

Morning Oregonian



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PORTLAND, OREGON, SATURDAY, APRIL 27, 1907.

PRICE FIVE CENTS.

PRESIDENT OPENS JAMESTOWN FAIR

Three Centuries of American Life.

SHIPS OF NATIONS REVIEWED

Hampton Roads Crowded With Marine Monsters.

ROOSEVELT AVERTS PANIC

Crush of Spectators Checked at His Word—Speech Tells of First English Colony and Present American Problems.

NORFOLK, Va., April 26.—President Roosevelt, the diplomatic, naval and military representatives of foreign nations and the Governors of a score of states participated today in the opening exercises of the Jamestown Ter-Centennial Exposition. The exposition is far from complete, but this was not allowed to interfere in any way with today's celebration of the 300th anniversary of the first English settlement in America. From the firing of a sunrise salute of 300 guns by the United States Army through the picturesque review of the international fleet of war vessels anchored in Hampton Roads, through the ceremonies of dedication at which the President spoke, and down to a late hour tonight, when the chief executive went aboard the naval yacht Sybil to spend the night, the day was crowded with incidents.

Roosevelt Averts Panic.
Notable among the day's events was the action of the President in assuming command of the situation in front of the crowded grandstand from which he spoke, when a panic seized the surging throngs of spectators. Pressed against the guardropes by thousands of eager persons, the safety of those who had the more favorable positions was endangered. Mr. Roosevelt had just been introduced by Harry St. George Tucker, head of the Exposition Company, when the disorder and unrest in the crowd reached its height and the Civil Guards in front of the grandstand seemed unable to stand to their posts. The President jumped upon the table which had been placed in the speakers' balcony and cried out to the men of Virginia to live up to their traditions of gallantry and cease the pushing and crowding which was threatening the lives of the women and children in the assemblage.

Cavalry Breaks Up Crush.
The crowd heeded the President's warning, but, when he had settled down into his speech, the immense audience became uneasy again, and those on the outside began to press forward once more in their anxiety to hear. The President was interrupted and mounted officers and men of the United States Cavalry were called in to take charge. They rode up and down along the front of the crowd and gradually opened it up and relieved the pressure, which at one time threatened to hurl an avalanche of humanity against the President's stand and the boxes occupied by the diplomats. A detachment of artillerymen also was called into service, and the thousands of people settled down into a peaceful assemblage. Apparently oblivious to the unusual position he occupied on the top of a somewhat shabby table, the President made his speech.

Review of the Fleet.
The military encampment about the exposition grounds began the day's ceremonies with the firing of the three-century salute. Soon from across the waters of Hampton Roads came the boom of guns signaling the beginning of the review by the President of the most formidable fleet of international battleships and cruisers the world has witnessed in many years.

On board the cruiser yacht Mayflower the President was greeted first by a round of 21 guns from each of the vessels, foreign and American. Then, as the Mayflower steamed along the lane of ships, he was saluted in turn by every battleship and cruiser. When his yacht had anchored amidst the naval vessels, the President received on board the flag and commanding officers of the foreign fleet and the flag officers of the home squadrons. Among the foreign commanders who called were Admiral Sir George Neville, Great Britain; Commodore Kalau von Hofe, Germany; Commodore Herman von Plescott, Austria, and the commanding officer of the Argentine ship Sarmiento.

Landing at Exposition Wharf.
The President landed at the Exposition grounds shortly after 11 A. M. The immense Government piers undergoing construction are still many weeks from completion and it was with some difficulty that a way was cleared for even the light launches in which the President and naval officers of the several squadrons made their journey to shore. Booming cannon again greeted the President as he stepped on the temporary structure, which is eventually to be a magnificent water-gate known as "Discovery landing." President Tucker, of the Exposi-

tion, personally welcomed Mr. Roosevelt, who, with Mrs. Roosevelt, was driven to the grandstand on the parade between two lines of soldiers.

The center box on the grandstand was assigned to the President and his family. Large delegations from the foreign and American squadrons were banked in a solid square just back of the President, while to the right and left were the Governors of many states, surrounded by their staffs, United States Senators and Representatives also were there.

Ceremonies of Opening.
The ceremonies were brief, the feature being the addresses of President Tucker, of the Exposition, and President Roosevelt. The latter, at the conclusion of his address, pressed the gold button which formally marked the opening of the commemorative enterprise. Then followed an informal luncheon to the President and for the other guests in the Administration building. The President later reviewed a parade of United States soldiers and sailors. A reception by the President in the auditorium closed the day's events at the fair grounds.

Tonight President and Mrs. Roosevelt were guests of honor at a dinner given by Mr. Tucker, the other guests including Rear-Admiral Robley D. Evans, General Grant, the members of the President's Cabinet who attended the memorial ceremonies, Governor Swanson, of Virginia, and several Exposition officials. At 10 o'clock the President returned to the Sybil and the yacht slipped down the bay, ready to proceed early tomorrow to the old Jamestown settlement on the James River. The President's trip tomorrow will be private.

CROWDS CHEER ROOSEVELT

President Has Triumphant Procession Through Exposition.

NORFOLK, Va., April 26.—A distinguished gathering received the President and his party at Discovery Landing. It included President Tucker and all of the general officers of the exposition, Rear-Admiral P. F. Harrington, in charge of the naval programme and Major-General Fred D. Grant, who arranged the military attractions. After an exchange of greetings, during which the bands played patriotic selections, the party proceeded in carriages to the grandstand. The cheering crowd pressed the outriders and charged after the line of carriages which took the most direct route around the main auditorium building to the scene of the inaugural. The procession was a triumphal one for the President, but it was equalled later in the welcome given him as he entered the reviewing stand. Bowing to the right and to the left his acknowledgments of the great public acclamations were given in renewed efforts. The gathering in front of the grandstand had started as soon as the photographic points had become occupied at the waterfront and when the ceremonies opened the audience extended far beyond the reach of the speakers' voices.

Songs Greet Visitors.
The formal programme opened with an overture by the bands, "Jamestown Dixie," which was composed especially for the occasion, followed by a selection by the Right Rev. Alfred Masill, bishop of the diocese of Southern Virginia.

After the chorus had sung the official opening hymn—a beautiful and appropriate work by Wilberforce G. Owsen—President Tucker faced the multitude. A spontaneous outburst of cheering greeted him as a testimonial of approval by the people to the gigantic work that had been done in celebration of one of the most important events in the history of the Nation, as well as of Virginia. Mr. Tucker's address was of historical and chronological character, and at its conclusion he introduced President Roosevelt.

When the president of the exposition concluded it was some minutes before President Roosevelt could proceed with his address. Mr. Roosevelt began his address at 12:06 o'clock. That he might better be seen and heard, he mounted a table which held him high above the heads of his audience. He was greatly concerned by the danger in the crowd to women and children. To discourage enthusiasm he said at the outset that he should ask the audience to make his speech as much a monologue as possible. Speaking directly to the crowd which stretched across the parade grounds, the President at the top of his voice earnestly requested that the people refrain from crowding. He called attention to the fact that there were women and children in front and said:

"If there is one thing that marks a body of Americans, and especially a body of Virginians, it is that they take good care of women and children."

Averts Sunstroke on Jusserand.
This had the effect of stopping the danger for a time, but it was not long before the enthusiasm again swept away all semblance of order and General Grant sent a squad of cavalry out through the throng. This move, it is believed, is all that saved the immense

(Concluded on Page 4)

GIVES \$2,000,000 MORE TO COLLEGE

Rockefeller's Donation to Chicago.

TOTAL EXCEEDS \$21,000,000

Large Tract of Land for University Buildings.

MILE ALONG THE MIDWAY

Gray Stone Buildings Will Line the Street on Both Sides—Original Plans Can Now Be Completed in Entirety.

| | |
|--------------------|--------------|
| May 15, 1889 | \$500,000 |
| September 18, 1890 | 1,000,000 |
| February 23, 1892 | 1,000,000 |
| June 26, 1893 | 150,000 |
| October 31, 1895 | 500,000 |
| In 1894 | 875,000 |
| October 21, 1895 | 3,000,000 |
| In 1896 | 1,500,000 |
| December 1, 1901 | 1,250,000 |
| December 1, 1902 | 1,250,000 |
| December 22, 1903 | 1,967,922 |
| September 18, 1904 | 300,000 |
| June 14, 1905 | 85,000 |
| January 22, 1906 | 1,450,000 |
| December 31, 1906 | 2,975,000 |
| April 26, 1907 | 2,000,000 |
| Total | \$21,316,922 |

CHICAGO, April 26.—(Special.)—A gift of land valued at \$2,000,000 from John D. Rockefeller to the University of Chicago is announced today by university authorities with the filing of the deeds for record. The last donation from the university founder includes the entire frontage of the south side of the Midway Plaisance from Cottage Grove avenue to Madison avenue and will make possible the carrying out of the original building plans of the late President Harper.

The gift is the third largest Mr. Rockefeller has made to the university and increases the total amount he has donated to the school in the last 15 months to \$6,367,000, and makes the total of his gifts \$21,316,922.

Line Midway With Buildings.
The university plans contemplate the removal of Rush Medical College, with its equipment, to the new land. A large part of the ground unoccupied by buildings may be used for athletic purposes by various university organizations. Fifteen buildings are included in the transfer. The university authorities have no plans in regard to the buildings. It is not probable that any of them will be torn down immediately.

The original plan of the university made soon after the founding anticipated the entire frontage on the north of the Midway and plans for the south side have been in preparation for a number of years. That a line of gray buildings should extend for a mile on both sides of the Midway was one of the pet schemes of the late President Harper.

Women's Buildings Next.
The general building plans of the university on both sides of the Midway will probably be hastened by the gift. The women's gymnasium and the women's quadrangle east of the main campus are among the next buildings to be erected. The William Rainey Harper memorial library, to be built on the north side in the middle of the south frontage, will be the finishing touch for the university groups. Classical, scientific and historical buildings will be connected with the library.

Gives Magnificent Outlook.
It is the intention of the university authorities to have the entire campus shut in by gray stone some day, and as the buildings are put up they will be connected on the side opening into the street by a gray stone wall.

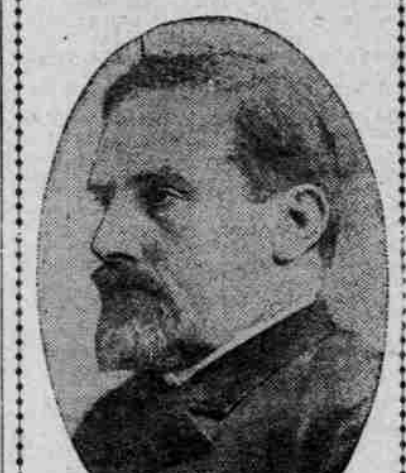
"This latest gift of Mr. Rockefeller affords us a magnificent outlook for the future," said President Harry Pratt Judson. "It will take care of our growth for many years to come. Both sides of the Midway Plaisance will be lined with

buildings, as was originally planned. I can make no statement as to our immediate intentions, as nothing is definite enough to announce."

POSTAL CARS OF STEEL

Sample Is Satisfactory and More Will Be Put to Use.

OMAHA, Neb., April 26.—(Special.)—Superintendent West, of Chicago, Superintendent Stephens and Assistant Superintendent Lewis, of San Francisco, of United States Railway service, and Superintendent Thrall, of the Harriman railway mail system, today inspected the new steel-postal car recently built in the Union Pacific shops. The officials expressed



Binger Hermann, Whose Case Is Now in the Hands of the Jury.

themselves satisfied and recommended a few minor changes in interior construction which can be readily made and were adopted. As result of the inspection 26 of the cars are to be built as rapidly as possible. It is thought the entire number will be completed in a year. These cars will be put into service between Omaha and Portland, and Omaha and San Francisco.

HERMANN'S CASE RESTS WITH JURY

Signs of Long Night of Deliberation.

FINAL CLASH IN ARGUMENT

Worthington Accuses Baker of Telling Falsehood.

COURT STOPS WRANGLE

Threat of Contempt Sentence Effective—Prosecutor Unsparring in His Condemnation and Makes Mrs. Hermann Weep in Court.

OREGONIAN NEWS BUREAU, Washington, April 26.—The jury which is trying Binger Hermann on the charge of destroying Government records of his correspondence while Commissioner of the General Land Office, retired at 3:27 P. M. today after a stormy scene between lawyers, during which he was up for the night, having failed to agree, and no verdict can be returned until court convenes at 9:45 A. M. tomorrow.

All evening Hermann and his wife waited in the office of their son-in-law, H. P. Gately, just across the street from the court, hoping for a verdict. They went home when the jury was locked up.

Lawyers Have Brain Storm.
The lawyers' verbal proterochy was fired off during the closing argument of United States District Attorney Baker this afternoon. It was the first and only sensational scene to mark the 12 weeks of trial. The exciting scene was precipitated when Mr. Baker asked whether the jury had observed counsel for the defense at the time Mrs. Hermann was asked in cross-examination if she had talked with anyone in regard to her testimony.

"Does counsel by that say that I signaled to the witness while she was on the stand?" Mr. Worthington interrupted, rising; "because, if he does, only the presence of the court prevents me from presenting such a statement as it should be resented."

"No; but I do say that Mr. Worthington blushed and appeared confused," Mr. Baker retorted.

"It is a falsehood," Mr. Worthington announced.

"There will be no more of this colloquy," Justice Stafford announced. "I will treat as contempt of court any further reference of the sort."

A few minutes later Mr. Baker concluded his argument and Justice Stafford directed a recess.

Knew of Pater's Frauds.
Resuming his argument this morning Mr. Baker said:

"This man knew of frauds in the Pater land cases," pointing an accusing finger at Hermann. "He cannot come here and say that Governor Richards, then Assistant Commissioner of the Land Office, passed the claims to patent and by that means wash his hands of the whole transaction and assert his innocence, now that the frauds have been exposed. I will say he chose the shrewdest way to cover his tracks, but he had the papers on his desk and as Commissioner and head of the bureau it was his business to stop a transaction in which he knew were defrauds."

Referring to the Hyde-Benson cases as they have cropped up during the trial, the United States Attorney said the Government had proved the existence of a conspiracy. "Hermann was the paid tool of Senator Mitchell and Mitchell was the paid tool of the Hyde-Benson combination," he asserted.

Befogs the Issue.
"The defense has sought to befog the issue at hand. They knew they could not come here and acquit this defendant of the charge against him, so they made an effort to try Harlan and Valk, Land Office clerks, who have admitted giving advance information to the California syndicate. Mr. Worthington has told you Valk and Harlan are felons. Valk is a felon because he expedited this class of cases; Harlan is a felon because he expedited

LET RAILROADS SUBMIT TO LAW

Ingalls Says the People Are Supreme.

DEFIANCE PROVES HOPELESS

Big Four President's Advice to Railroad Men.

TELLS BLUNDERS OF PAST

Advises Strengthening of Interstate Board and Co-operation With It. Believes That Popular Anger Will Soon Pass Away.

PITTSBURGH, April 26.—The personnel of the Interstate Commerce Commission was criticized by W. A. Terry, general freight agent of the Pittsburgh & Lake Erie Railroad, in an address at the annual dinner of the Traffic Club of Pittsburgh. Mr. Terry thought it queer that a body should assume to regulate the relations of railroad and shipper, and yet not have in its membership a single representative of either interest. In any event, the commissioners should, he said, have associated with them in an advisory capacity a man who could supply the necessary knowledge.

Another address was given by M. E. Ingalls, chairman of the board of directors of the Big Four System.

Origin of Public Control.

Mr. Ingalls began by saying he would tell "a plain unvarnished story of events in which I was interested with many of you, and, whatever there may be of criticism of what was done in the years in the past, I assume my full responsibility as one of the principal actors in the scene."

He then proceeded to tell of the cause for railroads immediately after the discovery of steam locomotion and how state, cities and counties gave aid and bonds without stint. The contractors sold out their bonds and stock and new owners took control and tried to earn dividends and interest. He continued:

"The people saw that they had given away valuable privileges without any limitations and the 'wrecking' of the railroads, in which the people took the ground that the railroads were public utilities. The owners and managers claimed that they were like private corporations and could be managed like any other business. In the end the decisions were in favor of the people—that the railroads were public institutions and could be controlled by legislation."

Mr. Ingalls told of the alarm of Eastern investors at these decisions and continued:

"And yet, after the people secured the power they sobered up and the persecution ceased. The corporations made money and there was nothing of the ruin that was threatened."

Anti-Pooling Decision.

He next described conditions prior to the passage of the interstate commerce act of 1887, how it was considered proper for railroads to make secret contracts, selling their transportation to wholesale bidders at the best prices possible and how when competition got too severe, pools were made by which the business was divided and the rates secured. He continued:

"When the interstate commerce law was passed in 1886, prohibiting pooling, such arrangements were all ended and the railroads were forced to do their business by agreement under that law. This went on very well for a year or two, but gradually the competition for business increased. One line would endeavor to get more business and in retaliation another line would pay somewhat more, and the result was that the system of rebates grew into tremendous proportions. Published tariffs were disregarded and it was a struggle for existence among the different lines."

This condition brought some roads to the verge of bankruptcy in 1896, when the Eastern lines held a meeting in New York to consider measures to avert disaster. The result was the Joint Traffic Association agreement to maintain rates, but this agreement was declared in conflict with the Sherman law. Mr. Ingalls continued:

Advice to Obey Law Scored.

"This fell upon all of us like a bombshell. The question was, what to do? My own advice at that time, in which I stood almost alone, was that we should meet the case squarely—say to the Government that the railroads could not be conducted without some right to make an agreement and that every decision had produced anarchy; that every association should be dissolved and each man should manage his railway in the best manner possible, and use all his influence with Congress to secure just and proper legislation that would enable us to conduct our business according to law. The answer to that was that it was dangerous—that different rates would be made and panic would be produced and there would be more bankruptcies and more receiverships. It is a pity that we did not have them then and be done with them."

Then various secret agreements were made, but each road tried to get business as possible and more business was done under secret rebates and contracts than under published rates. Millions of dollars were paid out without vouchers or receipts, but there were no defalcations. He went on:

Community of Interest.

In the meantime, the securities of the railroads had drifted to Wall street and were controlled by oligues who used them perhaps not for investment, but as a counter in the great game of speculation that they were playing.

Then came in 1899 the device of community of interest, in which the buying and selling of practically all railroads and maintaining rates by joint ownership. The Northern Securities suit followed, of which Mr. Ingalls said:

"It had not been for that suit a few men

(Concluded on Page 8.)

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