

# PRESIDENT MET TRUSTEES ALONE

## Refused H. H. Rogers' Request to Have Secretary Root Present at Interview.

## COAL ROADS IN PANIC

Sweeping Order of Interstate Commerce Commission for Inquiry Alarms Them.

## WILL TAKE EIGHTEEN MONTHS

Every Connection of Railroad Common Carriers with Coal Mines and Oil Properties to Be Probed.

HERALD BUREAU, No. 731 FIFTH AVENUE, N. Y., WASHINGTON, D. C., Saturday.

It was learned to-day that when Henry H. Rogers, vice president, and John D. Archbold, treasurer, of the Standard Oil Company, sought the interview which President Roosevelt granted to them at the White House on Thursday night, they expressed a desire that Secretary Root be present. The President did not find it convenient to have Mr. Root there on this particular evening. This fact is deemed extremely interesting by public men who learned of it to-day.

Mr. Roosevelt made public no details of the purpose of the meeting, but it quickly became known that the conference was of Mr. Rogers' making and not by the President's invitation. Relations between the White House and the corporation have been strained since telegrams were sent by Standard Oil officials to Washington in 1902 in an effort to thwart anti-trust legislation. The Interstate Commerce Commission to-day announced its intention to make of the Tillman-Gillespie resolution directing inquiry into the coal and oil industries and the relations of the railroads thereto. The whole atmosphere of Washington is impregnated with the vital significance of the numerous investigations conducted, ordered and contemplated. The unexpected visit of Messrs. Archbold and Rogers to the White House, on a mission clearly not for the purpose of seeking the President to withdraw the probe, has contributed an element of uncertainty to the situation. So has the apparent jealousy between the President and Congress.

**PRESIDENT IS IMPATIENT.**

As shown by his recent message, the President is impatient of the manner in which Congress ordered the investigation while on its side Congress, or that part of it which now inclines toward free use of the federal probe, is impatient of the lack of results of investigation which the President orders.

Representatives of great financial interests receive daily demands for information as to when Congress will adjourn. The corporate interests at which so many resolutions have been directed are nervous. They hope for an early adjournment, so that the attack from the Capitol will cease. The investigation ordered to-day by the Interstate Commerce Commission is wide in scope. The resolution required that it include the Messrs. Archbold and Rogers, who complain that it will require a year and a half to complete it. Here are the points which the inquiry will cover:

"Whether any common carrier by railroad subject to the act to regulate commerce, owns or has any interest in, by stock ownership or in other corporations, or otherwise, any coal or oil lands which it directly or through other companies, controls or in which it has an interest, transports over its line as a common carrier, or in any manner owns, controls or has any interest in coal or oil lands or properties.

**PHONE FOR OFFICERS.**

"Whether any officer or officers of any common carrier, or any person or persons connected with the duty of distributing cars or furnishing facilities to shippers, are interested directly or indirectly in corporations or companies owning, operating, leasing or having other interests in any coal or oil lands, properties or traffic connected with or transported over the roads of which they or any of them are officers or by which they are employed.

"What systems and methods of car supply and distribution are in effect upon the lines severally operated by common carriers subject to the act to regulate commerce and operating in the transportation of coal or oil; whether said systems and methods are fair and equitable, and fairly and honestly applied; and whether such common carriers, or any of them, discriminate against shippers or persons wishing to become shippers, either in the supply and distribution of cars or in furnishing facilities and instrumentalities for receiving, forwarding, or carrying coal or oil.

"Whether there is any contract, combination in the form of trust, or otherwise, or conspiracy in restraint of trade or commerce among the several States, in which any such common carrier is interested, and whether any such common carrier monopolizes, or attempts to monopolize, or combines, or conspires with any other carrier, company or companies, person or persons, to monopolize any part of the trade or commerce in coal or oil or traffic thereon among the several States or with foreign nations; and whether or not, and if so to what extent, such common carrier limits or controls, directly or indirectly, the output or price of coal or oil fields, or the market price of coal or oil."

**OTHER TRUST INVESTIGATIONS.**

There is deep significance in the order of the Interstate Commerce Commission ordering a re-investigation in the case of the Temple Coal and Iron Company, involving alleged discrimination by the anthracite coal carrying railroads. This will hold up the final decision in that case until after the President has sent to Congress, as he promised to do in his recent message, the preliminary report of the Department of Commerce and Labor on investigations of the hard coal and oil industries. Whatever results the Interstate Commerce Commission obtains will then contribute to the support of the President's message to Congress the results of investigations which he himself ordered.

Among some of the other trust hunting expeditions under way by the administration are the prosecution of the beef trust, the prosecution of the private car evils in connection with the Pullman Company, and the prosecution of the elevator trust, in California and half a dozen investigations of smaller calibre by the Department of Commerce and Labor into the trusts of corporate interests where insufficient evidence has been obtained for prosecutions.

## CITY WINS TEST SEWER CASE

Thousands of Claims Will Be Defeated in Brooklyn by Judgment on Appeal.

By a decision of the Appellate Division of the Second Department of the Supreme Court, defining the liability of the city for damage by sewers, thousands of claims filed by property owners in Brooklyn will be defeated and the city will save hundreds of thousands of dollars. The decision reverses those of all trial judges who have held that the city was liable for damages caused by backing up of water in a sewer through openings in plumbing fixtures in cellars.

Charles H. Ebbels, president of the Brooklyn Baseball Club, and Bertha C. Carruthers, proprietors of a cafe at Fulton street and Franklin avenue, Brooklyn, got a judgment for damages to the cafe in the Municipal Court. This judgment was reversed.

## Free Rides for Six Hours.

Refusing to transfer in Newkirk avenue from a Brighton Beach train to a shuttle car, nine residents of Flatbush rode back and forth for six hours on Friday afternoon. They took a car ahead without protest, but when an inspector announced a change in schedule and asked them to wait for another train they protested. After taking many trips, the car was sent through to Coney Island.

## SCENE AT CAR BARN FIRE WHICH IMPERILLED \$3,000,000.



Fiftieth Street Side of Burning Eighth Avenue Car Barns.

## Agents Paid Rebates in Spot Cash

Agents of "Big Four" Railroad Before Commerce Commission Admit Favoring Steel Shippers.

CINCINNATI, Ohio, Saturday.—That the "Big Four" Railroad had paid cash rebates for a shipment of steel from Pittsburgh to Kansas City last year at less than tariff.

The Cincinnati Gas, Coke and Coal Mining Company was one shipper whose bills were presented as showing a favored rate, and the committee requested that it witness produce copy of every ticket and every shipping bill on every shipment by the Cincinnati Gas, Coke and Coal Mining Company.

Mr. Ingalls then was called and claimed the same immunity granted to Mr. Conner. Ingalls said that he understood that coal had been shipped at weights less than actual weight so that the difference caused a reduction in earnings of from \$1 to \$8 per car. Being pressed for a specific instance where any traffic on his system had

been carried at less than published rates, Mr. Ingalls said: "We carried a shipment of steel from Pittsburgh to Kansas City last year at less than tariff."

"Did you pay a rebate?"

"Yes, sir," replied Mr. Ingalls.

"How did you pay this rebate, by cash, check, underbills, damage claim, commission, or how?"

"We gave them the money," replied Mr. Ingalls.

Mr. Ingalls was unable to give further instances from memory, but expressed a willingness to give any facts he could obtain if so ordered. The commissioner then issued a sweeping order directing Mr. Ingalls to give all facts in a sworn statement showing all rebates paid within the last two years.

Three Sentenced for Prison Murder. JEFFERSON CITY, Mo., Saturday.—Harry Vaughan, George Ryan and Ed Raymond, found guilty of having murdered John Clay in the prison mutiny of November 24 last, were sentenced in the Circuit Court here this morning by Judge Martin to be hanged on April 20. An appeal was granted to the Supreme Court.

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We invite inspection of this new and beautiful merchandise, displayed in a store exceptionally inviting, because of its ample space and light, convenient situation, arrangement of departments and high class modern service.

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## "Ghost" on Ship Causes Wild Panic

Officers of the Liner Maine Lie in Wait and Capture "Spook" in the Steerage.

Among the steerage passengers arriving on the Maine, of the North German Lloyd line, yesterday was Janos Kasco, a native of Bremen, who was detained by the immigration authorities to be examined as to his sanity.

When the Maine was two days out from Bremen and night had fallen the steerage passengers had assembled on the after-deck to enjoy the solemnity of a peaceful

moonlight night, when there was a sudden uproar. Shrieks filled the air, men and women fell upon their knees and prayed and there was wild excitement.

Suddenly a figure, wrapped in white, with outstretched hands, rushed among them. Then almost as suddenly as it came the "spook" disappeared down the companionway.

Officers of the steamship hearing the screams hastened to inquire the cause and after considerable time were able to make out that a "ghost" had appeared. Some said it was fourteen feet tall, with eyes that looked like furnaces and a tongue like that of a serpent. The officers determined to set a watch and capture the "spook" if it should reappear. Accordingly next night two of them sat up all night, but saw nothing unusual. On the fourth night, however, after the officers had made up their minds that there was nothing in the story and had ceased their vigil the apparition came again. It went through the same performance and again disappeared.

Next day a search was made, but nothing could be found except that Kasco was going about the vessel uttering peculiar sounds. It was determined to watch him closely, and about ten o'clock that night he was seen to slip away from the rest of the passengers, go to his trunk and take from it a large white sheet. Wrapping it around him he started up the companionway, when he was seized.

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Extra fine white Lawn and Batiste Waists; fine Val. lace and embroidery yokes or panels; long or short sleeves. Special. 2.97

China Silk Waists; square yoke of Val. insertion and collar; elbow sleeves; dainty lace trimmed cuffs; value \$5.00.... 1.97

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