ORPET SHIFTS AND TWISTS ON STAND

Youth's Composure Vanishes Before Battery of Questions by State's Attorney.

WOMEN JAM COURTROOM

Testimony Is Embarrassing, but It Does Not Deter Any From Returning—Witness Denies Having Knowledge of Drugs.

WAUKEGAN, Ill., June 27.—William H. Orpet, who elected to tell his own story on the stand in refutation of the charge of murdering Marion Lambert, completed a session of cross-examination today which left him pale and nervous.

The course of questioning adopted by David R. Joslyn for the state abounded in pitfalls, and led the witness to correct his testimony.

The young college student started the day as if determined to retain his composure at all costs.

In an hour, however, his composure was gone. He moved from side to side in his seat, twisted his fingers and scarcely looked at his inquisitor. For the most part his head was inclined to one side, and he gazed out of the corner of his eyes in the general direction of the lawyer, but not at him.

At one time one of the letters which he wrote to Marion was left in his nervous fingers.

"Mr. Orpet," warned Attorney Joslyn, "please don't twist that letter so; you'll destroy it."

Women Pack Courtroom.

The courtroom was packed up to the very edge of the judge's bench and on either side of it, mostly with women. For the most part the testimony was of an extremely embarrassing nature, but it did not deter the women from returning to the afternoon session. During the forenoon those close enough to hear hung their heads most of the time, but by afternoon they were used to it.

Orpet probably will continue under cross-examination tomorrow and possibly the next day, and there was little hope that the case could go to the jury before the end of the week.

For a few fleeting moments Mr. Joslyn turned from the letters to the subject of cyanide of potassium, the poison from which Marion died. This was in connection with the purchase of some brown "dope," as Orpet termed it, which he bought for Marion on two occasions. This was one of the places where he became confused, and under savage attack, corrected himself.

Drug Stock Well Known.

He bought the "dope" at a drugstore at Madison, Wis., where he was attending the University of Wisconsin. Mr. Joslyn in his most suave manner had adduced that William Zink and Charles Hassinger, friends of the defendant, clerked in the store and that Orpet and others made it a frequent rendezvous.

Was there a soda fountain? Yes. Cigars? Yes. Where were they? Toilet accessories? Where were they?

Orpet was able to describe the contents and arrangement of the stock with moderate confidence.

"You remember a row of drugs, about the middle and a big bottle marked cyanide of potassium and it was labeled poison and had a skull and cross-bones on it?"

The lawyer leaned forward and hurled the question at the witness. Orpet's shrinking attitude in the chair was varied only by shifting to the other side as he returned a low "no."

Youth Maintains Position."

"Do you mean to say that you hung out in that drugstore every day, knew everybody and everything in it, and never noticed that skull and cross-bones on the only bottle in the row that carried it?" demanded Mr. Joslyn in a manner so menacing that Attorney Ralph F. Potter, of the defense, put in an objection.

"No," repeated the witness.

The young collegian's letters to Marion, numbering 44, and covering a period of more than a year, abounded in expressions which were not clear when read to the jury last week. This was, Orpet explained, because in many cases they were responses to things said in her letters to him, or were used as a precaution against their being read by some other person than the recipient.

The cross-examination was devoted to these expressions. Mr. Joslyn, with a persistence, which knew no bounds, sought to trap the witness into admitting that they veiled liaison which the girl was anxious to terminate, or were designed to dissuade her from her expressed intention of "being as good as gold."

COAST RATES ADVANCED

(Continued From First Page.)

when established to one that is now unjustly discriminatory against intermediate points."

The commission's revision order applies to a long list of commodities in westbound traffic, including iron and steel articles from Pittsburg and canned goods, coffee, meats, cotton and wool products, drygoods, hardware, twine, paper, oil, etc., from the East generally. It includes eastbound rates from California points via rail and water routes through gulf ports to the Atlantic seaboard.

Railroads Oppose Change.

The opinion says the rail carriers objected to a change on the ground that present conditions are but temporary and there is certain to be a return of competition between them and water carriers, when these unprecedented conditions disappear.

Representatives of intermediate points, on the other hand, argued that while conditions may not persist for more than a few months, the maintenance of lower rates to the coast cities even for that period is unduly prejudicial.

Coastwise Traffic Gone.

The Commission, in arriving at the conclusion that there is no longer water competition from Coast to Coast, is influenced largely by the disclosure that steamers that were engaged in Panama Canal trade prior to the closing of the canal by slides have been withdrawn from that service and are now engaged at exorbitant rates in trade between the United States and Europe, and that although the canal has again been opened partially to traffic there is comparatively little coastwise trade through the canal.

After explaining that the existing rates were justified by water competition at the time they were authorized the Commission holds far-Coast points are receiving a lower rate than that to which they are lawfully entitled by the conditions there existing. "It is a preference at that point that results in prejudice against higher rated points whether intermediate thereto or not," says the ruling. "Furthermore the primary purpose of this portion of the fourth section is to preserve and promote competition by the water carriers. It must be so construed as to give effect to that purpose.

Water Traffic Need Shown.

"If the rail rates between the two coasts established in the light of conditions then existing should, through such a complete change of conditions as that which has so recently come about, be now at a level so low as to make the service between the two coasts unattractive to the boat lines, they should be readjusted to a basis that will attract the water carriers back to the service and the primary purpose of the section be achieved, or should they be held at the present level and the legislative purpose to ascertain extent defeated?

"It is admitted that the present rates upon schedule C articles from Eastern territories to Pacific Coast points are lower than the present competition by water justifies or makes necessary. The maintenance of these low rates to Coast points and higher rates to or from intermediate points has the effect under the circumstances of unduly preferring the Coast points and unjustly discriminating against intermediate points. This condition has existed for several months.

"The recent withdrawal, however, of the principal steamship lines and their contracts for use in other lines of service creates a possibility that there will be but little effective water service during the current year and perhaps for a considerable period thereafter. We shall therefore rescind, effective September 1, those portions of our orders relating to the schedule C commodities and require that the rate on these commodities from Eastern territories to Pacific Coast terminals be adjusted on that date in accordance with the terms of our orders respecting the schedule B commodities."

SPOKANE GAINS BY DECISION

Rates Now Must Be at Least as Low as Those to Portland.

SPOKANE, Wash., June 27.—(Special.)—The rate case was handled by J. M. Campbell, attorney for the Merchants' Association, and the data were assembled and organized by C. O. Bergan, traffic manager for the organization.

"The decision means that transcontinental railroads must grant Spokane rates at least as low as those to Seattle and Portland," said Mr. Bergan today.

"It does not necessarily mean, however, that the freight charges to Spokane must be lower than those to the Coast.

"The decision removes the disadvantage under which Spokane jobbers have been working, and under which they were unable to invade territory that rightfully was theirs. I should say that, as a rule, Spokane jobbers now will be able to compete with Coast jobbers in a territory extending at least 100 miles further west.

"Heretofore, the Spokane men could not compete with the Coast interests in this territory, because the advantageous freight rates enjoyed by the latter made it possible for them to make a much lower price than the local jobbers could quote.

"It follows that a much larger quantity of freight will be distributed from Spokane and less from the Coast than formerly, and that the importance of Spokane as a distribution center will be correspondingly increased."

The basis of the Spokane Merchants' Association contention was that water competition between the Atlantic and Pacific coasts has been completely destroyed under war conditions, and this contention the Interstate Commerce Commission upholds.

PORTLAND LOSES TERRITORY

Interior Points Gain Distribution Area Under Commission Ruling.

SAN FRANCISCO, June 27.—Revision of West bound freight rates, ordered today by the Interstate Commerce Commission, will strike a serious commercial blow to Pacific Coast ports, railroad officials and representatives of jobbing houses said.

The Pacific Coast points affected adversely are the ports of San Francisco, Seattle, Portland, Or.; Oakland, Cal.; San Pedro, Cal., and San Diego, which, in a decision a year ago by the Commission, were accorded lower rates than intermediate points because of the Panama Canal water competition.

At that time the Commission ruled that the rates to intermediate points should comprise the rate to the above-named terminal points plus 75 per cent of the back-haul rates, an arrangement which at the same time gave the railroads a chance to compete with water carriers between Eastern ports and the Pacific, and also made terminal-point jobbers distributors for a large territory inland. Railroad officials said interior points as far inland as Salt Lake City, Utah, would now assume distributive control of their contiguous territories.

The order of the Commission, it was said, applies only to commodity freight rates as distinguished from class rates. It resulted from a complaint of the inland cities of Spokane, Wash., and Reno, Nev., that the slides in the Panama Canal, and war conditions, had virtually eliminated water competition to Pacific Coast ports from the Eastern seaboard.

WAR HORSE CARE PLAN

FIELD HOSPITALS IN MEXICO IN EVENT OF WAR LIKELY.

Directors of Humane Society of America Vote to Found "Red Star" to Treat Wounded Animals.

SAN FRANCISCO, June 27.—Sick and wounded horses and mules will not be left to die unsuccored on the battlefield in the event of war with Mexico, through the lack of hospitals for their reception or of willing and skilled hands to alleviate their sufferings, if the plan of the American Humane Society for the organization immediately of the American Red Star Animal Relief is consummated.

John Partridge, president of the San Francisco Society for the Prevention of Cruelty to Animals, and one of the 15 directors of the American Humane Society of New York, the National organization, declared tonight that 14 of his fellow directors had voted in favor of the "Red Star" and that their dream soon would be a reality, should the Mexican crisis develop war.

Hospitals within the American lines, fully equipped with operating tables and surgical instruments used in veterinary practice; corps of veterinarians ready to administer to the dumb victims of hostilities and the proper facilities for transporting wounded animals from the battle zone are the more important features of the "Red Star," which, Mr. Partridge said, would be made possible by popular subscription.

The proposed society, according to Matthew McCurrie, secretary and manager of the San Francisco organization, would extend the same aid to the United States Army veterinary corps as the American Red Cross gives to the medical corps, and its conduct will be modeled along the same lines as the British Blue Cross, which has done heroic work for animals on the battlefields of Europe.

Harbor Bond Issue Carries.

CRESCENT CITY, Cal., June 27.—(Special.)—The Del Norte County harbor bond issue carried almost unanimously today. Only 29 votes were cast against the issue.

RATE DECISION HAS EFFECT OF BOMB

Whole Fabric of Railway Coast Tariffs in Danger, Is Fear of Portland People.

REHEARING MAY BE ASKED

Revolution of Business Operations Will Be Need, Says J. N. Teal, Who Advises Encouragement of Wider Shipping.

A bombshell dropping in a peaceful camp is only another way of describing the receipt of the news of the latest Interstate Commerce Commission rate decision yesterday by the business community of Portland. That water competition does not exist at present between the Atlantic and Pacific Coasts and that as a result transcontinental lines must revise their rates, effective September 1, so that Coast terminal rates shall not be lower than the tariffs to intermediate points is the gist of the decision.

It was regarded locally as being a body blow and it was predicted that it may have the effect of tearing down the whole fabric of railroad rates as it has been built up affecting this Coast and revising the conduct of business with the East. It is feared it will affect directly and adversely the great volume of traffic between the Atlantic and Pacific Coasts.

J. N. Teal, counsel for the Portland Traffic and Transportation Association, is perhaps one of the few men on the Coast, if not the only one, who was not surprised at the decision. Mr. Teal presented arguments before the Interstate Commerce Commission last April on the matters involved in the case and he feared the outcome.

Rehearing to Be Asked.

"It is not so much the first step in the case, as the further and last steps that are most to be feared," he said.

Members of the Traffic and Transportation Association will meet Friday afternoon, probably at the Chamber of Commerce, when some decision will probably be reached as to what steps to take in seeking a way out of the present difficulty.

"Until we get a full text of the decision, it is impossible to say what course, exactly, will be taken, but a petition for a rehearing of the case certainly is the first step that is open to the shippers of the Coast," said Mr. Teal.

In outlining the case that ended in the decision just made by the Interstate Commerce Commission, Mr. Teal said:

"It was in June, 1911, that the Interstate Commerce Commission divided the country into five zones and established the percentage basis from each of these territories, save the Southeastern zone, under which rates could be made lower, by a percentage fixed, to the Coast than to intermediate points.

Canal Lowers Rate.

"The case went to the Supreme Court and the action of the Commission was sustained. The Panama Canal was opened and the railroads asked permission to establish lower rates than those fixed on account of the increase in water competition caused by the opening of the canal. This was granted by the Commission and a lower basis was allowed off 107 commodities in common use and moving largely by water. Thereafter, lower rates were established by the Commission on products of the soil from California points to Atlantic Coast terminals.

"Meanwhile, the European war intervened to change this order of things, followed by the closing of the canal by slides, and the withdrawal of steamers operating between the two coasts and their engaging in other trade.

"In March, substantially all intermountain interests, with the support of the American-Hawaiian and the Luckenbach steamship companies, applied to the Commission for an order cancelling all former orders in which the Commission had allowed lower rates to the Coast than the intermediate rates, basing the action on the absence of water competition.

Percentage Rates Unchanged.

"The Commission then issued an order for a hearing to show cause why Schedule C, being the list covering the 107 commodities moving mostly by water to the Pacific Coast, as well as those covering the eastbound movement, should not be cancelled. The hearing was held April 24-26 of this year at Washington.

"From the newspaper reports of the decision just made, I gather that the Commission has held, water competition no longer existing, that there is no justification for the lower charges for transportation to the Coast terminals than to the intermediate points. The order applies, of course, to the particular tariffs under consideration, leaving in effect rates named under the former decision, fixed on the percentage basis.

"That the decision, if sustained, will mean a revolution in rate making and the conduct of business generally on this Coast cannot be gainsaid. All one will have to consider, for instance, to see its effects will be contracts for iron and steel, whether required for ship building or other work. Contracts usually are based on deliveries, f. o. b. mill. The difference in rates under the present and the proposed rates will be found to be startling.

Salmon Industry Affected.

"This applies in many directions. The advance on products of the soil in California will be heavy and the new decision also affects rates on salmon from all Coast points and the advance is material.

"The business of the whole Pacific Coast, since its settlement, has been based on water competition in respect to rates, and this is a first step and a long one in a change in methods of doing business that has covered many years."

Schedule C is the first to be disturbed by the decision. The rates embraced in this schedule may be said to have been abnormally low. But it is not alone the commodities embraced in that schedule that are threatened, for other rate schedules are threatened by this latest ruling, and they, too, may topple over at any time.

That the decision is intended to cover a temporary situation merely and that the status quo may be re-established when the European war is ended and shipping returns to normal is, of course, the probability; but, as it requires 90 days to publish a tariff alone, it is pointed out that the re-establishment of former rates is not a matter of days, or even of weeks.

Change Long Expected.

Mr. Teal foresaw, with a somewhat prophetic eye, what was coming in the threatened rate changes some time ago. He made a report May 3 to the executive committee of the Traffic and Transportation Association of Portland, and in this report he made some rather remarkable statements, as events have proved. He indicated in his report that schedule C was the one most affected in the attack of the intermountain country on the Coast terminal tariffs. This schedule included those things which are naturally carried by water and on which it was held water competition would be strongest, as, for example, barley, beans, canned goods, asphaltum, dried fruits and wines from California to the Atlantic seaboard. These were a few of the items included in schedule C.

Standing with the Pacific Coast cities in opposing the cancellation of the then existing rates were New York City, Chicago and other Eastern interests, as well as a number of representatives of large business and manufacturing concerns scattered from Pueblo, Colo., to the Atlantic Coast.

While all the transcontinental lines opposed cancellation, the Southern Pacific and the Union Pacific systems carried the brunt of the contest and were positive in their stand. The other lines did not impress Mr. Teal as being more than lukewarm, although standing with these two.

Schedule B in Danger.

"To my mind," said Mr. Teal, in his report of May 3, "the importance of the action the commission may take lies in the next, rather than in the first step. If there is no competition, and the commission so finds, and holds that under the law they have no power to grant relief and therefore cancel Schedule C, then it is extremely difficult to see what justification in law or in fact there is for maintaining Schedule B.

"If Schedule B is canceled, then the terminal rates, as such, are gone, and when this point is reached, why will not the logical result be rates on a mileage basis, and the farther distant point charged higher rates than intermediate points. I refer to this as a condition that we will not unlikely have to face if Schedule C is canceled on the grounds stated, and no competition arises in the meantime."

Mr. Teal at that time made a number of recommendations that he felt were justified under the conditions that seemed to confront Portland, together with other Pacific Coast ports. These were, in brief:

"We should encourage in every way water transportation by sea, and in my opinion secure a change in the coastwise laws, so that any ship flying the American flag can engage in port-to-port service.

High Backhaul Rate Intended.

"As it is perfectly manifest the rail carriers intend to maintain high backhaul rates, our energies should be directed in the reverse direction to securing the widest possible distributive area so far as rates are concerned from coast points.

"As it must be apparent, both as a practical proposition and probably by operation of law, less reliance can be placed in the future on our ability to bring in goods of Eastern origin and redistribute in intermediate territory from Coast points, every effort should be made to open up new trade territory so we will not be dependent on the interior trade we now have and as it may be curtailed; in other words, we must look to the development of trade by rail and by water that we do not now enjoy.

"As a corollary of this, we must encourage in every way the shipping of our port, both deep sea and inland.

"While our local business at the present time is largely jobbing, it is apparent that our commercial and industrial development ultimately will depend on manufacturing industries of all kinds to locate here and create payrolls. There will be no difficulty in selling our manufactured products to any territory, and this, in turn, will aid us in maintaining our jobbing business.

City Urged to Mobilize.

"This city should mobilize at once all of its forces so that through concerted action results can be secured. Individual effort is next to useless and all other interests should be associated with the business interests of the city in this absolutely essential work.

"It is commonly stated, and I fear truthfully, that the United States will never awaken to the necessity of preparedness until some great catastrophe overtakes us. Judging by the facts, this seems to be the case. The same remark, however, seems applicable to ourselves. I sometimes fear that Portland will never awaken to the necessity of preparedness from a commercial and industrial standpoint until our business and prestige are seriously impaired."

That the latest rate decision will have a pronounced effect on all the Pacific Coast cities is the opinion of J. H. Lothrop, secretary of the Portland Traffic and Transportation Association. He says it is yet too early, until the full decision is received and read, to tell exactly what is in store for Portland's business community.

"The decision practically cancels the low rates that have been in effect for the greater part of a year," he said. "I don't think that kind of a decision was expected by the Coast cities. The business of the Coast has been built up on the old rates and the new order of things will make materials higher and will mean a readjustment all around. However, the new order does not become effective until September 1 and something may happen in the meantime to change the complexion of the situation as it now stands."

WOMEN TO TAKE PART

PLANS FOR REPUBLICAN RATIFICATION MEETING ADVANCED.

Big Parade Saturday Night Will Precede Address at Multnomah Club Stadium.

Ratification of the nomination of Hughes as the standard-bearer of the reunited Republican party will not be left to the men, as this ceremony, scheduled for Saturday night, will be participated in largely by women of Portland.

Women will march in the big parade that will precede the open-air mass meeting at the Multnomah Club stadium. Women will join in the musical numbers planned to intersperse the addresses; and a woman, yet to be announced, will be one of those to make a talk indorsing the nomination of Mr. Hughes.

This was decided upon yesterday by the committee in charge of the ratification. The members decided it would be quite a one-sided affair if left to the men alone and they took steps early to make the gathering properly representative. Women are invited to join in freely with the men in all phases of the ratification demonstration.

The committee will meet daily at noon at the Imperial Hotel to arrange final details of the meeting. The main events are well in hand already, but to perfect the arrangements and assure success of each detail it was thought best yesterday to get the committee together each day until the mass meeting is held.

George L. Baker has been placed in charge of the parade feature.

Speakers for the ratification meeting so far arranged are Governor Withycombe, Senator C. W. Fulton, A. E. Clark and Robert Tucker. Others will be added to this list.

New York Banker Due Today.

E. Francis Hyde and party of friends will reach Portland this morning at 7:20 from San Francisco in the private car "Republic." They will leave for Seattle tonight at 11 o'clock. Mr. Hyde is a banker of New York City, with offices at 54 Wall street. He is a veteran of the Civil War and has been vice-president of the Central Trust Company for the past 30 years.

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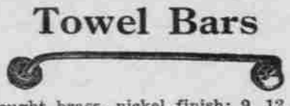

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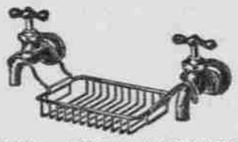

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ARABIAN REVOLT SWIFT

BREAK WITH TURKS CARRIED OUT BY GRAND SHERIF.

Operations of Three Armies Results in Capture of Principal Seaports and Other Cities.

LONDON, June 26.—Accounts of the uprising against the Turks in Arabia show that the operations which resulted in the capture of the principal seaports and other cities by the rebels apparently were carefully conceived and systematically carried out.

It appears from news received in Cairo, says the Reuter's correspondent, that the Grand Sherif of Mecca raised three armies, the commands of which he gave to his three eldest sons. The first of these, under Sherif Forisae, is besieging Medina, the city containing the tomb of Mohammed; the second, under Sherif Abdulla, occupied Taif, 65 miles southeast of Mecca, making prisoners of most of the garrison, while the third captured Jiddah, the chief seaport of Arabia, imprisoning its defenders.

While besieging Jiddah, the Arabian forces warned the garrison not to destroy its arms and ammunition, and consequently a battery of field artillery, numerous rifles and quick-firers and a great quantity of ammunition were captured.

Apparently, says the dispatch, the Grand Sherif and his followers decided to suppress all traces of the Turks in their country, cutting the telegraph lines, tearing up the roadbed of the Hijaz Railway and destroying the stations for nearly 100 miles to the north in order to prevent the Turks from sending reinforcements.

It is related, adds the correspondent that when Enver Pasha visited Jiddah five months ago, the Grand Sherif told his he was an ignorant youth, who had dragged Turkey to her destruction.

Utah Murderer Hunted.

SALT LAKE CITY, June 27.—Sheriffs' posses are searching the Wasatch Mountains east of here for Larry Paul, an Italian who shot and killed Amos B. Neff, a well-known farmer and stockman, as Neff sat on the porch of his farmhouse south of Salt Lake last night.

WASHINGTON RIVERS FULL

Snow Melting Fast on Western Slope of Olympics.

HOQUIAM, Wash., June 27.—(Special.)—During the last few days the snow on the western slopes of the Olympic Mountains has been melting rapidly and has turned the mountain streams in torrents. All of the streams pouring into Lake Quinault are as high as they have been in a long period and the same condition is reported to exist in all of the streams on the west side of the Olympic peninsula, which have their sources in the mountains.

The fall of snow in the Olympics last Winter was heavier than it had been in at least 20 years and it has been very slow in going off.

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