

but when the Standard constructed its refinery at Sugar Creek, Kansas, City, and connected it by pipe line with the Kansas oil wells, the rail rate was advanced from 10 to 17 cents per 100 pounds. While the railways insist that this was not done at the instance of the Standard, the significant fact remains in this and many other cases called to the commission's attention, that the rate was not changed until it came to be for the interest of the Standard that it should be changed, and it was changed as that company naturally would desire."

#### Ruin of Competitors.

In discussing the assertion contained in the report that "the ruin of its competitors has been a distinct part of the policy of the Standard Oil company," the commission says one method has been the organization of a perfect system of espionage over the shipments of its competitors, resulting in knowledge as to the destination of every can of oil leaving the refinery of an independent. The Standard agent at the destination, says the report, is held responsible if the independent oil is sold.

"It does not appear," says the report, "that the railroad companies have directed the furnishing of this information, or that the practice has been sanctioned by superior officials of the roads but it does appear that such information is systematically obtained from railroad employees. The testimony shows that the Standard at one time, if it does not now, devoted a fund to the purpose of obtaining this information. It has frequently happened, when the supply of independent oil in a particular territory was low and a shipment was peculiarly necessary, that the shipment has unaccountably gone astray. Information also appears to have been given the Union tank line, a creature of the Standard, concerning the whereabouts of its cars, while such information was not furnished to other owners of tank cars and some discrimination in tank car mileage in favor of the tank line is shown for one railroad."

It is asserted that it is the practice of the Standard, whenever a competitor erects a storage tank to which the oil is transferred from the tank car, to reduce the price of oil in that locality to such a point as to make the business unprofitable to such competitor, while prices were maintained in other localities. There was much complaint that the railroads allowed the Standard to erect its tanks at convenient points on the right of way and declined to accord this privilege to independent refiners. The commission says it is satisfied that such discrimination has been very generally practiced in the past.

The report shows that "at present every considerable railroad in the United States is buying of the Galena Oil company, one of the Standard companies, most of its lubricating and signal oils, the prices paid for lubricating oil, which is of three grades, being substantially the same to the various roads. The contracts generally contain a guaranty to the road that the cost of lubrication shall not exceed a certain sum per mile or engine mile, and provide for oil inspectors appointed by the oil company to supervise the use of the oil. The Galena company is rarely called upon to pay anything under the guaranty, and the prices obtained by the oil company are extravagantly high. Oils of the same grade could be bought in the open market for about one-half the Galena company's prices."

#### Its Methods of Competition.

The report severely arraigns the Standard's methods of competition, saying:

"The Standard has repeatedly, after becoming the owner of a competing company, continued to operate it under the old name, carrying the idea to the public that the company was still independent and competing with the Standard. It has used such purchased or independently organized companies to kill off competitors by such companies reducing prices. The operation of such fake independent concerns has been one of its most effective means of destroying competition. The Standard has habitually reduced the price against its competitor in a particular locality, while maintaining its prices at other places. When competition was destroyed it advanced or restored former prices. The Standard has sold different grades of oil at different prices from the same barrel. It has paid employees of independent oil companies for information as to the business of those competitors and has paid employees of industrial companies to secure the addition of its oil in preference to that of its competitors. It has followed every barrel of independent oil to destination. Its agents are instructed to secure customers at any sacrifice. It has tampered with the oil inspectors in different states. The laws of several states concerning the inspection of oil are singularly defective, and this has been turned to profit by the Standard."

"The commission's only knowledge

of the competitive methods of the Standard Oil company is obtained from evidence taken under oath in this investigation. The Standard was given permission to explain or rebut facts. This evidence, if true, demonstrates the competitive methods of the company in the past have been unfair and disreputable. Its methods have been the destruction of competition at any cost, and this policy has been pursued without much reference to decency or conscience, and it is significant that the larger independent refiners sell the greater part of their product in foreign countries. One independent testified that 75 per cent of his product went abroad and said that he could compete with the Standard in Germany, where its methods, as followed in this country, would not be tolerated, but that he could not compete with it here."

#### The Question of Remedies.

On the question of remedies the report says:

"More than anything else the pipe line has contributed to the Standard oil monopoly, and its supremacy must continue until its rivals enjoy the same transportation facilities. The amended act to regulate commerce makes the existing pipe lines common carriers subject to that act, and the power to prescribe just and reasonable rates, regulations and practices, after complaint and hearing, is conferred upon the commission. But the pipe line tariffs filed with the commission are alleged to be of no actual advantage to the independent operators. The commission can only act upon these schedules after complaint has been made challenging such reference rates, regulations or practices.

Some complaints are now pending. How far the amended act will prove adequate to the connection of such injustice as now exists in respect to this traffic remains to be seen.

Since in the past petroleum rates have not always been established to promote, but often to check, traffic, and the tariffs are more or less permeated with discriminations in favor of the Standard Oil company, having been built up during a series of years in that view, it may be that this discrimination will never be eliminated by any process of complaint against a specific rate or practice. Judging by the past, discriminations as to this traffic may arise more frequently than those now existing can be routed out by that method. As to no other important traffic is there an approach to the monopoly of the Standard oil in that of oil. Under this condition it may become necessary to the uprooting of established wrongs and the prevention of others that the government shall fix in the first instance the rates and regulations for the transportation of this traffic. This method has been adopted by the legislature of one state. It probably will be found necessary to disassociate in the case of oil, as in that of other commodities, the function of transportation from that of production and distribution. What other remedies in addition to those already provided it may be necessary to prescribe can be better determined in the near future by the results of experience in administering the present law."

#### GIVEN A SOLDIER'S FUNERAL

**Military Aspect to Obsequies for Senator Alger.**

DETROIT, Mich., Jan. 28.—It was distinctly a soldier's funeral that was held today over the body of the late United States Senator Russell Alexander Alger, who died suddenly last Thursday in Washington. The service at the Alger residence this afternoon was simple, consisting only of prayer, scripture reading and a benediction. Rev. E. H. Pence, pastor of the Fort Street Presbyterian church, was assisted by Rev. D. M. Cooper, a retired Presbyterian minister of this city.

The Seventh regiment of the United States infantry from Fort Wayne, near here and the First regiment, Michigan national guard, escorted the body to the cemetery. The Grand Army had charge of the services at the grave.

#### PROTECT NEW FRENCH LAW

**Catholics at New York Give Voice to Objections.**

NEW YORK, Jan. 27.—The Hippodrome, the largest playhouse in the city, was filled tonight when Catholics, lay and clerical, of the archdiocese of New York met publicly to protest against the new French church law. The action of the government of France in divorcing church and state was sharply attacked by several speakers.

Former Supreme Court Justice Morgan G. O'Brien presided, and the speakers, in addition to the chairman, included Archbishop John M. Farley, Justice James Fitzgerald, former Justice Joseph F. Daly, John G. Agar and John F. Delaney. The audience voted to send to the pope, in the name of the archbishop, a cablegram assuring him of the sympathy felt by New York Catholics for him in his contest against France and condemning the French anti-church campaign.

## MANY DEAD IN MINE

**APPALLING DISASTER IN WORKS OF RHENISH PRUSSIA.**

**SCORES OF BODIES FOUND**

**ESTIMATE MADE OF TWO HUNDRED FATALITIES.**

**Firedamp Explosion Far Underground Cause of the Disaster—Outbreak of Fire Drives Out Rescuers.**

SAARBRUECK, Rhenish Prussia, Jan. 28.—A firedamp explosion occurred this morning in the Reden coal mine at St. Johann-on-Saar, opposite Saarbrueck and caused the loss of from 150 to 200 lives. The mine is owned by the Prussian government. Up to 6 o'clock this evening seventy-seven bodies have been brought out and fifty-six corpses were known to be underground. Only fifty live men have been brought out, and of these the doctors say at least thirty-five will die, as they are frightfully injured through having been hurled against the walls of the galleries by the force of the explosion.

An official report given out this evening says the number of dead cannot exceed 160.

Immediately after the explosion rescue workers were hurried from all the adjacent mines and boldly entered the Reden shaft in great numbers. The work of rescue has been greatly hampered by the poisonous gases resulting from the explosion and by a fierce fire that broke out immediately afterwards. This caused efforts at rescue to be suspended and the workers had to be ordered out of the mine.

After all the rescuers had reached daylight, according to one version, a second terrific detonation was heard underground. But, according to another report, many of the rescuers were still below when the second explosion occurred and it is estimated that the casualty list from the two explosions reaches a total of 300.

#### Lower Levels Wrecked.

It is regarded as certain that the lowest levels of the mine are completely wrecked and the inspectors are deliberating upon further measures to get control of the fire. The managers are discussing the advisability of flooding these levels as the means of extinguishing the flames. It is believed that all the men who were in the lower levels assuredly are dead. It will take a full week to enter and explore the mine.

Up to 2 o'clock this afternoon the bodies of 164 dead miners had been taken out of the mine, seventeen men dangerously injured had been rescued, and more than 100 miners were missing. There were about 600 men working in the shaft when the explosion occurred, but half of them were not in the galleries which were wrecked. The rescue corps is working desperately in efforts to reach the entombed men, and it is hoped that some of them will be found alive. The scenes at the pit mouth were most distressing. The Reden mine is owned by the Prussian government.

The disaster occurred 2,300 feet underground and is one and a quarter miles from the floor of the shaft. It is the greatest mining catastrophe ever known in the Saar region. About 600 men entered the mine for the day shift, but about 400 of them escaped through the Bildstock shaft, which communicates with the Reden underground.

At a late hour tonight it was still uncertain how many workmen still were in the mine, the reports being conflicting. The entrance to the galleries underground is blocked with dead horses. Most of the bodies brought to the surface are mangled beyond recognition. The mine inspectors this evening ordered the rescuers to return to their homes but to hold themselves in readiness for further orders.

Emperor William has ordered that a full report of the disaster be sent him. Experts calculate that the rescue work will take one week.

PARIS, Jan. 28.—President Fallieres, former Minister Pichon and the municipal council of Paris have telegraphed Emperor William, expressing the sympathy of France in the Saarbrueck disaster and recalling the generous assistance given by German miners at the time of the Courrières catastrophe.

Some interest in behalf of future history attaches to the first decision of the interstate commerce commission under the law permitting it to fix rates. The rate on brick from Frederick, Maryland, to Elberon, New Jersey, was \$3.80 a ton. A Frederick brick company requested a lower rate, and received an offer from the Pennsylvania railroad of \$3.10 a ton. The

brick maker failed to signify his acceptance of the rate, and when he made a shipment was charged at the old rate of \$3.80. The brickmaker protested, contending that a rate of \$1.85 would be proper. The Pennsylvania finally made a rate of \$2.25, and when the matter came before the commission it agreed to refund what had been charged above this rate if the rate of \$2.25 were sustained. The commission ruled that \$2.25 was a reasonable rate, the company refunding to the brick company what it had charged above this amount, and all is peace. The history of rate regulation in such states as have actually practiced such a thing is largely a repetition of such cases as this. When a commission exists with means at hand for knowing what is fair and with authority and disposition to enforce its rulings, the railroads and the shippers accept its rulings with good grace and law suits are few and far between.

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