



HARRIMAN DENIES HE HAS MONOPOLY

Does Not Aim to Kill Competition.

WHY PORTLAND HAS GOT LEFT

Steamer Line Could Not Compete With Southern.

RAIL LINE IN SAME FIX

Southern Pacific Would Have Taken Revenge If Oregon Lines Had Competed—Says Competition Never Existed.

SALT LAKE CITY, Utah, April 6—

The answers of the defendants in the suit of the United States to dissolve the Harriman system of railroads are being filed in the Federal court here today. The answers make a general denial of the allegations of the government. Besides the answer of R. H. Harriman, signed by himself and Harold L. Williams, his solicitor and counsel in Salt Lake City, answers were filed by Senator W. A. Clark, president of the Salt Lake route; the Farmers' Loan & Trust Company, of New York; H. C. Frick, the Union Pacific, Oregon Short Line, Oregon Railroad & Navigation and Southern Pacific companies. To cover certain allegations of the government joint answers were also necessary and these were also filed.

Harriman Denies Conspiracy.

Mr. Harriman, in his answer, denies that he and Jacob Schiff, Otto H. Kahn, James Stillman or others, have owned or controlled a majority of the stock of the Union Pacific. He admits that he is president and the others are directors. Mr. Schiff and Mr. Kahn resigned in 1886 and Mr. Stillman in 1898. He admits that Mr. Schiff and Mr. Kahn were members of the firm of Kahn, Loeb & Co., and this firm bought stocks and bonds of the Union Pacific and Oregon Short Line, but it is denied that the company was a "fiscal agent" of the Union Pacific.

He denies that he and the other defendants conspired to restrain trade among the several states and foreign countries or to restrain competition among defendant steamship and railroad lines, or to deprive the public of advantages of trade and commerce through independent competition, or any share, or to effect a consolidation with the idea of monopolizing or restraining trade and commerce. Admitting, however, that the Union Pacific acquired a majority of the capital stock of the various lines and steamship systems, he denies in each instance that the acquisition of the stock was to kill competition or monopolize trade, commerce or business.

Union Pacific Only a Link.

Admitting that the directors of several different companies are identical, he denies that the Union Pacific has control in management or operation of the affiliated lines. He avers that in the trans-continental lines of railroad reaching the Pacific Coast south of Portland, the Union Pacific is but a link about 100 miles in length—an intermediate carrier without any power to make rates upon such traffic; that the Southern Pacific owns and controls lines between Ogden and the Coast with no power to make rates on business east of Ogden; that no rates could be made from the Missouri River to the Coast without the joint consent of the Southern Pacific and the Union Pacific.

He says that while the Union Pacific and its constituent companies separately owned connecting lines operated as a single system from the Missouri River to Portland, Or., and operated certain steamships between Portland and San Francisco, yet such a route via Portland was not only impracticable as a competitor of the Southern Pacific, but any attempt to use it as such would have greatly injured the Union Pacific, because the Southern Pacific would thereupon have preferred the rivals of the Union Pacific in routing and interchange of traffic to Ogden and the business in foreign and revenue that would have greatly exceeded the total volume of business received over such an impracticable route in competition with the Southern Pacific.

Portland Route Never Competed.

Mr. Harriman denies that the rail line of the Southern Pacific, between San Francisco and Portland, was in active competition with the ships of the Oregon Railway & Navigation Company between the two points named, and explains that such competition was impracticable. He denies that ships operated by the Portland & Astoria Steamship Company between Portland and Astoria ports in connection with the rail line of the Union Pacific were ever in competition with the Pacific Mail Steamship Company. He denies that any competition ever existed between the system of railroads and steamships owned by the Union Pacific Railroad Company, and the Southern Pacific, or if any such competition did ever exist, it was not substantial, or that it included a large volume of traffic of any kind.

He admits that the Union Pacific, in connection with the Central Pacific, is a

competitor of the Atchafalaya, Topeka & Santa Fe for a large volume of traffic to and from the Pacific Coast.

Why Clark Joined Merger.

Denial of the conspiracy to restrain trade is made in the answer of W. A. Clark and the San Pedro, Los Angeles & Salt Lake Railroad. Numerous contracts are admitted, but the defendants say in explanation that it would have been impossible to build the road or to secure freight traffic after it was built without acquiring the old right of way owned by the Oregon Short Line and making arrangements for a share in the through business.

SPLIT ON FINING RAILROAD

California Commission Cannot Agree on Penalty for Rebating.

SAN FRANCISCO, April 6.—(Special.)—Whether the Southern Pacific Company



Mrs. Howard Gould, Accused by Her Husband of Drunkenness, Profranity and Even Worse Offenses.

should be found guilty of giving rebates or fined for its offense or exonerated of wrongdoing is a question which has caused a sharp split in the State Board of Railroad Commissioners. The Commissioners have given some time to a study of the evidence given against the Southern Pacific at the investigation conducted in this city.

ONCE GAVE EXCLUSIVE RATES

But Barnwell Says Santa Fe Road Has Reformed.

LOS ANGELES, Cal., April 6.—Admission that prior to the fall of 1905 "exclusive" freight rates were made by the Santa Fe Railroad to some shippers on stock traffic in Southern California were obtained by Attorney-General Webb from W. G. Barnwell, general freight agent of the Santa Fe, in the hearing before the State Railroad Commission today.

LEUTENANT RIVAL DUKE

Brave Sailor-Man Seeks the Hand of Miss Elkins.

Lieutenant Andrews Hurrying to Washington to Press Suit After Two Years' Exile.

SAN FRANCISCO, April 6.—(Special.)—Returning home from what is regarded as a contrived banishment for two years in Asiatic waters, Lieutenant Adolphus Andrews, U. S. N., is speaking from San Francisco to Washington to become a rival of the Duke d'Abruzzi in suing for the hand of Katharine Elkins.

Lieutenant Andrews was attached to the staff of President Roosevelt at Washington and was among the most attentive admirers of the wealthy Katharine Elkins, but Katharine Elkins did not want an untried lieutenant for a son-in-law. Lieutenant Andrews was much surprised one morning to read in the Navy orders that he was assigned to report for duty on the cruiser "Chattanooga."

Lieutenant Andrews cruised for two years in Asiatic waters in command of the Villalobos. His term of duty to this assignment expired about a month ago. When he was ordered back to Washington. He shipped on the Nilpon Maru and arrived in San Francisco last week registering at the Fairmont. He left for Washington two days ago.

NEBRASKA RETURNS BLOW

Notifies California Insurance Companies to Quit the State.

LINCOLN, Neb., April 6.—Insurance Auditor Pierce today notified to notify agents of companies operating under the laws of California that they must cease doing business in Nebraska. This action followed a refusal of Commissioner Wolf, of California, to admit Nebraska companies.

The action of Insurance Auditor Pierce affects the Firemen's Fund, of San Francisco; the Home Fire & Marine, of San Francisco; and the Pacific Mutual, of Los Angeles.

FINDS OPTIMISM RULES NORTHWEST

Wellman Traces Effects of Panic.

WORST ON ATLANTIC COAST

But No Sign of Discouragement as He Comes West.

ONLY LITTLE MARK LEFT

All Have Money to Spend and Spend It—San Francisco Alone Still Suffers Consequence of Graft and Strike.

By Walter Wellman to the Chicago Record-Herald.

Optimism prevails everywhere in the great Northwest and Mountain region. Traveling from St. Paul and Minneapolis through the Dakotas and Montana as far as Idaho and meeting men from all sections of this vast expanse of country, I have yet to hear the first word of discouragement as to the business outlook. It is true, the banking and currency panic, which started last fall in New York and almost instantaneously ran through the length and breadth of the land, did leave a little mark in this region, but it was very small. It did not hurt much.

Did Not Stop Paying Cash.

The banks of this state, he said to their everlasting credit, did not suspend cash payments and thus virtually obliterate their functions, as banks did almost everywhere else. They met every demand, cashed every check and draft.

Along the Atlantic seaboard and as far west as Cincinnati and Columbus, including very markedly Pittsburgh, the panic hurt to the quick. Hundreds of thousands of men have been thrown out of employment and the recovery, while visible, is coming very slowly. As far west as Chicago the effects of the panic were less noticeable, and west from Chicago till the Pacific Coast is reached the harm done seems to diminish with increasing distance from New York. But the Pacific Coast was hard hit. It has not yet recovered.

San Francisco Hard Hit.

San Francisco in particular, weakened by the earthquake and conflagration and hampered by labor troubles and graft in the city government, is still said to be in a bad way. It is difficult to find the capital with which to finish the hundreds of buildings of costly character through which the city is rising from the ruins.

We often read in the papers glowing accounts of the magnificent manner in which San Francisco is recreating itself, but the struggle which the brave

people of that city are making, the difficulties they are overcoming, the handicaps of graft and bad reputation and grasping labor organizations, led in part by ardent demagogues, is an untold story. Capital is timid about investing in a city so burdened, and men from the Golden Gate tell me that, if there should come a recurrence of the municipal rottenness of recent years, there will be excellent prospects of a revival of the vigilance committee of half a century ago. The patience of San Francisco is well-nigh exhausted.

Northwest Has Money.

Here in the Northwest they have felt the panic less, probably, than in any other section of the country. Every one appears to have money to spend, and to be spending it. Property and business activity can't stay long away from a country in which the consumers have funds purchasing and absorbing power.

RAKE UP THE OLD STORY

Smith-Fulton Suit to Bring Out Ancient History.

SALFEM, Or., April 6.—(Special.)—Reterritorialization of all the facts of the Mitchell-Smith bribery transaction in the legislative session of 1897 will probably be the subject of the trial of the Smith-Fulton bribery suit, filed here Saturday night. It is Mr. Smith's intention to bring up on the witness-stand all the parties who knew anything about the affair and to support his affidavit, if he can, by the sworn testimony of witnesses subject to cross-examination. This purpose he indicated in a statement made today after reading that Senator Fulton takes his suit for \$200,000 damages as a huge joke. If Mr. Smith's plans prevail, the whole story will be retold at the present term of the Circuit Court in Marion County.

TROPHY FOR BEST RECORD

Spokane Hangs Up Cup to Cruiser or Battleship of First Class.

SEATTLE, April 6.—A special to the Times from Spokane, says that when the Atlantic fleet, now cruising in Pacific waters, reaches Seattle next month, the battleship or first-class cruiser which made the highest score at the recent target practice in Magdalena Bay will be awarded a solid silver trophy, valued at \$100, presented by the people of Spokane. The cup is to be competed for annually by battleships and cruisers of the first class of the entire American Navy.

Victor H. Metcalf, Secretary of the Navy, announced some time ago that the trophy would be acceptable to the Department.

Forty Buried When House Falls.

LONDON, April 6.—Two old tenement-houses in Castle street collapsed early this morning. It is believed that 40 people, mostly German waiters, are buried in the debris of the building, which was a very old and much decayed one. Up to noon, eight dead bodies had been taken from the ruins of the building, and the bodies of the others were still buried in the debris. Twenty persons were taken out alive, and some of them are seriously injured. The foundations were weakened by the excavations for a new building adjoining.

Hangs Himself With Wire.

SALT LAKE CITY, April 6.—F. R. Klimer, a young man from Spencer, Ia., hung himself with a balling wire in the yard of the San Pedro Railroad today. A letter left by him proves that he was deranged, possibly from worry because he had lost his position with the smelter at McGill, Neb.

Aunt Becky Young, War Nurse.

DES MOINES, Ia., April 6.—Upon the anniversary of her marriage, Aunt Becky Young, the first woman to offer herself as a nurse when the Civil War broke out, and famous as a leader of nurses, died today, aged 78, at her home here.

SILVER QUESTION NO LONGER ISSUE

Consigned to Tomb by Bryan at Denver.

CONDITIONS NOW DIFFERENT

Help Came From Another Source, Says Nebraskan.

NEW PROBLEMS TO FACE

Democrat in Banquet Speech Claims Credit for Forcing Trusts, Railroads, Tariff.

will not be willing to surrender the power that the state now has.

Denver, Colo., April 6.—W. J. Bryan closed a day of strenuous activity by addressing 350 banqueters tonight in the spacious El Jebel Temple banquet hall, in addition to hundreds of others, who filled every seat in the galleries overlooking the main room. The banquet had been arranged by the Bryan Democratic Club of Colorado, and the president, ex-Congressman John P. Shafroth, presided. Mr. Bryan was the only speaker. He said, in part:

I do not come to Colorado because railway work is necessary, but for the pleasure of coming. We carried the state by a large majority in 1896 and in 1900. We ought to have a larger majority this year than in either of those years. Every one who voted with us in 1896 ought to vote with us now, and those who were against us in 1896 have had time to see the vindication that has come to Democratic principles. The quantitative theory of money has been proved to be correct, for we have 50 per cent per capita more money in circulation now than we had in 1896, and with that increase we have had higher prices, better times and a more general prosperity.

Hot Shook on Tariff.

On the tariff question also the Democrats were being strengthened by the Democrats of Republicanism. Secretary Taft started out to make his campaign on a platform which declared for tariff reduction—the reduction to be postponed until after the election. As he traveled over the country he found the tariff reform sentiment so strong that he finally reached the conclusion that tariff reform is so urgent that a special session of Congress should be held immediately after the election—four months earlier than Secretary Taft's special session and we have two candidates to hear from. It remains to be seen whether Candidate Knox and Candidate Hughes will attempt to make a better bid than Secretary Taft in the election. It is gratifying to see Republicans vying with each other in their advocacy of tariff reform. But the people are not likely to entrust the reduction of the tariff to men who are not willing to have

Taft Discusses Issues at Omaha

Guest at Banquet of McKinley Club.

Guest at Banquet of McKinley Club.

PAYS RESPECTS TO BRYAN

Accused Democratic Leader of Being Inconsistent.

EXPANSION VIEWS ALTERED

War Secretary Shows Where Nebraskan Has Changed Front—Says People Approve Policies of Roosevelt Administration.

OMAHA, April 6.—Secretary Taft



King Edward, of Great Britain, Criticized by His Subjects for Leaving His Post at a Crisis.

will not be willing to surrender the power that the state now has.

Most Protect States.

National remedies ought to be added to state remedies not authorized by them. Congress has ample power to regulate interstate commerce without interfering with the commerce of a state. Secretary Taft seems to be regarded as the representative of tariff reform, and yet he has so little of the reform spirit and has not even so far as the tariff is concerned, that he will hardly satisfy the expectations raised among Republicans by some of his statements.

Colonial Policy Fault.

On the subject of imperialism, the last nine years have shown the folly of a colonial policy. We have spent at least \$100,000,000 a year for the privilege of following for our times and territory. We have more than \$100,000,000 a year in excess of their cost ten years ago.

Tied to Preparatory Interests.

I have mentioned several of the questions which Taft's administration has faced. The Democratic party will enter the campaign with a different program. Its policies are strong, its forces are united, while the Republicans are divided, and its

Speaks at Banquet.

Returning to his hotel, Secretary Taft was soon afterward whirled away to the Auditorium. Twelve hundred persons were seated at the banquet tables. Secretary Taft had the last address on the programme and did not speak until after 11 o'clock. In part, he said:

"Bryan Forces Issue."

"Because Mr. Bryan still keeps alive controversies which many Democrats are content to regard as settled, we have to go back and rehash matters which the verdict of history properly interpreted ought long ago to have ended. It is true that free silver is still a potent force for the time being, but I think I do not understand Mr. Bryan to have said anything which would prevent him from bringing out that as a panacea should the financial situation suggest itself to him."

Reviews Expansion Policy.

After reviewing the administration policy toward National expansion, Mr. Taft said: "President Roosevelt has brought forward for the practical consideration of the people of the United States a democratic danger to our institutions and our civilization that was warring the moral foundations of our society and threatening to nullify as a principle, in which those who had had health and industrial success were to be placed in a privileged class and given practical exemption from the operations of the laws."

Commercial and Marine.

Monday buying slow on Board of Trade, Page 15. Erie difficulty checks stock speculation, Page 15. Two ships are added to the coast route list, Page 15.

IT'S UP TO YOU, MR. UNREGISTERED VOTER

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CLOSING TODAY!