

OIL AND RAILROAD TRUSTS IN PANIC

Appeal to Roosevelt to Delay Rebate Report.

BUT PRESIDENT'S "NO" IS FIRM

Special Message With Astonishing Revelations Will Be Sent to Congress Tuesday.

Washington, D. C., April 30.—Standard Oil is on the run. So are the railroads. Within the last few days extraordinary pressure has been brought to bear on President Roosevelt to induce him to suppress, or at least to delay, the report on the Standard Oil inquiry concluded by the bureau of corporations under the personal direction of Commissioner Garfield.

The report hits both the Standard Oil and the railroad companies squarely between their corporate eyes. It alleges and proves that the Standard Oil Company in some instances has received rebates on freight amounting to fully 50 per cent of the tariff rates. Practically every one of the eastern trunk lines and almost every part of every railroad system is concerned in these revelations.

The Standard Oil people have become frightened and they have enlisted the services of the railroad senators to help them out of the hole. The friends of the railroads in the senate are alarmed, because they believe this report, showing as it does direct collusion between the railroad companies and the most hated trust in America, will stir up the people to such an extent that all hope of preventing radical railroad legislation will be at an end.

For this reason the combination of the railroads and the Standard Oil has been sending emissaries to the White House begging the President not to send in his message, at least not until after the railroad bill is out of the way.

President Roosevelt thus far has understood the meaning of all these suggestions. He will not suppress the Standard Oil report. It will be sent in to the House of Representatives probably on Tuesday with a special message from the President showing that the work has been done by Commissioner Garfield, under the instructions of the House, pursuant to what is known as the Campbell resolution.

A more politic President, one who was in closer touch with the big financial interests, and one who was less devoted to the interests of the people, might find it convenient to suppress the Standard Oil report, at least for the time being. However, he is fully aware of the tremendous importance of this official indictment of the methods of the Standard Oil Company.

The President has read a complete synopsis of the report, and in addition, has gone over many of the details with Commissioner Garfield, with Secretary Metcalf, and with other members of the cabinet. He has decided to send in the report in direct opposition to the personal pleas of a number of senators, whose names might be made public if it were absolutely necessary, but whose identity can easily be guessed at.

Furthermore, the railroad contingent in the senate is about ready to throw up the sponge. Mr. Aldrich, of Rhode Island, has been bluffing from the start. He has claimed a large majority of the Republican votes in opposition to the policy of the President. He has failed to demonstrate his ability to hold his forces together, and within the last few days specific proposals have been made looking toward a basis of compromise which will be a substantial triumph for the administration.

It has been hinted that the senate will be willing to allow the Hepburn bill to be passed as it came from the House if the President meanwhile would suppress or cut down the Garfield report on Standard Oil in such a way as to minimize the effect of the charges it makes.

At the beginning of the fight in the senate it was constantly asserted that the whole trouble had been in the giving and receiving of rebates, and that this difficulty had been stopped since the passage of the Elkins law. The Garfield report will show exactly the contrary is true. Rebates have been paid to the Standard Oil Company long after the passage of the Elkins law.

The great oil monopoly has made itself more and more independent of the railroads by building its own pipe lines, but in spite of that it has been obliged to use the regular transportation lines for all short hauls, and practically for all of the retail trade. It is in this way it has driven out local competitors everywhere.

In some cases it has forced railroad companies to raise rates, and it has received a rebate, while the opposition was made to pay the full tariff figures. In some cases where the Standard Oil found it difficult to compete with a rival it has compelled the railroads to fix ridiculously low rates, so as to enable it to get into a particular territory from a distant point.

THE MACLEAN IN A HURRY

Already Inquiring if Government is to Remove Insurance Directors.

Ottawa, April 29.—In the House today Mr. W. F. Maclean asked if in view of the revelations before the royal commission on insurance, sitting in Toronto, it was the intention of the Government to insist on the removal of certain directors.

Mr. Fielding replied that the investigation was not concluded, and until it was it would not be wise to come to any conclusion. When he made the basis of amendments to the insurance act.

Mr. Macdonell, of South Toronto, drew attention to the partial destruction of the Toronto postoffice by fire. He suggested that the Government ascertain at what points mail had originated that had been destroyed, so that persons could be advised and duplicate their correspondence.

Mr. Aylesworth, in the course of his reply, said the extent of the damage had been exaggerated. Some mail had been lost, but the registered mail was all safe in the vaults.

As Mr. Macdonell, the watchman, the report that his life had been lost in the fire, was a refutation of the charge that he had been off duty when the fire broke out.

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The Man from Bruce in the Canadian West

He Is Numerous and Wherever He Has Located He Has Done Unusually Well.

Coutlee, B. C., April 29.—The man from Texas was a somewhat noted figure a few years ago. Before that there was the untamed gentleman from Borneo, and later the man from Glenagary. And there have been other more or less famous personages from more or less famous localities. Their fame, however, is evanescent, and their place of origin will be as the desert dunes in comparison with the influence of "the man from Bruce" in the West, while the old county back by the sounding shores of Lake Huron and Georgian Bay will go down in history as the mother country of the greatest number of pioneer settlers of all the eastern counties.

I know that in slinging out "the man from Bruce" as the subject of these observations I run the risk of being charged with parochialism, that it may be thought that because I am a township Greenockian myself I am prejudicially impressed with the importance of my fellow countrymen. It is a fact that there are numbers of people from Bruce and Grey in the West, and most of them have done good things to group themselves with the Bruce crowd, and so you see the Bruce contingent in the West not only gains prestige by the number of those who actually come from Bruce, but also by those who come from near enough the Bruce borders to say they come from the "Bruce country."

It would be a safe bet that in nine out of ten cases the man from Bruce is a light in the West, and from the forty-ninth parallel to the north pole, wherever there is or has been a white man, there you will find a Bruce man or his descendants.

The Indian's remark that "Ontario hee hee hee kootie, but Bruce hee hee hee bigger," is only the natural outcome of the evidence of the senses. The Bruce man is everywhere in the West. I heard a man say the other day he was the most ubiquitous of the West.

Over a quarter of a century ago Huron and Bruce almost emptied themselves of settlers into the Dakotas and Manitoba. I remember well the huge piles of settlers' effects which blocked railway traffic at the Lucknow station, the long trains full of people, the waving handkerchiefs, the fearful farewells, the old song, "There's One More River to Cross," which swelled from the car windows, the retreating train, the thousands of Bruce and Huron stalwarts entered into and overran the West like the Children of Israel overran Canaan, and today you meet the Bruce man everywhere. And when he tells you he is from Bruce, you don't tremble nor his eyelid quiver. He is proud of it, and he ought to be, for there is no nobler county in all Canada.

The Bruce man has ineradicably stamped his influence upon the country. He is farmer, lumberman, cowboy, banker, doctor, engineer, politician, newspaper editor, lawyer, publicist, contractor, member of the British Columbia's seven members of the Commons two are Bruce men, Duncan Ross and "Big Bill" Gallagher. The Bruce man is everywhere. One of the largest contractors in the construction of the C. P. R. was Dan McCallister, who died a few years ago at the early age of 44, having accomplished more than most men would have been proud of in a full span of life.

The press of the West is largely manned by Bruce men. Duncan Macdonell, whose silvery eloquence has more than once won votes in York and Ontario, is the old Ross regime, Hon. Frank Oliver's able lieutenant in Edmonton, and edits the Bulletin.

Ainsley McGraw, moulds public opinion at Hedley, B. C.; Duncan Ross, M. P., wields his pen on the "Boundary Times," and there are scores of more or less influential newspapers throughout the West guided by Bruce men. The Goodwives, of Rossland, successful business men, and one of them at present mayor of the city, are Brant township men.

Vancouver's assistant city engineer is Jack Kilmer. Back in Bruce Mr. Kilmer was a heavy athlete, and many years ago it was his delight to give his youngsters lessons in the many art. There are four or five Bruce merchants on one street in Vancouver, and there are lawyers, doctors, steamboat men, almost every station of life, in the Pacific terminal city.

As a cowboy and all-round ranch hand, the Bruce boy is a dandy. The on the continent told me he never had a good man on his ranch. "Why," said he, "those fellows from Bruce can do anything. Put them in the saddle, and the wildest outlaw can't track them out. They can ride like the mill Nick after a lost soul; they can frame buildings, build fences, make gates; they can lay out irrigation ditches and build them; they are sober and steady. I had seventeen of them on my ranch at one time. Most of them came from Bruce and Saugeen townships. I got so I used to ask every man who struck me for a job where he came from. If he came from Bruce, that settled it. He got the job. It began to get known, and it got so that everybody who hit me for a job was from Bruce. I've heard that if a person says he's Irish when he asks for a job in Eaton's in Toronto, he has the job. I don't know, but I tell you, a genuine Bruce man, wherever he comes from, everybody who came here for a job was from Bruce, third concession back of the red pump. But the limit was reached one day when a Chinaman came along, and from a sheer force of habit, I asked him where he came from.

"Bruce," he said, right off the reel. That broke me off the habit. I gave the Chinaman the job, but I don't ask men now where they come from, because, be he Swede, or Dago, Slavish, or Chin, the 'allice same Bruce' I ask him. But I tell you, a genuine

Bruce man is a dandy on a cow ranch, and you forget it."

One Sunday afternoon I was one of a group of men, all strangers to me, while away the time in Dr. Brett's hotel at Banff. I made a remark about Bruce, whereupon one asked me if I had ever been there. I told him I was there the day I was born, and for some time after that occasion, whereupon he informed me he was from Teeswater, while a third man volunteered his name as being from Bruce, learning their names I found them to be of families I had known all my life and mine was equally well known, to them. One of them has made a fortune in Edmonton the last year, and the other was already wealthy, dealing in land. Both came West without a bean.

Last summer a man got a letter of mine in mistake. It was an important one, so I ran to his ranch, twenty miles into the mountains, to get it. He had settled in that valley 30 years ago, had a family of grownup sons and daughters, but his own parents were both living back in Saugeen township. A younger brother of mine was a doctor in a small town in Wisconsin.

Not only has the Canadian West received her share of Bruce men, but the Western States have also benefited by their influx. They are to be met with in every state. Kinross, better known in Bruce as the Black Horse, is the birthplace of Jimmy Dyatt, a very prominent millionaire mine-owner in Colorado. Greck is the native township of a McKinnon, a California millionaire fruit-grower.

Of course there are men from other counties in Ontario, notably from Glenagary, who have also accomplished big things in the West. But then you see the men from Glenagary are pretty much the same breed as the Bruce men. There are also a good many Nova Scotia men here. Taken in the aggregate, the Bruce and Glenagary and Nova Scotia men are easier on the backbone of the country, so far as numbers and influence are concerned.

When I note the queasy fear of some of the eastern press that the great influx of settlers from the United States will "Americanize" our Canadian West, I feel inclined to smile. Why, bless you, there is as great a proportion of ex-Bruce men in that crowd as there are in the West at present. They are only coming back to their own land, to the country of their boyhood. What with the Bruce men already here and those being repatriated, there is no danger of our Canadian West ever being "Americanized" for the protection of the trade of the United States. Well, which swelled from the car windows, the retreating train, the thousands of Bruce and Huron stalwarts entered into and overran the West like the Children of Israel overran Canaan, and today you meet the Bruce man everywhere. And when he tells you he is from Bruce, you don't tremble nor his eyelid quiver. He is proud of it, and he ought to be, for there is no nobler county in all Canada.

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When I note the queasy fear of some of the eastern press that the great influx of settlers from the United States will "Americanize" our Canadian West, I feel inclined to smile. Why, bless you, there is as great a proportion of ex-Bruce men in that crowd as there are in the West at present. They are only coming back to their own land, to the country of their boyhood. What with the Bruce men already here and those being repatriated, there is no danger of our Canadian West ever being "Americanized" for the protection of the trade of the United States. Well, which swelled from the car windows, the retreating train, the thousands of Bruce and Huron stalwarts entered into and overran the West like the Children of Israel overran Canaan, and today you meet the Bruce man everywhere. And when he tells you he is from Bruce, you don't tremble nor his eyelid quiver. He is proud of it, and he ought to be, for there is no nobler county in all Canada.

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The press of the West is largely manned by Bruce men. Duncan Macdonell, whose silvery eloquence has more than once won votes in York and Ontario, is the old Ross regime, Hon. Frank Oliver's able lieutenant in Edmonton, and edits the Bulletin.

Ainsley McGraw, moulds public opinion at Hedley, B. C.; Duncan Ross, M. P., wields his pen on the "Boundary Times," and there are scores of more or less influential newspapers throughout the West guided by Bruce men. The Goodwives, of Rossland, successful business men, and one of them at present mayor of the city, are Brant township men.

Vancouver's assistant city engineer is Jack Kilmer. Back in Bruce Mr. Kilmer was a heavy athlete, and many years ago it was his delight to give his youngsters lessons in the many art. There are four or five Bruce merchants on one street in Vancouver, and there are lawyers, doctors, steamboat men, almost every station of life, in the Pacific terminal city.

As a cowboy and all-round ranch hand, the Bruce boy is a dandy