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PORTLAND, OREGON, FRIDAY, JANUARY 25, 1907.

PRICE FIVE CENTS.

EVIDENCE SOUGHT TO PROVE MERGER

Hearing Begun by Commerce Commission.

PROBE IN HARRIMAN SYSTEM

Evidence Adduced May Result in Suit to Dissolve Combines.

MANY SHIPPERS TESTIFY

Sax Competition Ceased and Southern Routes Were Closed After Consolidation in 1901, Which Railroad Interests Deny.

Traffic conditions in this state were investigated yesterday before Franklin K. Lane, member of the Interstate Commerce Commission, the object being to determine the legality of the Harriman merger of railroads. The questions of Attorney Severance for the Commission were intended to draw out shippers and railroad men as to whether competition has been stifled by the merger and alternate routes for traffic closed. The testimony of shippers was that there has been no competition between the Union Pacific and Southern Pacific with the name since the consolidation under one management in 1901.

It was further brought out by the testimony of Thomas McCusker, a former employe of the Harriman system, that the Oregon gateway via the Sacramento route was closed upon the accomplishment of the merger, and shipments from this territory via Sacramento to the East were stopped. Orders were, he said, sent to ship over the O. R. & N. and Union Pacific to the East. This change gave a more direct route and relieved the Harriman lines of hauling freight over the Shastas.

It is the contention of the railroad interests that many routes are open to the shippers, that none has been closed and that the sole issue is where shipments have been advised by way of the Union Pacific to the exclusion of other routes. The diversion was caused in the case of the Sunset Route by the contention that line following the earthquake, Portland shippers testified that all routes were open to them, but there is not the rivalry for business that marked the relations of the now merged roads prior to 1901.

Salem port shippers testified that they get better results by adopting the suggestions of the Harriman officials and shipping east-bound stuff by the Union Pacific. Consistent with this, they testified that they do not have any cars belonging to the railroads to which the shippers intended to trust their goods were on the Harriman tracks. Because of the car shortage the Harriman lines could not spare rolling stock for the Atlantic seaboard, but the agents were willing to advise shippers whenever foreign cars were available. If a shipper wanted to route his goods over the Rock Island Road and the Rock Island cars were here ready to be loaded back, the shipper must take an alternative routing or wait until Rock Island cars were available.

Effect of Earthquake Pleaded.

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Commerce Pleaded With Progress.

So far as could be learned the facts brought out at yesterday's hearing were up to the expectations of Commissioner Lane and Attorney Severance. The witnesses told their stories in a straightforward manner and apparently brought out the points of interest in the mind when the investigation opened. The hearing will probably be concluded tonight. Commissioner Lane will then adjourn to California, where further hearings on the same subject will be held. A report will be made containing the results of the investigation, which will be forwarded to President Roosevelt. It may be that suits will then be commenced in the Federal courts for the dissolution of the merger, if the facts brought out seem to warrant such action.

The Interstate Commerce Commission seems to be hot on the trail of the merged Harriman lines. It is understood that when the first hearing in the series was concluded at New York the conviction was held by the Commission that the merger is clearly illegal and that subsequent hearings would not have been held unless there seemed a basis for a clear case.

Strong Counsel for Railroad.

The Federal courtroom was crowded yesterday by railroad men and shippers who showed much interest in the proceedings. Judge Lovett, of New York, counsel for the Harriman system, and W. W. Cotton, counsel for the Harriman interests in the Northwest, are prominent figures in the courtroom, accompanied by J. C. Stubbs, traffic director for the Harriman system. The two attorneys are taking careful note of the testimony and Mr. Cotton conducts the cross-examination of witnesses.

General Manager O'Brien, of the Harriman lines in the Northwest, is a prominent spectator, and will be a witness to the testimony and Mr. Cotton conducts the cross-examination of witnesses.

H. P. Schwerin, vice-president and gen-

eral manager of the Portland & Astoria Steamship Company, is another prominent official in attendance. The intermediate lines are largely represented among the spectators. Important testimony as to the workings of the merger is expected to be given by some of these men, notably W. C. McBride, general agent for the Coast lines, who is expected to tell of loss of traffic on his system as a consequence of the Harriman alliance.

T. D. Honeyman Testifies.
T. D. Honeyman, of the Honeyman Hardware Company, was recalled when the session convened yesterday afternoon at 2 o'clock. In reply to questions of Attorney Severance he stated that he is a member of the transportation committee of the Chamber of Commerce, a committee which seeks to better the transportation matters which affect Portland.

The witness was shown a report of this committee, dated July, 1906, and was asked to certify as to its correctness. Mr. Honeyman said the report had been made the object of considerable criticism. One



Senator Russell A. Alger, Who Died Yesterday.

of later date, December, 1906, was he said, not so pessimistic. J. N. Teal had prepared the data for both reports. They were offered in evidence.

"Was Mr. Teal less pessimistic in December than in July?" asked Mr. Cotton. "The July report is a casual arrangement of the Harriman lines for the lack of the development of the interior of the state," replied the witness. "The later report gives credit for considerable construction. I think both should be taken together in order to gain a fair understanding."

"Mr. Teal did the work, did he not?" asked Mr. Cotton. "Yes." "Did all the gentlemen signing these reports approve all they contained?" "Taking them together, I think they are a fair expression of the opinion of the committee."

"This committee wanted a line built through central Oregon, did it not?" "Yes." "Attorney Severance asked that Mr. Teal be brought in to testify concerning the reports submitted and he was sent for."

Thomas McCusker was recalled to the stand for a short time for cross-examination.

Two Days' Difference in Routes.
"You have stated that practically no livestock moved via Sacramento on account of the long distance and the mountain haul. Kindly explain," said Mr. Cotton.

"I do not believe that any ever moved that way. I was never told to solicit any for that route. There is a difference in time of two days against that route to the East."

"You mean by Sacramento to Ogden and by the O. R. & N. and Union Pacific to Ogden or Granger, do you not?" "Yes."

W. C. Tillson, a Salem prune packer, who said he shipped about 4,500,000 pounds of prunes during the past year, was the next witness.

"Were you solicited by railroad agents for your business prior to 1907?" asked Attorney Severance.

"Yes," was the answer, "by practically all the lines. All were after the business. The traveling freight agents were around quite frequently. We had no special route for shipping our goods. We often routed shipments as directed by the purchaser."

"What routes did the commodity take?"

"I think the Union Pacific got most of it, although the D. & R. G. and the Northern Pacific got some of it. A little was shipped over the Sunset and some over the Southern Pacific via Sacramento to Ogden. The Southern Pacific had at that time a man soliciting business for that line alone."

"How about solicitation since?"

S. P. Ceases Solicitation.
"There has been no solicitor out for the Southern Pacific since the one who asked for the business against the O. R. & N. Now the shipping is nearly all done by the O. R. & N. and the Union Pacific. Lately the facilities seemed better by the Union Pacific and it is the more direct route. Cars seemed in better supply on that line."

When asked as to the boats on the river between Portland and Salem the witness said he had been given to understand by Captain Graham of the Oregon City Transportation Company, whose boats have taken the place of the O. R. & N. fleet, that when the latter company withdrew its boats it was with the understanding that the new company should maintain the rail rates between Portland and Salem.

"The Northern Pacific, Great Northern and other roads are still soliciting your business, are they not?" asked Mr. Cotton. "Yes." "These roads have no cars, have they?" "We have been unable to get any, although we have made efforts." "You feel free to ship any way you wish, do you not?" "Well, of late we found that we were more apt to get shipped via the Union Pacific than the railroad company wanted. We got more cars in that way." "Suppose you were furnished with a

QUARRELING WITH OFFICIALS OF CITY

Swettenham Charging Around Like Bull.

KINGSTON PEOPLE INCENSED

Threat to Dissolve Council, Which Detests Him.

MAYOR ASKS FOR LUMBER

Will Accept It in Defiance of Governor, Who Sends Fulsome Letter to Davis, but Refuses Relief to People.

OFFICIAL CONSENT TO LANDING

Consul Overt Proves Swettenham Had No Cause to Complain.

PETITION FOR SWETTENHAM'S RECALL.
SANTIAGO, Cuba, Jan. 24.—The steamer Orest has arrived from Kingston with 150 refugees, including the family of the late Cuban Consul, Perez.

It is reported that a petition is being circulated in Kingston to have Governor Swettenham removed.

(Special Cablegram, Copyrighted, 1907, by the New York Times.)

KINGSTON, Jan. 22.—(Delayed.)—Governor Swettenham has written another letter to Admiral Davis in Cuba thanking him for his aid. The Governor also expresses regret that his scruples would not allow him to accept more of the admiral's help. He says that he trusts that on a future occasion he will have the pleasure of meeting Admiral Davis and of according him the honor due to his rank and station.

The people here are still incensed over the action of Governor Swettenham in refusing further help from Admiral Davis and the staff of the American warships, though it is urged in his behalf that he followed the example of President Roosevelt in declining outside aid for the San Francisco earthquake sufferers. It is proposed now to call an indignation meeting to express disapproval of Swettenham's course.

Abuses City Officials.
The Governor says he does not wish to encourage laziness by giving free food and money to the people. He says they must work. The Governor is now quarreling with the municipal authorities over the clearing of the streets. He says the authorities are incapable and is personally rude to all of the officials under him.

He seems overwhelmed and has acted very strangely all through this crisis. He has threatened to dissolve the City Council and has called for a full statement of the work its members have performed since the disaster.

Lumber Needed—Send It to Mayor.
Business is being resumed. The people are very hopeful, and the industries and resources of the island are unimpaired. Many of the people are still camping out. Blankets and lumber are urgently needed. If sent from America to the island Governor, they will be turned back, but the Mayor of Kingston declares he will accept them despite the action of Governor Swettenham.

Rebuilding has already commenced

In some parts of the town, and the most urgent need now is for lumber and plenty of it. Banks are paying depositors. The government departments are again in full swing and bootleggers are being sentenced to prison by the courts.

Insurance Will Not Be Paid.
The damaged area is about 36 acres in extent and it is estimated that the insurance on buildings and stock is \$4,000,000. The foreign insurance agents have met, in accordance with cable instructions from their home offices, and have decided not to admit liability under the outstanding policies. It is said, however, that the local fire insurance company will probably pay its losses.

Bodies are still being recovered from the ruins and burned. The killing will number at least 1000, and the injured list is far greater.

Port Royal Disappears.
Part of Port Royal has disappeared, and Nelson's Battery is almost under water. A new spring of water has appeared in the Rockefeller pleasure gardens since the earthquake. The country towns and districts which escaped serious damage are sending gold and money in considerable quantities to Kingston. Americans on the island have subscribed \$25,000 to the relief fund.

Port Antonio, which consists mostly of frame buildings, suffered very little. The Hotel Litchfield was not damaged. The brick Fort St. John was demolished. The ancient cathedral of Spanish town is in ruins. Trains are running now on all steam lines and the Kingston Tramway Company has resumed service in the upper part of the city. Postal communication has also been resumed, and telegrams now go through.

Aid From Canal Workers.
Colon has sent today a deputation of 27 relief workers, 120 tons of provisions and \$200 in gold, which was collected among the canal workers in one night. British warships are now here with supplies.

Foretells Fate of Man Who Shouts Against Swollen Fortunes—Prosecuting Attorneys Yelp Like Wolves at Corporations.

NEW YORK, Jan. 24.—The fourteenth annual dinner of the Manufacturers' Club of Brooklyn was held at the Union League Club in Brooklyn tonight. The principal speaker was Chancellor Day, of Syracuse University, who said in part: "The man who is shouting himself hoarse over trusts and corporations and swollen fortunes will take his place in history with the men who smashed Arkwright's loom and Whitney's cotton gin and those who ridiculed George Stephenson's locomotive."

"It makes little difference whether you destroy the great forms of business by direct enactment or regulate them to death. As long as the people are taught, wickedly taught, by the agitators of various types that corporations have for their purpose the robbing of the people and the oppression of the poor, business will be obstructed and the people will suffer a severe penalty of their folly."

Insolence of Individual.
"The mechanic and workmen's interests are being impeded by a spirit of rampant investigation and business persecution today far more than those of the great corporations."

"It is a piece of insolence of the individual to insist that the corporation shall be disbanded because it sells goods cheaper than he can. This new doctrine that you can legislate unsuccessful men into success by legislating successful men out of success is a piece of absurdity."

Prosecutors Yelp Like Wolves.
"Prosecuting attorneys are yelping like wolves at every corporation in the land and to spend and to give away his money."

"If we want to reduce swollen fortunes, we had better look about for new and greater uses to which to apply them in opening 10,000 unemployed and unused resources of our country and in philanthropy, education and in promoting common thrift than in the Socialist insanity of confiscating them above a certain sum to be set by our Congressmen."

Despotism of Labor Unions.
"The source of a fear which has been exaggerated is the entrance of labor unions into politics and its adoption of Socialism and anarchy as a creed and doctrine. It is a despotism which threatens our democratic institutions by its clutches by the throat our planet and

CHANCELLOR DAY IN HOT ERUPTION

Torrents of Words for Persecutors of Rich.

DISASTER WILL BEFALL LAND

Apologist of Corporate Criminals Furious.

AGITATORS' WICKED WORK

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most fundamental liberties. It makes the absurd boast of having produced the wealth of the world by the labor of the hand.

"How much was there in the world as long as the hand was the only thing that worked? It was only after the brain began to work and men discovered ways of devising tools and machinery, and by the forces of nature and by a thousand inventions—which the man who worked with his hand tried to destroy—that handwork did anything beyond the rudimentary forms. The labor of the world today is brain labor, and the hand toiler has the easier job a thousandfold. The brains of wealth are furnishing the laboring man with his chance to work."

ASIATIC RACES EXCLUDED
California Legislators Would Deny All Citizenship Rights.

SACRAMENTO, Cal., Jan. 24.—A concurrent resolution strongly protesting against the naturalization of any Asiatic race was adopted by the Republican State Senators in caucus today and later was introduced in the Senate by Keane, of San Francisco. The Democratic Senators adopted a caucus resolution declaring that the President's interpretation of the Chinese school question was a violation of the state's rights.

WILL SHADOW JAPANESE.
Immigration Officials Believe Laborers Have Been Imported.

WASHINGTON, Jan. 24.—Although the Japanese passengers from Hawaii on the steamer Albatross, detained on her arrival Tuesday at San Francisco, have been allowed to land, according to a dispatch from Immigration Commissioner North, statements were taken from 39 of them with the view to ascertaining whether they had come to the United States in violation of the alien contract labor law. In the cases of some of them, where their statements appeared suspicious, the men will be kept under surveillance by officers of the Immigration Bureau.

Japanese Capitalists Incorporated.
SAN FRANCISCO, Jan. 24.—What is said to be the largest Japanese commercial company in the United States filed articles of incorporation today with capital stock fixed at \$500,000. The organization is the North American Mercantile Company, and its avowed purpose is to engage in real estate, manufacturing and business of all kinds.

Keystone State Liberal.
HARRISBURG, Pa., Jan. 24.—A bill providing for an appropriation of \$75,000 to arrange for a Pennsylvania exhibit at the Seattle Exposition in 1909 was introduced in the lower house of the Legislature today and is being provided for a commission of 20, headed by the Governor.

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STRANGE FACTS ABOUT AMERICA

Boise City Is Sprinkled With Hot Water.

KENTUCKY'S COUNTY OF FEUDS

No Negro or Foreign-Born Voters, No Saloons.

RELIC OF WAR OF 1812

House Where Lafayette Danced to Be Destroyed—Colorado's Peak Neglected—Washington Has Most Rented Houses.

BY FREDERIC J. HASKIN.

WASHINGTON, Jan. 19.—(Special Correspondence.)—Boise, Idaho, is the only place in the world where the streets are sprinkled with hot water. The city and county buildings are heated during cold weather without the use of a fire, and subscribers to the city water works system get hot water all the time without the expense of heating. This has been accomplished by harnessing an inexhaustible hot spring, and the novel plan works perfectly.

Kentucky, Ky., is famed on account of its family feuds, but it has other claims for mention besides the deadly battles of its mountaineers. It has a population of 1,000,000, yet there is not a single colored voter, nor a citizen of foreign birth. It has no ex-confederates within its borders, no saloons, no registered prostitutes, and no work-houses. Further than this, no citizen within its domains ever locks his house.

They certainly do things on a wholesale scale out in California. The traveler down the Coast from San Francisco to Los Angeles rides through 35 miles of growing beans. A tract of 300 acres is owned by one man. A "bean ranch" may sound rather queer, but it is a fact. The amount to the annual bean crop of California amounts to 800 carloads.

Where Lafayette Danced.
Included in the property condemned to make a right of way for the new tidewater railway at Norfolk is an old landmark known as Mrs. Ida Gordon's house. This ancient structure was used as a hospital in the war of 1812, and in the house Lafayette used to go to dance.

"The announcement that several railroads are extending their branches across South Dakota discovers the fact that it is the only state in the Union that has never had a state-wide railroad. The Indian first objected to having the lines cross their reservation, and then when their consent was finally gained the promoters were dilatory about putting the lines through. The new roads will tap a very fertile farm region that will greatly add to the wealth of the Northwest.

"The most productive sulphur mine in the world is in California, a series of small southwestern part of Louisiana, a few miles from the Sabine River. The sulphur is 98.8 per cent pure. The daily output is from 250 to 300 tons throughout the year. The cost of production is only \$2.50 a ton, while the selling price is \$28.50 a ton.

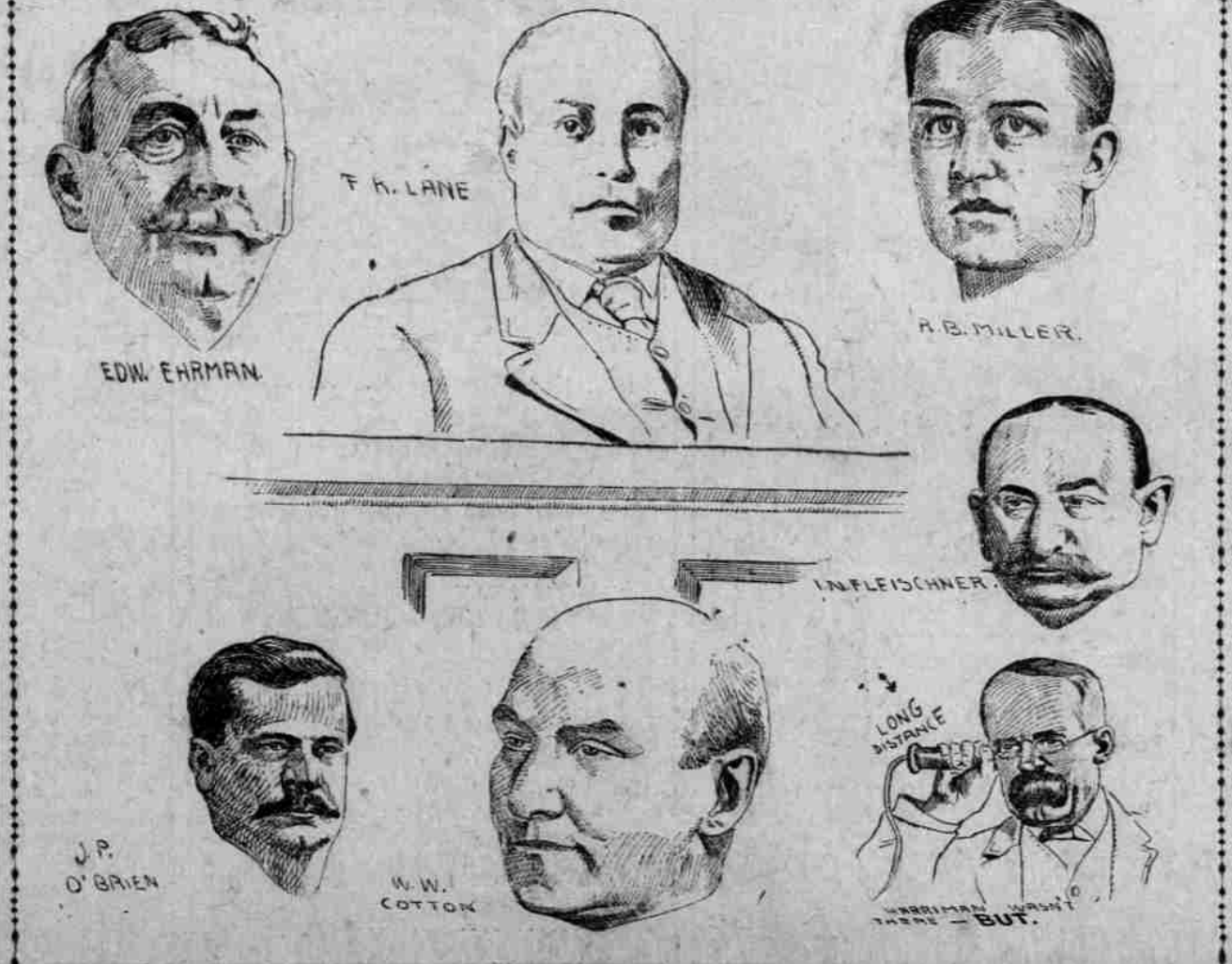
One Life Lost Every Day.
It costs one life per day to keep traffic moving on the streets of New York. The greatest number of deaths are caused by streetcars, after which come heavy drays and the most deadly. It is a coincidence that runaway horses and automobiles are responsible for an equal number of fatalities. In this connection it is interesting to note that a careful compilation of court decisions has established a rating on the value of human life. A boy of the working class, aged 10 years, is computed at \$2,000; 15 years, \$4,523.46; and 25 years, \$8,483.80. The age of 35 is the highest in worth, and from then the price slowly declines until at the age of 70 a man is valued at only \$17.30.

A few wagon roads in the United States still maintain toll gates. One of these is in the Shenandoah Valley in Virginia. This pike runs for 84 miles through the heart of Western Virginia from Winchester to Staunton. It is operated by the Valley Turnpike Company, and has toll gates located at intervals of five miles. The toll for a wagon and team is 50 cents at the full rates, and 2 cents at the half rates. The Three Chop road is another old Virginia highway that is still operated under the toll-gate system. This primitive highway was surveyed by LaFayette and was given the name it now bears because the woodsmen were told to chop three times on trees in blazing the highway that might be distinguished from intersecting ones.

Grant Railroad Bridges.
The railroad bridges at Pittsburg handle more traffic than any other city in this country. The structure over the Monongahela in that city is the finest and largest on the continent. The entrance of the Washburn Railroad into Pittsburg was so difficult that more than 90 miles it had to build a string of 39 big bridges. The great \$1,000,000 terminal at Pittsburg stands within the limits of old Fort Duquesne. It is also on the site of the old land office of Governor Dumorey, who, in 1774, found much difficulty in disposing of 100-acre tracts in the locality at \$50 each.

One of the sights which everywhere greets the traveler's eye in this country thousands of sawmills, greedily chewing

FACES SEEN BY HARRY MURPHY AT THE PORTLAND SESSION OF THE INTERSTATE COMMERCE COMMISSION



(Continued on Page 11.)