Standard's Methods of Maintain 13 Monopoly Expounded.

SECOND SECTION OF REPORT

Commissioner Knox Smith Makes Startling Charges.

FOREIGNER IS MOST FAVORED

Pennsylvania Gets Huge Advantage Over Competitors.

IS BIGGEST LOSER PUBLIC

"Combination Uses Power Unfairly Gained to Oppress Through Wholly Extortionate Prices," Says Report.

WASHINGTON, Aug. 11 .- The second part of the report of Herbert Knox Smith, commissioner of corporations of the Department of Commerce and Labor, made public today, on the petroleum industry in the United States, contains a volume of information directly interesting to the American The former portions of the report dealt with the margin between the price of crude oil and the finished product, state, solely to meet local conditions, with- very materially in both years. put reference to the original cost of the oil, the wishes of the monopoly. The report also contains striking data showing how The American consumers have been comproduct delivered to its patrons in France, England, Germany and other foreign countries. Another section of the report reveals the discrimination practiced by the Standard against certain railroads in the sale of lubricants. The summary of the report, furnished by Commissioner Smith, is as fol-

In the business of selling petroleum products in foreign countries the price policy of Europe and the orient. Thiring 1904 it to do me a favor. I noticed in the mornthe Standard Oil company has apparently shipped from Russia over a million and ing papers where I am quoted in a press been to sacrifice the interests of the Amer- a half barrels of illuminating oil for dis- dispatch from Chicago as , having said lean consumer for the purpose of securing tribution in European and Asiatic coun- certain things there to a reporter yesthe Standard's foreign business, which is a tries. It has secured large crude produccountry was exported, of which the Standard exported about 87 per cent. The relative movement of oil prices as dis-

tinguished from their absolute level has shown for the last eight years a startling Maparity between the United States and foreign markets, particularly from 1902 to 1905. The American price steadily advanced from 1897 to 1903. The New York exporprice advanced much less up to 1903, declining in 1904, and the Hamburg (Germany) price shows practically the same movement 1901 to 1904 and a very important drop during 1906. The course of American and for eign prices in the last five years covered by this report has shown a greatly in creased divergence, in general the American prices going up and the foreign prices showing a marked decline.

Still more remarkable is the comparison of the absolute level of prices (as distinguished from their movement) of the United States and foreign markets. The statistics obtained for these computations were se cured by a representative of the bureau who visited the more important European oil-consuming countries and secured accurate and representative data.

It should be noted in comparing absolute prices of America with foreign markets that a difference of about 1 cent per gallon must be allowed for on account of the difference in the quality of oil sold in the two markets, water white oil being the basis of the American prices and standard white the basis of foreign prices. Water white oil is worth about I cent more than standard white. Therefore, 1 cent per gallon should be deducted from the difforences between American prices and for ment shows the average of the monthly prices for the periods specified after deducting transport costs and duties:

Average United States price (June 1908, to August, 1905). Average German price (June, 1903, to August, 1905)

. 7.0

Similarly for the leading oriental mar-

respective prices above costs. The deducthrows into proper prominence these great differenceh in prices. From the prices of course, a corresponding extreme range may, therefore, be deducted, first, the price of net prices. Similar inequalities in local of crude oil (using Pennsylvania crude as a basis), and, second, the operating expenses of piping, refining and marketing the oil, which amount to about 2 cents per average German margin was 1.66 cents. as compared with 6.63 in the United States; the United Kingdom margin was 1.64 cents. as against 4.54 in the United States, and similar enormous disparities. - Even after further subtracting I cent from the American margins to allow for difference in as high as the foreign margins.

These remarkable "scriminations in favor

CONDITION OF THE WEATHER

Temperatures at Omaha yesterday:

of foreign markets at the expense of the American consumer have naturally called forth excuses from the apologists of the Standard. They have attempted to create the impression that the recent decline in prices of American Illuminating oil abroad was necessitated by an over-supply of that product. They have also claimed that there has been severe competition against the American product from the oils of Russia and other foreign countries, and that the reductions in export and foreign prices were necessary to retain the American export trade.

Neither of these arguments is well founded. There was no over-supply of illuminating oil during the years 1904 and 1905, at which time foreign prices were being severely cut. The exports from the United States during 1904 were less than in 1901 and 1902. The exports from the five pany's monopolization of the refined and years, and a still more conspicuous de- sion is to be made for this work I am A flood of legislation has been produced. pipeline facilities of the country. The re- cline during 1905. Notwithstanding this, not prepared to announce." port now issued deals directly with the the prices in England fell enormously. The methods of the Standard Oil company in imports into Germany during 1904 were alaxing its prices to consumers, showing how most exactly the same as during 1903, and prices have fluctuated in different cities and the imports during 1905 fell off considerstates and in different sections of the same ably. But the German prices declined

The conditions of supply therefore do not freight rates or other considerations except excuse the extraordinary decline in foreign prices in 1905 and the resulting discrimination against the American consumer. This pelled to pay a higher price for oil than is supply of oil. In fact, the movement of decline was not necessitated by any overprices was precisely the opposite of that a safe trip on the old Union Pacific and which would have been expected from the it is still all right." And when they changes in supply.

during 1904 and 1906, a period when the say he was not going to build it. Standard claims that an oversupply existed. that company actually took large quantities of oil in Russia to supply its trade in fineries there and in other countries for might not have said, nor is there anyrefining foreign crudes. It is perfectly evident that the Standard has not always been concerned with maintaining the export trade in American Illuminating oil, but has been solely interested in maintaining its own domination in the markets of the world, frequently at the expense of the United States.

It is true that during 1804 and 1905 the Standard met new competition in foreign criminal prosecution by the government, might be considered. We cannot improve the New York export price, while the largely a group of concerns which drew a United States itself.

Burden on American Consumers. Having a monopoly at home, it has tert, and the American consumer has had to pay these prices. Meeting competition atroad, it has given the foreign consumer profits made at home to maintain its position abroad, so that the American consumer has been severely discriminated against for the purpose of maintaining, not the dominance of American export trade, but the dominance of a particular combination which has used its power frequently and conspicuously to the disadvantage of

the American public. A still more important and extraordinary state of affairs appears in the conditions of prices in the United States. A study of the Standard's price policy has brought to light, as shown in this report, a very remarkable system of discriminations in prices for the same products in different localities throughout this country. It is evident that the Standard charges a price which is proportionate to the extent of its monopoly portionate to the extent of its monopoly in reply to the general charge that the in a given place, and reduces prices in railroads are wholly to blame for car proportion to the degree of competition

which it may meet. The significance of the extraordinary differences in prices charged in many different sections of the country or in dif-10.2 ferent towns can be appreciated only in . 7.3 the light of the fact that a very small amount per gallon constitutes a fair mar-Execss of United States price (less gin of profit on the investment in refining cent) Average United States price (January, 19.5) difference of about 7 mills per gallon in the Excess of United States price (less no profit at all. But the actual differences no profit at all. But the actual differences investment in refining and marketing and freight handling a good deal. One day I and noncompetitive towns and areas, after . 7.3 making all allowances for differences in ing the coal as they unloaded it and were Excess of United States price (less cost of production and distributing, United States price (less amount to several cents per gallon. A cost of production and distributing, often combination which can command the profits Average Belgian price (September, 1906). 6.1 that these figures imply, over large areas, has therefore obviously a tremendous wea-

9.0 The most accurate and complete data were obtained by the bureau on this subpect directly from the records of the Waters-Pierce Oil company (a Standard concern). The territory of that company includes Arkansas, Oklahoma, Indian Ter-Louis division to 4 cents per gallon in the 2.8 north Texas division; St. Louis division, Again, it is to be remarked that the really | 0.6 cent per gallon; east Texas and Louisisignificant figures are the margins of the ana, 1.8 cents; Missouri, 1.8 cents; Arkansas, 2.8 cents; south Texas, 2.3 cents; central tion of the principal elements of cost Texas, 3.5 cents; north Texas, 4.4 cents, showing an extreme range of profits and,

prices appear in the gasoline business of this company. . . . Due Solely to Monopoly.

In fact, even as between cities or states most widely separated, only a small frac-tion of the difference in price, after deducting freight, can be explained by differences in cost either of marketing or of refining. The rest is due to a consistent and wholly unjustifiable policy of price

vicinity these wide discrepancies occur. quality, they are still from 14 to 3 times of the Waters-Pierce Oil company in Aug-In the east Texas and Louisiana division

HARRIMAN IN OMAHA

Will Build Headquarters When He Gets the Money.

MORE MOTOR CARS ALL THE TIME

Proposes to Improve Facilities of the Local Shops.

WANTS PEOPLE TO STUDY ROADS

Closer Mutual Relations Essential to Satisfactory Results.

PREDICTS SHORTAGE OF COAL ahead."

Defends Transportation Companies Against Car Congestion Charges-Attends Church and Goes West with Party.

headquarters in Omaha when I get the

pears, than he is over the Union Pacific headquarters. He was met as he stepped from the motor at the Union station by newspaper men and he greeted them with this expression: "Well, I have just made asked him when he was going to build The faisity of the Standard's arguments the headquarters he only smiled and is further demonstrated by the fact that said when he got the money. He didn't

> Denies Chicago Interview. "Before we start out," said Mr. Harriman, "let me ask you newspaper men did a reporter see me, or if he did I of their money. didn't know it. I wish you would make they come where I am."

low; I'm resting and having my vacahe replied, smiling.

He declined to comment on the fine imcharged such prices as it could thereby ex- Oil company, of which he is a live factor, new track and replaced altogether 14,000 or the action of the government in desienormously low prices, and it has used the own in particular. Those were matters have a 'square deal' under all circum-

> Anticipates Coal Shortage. Asked if he shared the apprehension of other railroad men as to the imminence

of a coal shortage the coming winter, Mr. Harriman said: "Yes, I think we shall have a coal shortage this winter."

"Due to what causes, Mr. Harriman?" "Due to the general increase in the consumption of coal by reason of the great expansion of all lines of industries all over the country and also to the fact that some mines are not able to turn out as much as they might because of a lack labor, and then there is the shortage of freight cars to be reckoned in. And on cases. Numerous causes conspire to bring about a shortage or congestion in cars of which the people know nothing and they are causes for which the railroads

are not responsible and cannot avoid. Employs Unique Illustration. "Here is an illustration, I think I have used before, but never mind, it is apt, Mass., where my boy attends school. While there I lived in my private car, and as it stood on the tracks in the railroad yards I had occasion to watch the process saw men with two single-horse carts unloading three cars of coal on a siding. At one of the cars they actually were screenas deliberate as if they had all winter and cars were the most numerous things in the world. Now, right on the other side was a coal shed. That coal might have and should have been unloaded directly into that shed, but it was not. This slow process of the carts was used and those service about three times as long as they should have been or as was necessary. If you multiply that sort of thing by the facilities of the railroads have overlapped ing the railroads." they would not be as ready to condemn of enforceable agreements between rail-the railroads for things which they are reads for a distribution of traffic and have they would not be as ready to condemn not to blame and cannot overcome, often.

"You ask me what we are going to do toward enlarging out facilities for the natruction of motor cars in Omaha. can't tell you minutely, but I think we have done a great deal already in that We have established a plant here where these cars are being made and made with the very best results, so that tional attention. We have a good system

of shops in Omaha and along the Union

Pacific and are proud of them, but, of

"How long have you been in Omaha?" "Thirteen years," was the reply:

NOTICE TO OUR READERS

The pending strike of the telegraph operators threatens to interfere more or less with The Bee's news facilities. Under these conditions the indulgence of our readers is asked until the disturbed means of transmitting our dispatches become adjusted.

To Bee Correspondents: If unable to get wire connection, use long-distance telephone for transmission of telegraphic matter.

development we have made in the shops; you remember what they were when we took charge of the Union Pacific, and you all known what they are today. Yes, this motor car manufacture is going right FINANCIAL AID IS PROMISED

Relations with the People.

Mr. Harriman has been charged with being a difficult man for the people or the press to get to and a sphinx after they got to him. Bue he denies the allegation "Whatever I did believe on that subject my views now are different," said he. And "I am going to build the Union Pacific then he repeated his famous utterance: "There has got to be co-operation on important oil-producing countries combined money, but beyond that I have nothing the part of the railroads on the one hand show little more than a normal increase. to say on the subject. We are building and the public and government on the The world's production in 1905 was less more motor cars and propose to continue other. It is the only way in which matthan in 1904. The exports from the five to build them. They have demonstrated ters can be worked out. We have tried principal countries combined in 1906 were beyond all doubt their value and gen- the other method; we have left it to our more than 6 per cent less than in 1934, eral utility and their place in the trans- lawyers to take care of legislation by There was an actual decline in the total portation world is fixed; so we will pro- whatever means might be the most efimports into the United Kingdom during ceed with the construction of these cars fective and to our subordinates to explain showing the effect of the Standard Oil com- 1904 as compared with the two preceding in Omaha, but just what special exten- things to the general public. It won't do. some of it of doubtful purpose and some This statement was made by E. H. the result of misdirected zeal inspired by be no backing down. The telegraphers Harriman in Omaha yesterday. He and the national administration, and if we are have been trodden on long enough by the his party on their pleasure trip west had ever to extricate the railroads we have just stepped from one of the McKean got to come out in the open and tell the motors which had taken them for a spin people the railroads side of the matter. I strength to enforce our demands. For have, therefore, been acting on this policy Mr. Harriman is enthusiastic over the for some time and making it a rule under

not justified in that sort of thing.

People, Study the Problems. railroads which I manage. My idea of than diminishing it. The railroad policy which seeks to eliminate the stockholder by making him a creditor of the road the Standard's foreign business, which is a tries. It has secured large crude produc-very important one. In 1904 over 55 per cent tion in Roumania and has established re-interview to which I object or that I road needs the interest of its stock-business, in the control of its stock-might not have said, nor is there anything in it that I did say. The fact is its patrons, and besides the stockholders I never saw a reporter in Chicago, nor are entitled to fair renumeration or risk

"But this wave of antagonism to railmen will make me say things which I country hurts both stockholder and the rivals had left the hall. do not. I generally meet the boys when public. In the first place it makes the railroads pay much higher rates on money. Mr. Harriman was asked if he was dis. and in asking me when we are going to turbed over the talk of his arrest and build the Omaha headquarters this point "Oh no, no, that's not worrying me without money and we cannot pay exorbitant rates for money. In this conne tion let me point, as I have before, to the fact that since 1900 the Union Pacific system has spent for improvements and exposed by Judge Landis on the Standard tensions \$250,000,000, has laid 7,500 miles of nor would he consent to discuss politics or 15,000 miles of track. But to continue this work of progress we must have the ing with certain corporate interests, his help and good will of the people and must which seemed to be resting lightly on als stances. We ask for nothing more than a 'aquare deal,' of which we have heard so much of late years."

> Laws, Rates and Expenses Mr. Harriman had a word for the 2-cent rate in Nebraska. He led up to it through a

channel of discussion of rates and laws in their relation to the increased cost of running a railroad.

"In the development and improvement railroads one factor of vital consideration is the relative cost of material and labor, and the scale of rates for traffic. Labor is scarce and much higher priced than ever, material is often hard to get and costs taxes increased. This is not a condition which holds out either to the people or the the present conditions of the higher cost of labor and material the tendency of rates should be to remain stationary, but is it?

"While most of the laws recently propounded have the question of constitutionality about them, I do not propose to try to discuss that; that is for our attorneys to wrestle with. But one thing is obvious, and that is that the railroads have got to fight these measures as they come along and try to educate the public on the primary

"The task thus set for ouselves is not small one as may have been observed, for instance, in the attitude of the ratiroads toward the 2-cent rate law in Nebraska Perhaps the people here will yet appreciat whether they have been getting service from the roads by the time they are cut off from some of the benefits gratuitously af-

"Or take the example of South in penalizing railroads for not furnishing shippers with all the cars they demand. If that position is just and right, then there strikers demand of each company a 15 center has spread even to Australia and should be a law to penalize the shippers when they fail to use the cars furnished them, for such fallure by them means a loss to the railroads by having cars out the operators employed by news agencies mber of sidings in all the towns and that are not earning something and yet villages of the United States you will which they cannot hand over to another readily see that the railroads are not to shipper. You see, this is a two-sided quesblame, entirely, for car shortage, and will tion and should be so recognized by everyunderstand what I mean when I say the body who is engaging himself in condemn-

Mr. Harriman has a theory by which he railroads are asked to increase their facili- maintains the government could render ties to relieve this congestion. If the peo- great help in the present orisis. It is this: "Recognize by federal statute the making such agreements binding for a stated period of years."

(Continued on Second Page.)

Purely a Vacation Trip Mr. Harriman said this was purely a va cation trip for him. He had a private train and was occupying his own car. Arden. I With him were. His two sons, their tutor; Julius Kruttschnitt, director of maintenance and operation of the Harriman system; J. C. Stubbe, traffic director; President Harahan of the Illinois Central; Dr. Lyle, Mr. Harriman's physician, and W. V. Hill, Mr. Harriman's secretary. The party came in from Chicago over the Illinois Central in the forenoon and was met by Vice Prest

dent Mohler, T. M. Orr and W. R. Mc Keen, superintendent of motive power and machinery of the Union Pacific. Mr. Mc-Keen harnessed up his favorite motor car and took the party to Gilmore and back and Mr. Harriman had an opportunity to

STRIKE IS TO SPREAD

Secretary Russell Says it Will Be Universal in Twenty-Four Hours.

NO WORK WITH NONUNION MEN here at 6 o'clock this afternoon. This action practically closes both telegraph of Officers Try to Hold Men in Check, but the manager and one chief on duty. fices here, as the Western Union has only

NO MORE EFFORT IN THIS LINE operators employed by the western

Find it Impossible.

Railway Telegraphers to Stand with are out Commercial Brothers.

Western Cities Generally Out Now, but

Men in Eastern Places Decide to Delay Matters for a Few Days.

CHICAGO, Aug. 11 .- The strike of the Inion Commercial telegraph operators will be universal throughout the United States and Canada within twenty-four hours, according to National Secretary Russell of the telegraphers organization. Tuesday, next. To date six generals have This statement was made by Mr. Russell, after he had been informed of the an unusually large number of delegates is in anticipation of trouble, and when the action taken by the men in New York, who at a meeting there today decided to hold a walkout in abeyance until the Arthur, commander-in-chief, will deliver latter part of the week.

"This strike movement," said Russell, companies, and now that we have the several weeks President Small and mymotor cars, far more enthusiastic, it apself have been holding the telegraphers newspaper men, and it is because of this but they have taken matters in their own that I object to being quoted as I have hands and we are going to stand by been in the morning papers when I was them. No union man will be allowed to not interviewed. Newspaper reporters are work with anyone not belonging to our organization, and this means that tomorrow morning, when the business of the "I would have the people study the week begins, that the strike will become problems of the railroads, so they may universal. We can't go half way in this have intelligent ideas about our affairs. matter now. The strike has been pre-It is my desire to have the largest pos- cipitated by the men themselves without sible number of persons interested in the the sanction of the national officers, but we are now all working in unison and financing these roads is with the idea anything that the officials of the various of increasing the stockholding body rather unions throughout the county have done in calling strikes meets with our hearty co-operation."

This announcement was made by Mr. Russell at a mass meeting of the striking telegraphers held in Brand's hall this afternoon. The hall will sent 1,500 persons, and so great was the demand for accommodations that several hundred of the striking operators were unable to gain admittance to the building and remained on the streets that plain. I cannot see why newspaper roads that has been sweeping over our in the vicinity until some of the early ar-

O. R. T. with Strikers. The Order of Railway Telegraphers was represented at the meeting by their national secretary, Quick. Mr. Quick in- appointed his aides.

"We have \$1,000,000 in our treasury," said he, "and it is at your disposal. Your fight is ours and we will stand by you until the end."

Before the mass meeting a meeting of the 220 union telegraphers employed by companies using leased wires was held. At this gathering brokers, news agencies and commercial organizations, including the big packing houses, were represented. A resolution was adopted declaring that this class of labor was underpaid and that the various firms would be asked to sign a wage scedule and also to employ none but union

It was decided to let the private wire men prepare and present their own schedules to their employes. The broker men will present their schedules at 10 o'clock tomorrow morning. The broker men will ask for

a minimum wage of \$30 a week The men employed by the press associa tions presented their request at 7:30 o'clock more, yet rates have been reduced and tonight and the employers will be given twenty-four hours to comply with it. The schedule presented calls for \$35 a week for railroads the brightest prospects. Under six nights a week and 70 cents an hour overtime, eight hours to constitute a day's work, with half an hour for lunch. The operators employed by the news companies and newspapers in the daytime will ask for \$30 a week and 60 cents an hour overtime, eight hours to constitute a day's work and the regular lunch hour. These requests were presented to every gathering organization in the United States and Canada tonight and twenty-four hours will be allowed for an answer. If at the the destruction of the fences and the isend of that time the demands have not suance of a perpetual injunction against met with a favorable response the men will report to the union officials and they say

a strike will be ordered. Operators Formulate Demands. KANSAS CITY, Mo., Aug. 11 .- All the etriking telegraph operators of both companies in this city held a joint meeting today and decided upon a schedule of demands which will be presented to the local managers of the two companies tomorrow. The demands to be presented to the two companies are practically identical. The the fame of Cheyenne as a dry farming per cent increase in wages and an eight- that he considers the system followed here

By a unanimous vote it was decided that would not be asked to strike. It was decided that operators would be permitted to work at the union depot, the boards of trade of the two Kansas Cities and at certain brokers' offices, subject to

Manager Brownson of the Western Union office is reported to have announced that extension of the Northwestern road, a new he will refuse to consider the demands when presented to him tomorrow, as he this city to Rapid City and C. T. Dike, will not treat with the committee which the engineer in charge of construction on waits upon him as employes of the com- the new line, has been selected as super-

ertain conditions.

Washington Makes Demands WASHINGTON, Aug. 11.-Washington local of the Commercial Telegraphers' union MOVEMENTS OF OCEAN STEAMSHIPS at a meeting this afternoon decided by a close vote to wait on the managers of the Western Union and Postal here and demand the same concessions which have been made at other points. It was also decided

NEW YORK, Aug. 11.-The New York telegraphers will not strike before next Friday. At a meeting of No. 16 of the Commercial Telegraphers' Union of America today a request was received from the National Civic federation to postpone action for the present and stating that Ralph M. Easiey, secretary of the National Civic federation, Samuel Gompers, president of the

MORE OPERATORS OUT Commissioner Neill would go to Chicago to meet President S. J. Small of the telegraphers' union upon his arrival there from San Francisco. The request was acceded to and it was decided to take no action until

Manager and Chief on Duty.

Strike at Atlanta.

Boston Delays Strike.

the Commercial Telegraphers' Union o

America, at a largely attended meeting to-

day, voted not to go out on strike at the

VETERANS OF ORIENT GATHER

Eighth Annual Reunion of Army of

the Philippines Meets at

Kansas City.

KANSAS CITY, Aug. 11.-Delegates have

union of the National Society Army of the

announced their intention of coming, and

expected. The reunion will extend

through Friday. General Arthur Mac-

the response to the address of welcome

Tuesday. The military parade, which

promises to be of especial interest this

year because of the large number of vet-

erans of the Army of the Philippines, as

well as members of the Twentieth Kansas

Volunteer Infantry association participat-

ing, will take place Wednesday. Following

the parade there will be a public meeting,

addressed by numerous speakers of na-

delegates will go on an excursion to Fort

Soldiers' home and the federal peniten-

tiary at Leavenworth. The reunion of the

SOLDIERS ARE COMING TODAY

National Guard Encampment Feature

of the Week.

LINCOLN, Aug. 11 .- (Special.) -- Lin-

omorrow arriving for the annual en-

campment of the National Guard, which

is scheduled to tawe place in three dif-

ferent sections of the city. Headquar-

arintendent of the Kearney

take the place.

trial school which has been tendered him

by Governor Sheldon. Mr. Sherman is

umbus School board and unless the board

unanimously releases him he will not

roads and express companies and the

operations of this act and put the work

Suit Against Illegal Fencers.

F. Burke has instituted suit in the federal

C., and Henry C. Saul to compel the re-

moval of illegal fences surrounding 14,480

their erection. A similar suit has been

filed against the Cottonwood Land and

Live Stock company, which is alleged to

have under illegal fence 2,180 acres of gov-

CHEYENNE, Wyo., Aug. 11 .- (Special.)

W. Strawbridge, surveyor general of the

state of South Australia, is in Cheyenne

collecting data relative to dry farming in

southern Laramie county. He states that

reclamation. Other dry farming investiga

tors now in the city are W. H. Campbell

originator of the Campbell system; D. Clem

Peaver, chief of the colonist service of

the Burlington, and J. E. Houtz, dry farm-

New Division of Northwestern

PIERRE, S. D., Aug. 11.-(Special Tele-

gram.)-To meet the needs o fthe new

intendent of the new division with head

ing expert of the Union Pacific.

quarters at Pierre.

ernment land in Big Horn country.

CHEYENNE, Wyo., Aug. 11 .- (Special.)-

(From a Staff Correspondent.)

ATLANTA, Ga., Aug. 11.-The telegraph

next Friday.

present time.

Telegraphers on Strike Swell Their Ranks in Omaha. CHARLESTON, S. C., Aug. 11 .- All the

Western Union telegraphers walked out ACTION IS DECLARED LEGAL

> Meeting is Held at Which Preliminaries Are Ratified.

DEMANDS TO BE SUBMITTED TODAY

on strike this afternoon. Over 150 men Men Care Little for Formal Recognition of Union. BOSTON, Aug. 11 .- The Boston local of

ASSOCIATED PRESS IS AFFECTED

Melville E. Stone is Asked to Grant Same Pay and Hours

as Henrat Service Gives.

The ranks of the striking Omaha telegraphers were augmented Sunday, when begun to arrive for the eighth annual re- forty additional telegraphers joined in the movement, coming from the ranks of the Philippines, which begins in Kansas City Western Union and Postal Telegraph companies. A large force had been ordered operators began showing up for work Sunday morning union and nonunion members alike had been notified of the walkout. The union men with a single exception walked out and were joined by a dozen or more men who have not thus far joined the union. Five operators who worked Saturday night, after the walkout occurred, also joined the movement. Ten women were

among those who abandoned their keys. A meeting had been called at Baright hall for 2:30 p. m., but long before that tional prominence. Thursday the annual time a hundred or more operators congrebanquet will be held, and on Friday the gated on the downtown streets. Little knots of them gathered on the corners and Leavenworth, Kan., and to the National discussed the situation and "saw" those who were between two fires and undecided whether or not to go out. Many of them famous Seventieth Kansas infantry will were persuaded to join the strikers and be held jointly with that of the Philippine | marched to the hall with the union men.

Labor Leaders at Meeting. President Graul presided at the meeting and Secretary Kirkland and Assistant Secretary Daly were present to make a report of the proceedings. After the routine of reading the minutes several labor leaders who had been invited to speak were presented.

coln will begin to fill up with soldiers Ed Leeder, the member of the state legislature who championed the double shift firemen's bill, was the first speaker. He declared the people of Omeha, as a general ters has already been established at the thing, were with the telegraphers in the movement, but urged them to conduct street park, and Major D. L. Howell of the Eighteenth infantry, Fort Leaven- themselves in a peaceful and dignified manworth, has arrived to act as inspector per. He offered his assistance to the and instructor. The governor will te- strikers and asked them to call on him at view the troops Friday or Saturday if a any time.

place can be found around here large Louis V. Guy, editor of the Labor Advoenough for the review grounds. In the cate and former president of Central Labor meantime Governor Sheldon has not yet union, pledged the support of Central Labor union and urged the men to carry on the formed the strikers that his organization of Columbus will accept the position of respect of the people, and declared that rators were bound to win out.

Joe Butler, a member of the Dahiman under contract for the year to the Col-Democracy, said Mayor Dahlman was out of the city, but he was sure the strikers had his full sympathy and that they might

There is little likelihood of the State Railway commission granting the de-Discuss Saturday Meeting. mand of the attorneys of the Central The meeting then got down to business creamery to compel the railroads to The subject of discussion was the ratificabring their books before the commission tion of Saturday night's special meeting. to show what it costs to haul cream in Some doubt had been cast on the regularity Nebraska. In fact, two members of the of the meeting and its proceedings, and commission expressed the opinion that the Sunday meeting fully ratified the action they did not think it necessary to accede Three or four members who worked Satto the demand merely to get information urday night after the walkout were presregarding a rate on cream. In the meanent at the meeting. It was explained they time it seems the commission has about did not feel justified in going on strike made up its mind to increase the cream without some authority, and the position rate at least some. If this is done then they took was justified by a vote of the a real fight will start between the rail-

The meeting provided various committees, big creameries. The creameries will fight among them being finance, grievance and have the Sibley law enforced. Should special committee on the messenger situathis fight start it will relieve the com- tion. The last named committee is considmission of the odium of obstructing the ered an important one. It was the belief of many of the leaders that in case of neces of enforcing the law onto the creameries. sity the messengers might be induced to join the strike movement. The committee was given full power to act and probably telegraphers.

United States District attorney Timothy An effort will be made to secure strke headquarters in a down town building, po district court against William A., James sibly in the Board of Trade. A publi it's committee, appointed a month ago. acres of government land in the vicinity keep the members of the union fully adof Estherbrook, Converse county. The vised of conditions, and bulleting will be petition of the federal attorney prays for posted daily giving the news of happenings throughout the country.

> Manager Joins Strikers. An interesting incident was the reading of a communication touching on the strike at Maryville, Mo. At that point the Western Union employs a manager by the name

> of Staples. When apprised of the walkout

Saturday he sent the following telegram to

the superintendent:. "Am out on strike. You will find the key to the office at the grocery store." Staples is one of the oldest employes to this district. He has been with the Western Union company for nearly forty years and has been in several other large strikes

He was one of the first men in the country to join a labor union. the best adapted for Australian dry land The grievance committee was instructed to prepare a statement of grievances to present to the local telegraph officials, and this probably will be done today. The demands will be similar to those made at Chicago and other points, for an eighthour day, an increase of 20 or 25 per cent in salaries and a partial recognition of the union. This latter demand is tentative. however, and the operators do not take it seriously. They say that any concessions division has been created to extend from

by the telegraph companies mean recognition, and they do not care particularly to have what is known as an tron-clad "closed shop" agreement. They expect, however the agreement shall specify clearly that no discrimination shall be practiced against the union. This has been one of their principal contentions and it has been partly through the alleged failure of the telegraph companies to keep faith on this point that the strike has become so general.

Some time ago the companies agreed no to discharge any operator for the technical cause of belonging to the union. Officials of the Commercial Telegraphers' union allege, however, this agreement has not been

When the Associated Press wires opened at 6 p. m. every telegrapher was eager to hear what had happened in telegraph circles throughout the country, as it was known there would be a meeting of telegraphers in every city in the United States The statement of National Secretary Wesley Russell that the strike had gone be youd the local stage was accepted without

Minnebaha. Graf Walder Kroonland. Campania. St. Laurent. New York. Caledonia. Calabria Lucania. Sardinian Minnetoni St. Paul. Softs Hohenburg United States. Laurentian, Columbia. La Provence.