

OLIE MUST WILL GOUGE PRODUCERS

Make Them Pay Big Fine
Levied by Court on
Standard

CONTROLS CRUDE PRICES

Owners of Illinois Wells Say Corporation
Could Get Back the Money
in 18 Months by Making
Raw Product Cheaper.

CHICAGO, Aug. 4.—(Special.)—Crude oil producers of Illinois may indirectly have to pay the huge amount assessed against the Standard Oil Company by Judge Landis. Simultaneously with the calling of John D. Rockefeller to the witness stand in the recent Chicago hearing fluctuations in the price of the product of Southern Illinois oil wells were registered and the price fell from \$8 to \$4 cents a barrel. It has recovered by degrees until the former price has been regained, but the owners of oil wells have received intimation that another decline is due.

The Standard Oil Company practically is the only purchaser of the vast quantity of crude oil now being drawn from the newly developed oil wells of the state. This price, however, is not the market price in the oil regions of Illinois, Indiana and Oklahoma. By transferring its purchasing to other fields, the Standard Oil Company could place the oil suitably to its agents.

Owners of Illinois oil wells assert that, by reducing its buying price, the corporation could take from them within 18 months sufficient money to settle in full the obligation imposed by Judge Landis.

It is now believed that the case passed upon last week by Judge Landis will not reach the United States Supreme Court within two years. The United States Court of Appeals, which first will consider it, holds sessions in October, January and April. The statement of Federal lawyers that witnesses are exempt from prosecution only upon matters covered in their testimony does not grant immunity to any of the railroad officials who testified, as subjects entirely outside the Standard Oil trial record may be introduced before the coming grand jury.

JOHN D. IS NOT WORRIED

Gives No Indication That Decision
Hits Him Hard.

CLEVELAND, O., Aug. 4.—(Special.)—John D. Rockefeller gave no indication today, in public at least, that the decision of Judge Landis, finding the Standard Oil Company liable, affected him in the slightest. As he appeared at the hearing, the magnate had not given the matter a thought. Several attempts were made to lead him into a discussion of the matter, but he could force the all questions and branched off into a discourse on golf.

"There is really nothing to be said of Judge Landis' decision," was all he would say.

One of his friends, who has recently returned from the South, told Mr. Rockefeller about what had happened down there, and John D.'s eyes twinkled.

"The trusts are getting it all down the line," he said.

Mr. Rockefeller attended church today and seemed unusually good spirits. In a talk with reporters after services, he commented at some length upon the long hours the newspaper men have to work, and wanted to know if they appeared to be tired. He said he was glad to see the fact that the early bird was gobbled up by a still earlier sparrowhawk.

It is figured here that if the fine stands it will require the Standard Oil Company to pay \$2,000,000 of Mr. Rockefeller's personal fortune to make up the amount. However, if it should so happen that the price of oil falls to advance the price within the next 30 days, as predicted by the independents, and continue at the higher level for a year, the entire fine would be paid out of the Standard Oil Company's pocket.

MILWAUKIE IS MOURNING

(Continued from First Page.)

brilliant feeling that accompanies a highly successful funeral was omnipresent.

"What will be the result?" repeated President Street of the Common Council. "We get no other revenue save that the club and one other saloon pay us. We lose that. We don't sell any electric lights. We don't sell any city water. We gave the O. W. P. a street railway franchise for nothing and we have got to fight the concern tooth and nail to get the 5-cent fare we deserve and which Manager Fuller has told us time and again we should have."

"We get nothing for the confiscation of our public streets which has been on for some time. The streetcar company steals a street whenever it wants to. It leaves its passenger, and freight cars out in the street whenever it feels like it, and we get nothing for it. The company, through President Fuller admits we should have a 5-cent fare but is afraid he would have to give Oregon City a 3-cent fare if our tariff were reduced."

"As for improvements, we owe about everything we've got in the way of civic betterment to the club, and let me tell you one thing, I'll gamble they'll give you like you can find a man, woman or child in Milwaukee that has ever made a complaint against the club. We haven't had an arrest for drunkenness or disorderly conduct since the club came here, and Marshal Elkins and Justice of the Peace Kelso will corroborate this. The club employs its own watchman and the best of order is maintained."

"One of the conditions under which the club got its license was that no citizen of Milwaukee was to be allowed to gamble there. Every cent that is taken in has been from out-of-town people—men who will gamble anywhere. You can't gamble here if they can't buck the tiger here they will go somewhere else. We realize that, and we have always dealt fairly with the club. It has been in any sense a public nuisance."

Milwaukee, as a result of the closing of the club, is facing three trying situations, as explained by Mayor Schindler. In the first place, the town will be forced into debt immediately through the one item of street lighting. The assessed valuation of real and personal property in Milwaukee is but little over \$100,000. The tax levy—maximum allowed by the city charter—of 3 mills means an annual revenue for the general fund of the magnificent total of \$330. The annual cost of street lighting is in excess of \$600, leaving a deficit of \$170 in this single account.

Fortunately, the Mayor and four

members of the Common Council serve without salary, and, fortunately, also, the town has a splendid volunteer fire department, which has saved thousands of dollars' worth of property during the past year. Its equipment consists of a small hand hose reel with about 200 feet of hose, a dozen fire buckets, two axes and about six lanterns, a piece of rope and a 30-foot ladder. It had hopes of securing a chemical engine, but no attempt will be made to secure such additional equipment now.

The police department consists of a Town Marshal, who presents an expense account after each official act, to be charged as "costs" against the offender at the proper time.

The demise of the club has rung the death knell of a rather pretentious scheme of street improvement and sidewalk building, and the town officials yesterday afternoon coughed their official expressions in terms of bonded indebtedness, that being the second trying situation.

The third is that Mayor Schindler believes as will be compelled to inaugurate a system of licensing the village butcher, baker and candlestick maker, as allowed by the charter but not done. This would include levies on grocery stores, barber shops, doctors, lawyers, news stands, fruit stands, peddlers, hucksters, etc., of all mercantile and professional interests in the town.

Hit hard? Judging from the lamentations that are going up in the original home of the Oregon cherry, no greater calamity could have befallen it. A fourth trying situation might be added to the other mournful conditions. No taxes whatever have been assessed during the past year, but the maximum limit of 3 mills will be plastered on at the first opportunity. Yet a fifth appears, for it is confidently anticipated that the O. W. P. will abolish the 3-minute car service and revert to its former schedule of one car every 25 minutes, a schedule which was in effect before the club was established. It is estimated the club has yielded the street railway company a monthly revenue of \$100, almost all of which will be wiped out with the edict of District Attorney Hedges.

Though Mayor Schindler and the members of the Council, to a man, represent the interference of the county authorities, no disposition is shown to combat their action in putting the club "out of business."

The apostrophe to the breadth of moral vision on the part of Milwaukee citizens says that the natural instincts of the people of that town incline to the side of the club, which has been established and has been built up by a class of people who are prone to tolerate such "necessary evils" as the Milwaukee club. It is held that such institutions of iniquity, when well regulated and controlled by rigid ordinance, become virtues and not nuisances.

I don't depend on our Mayor or Councilmen to see that the club is kept orderly; we keep it under close surveillance ourselves," said a number of Milwaukee people yesterday. "We think we are able to run our own affairs without the assistance of Oregon."

All but Eclipse Eliminated.

"Our committee has done its best to expedite this matter," said Mr. Vaughn last night. "There has been this, that and the other fender to inspect. Our committee has finally eliminated every one but the Eclipse fender."

"I believe this is the best fender I have ever seen. If it had been on the car that hit that little girl Saturday night I am satisfied beyond a shadow of a doubt she would not have been hurt. I investigated this fender very closely in Los Angeles. That is a city where a few years ago, before the Eclipse was adopted, could hold its own with any town in this country for the killing of people by streetcars. The Mayor told me the car struck the automobile squarely and jammed it against the railway pillar with such force that the car was derailed, the automobile torn to pieces, the occupants killed and a fracture of the skull. Woodson was more fortunate of the three but he badly off through shock."

On the way to the Bellevue Hospital, where the injured were taken, Tarbell, who owned and drove the car, regained his senses and inquired whether the machine had been ruined. Upon being told that it had been commented: "I'm glad of it. I'll never ride in an automobile again."

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ECLIPSE FENDER TO BE ADOPTED

Council Committee Spurred to
Action by Sunnyside
Accident.

WILL REPORT AT ONCE

Street Railway Official Says Company
Will Gladly Secure Equip-
ment Approved by City.

Spurred to action by the accident to little Edna Kern at Sunnyside Saturday night, the special committee of the City Council, after having been in session for several days, has today reported to the Council and examination of different types of life-saving devices, including a trip to Los Angeles by Councilman Vaughn to see fenders in action there, has finally agreed upon a standard fender for Portland streetcars. In its report to the Council at its next meeting, August 14, it is practically certain that this committee will recommend the Eclipse fender.

The three-year-old Kern child has an even chance for recovery, but this accident more than all the many others preceding it brought home to the Council committee the need for immediate action.

Though the investigations of the committee have been conducted independent of the tests and experiments of the streetcar company, officials of the Portland Railway, Light & Power Company are in hearty agreement with the committee. The moment the stamp of official approval is finally placed on a fender, the streetcar company, before President F. L. Fuller promises to issue rush orders for the equipment.

The Eclipse fender, chosen by the committee, is now used in at least 15 large cities of the United States. According to Councilman Vaughn, it has been adopted in New York, Cleveland, Kansas City, Los Angeles, Santa Barbara and several other cities. Of a score of letters sent to the committee by request from places where it has been tried, nearly all praise the fender. Mr. Vaughn we are able to run our own affairs without the assistance of Oregon."

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dional character. The program has been arranged to cover a wide range of subjects, including much that is of interest to the East as well as to the West.

The principal feature of the celebration which will mark the event will be a magnificent irrigation parade. This will consist of a specially designed float allegorically representing irrigation and its development from the most ancient times; other floats representing the irrigated states and territories and a splendid train of military and civic organizations and other special features.

One of the striking features of the parade will be the great Chinese water god, a Chinese dragon several hundred feet in length, carried through the street by sons of the Flowery Kingdom, whose ancestors looked to this monster for the waters with which they flood their rice fields thousands of years ago.

The electrical street illuminations will be most elaborate. Festoons of incandescent lights will be everywhere, while prominent corners will be adorned with electrical windmills and other special designs, all typifying irrigation. There will also be fruit festivals, carnivals and harvest jubilees, elaborate musical and social functions, steamboat and yacht excursions on the Sacramento River and railway excursions over the state.

The Interstate Exposition of Irrigated Land Products, which will be the principal event auxiliary to the Congress, promises a splendid assemblage, and especially of the products of irrigation. The list of trophies for interstate competition is now complete and consists of 20 magnificent Westerners at a cost of from \$20 to \$100 each. Farmers' prizes to the value of many thousands of dollars will be distributed among individual exhibitors.

From information received from Oregonian correspondents in the hop-growing sections of the state the yield this year is figured at approximately the same as it was last year. In only one report, that from Hillsboro, is there a shortage indicated.

Washington also reports that the hop crop will be equal to last year's, say, 45,000 bales.

The next 30 days may bring somewhat change in crop conditions, but from present indications the yield will run somewhere between 145,000 and 150,000 bales in Oregon. The following are the reports received up to last night:

THREE INJURED IN MOTOR

STREETCAR STRIKES MACHINE

WITH SERIOUS RESULTS.

Prominent New York Young Men

Caught at Crossing and Suffer

Broken Limbs and Bruises.

NEW YORK, Aug. 4.—Three well-known men were frightfully if not fatally injured today when their automobile was struck by a streetcar, the car being shoved along for a distance of 20 feet, was smashed to fragments against an elevated railroad pillar.

The victims are Swift Tarbell, son of Gage E. Tarbell, who was formerly a vice-president of the Equitable Life Assurance Society; Edward L. Woodson and W. C. Cutching. Tarbell has a broken leg, a dislocated shoulder, gasoline burns on the face and body and is black with bruises. His companions suffered similar bruises and Cutching also had a leg broken, a shattered arm and perhaps a fracture of the skull. Woodson was more fortunate of the three but he badly off through shock."

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REPORT CROP UP TO LAST YEAR'S

Hop-Growing Sections Generally
Predict Good Yield.
Approaching Harvest.

HOT WEATHER KILLS LICE

Washington Also Estimates Same
Returns as Last Season and Indi-
cations Favor Oregon Holding
Premier Position as Before.

From information received from Oregonian correspondents in the hop-growing sections of the state the yield this year is figured at approximately the same as it was last year. In only one report, that from Hillsboro, is there a shortage indicated.

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The next 30 days may bring somewhat change in crop conditions, but from present indications the yield will run somewhere between 145,000 and 150,000 bales in Oregon. The following are the reports received up to last night:

Salem Estimates 140,000 Bales.

SALEM, Or., Aug. 4.—(Special.)—Estimates from the most conservative dealers of this district, who have made a tour of the hop-growing territory and observed yard conditions