

DRIVEN TO WALL BY STANDARD OIL

War To Death Waged On Independents.

YOUNGSTOWN FOUGHT OCTOPUS

Refused Its Oil, Even When It Came as Gift.

RAILROADS AID MONOPOLY

Discrimination Drives One Rival Out of New England—Railroad Agents Hired by Standard Sidetrack Independent Shipments.

CLEVELAND, O., May 25.—A total of 19 witnesses were called by Interstate Commerce Commissioners Prouty and Clements in the Standard Oil inquiry today. Commissioners, counsel and everybody else connected with the investigation put in a hard day, and the work of the two sessions was prolific of substantial results. Testimony bordering on the sensational was obtained from several witnesses. That of George L. Lane, of Mansfield, O., a former employee of the Standard Oil Company, was regarded as particularly important.

According to his evidence, Lane was for about 14 months in 1901 and 1902 employed by the Standard Oil Company for the particular purpose of driving out of business all of the independent oil peddlers in a dozen or more of the principal cities and towns of Northern Ohio. He said he was employed by C. M. Lyons, of the Cleveland office of the Standard Oil Company, to go to certain designated places and use every means, fair or foul, to force the independents to quit. He described the methods pursued in detail.

Killed Opposition But in One Town.

"My instructions," he said, "were to kill them, and I was told that, if I could not do the job, somebody else would be sent to take my place. I worked in Youngstown and surrounding small towns, Canton, Girard, Warren, Ravenna, Massillon, Mansfield, Elyria, Oberlin and other places. In all of the towns with the exception of Youngstown the independent peddlers were forced to abandon their business. In Youngstown a man named William H. Vahay was encountered, and, despite everything we could do, he held his trade. We gave oil away by the barrel and tankload, but it did no good. Vahay's customers threw it away. We resented ourselves as independents, but got our supplies from the Standard."

Miss Elizabeth Protzman, a stenographer and bookkeeper in the Dayton (O.) office of the Standard Oil Company, testified that information concerning the oil shipments of rivals was brought into the office by draymen, and that she made careful record of it and gave it to her superior.

Has Own Telegraph Lines.

John O'Brien, general superintendent of the Lima division of the Buckeye Pipe Line Company, a Standard concern, was asked particularly about the Standard's telegraph system, especially that part connected with the pipe-line company. The inquiry succeeded in establishing the general fact that the Standard has an immense telegraph system of its own, extending to nearly every part of the country, and that in carrying on its great volume of trade it does not often require the use of the regular lines of the big telegraph companies. The company has its own wires, leased or otherwise; operators, offices, regulations, blanks and other stationery, and sometimes sends messages for persons not connected with the company. The witness denied that the company exchanged business with the Western Union Telegraph Company at points where one had an office and the other had not.

Driven Out by Discrimination.

D. E. Biles, secretary and treasurer of the Independent Refining Company, Ltd., of Oil City, Pa., offered testimony concerning the railroad rate discrimination against his company, and especially by the Lake Shore and Pennsylvania roads, which had practically driven his company out of the entire New England field, and that, in order to hurt its business in Indiana, the Standard agents circulated reports to the effect that the Oil City company was in reality a Standard Oil concern.

Frank J. Helmerich, of Bellevue, O., told how his independent oil business was all but ruined by the methods of the Standard.

W. J. Crum, of Marietta, O., testified that the Standard for years hounded his company, and that the company was finally compelled to sell its property at a low figure.

W. E. Wall, president of the Fred T. Clarke Company, oil dealers of Cleveland, pointed out on rate sheets irregularities in rates to different points in the country.

Compelled to Sell Standard Oil.

E. M. Gibbs, a merchant of Tipton, O., said he was compelled to handle the Standard's oil because the Standard's agents threatened to start another store close by and sell every article he sold in competition.

Charles A. Ricks, of Cleveland, employed in the Cleveland office of the Standard Oil Company from 1889 to 1901, his last position being that of assistant general manager, denied, upon close examination, that a large amount of Stand-

ard Oil literature was prepared in his office and offered to papers throughout Ohio.

Special Counsel Monnett had been informed that books of the company had been recently furnished in the works in this city, and he subpoenaed F. W. Miller and George Bear to testify. Both denied that they had seen or heard of any such occurrence, and they were speedily excused.

George L. Lewis, a lubricating oil salesman of Chicago, told how he lost a contract with the Dayton and Troy traction line because the Standard agents promised enough freight to more than pay for the oil.

C. B. Duffy, purchasing agent of the Hocking Valley Railroad, was called to testify concerning the buying of lubricating oils. Asked if he had not said recently that his road would lose from \$100,000 to \$200,000 a year in freightage if he bought lubricating oils from any other company than the Standard or from the Galena, he replied that he might have made such a remark, but he had no positive recollection of it. He said that he had no instructions from his superiors to buy these oils from the Standard or Galena company.

Frank B. Fretter, secretary of the National Refining Company, of Cleveland, and president of the National Pipe Line Company, of Ohio, testified that for over three years his company had trouble in making shipments from Memphis, Tenn., to points in Arkansas. There were many delays, he said, customers being compelled to wait 30, 60 and 90 days. He said he found that the agents of the roads were also agents of the Waters-Pierce Oil Company, of Missouri, a Standard Oil adjunct. These agents, he said, deliberately sidetracked shipments in order to destroy his trade.

William Ebinger, of Marietta, O., testified that the Standard, by its well-known tactics, had crowded him out of the oil business.

SEVEN KILLED BY STORM

WIND, RAIN AND LIGHTNING RAGE THROUGH TEXAS.

Electric Bolts Kill Five Persons. Great Damage to Crops of All Kinds.

DALLAS, Tex., May 25.—(Special).—Seven deaths have already been reported as a direct result of the violent wind, rain and electrical storms that swept through Texas today, and it is feared that the list of casualties will be greatly added to when complete returns come in.

The dead are: Thomas Vance and his 15-year-old son, Zephyr. The one-day-old infant of J. F. Duke, of Garrett. William McFay, of Cumbria. James McCann, of Wagner. The 4-year-old daughter of A. Foreman, of Coleman.

The 8-year-old son of Mrs. Jane Miny, of Valeria. The first five were killed by lightning. Foreman's daughter was killed by a horse which ran away during the storm, while Mrs. Miny's son was crushed to death by a grain bin which was blown down upon him.

So far as reported, the damage to wheat, oats, corn and other crops has been large.

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TWO CONVICTED; ONE GOES FREE

Verdict of Guilty Is Reached Against Thomas and Taggart for Rebating.

JUDGE ACQUITS CROSBY

No Evidence to Convict Burlington Traffic Manager—Jury Makes Short Work of Freight Broker and His Clerk.

KANSAS CITY, May 25.—George L. Thomas, a freight broker, and L. B. Taggart, a clerk working for Thomas, in the United States District Court here late today were found guilty of conspiracy to illegally give rebates to shippers. The jury considered the case only 30 minutes before arriving at a verdict. Attorneys for the defendants will file a motion for a new trial and the motion will be argued tomorrow. The court will not pronounce sentence until the motion for a new trial is disposed of.

George H. Crosby, general freight traffic manager for the Burlington Railway, on trial on the same charge, was discharged, the court sustaining a demurrer alleging that no evidence had been presented to connect Crosby with a conspiracy.

No Evidence Against Crosby. Judge McPherson said that the only evidence adduced against Crosby to show a conspiracy was the admission of Frank Barry, a former agent of the Burlington Railway, made at this trial, that that road had paid Thomas a generous salary because of the freight tonnage he controlled. Such evidence, the judge held, could not be used in this or any other court to cloud a man's character.

Taggart Too Ill to Appear.

Thomas and Taggart live in New York, and Taggart, who has been present in court only in the person of his counsel, is said to be very ill in that city. He and Thomas have been under bonds of \$5000 each, and the court allowed the bonds to continue in force until sentence is imposed.

The section of the revised statutes under which Thomas and Taggart are convicted provides that their punishment shall be a fine of not less than \$1000 or more than \$10,000, or imprisonment in the penitentiary for not more than two years, or both fine and imprisonment, at the discretion of the court.

After the discharge of Crosby, arguments were begun on the demurrer to the indictments against Thomas and Taggart. Counsel for the defendants argued that the evidence so far produced by the Government, which finished its side of the case late yesterday, had failed to show conspiracy. They held further that if a crime against the interstate commerce act had been committed, it had been committed in New York, where the alleged payments of rebates by Thomas were made, and not in Missouri, and that therefore the Missouri court lacked jurisdiction.

It was further held that the court, having discharged Crosby, was bound to discharge Thomas and Taggart. These two defendants, it was argued, were not

guilty, as it takes two persons to create a conspiracy, and it was contended that Taggart and Thomas must in fact be considered as one person. The cases against Crosby, Taggart, and Thomas were combined for convenience.

Sends Cases to Jury.

This afternoon Judge McPherson ordered that the case of Thomas and Taggart must go to the jury. This is based on the indictment that charges Thomas and Taggart with conspiring with shippers to obtain and pay rebates. Judge McPherson sustained the demurrer of the defense to the evidence in the case in which Thomas and Taggart were charged with conspiring with George H. Crosby to pay rebates. The defense at once announced that it would offer no defense, and after nearly three hours' argument the case was given to the jury.

The case against Crosby is distinct from that against the Burlington Railway, which is charged with granting rebates to packers on export freight rates. A demurrer to this indictment was denied by Judge McPherson here on May 22, and the trial of the Burlington was set for May 31 in Kansas City.

ANOTHER TRUST INDICTED

FERTILIZER MEN ACCUSED OF VIOLATING LAW.

Eighty Manufacturers Alleged to Have Conspired—Liable to Fine and Imprisonment.

NASHVILLE, Tenn., May 25.—The Grand Jury of the United States Circuit Court, which has been investigating the alleged fertilizer trust for the past four weeks, today returned an indictment against about 80 fertilizer manufacturers, including a number of local men. The indictment contains six counts, detailing in specific form alleged violations of the anti-trust laws, and charging the defendants with combining and being engaged in a trust or combination. The defendants live in parts of the country where fertilizers are manufactured and certified copies of the indictment will be sent to the various districts in which the defendants reside and there served.

The six counts in the indictment are in a double series of three each. The first charges the defendants with engaging in a conspiracy; the second count charges the defendants with conspiring, and the third with conspiring to commit the offense of engaging in a combination as defined by the Sherman law. The punishment is two years in prison and \$10,000 fine.

The third count is a new form and procedure. It charges the committing of an offense against the United States by engaging in a combination in restraint of trade, as defined and prohibited by the Sherman act.

Indicted for Pool-Selling.

KANSAS CITY, Mo., May 25.—The grand jury today returned six indictments against Dr. J. B. Gardner, president of the Kansas City Jockey Club, Charles Oldham, a bookmaker, for violation of the pool-selling act passed by the last Legislature. It was charged that they violated the law last Saturday in the races at Edinburg track. The races were made to test the law, but the County Prosecutor at the time declined to cause the arrest of the participants.

GENERAL STRIKE AT ODESSA

Shipping Tied Up While Workmen Demand Amnesty.

ODESSA, May 25.—The strike of sailors, stokers, engineers and stevedores, recently inaugurated here, has become general. All the shipping companies are affected, and not a single ship was able to leave the port. The demands of the strikers include complete amnesty for such of their comrades as are still imprisoned for their complete in last year's disturbance.

SHALL RATE BILL COVER EXPRESS?

Cooper Raises a Storm by Charging Deal to Cut Out Amendment.

HEPBURN GROWS FURIOUS

Disputes Cooper's Veracity When He Refuses to Give Authority. House Disagrees and Names Conferees.

WASHINGTON, May 25.—In the House of Representatives today the question of veracity was raised between Cooper of Wisconsin and Hepburn of Iowa over a conversation in which the latter is alleged to have participated with a member of the Senate and in which, Cooper asserted, the member of the House and the Senator referred to agreed that the so-called express company amendment to the railroad rate bill should not remain in the bill. Both Hepburn and Cooper were exceedingly angry and they glared at one another during their colloquy.

The House was turbulent during the consideration of the rule sending the rate bill to conference, the fear of many members being that the rule, which disagreed to the Senate amendments en bloc, might have an influence on the conferees and give them an opportunity, if they so desired, to vote out the express company amendment, the amendment relating to pipe lines and the sleeping-car amendment.

Many Objecting Republicans.

With the assurance that the wishes of the House would be considered on all the amendments, the rule was adopted, 25 Republicans voting with the Democrats, taking the position that they would like to vote directly in favor of concurring in the Senate amendments relating to the subject named.

The previous question having been ordered on the rule—yeas, 152; nays, 83; present (not voting), 15—Danzell (Pa.) explained that the resolution was simply for the purpose of sending the railroad bill to conference.

Norris (Neb.) wanted to know if the House would have a chance to vote on separate amendments, as some of the amendments adopted by the Senate ought to be discussed in the House. Danzell replied that the rule was only intended to facilitate business, and that there would be ample opportunity to discuss the conference report.

Cooper Raises a Storm.

But a clap of thunder came from an unexpected quarter. Cooper (Wis.) wanted to know what objection there was to the House passing on the amendments now. He said: "Let us vote on the express company amendment." (Applause on both sides.) Danzell replied that the House could easily concur in the conference report and instruct the conferees as to the wishes of the House. Then Cooper, in a very impressive manner, said that he had been informed by a gentleman, in whose integrity he had the fullest confidence, that some gentlemen, he would not say whether they were members of the House or Senate, but they were entitled to be con-

ferred on the bill, had agreed that the express company amendment should go out of the bill.

Hepburn (Iowa) jumped to his feet, exclaiming that he did not take any stock in what one member said to another on matters of this kind.

"Will you state the name of the persons who have thus declared themselves?" called out Hepburn.

Cooper: "Oh, I don't want to offend, especially the gentlemen from Iowa."

Hepburn: "Oh, you can't offend me by answering that question."

Cooper: "I will say this, that they were two gentlemen in whose word I have confidence."

Hepburn (loudly): "Name them! Name them!"

Cooper: "I am not going to name names who come to me and tell me matters in confidence. The gentleman from Iowa places me in an embarrassing position, but since he asks me I will say that he is said to have remarked in conversation: 'Oh, the express company amendment will go out.'"

Hepburn Disputes His Veracity. Hepburn, greatly wrought up and exceedingly nervous, replied:

"Any man who told the gentleman that (shaking his fist at Cooper) told a falsehood, and until the gentleman from Wisconsin names the individual who made this statement to him, I shall hold that the gentleman is drawing upon his imagination."

Williams: "I call the gentleman from Iowa to order for his language."

Hepburn: "I withdraw the language which is offensive to the gentleman from Mississippi."

Intense excitement prevailed during this exchange of words, members crowding the aisles and filling the space in front of the Speaker's desk. The Speaker pounded for order, but to no purpose.

When he could be heard above the uproar, Cooper said that he was not the only gentleman to whom similar statements were made.

"There are other members of the House to whom they have been made, and there is no purpose, no object on my part to deliberately misrepresent that statement."

Hepburn: "Why don't you say who it was who told you that?"

Cooper Refuses to Give Names. Cooper responded by saying that he could not understand why the gentleman asked the question unless he had heard the rumor going round.

"You placed me in an embarrassing position and I had to tell you what was in my mind. And I tell you the truth, and that is the first time that any man on earth has accused me of telling a falsehood. The statement was made to me in confidence, concerning the gentleman from Iowa, and I therefore cannot give names."

Williams and Mr. De Armond (Mo.) both antagonized the rule. Williams insisted that, if the amendments were sent to the conferees in gross, the House would be at the mercy of the conferees, and he desired to have a vote on some of the amendments. He admitted that the bill had come back from the Senate in better shape than when it left the House, and intended to safeguard the measure and instruct the conferees on some amendments. He referred particularly to the express company amendment, and insisted that the House should have a chance to go on record on these amendments. De Armond followed in much the same strain.

Hepburn rose to explain his position and said he stood with Williams in presenting a solid front to the Senate, and that it was understood between the leaders of the two sides of the House that there should be a nonconcurrence in gross.

The rule was then adopted, yeas 144, nays 105. Speaker Cannon appointed as conferees Hepburn (Ia.), Sherman (N. Y.) and Richardson (Ala.).

Twenty-five Republicans voted with the Democrats against the rule sending the bill to conference as follows: Adams, Ames, Bode, Birdsall, Brown, Burton, Campbell, Cooper, Darrah, Ellis, Fullerton, Haugen, Pogg, Hubbard, Kennedy, McCarthy, McCreary, Murdoch, Murphy, Norris, Prince, Scott, Stenserson, Volstead, Woodard. Fourteen Republicans were present not voting.

GETTING BAD NAME ABROAD

AMERICAN COMMERCE INJURED BY RECENT EXPOSURE.

British Distrust Revived by Reports of Rascality in Insurance and Other Business.

CHICAGO, May 25.—(Special).—The London correspondent of the Chicago Daily News says: "The British are getting a bad name abroad. Americans trying to do business in England are fighting an uphill battle, owing to the revelations of dishonesty in the United States. The identity of the promoters by English traders, who have felt the force of American competition, that all Americans are scoundrels, and that not only the big insurance companies, but commercial enterprises of all sorts, are affected."

F. C. Vanduser, honorary secretary of the American Society in London, says that two Canadians asked to have their names stricken from the active list of the society, because they were assumed to be Americans, and therefore found it increasingly difficult to sell their goods.

"We are all right as 'Canucks,'" they explained, "but as Americans, no."

"When I came to London 20 years ago," continued Mr. Vanduser, "we were widely distributed. I have lived to see this feeling disappear, but now come these reports of American recklessness and rascality, and newspaper from America, as well as those here, fairly team with them. Englishmen, some honestly and some out of selfish interest, begin to condemn in a lump a whole race of men."

The importance of the agitation to American manufacturers and merchants may be judged from the fact that Americans are regularly selling in the British Isles nearly everything worn, eaten and used by man. The contention, implicit or explicit, is that the taint of American fraud may reasonably be suspected to lurk in all these articles.

Fire in Coal Mine Under Control.

TRINIDAD, Colo., May 25.—The fire in the Engleville mine of the Colorado Fuel & Iron Company, which has been raging for several days, is now under control.

PARADE PROVES BIG ATTRACTION

Thousands Witness the Spectacle.

HOME INDUSTRY TYPIFIED

Floats Call Forth Great Enthusiasm From Many.

BEAUTIFUL DESIGNS SHOWN

Great Feature of the Made in Oregon Exposition Surpasses the Expectation of Thousands Who Saw the Procession.

PACIFIC SQUADRON WILL COME HERE

With the exception of the cruiser Marchessault, the whole of the Pacific Coast squadron will be berthed in Portland harbor within the next month. The cruiser Chicago, Admiral Goodrich's flagship, is now in Portland and other of the warships have been ordered here. The squadron is expected to remain in Portland harbor until the early part of July.

The gunboat Princeton is expected to arrive in Portland next Thursday. The torpedo-boat Preble is also due to arrive here next week, but it has just gone into commission. It may be somewhat delayed. The cruiser Boston will arrive in the harbor June 11 and the torpedo-boat destroyer Paul Jones is scheduled here for the following day. Arrangements have practically been completed for the crews of the warship to practice on the rifle range of the Oregon National Guard. The cruiser Chicago will anchor here for the following day. Arrangements have practically been completed for the crews of the warship to practice on the rifle range of the Oregon National Guard. The cruiser Chicago will anchor here for the following day. Arrangements have practically been completed for the crews of the warship to practice on the rifle range of the Oregon National Guard.

Despite the "Made in Oregon" rain, the industrial parade of yesterday afternoon was a great success and delighted the thousands who saw it. The parade proved to be a fitting climax to the "Made in Oregon" Exposition. It was an exposition consisted of nothing more than the parade it would be considered a success. All who saw it were pleased and it came as a revelation to many of them. The parade had been extensively advertised, and attracted to Portland hundreds of visitors from neighboring cities. Some of the visitors made long trips to witness the parade and all of them were satisfied. No one was disappointed. The members of the joint committee which has charge of the "Made in Oregon" Exposition promised a magnificent parade, and they furnished exactly what they said they would.

Thousands Line Streets. It had been announced that the parade would start promptly at 2:30 o'clock, and long before that hour the line of march was thronged with thousands upon thousands of spectators. In the vicinity of the reviewing stand, in front of the Hotel Portland, there was a dense mass of humanity, second only to that of the immense crowd which viewed the parade of the opening day of the Lewis and Clark Exposition. Because of unavoidable delays, the head of the parade did not reach the downtown districts until about 2 o'clock in the afternoon.

Admiral Goodrich, Governor Chamberlain, Mayor Lane and other prominent state and city officials and citizens rode in carriages during the first part of the parade, which later they reviewed from the stand erected in front of the Hotel Portland. The parade was fully a mile in length, and there were more than 100 floats and decorated vehicles in it. The marines and sailors of the cruiser Chicago, Admiral Goodrich's flagship, did not take part in the procession. The Navy Department does not encourage the participation of the crews of the warships in public demonstrations except upon holidays, and for this reason Admiral Goodrich did not order his men to take part in the industrial parade. However, he allowed the naval band of the cruiser Chicago to take part, which was an interesting feature of the procession.

Parade in Detail.

The parade followed the line of march as had been announced. It was headed by a platoon of mounted police and two platoons of policemen on foot, who were under the command of Captain Moore, Grand Marshal Charles E. McDonell and his aids came next, followed by the naval band and the Fourteenth Infantry Band from Vancouver. Admiral Goodrich and Governor Chamberlain rode in the same carriage, followed by Mayor Lane and Bury I. Dasset, chairman of the joint committee of the commercial organization which has in charge the "Made in Oregon" Exposition. D. C. Freeman and Captain Badger and other officers of the Chicago were in the next carriage, and following them were the members of the Portland Ad Men's League and the City Council. The fire department was next in order after the long procession of carriages.

Float and the Queen.

Following the fire department came the

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