be kept in mind: The Senate can be forced by an honest and determined President, when backed by strong public opinion. If the Senate shows a disposition to sidetrack or talk to death any interstate commerce legislation, the President may simply announce that he intends to have an extra session immediately to consider such legislation, and all Senators standing in the way of a legitimate bill will rush to cover.

EACH PARTY SAYS "WE DID IT"

Democrats and Republicans in House Claim Credit for Rate Bill.

WASHINGTON, Feb. 8.—For two hours preceding, and for three hours following, the joint proceedings, the question of freight rate regulation held full sway in the House today. As on the previous days of the debate, both Republicans and Democrats claimed the credit of originating the present legislation.

Today's discussion was opened by Thayer (Dem., Mass.), who congratulated the President, the Republican party and the majority of the Committee on Interstate and Foreign Commerce on adopting what he declared to be a purely Democratic measure. After characterizing the Hepburn bill as also a Democratic measure, he charged that it had been pulled down at the instance of the President as not meeting with his approval. The Hepburn bill, he said, no more resembled the Townsend bill, which represented the position of the administration, than a jack-rabbit does a racehorse.

OUT FOR BLOOD

Foster Takes Warpath After Ankeny.

HE SCORES ONE POINT

Gets Kingsbury Named for Surveyor-General.

IS ACCUSED OF BAD FAITH

Vows He Will Get Stewart Confirmed, but Ankeny Says No—Secures Investigation of Hopkins' Political Work.

OREGONIAN NEWS BUREAU, Washington, Feb. 8.—Senator Foster today openly declared war on Senator Ankeny and virtually served notice that during the remaining three weeks of his term he would make things lively for his colleague. Incidentally, he scored one over Ankeny in securing the renomination of E. P. Kingsbury as Surveyor-General of Washington.

TO CONTROL PRIVATE CAR LINES

President Wants Townsend Bill Made Stronger in That Respect.

WASHINGTON, Feb. 8.—While President Roosevelt approves of the Esch-Townsend railroad bill, he is pending before the House of Representatives, it is understood today that he would like to have incorporated in it stronger provisions relating to private car lines. Representative Eabcock, of Wisconsin, had a talk with the President today about the pending legislation. He holds the same view regarding the bill as the President.

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Wyoming Legislator Calls for Investigation.

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MAY POCKET-VETO HARBOR BILL

Fears of Fate President Reserves for Proposed Appropriations.

OREGONIAN NEWS BUREAU, Washington, Feb. 8.—The delay that has occurred in the passage of the river and harbor bill may result in a "pocket veto" of that measure. Such things have happened to river and harbor bills in the past. It is believed here that Joseph Pinkham will succeed Woolley.

EXPELS THE ACCUSING MEMBER

Illinois House Takes Summary Action Against Comerford.

SPRINGFIELD, Ill., Feb. 8.—Frank D. Comerford, a Representative from the Second Senatorial District of Cook County to the Forty-Fourth General Assembly, was today expelled as a member of that body and his name stricken from the rolls of the House of Assembly. His expulsion was the climax of a series of sensational charges of corruption and attempted bribery made by Mr. Comerford against members of the Illinois Legislature in a lecture before a law college in Chicago, which were investigated by a special committee of the House appointed for that purpose.

HE GIVES UP FOR THIS SESSION

Gallinger Knows Ship Subsidy Bill Cannot Pass, but Will Try Again.

OREGONIAN NEWS BUREAU, Washington, Feb. 7.—Senator Gallinger, chairman of the Merchant Marine Commission, which investigated the subject of American shipping during the past summer, and which subsequently drafted the new ship subsidy bill, today gave up the fight to pass it earlier than was expected. No one thought that the advocates of ship subsidy would lay down their arms a month before the close of the session. Yet Mr. Gallinger was frank enough to admit in the open Senate that there was absolutely no possibility of securing the passage of the bill at the present time, and gave that as his reason for withdrawing the measure.

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Fulton Enters Plea for Promotion of Oregon Consul.

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PERJURY IS CRIME CHARGED

Hamilton H. Hendricks Also to Be Tried.

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INDICTED BY FEDERAL GRAND JURY. A. H. TANNER—indicted for perjury in testimony given in regard to the law firm's dealings with Frederick A. Krebs. HAMILTON H. HENDRICKS—indicted for subornation of perjury, in securing alleged false testimony from two homeesteaders. HENRY MELDRUM, GEORGE WAGNER, DAVID W. KINNAIRD, RUFUS S. MOORE, JOHN W. HAMAKER and FRANK J. VAN WINKLE—indicted for conspiracy to defraud the Government by fraudulent surveys. GEORGE L. BROWN—Amended indictment for subornation of perjury.

TO BUILD STATE OIL REFINERY

Kansas Legislature Proposes to Compete With Standard.

TOPEKA, Kan., Feb. 8.—The Kansas Senate today passed the bill providing for the erection of a state oil refinery. The matter will now come up in the House, where it is said that the measure has enough supporters to secure its passage. It is the conviction of politicians generally that the Governor will veto the bill on account of the large appropriations involved. The railroads have joined their lobbying forces with those of the Standard Oil Company in an effort to defeat the pending oil legislation.

MISS BYRD SCORES A SUCCESS

Salem Musician Distinguishes Herself at Boston Recital.

BOSTON, Mass., Feb. 8.—(Special.)—Miss Winifred Byrd, of Salem, Or., scored a big success here tonight at a public recital of advanced classes in the New England Conservatory of Music. Miss Byrd rendered the following piano selections: Rameau's "Rigaudon in G-Major"; Chopin's "Nocturne in E-Major"; Beethoven's "Etude in A-Flat Minor." Her work was characterized by a notable delicacy of touch and finished technique.

Report Favors Large Homesteads.

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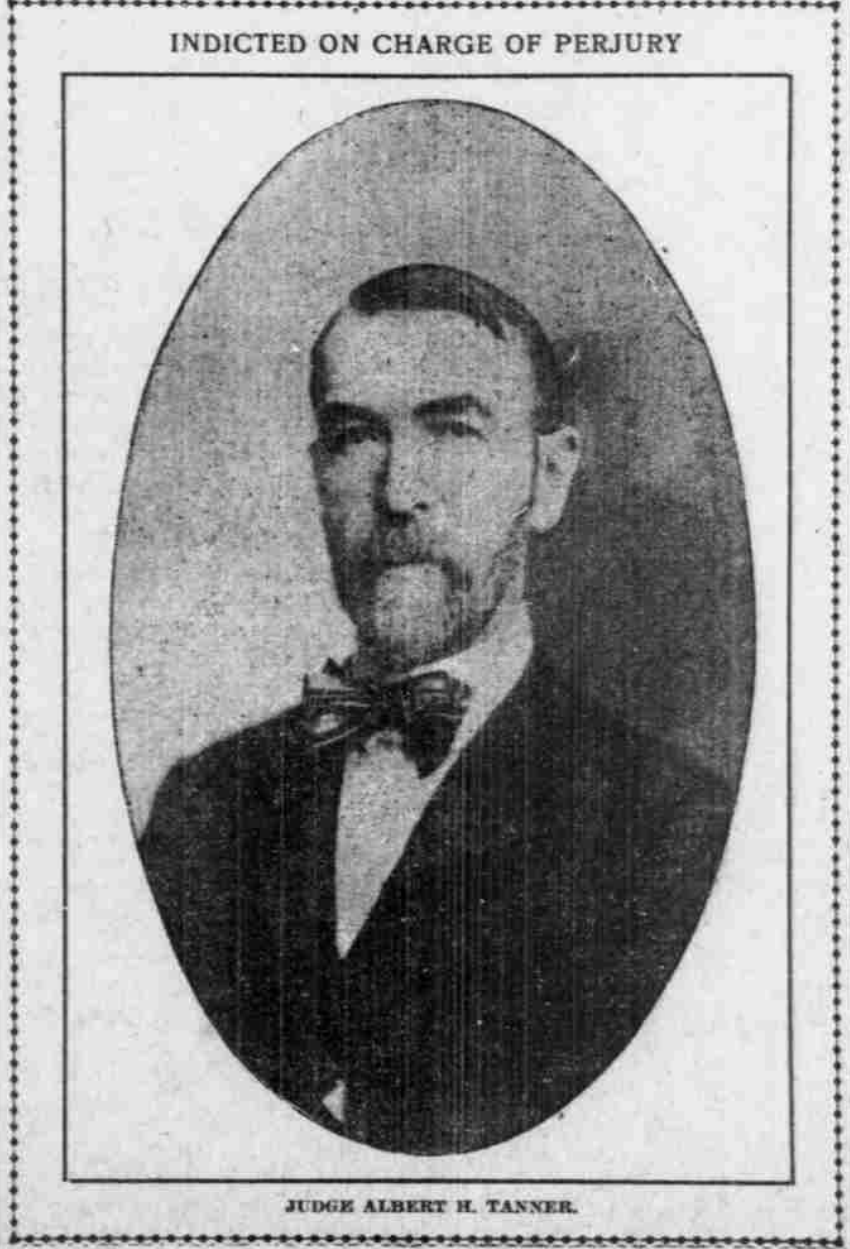
Did Mitchell Receive Pay From Krebs

It is alleged in the indictment that Judge Tanner, while a witness before the Grand Jury on January 21, 1905, and while under oath, said that the firm had received money from Senator Mitchell, when in fact such accounts had been kept and were then in existence.

Another thing which was held against Judge Tanner by the indictment is his testimony in regard to a certain co-partnership agreement, which is dated March 5, 1901, and signed by both members of the firm, Senator Mitchell & Tanner. This agreement sets out the interest of each member in the firm and outlines the obligation of each to the co-partnership. One provision is to the effect that if any legal business is undertaken by the firm, in the absence of Senator Mitchell in Washington, which business would not be in keeping with the obligations of the Senator as an official of the Government, then all fees from such work should go to Judge Tanner, and to him alone, and the Senator would be in no way connected with such services.

Was Agreement Dated Back?

It is alleged in the indictment that this document was not written and signed on March 5, 1901, as according to the testimony of Judge Tanner before the grand jury, but that it was written by Albert H. Tanner, Jr., a clerk in the office of Mitchell & Tanner, within the three months last past, or during the recent visit of Senator Mitchell to the city just previous to the effect that if any legal business is undertaken by the firm, in the absence of Senator Mitchell in Washington, which business would not be in keeping with the obligations of the Senator as an official of the Government, then all fees from such work should go to Judge Tanner, and to him alone, and the Senator would be in no way connected with such services.



JUDGE ALBERT H. TANNER.

(Continued on Page 12.)