

FRENCHMEN SAVE CREW STORY, BROUGHT TO PORT. Schooner Drifts Into Liners' Path When Starving Men Leave Her.

Over a month ago the incoming transatlantic lines reported having seen the abandoned American schooner Everett Webster, which had drifted about for weeks in the path of ocean steamers. The crew, which had not been heard from, had been given up as lost. It was not until the American liner Philadelphia brought the captain and crew to port yesterday that the fate of the men and the story of their battle for life were learned.

Captain Maxwell and his crew were able to be about, but they still bore marks of the bruises dealt out to them by the waves, and it will be several months before they fully recover from the privations endured while clinging to their waterlogged hulk. One of the unusual features of the Everett Webster's experience was that so long as the crew clung to her winds kept her out of the track of the coastwise and transatlantic lines. Once abandoned, she drifted rapidly northward and kept afloat for weeks in and about the transatlantic lanes, where help was at hand nearly every day.

It fell to the lot of Captain Ladonne of the French bark Quevilly, whom Captain Maxwell referred to as "the most humane skipper under the French flag," to pick up the famished, half-hysterical crew of the Webster and take them safely to Rouen.

"Captain Ladonne's hospitality did not end with the mere rescue," said Captain Maxwell of the Everett yesterday. "The rescue in itself was a daring piece of work, as there was a terrific sea running when they took us off, but the way they cared for us aboard that French bark on the voyage to Rouen was as thoughtful and heroic as the rescue."

"We were all in when we sighted the Quevilly. She saw us long before we made her out, and bore down as quickly as her canvas would let her. The credit of getting to us and taking us aboard is all due to the Frenchmen. We were all so weak we could not help ourselves, and the great brunt of the fight to get through a furious sea to the Quevilly was borne by the French sailors."

Captain Maxwell said he left Wilmington, N. C., with a cargo of lumber for Philadelphia. He ran into a stiff northwest gale on April 6, and the schooner became unmanageable. His canvas was torn to shreds, and the foremast was snapped off. On several occasions when the gale eased up a bit an effort was made to repair sails, but the gale blew up again with redoubled fury, and on April 13, when 113 miles to the eastward of Cape Henlopen, she sprung a leak forward and her bow sank below the surface. For seven days the men worked at the pumps. Their hands became so blistered and they were so badly bruised by being thrown about by the heavy sea that they had to abandon all effort to save the schooner.

The lumber cargo shifted and gradually went overboard, and tons of water flowed into the galley, destroying the provisions. The crew succeeded in saving a box of biscuits, on which they lived for seven days. In the thirty-six hours preceding their rescue Captain Maxwell measured out to his men at long intervals the equivalent of a teaspoonful of water taken from a jug that had contained only a gallon when the pantry was flooded.

The day before help came the men lashed themselves to the stern of the schooner, and three had to be cut loose when the crew of the Quevilly came aboard. Before leaving the schooner Captain Maxwell tried to set her on fire, but the flames that he started in the poop were soon quenched by the seas.

Captain Ladonne of the Quevilly cared for the shipwrecked crew at Rouen until they were sent to New York by the American Consul. Captain Maxwell went to Philadelphia yesterday to report to Hildt & Cummins, owners of the Everett Webster.

A MASS MEETING OF 180,000 MEN. Wine Growers of Southern France at Peripignan Appeal to Government. Perpignan, May 19.—A demonstration in which 180,000 persons took part was held here to-day for the purpose of urging the government to remedy the distress caused by the overproduction of wines and the extensive sale of wines manufactured from grape refuse and sugar. Persons arrived in every imaginable kind of conveyance from all parts of the south. Many arrived by special train, numbers of them refusing to pay their fares, and the railway officials being powerless to collect them.

ATTACKS "CROP KILLERS." Secretary Coburn Thinks They Do More Damage than Green Bugs.

[By Telegraph to The Tribune.] Topeka, Kan., May 19.—The "crop killers" who have been journeying hastily through Kansas and reporting gloomy prospects for wheat have aroused the indignation of Secretary Coburn of the Kansas Agricultural Board, and he has issued a new kind of bulletin which treats not of crops, but of the "crop killers." Mr. Coburn considers them much more dangerous than the green bug, and he has sent out to some of his friends a description of the genus which reads as follows:

Softly caressing his bulbous abdomen, lined with fat capon and irrikated with extra wet, he fureth forth to Kansas on his trusty Pullman, and eventually descends at the threatened famine stalk where morning saw the smiling plain basking all unsuspecting in the sunshine of prosperity, promise and peace; the country-wide blight to Kansas has been laid waste by such bug or besom as the killer deemed most suitable to his season, and the morning and the evening journals tell of the wreck it has wrought.

On the morning of the second day his "pals," disguised as bulls with fierce horns, rush into the pits where are bears, and by loud bellowing and fierce demeanor become possessed of the large portions of juicy meat on which the bears vain would feed, even to fatness, the winter through.

In good time the killer putteth out to sea; not in a little steamer, but in a sumptuous yacht, whereon he continuously maketh merry, with music and maldens, and chorles at the newspaper chumps who wasted their substance in spreading his slanders exactly as he would have it spread—at their own expense, in turgid type, on the front page, top of column.

About the solumano day the farmer, knowing the most abundant of the time so near at hand, calleth about him his men servants and his maid servants and telleth them to prepare for a bigger job of harvesting than they have ever tackled before, while he goeth in his automobile to the city seeking to lease the highway for a stock yard and the courthouse as an additional granary. And his latter end shall be worse than the first, when he gnasheth at the railroads that their sidings are too short for the cars he needs and the world's grain prices get baggy at the knees because Kansas has again, as is her habit, raised the biggest crop ever.

"And it was ever thus."

PRINTING INSIDE AN EGG. Doctors Wonder Whether Hen Transferred Her Mental Impression.

[By Telegraph to The Tribune.] Cleveland, May 19.—Can a hen transfer a mental impression to an egg? Cleveland doctors seem to be divided on the subject, although those answering in the affirmative are in the minority. The discussion was caused by a story from Conneaut, Ohio, that Mrs. Vera Benjamin had found printing on the inside of the shell of a hard-boiled egg.

"When I attended the University of Munich," said Dr. Friedrich, health officer, to-night, "the so-called psychological factor in heredity was being examined minutely. It was shown that characteristics in the surroundings of a woman were reflected in her child. I don't care to stand responsible for the absolute statement that a hen would be apt to take a mental impression from a scrap of paper in her nest and transfer it to the inside of the egg she laid, but that very process might be followed."

GAGS PUPILS TO STOP WHISPERING. Egg Harbor City Man Lodges Complaint Against High School Principal.

Egg Harbor City, N. J., May 19.—Alfred Pratt, a local business man, has lodged a complaint with a justice of the peace against H. C. Cressman, principal of the High School, charging cruelty to his children by teachers. Mr. Pratt says his children had been gagged with a cord placed in their mouths. Mr. Cressman says this method was made necessary to prevent the children from whispering. He refused to have the method stopped, and Mr. Pratt resorted to the law for remedy.

RAISE \$300,000 IN TEN DAYS. Thereby Get \$200,000 from H. C. Frick for Pittsburg Y. W. C. A. Building.

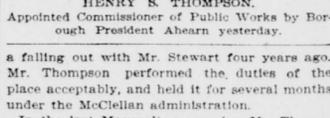
Pittsburg, May 19.—Following a whirlwind popular subscription campaign of ten days, the members of the Young Women's Christian Association of this city have raised a building fund of over \$300,000, thereby earning an endowment fund of \$200,000 from H. C. Frick for a large permanent home for the association in Pittsburg.

H. S. THOMPSON CHOSEN WILL SUCCEED DALTON. Ahearn Ignores Murphy in Appointment—Not a Machine Man.

Borough President John F. Ahearn last night, after consulting with his counsel, Martin W. Littleton, announced that he had appointed Henry S. Thompson Commissioner of Public Works to succeed William Dalton, removed. The selection was made without giving Charles F. Murphy a chance to name a candidate. Mr. Ahearn made the following statement:

In accordance with my determination to reorganize the bureau under my jurisdiction on a business basis, and to prosecute those public works under way effectively and speedily, I have asked Henry S. Thompson to take the Commissionership of Public Works, and he has accepted. He will take his oath of office on Monday.

This is Mr. Thompson's second experience in taking the wheel during a storm. He succeeded Perez M. Stewart as Superintendent of Buildings when Borough President Cantor had



HENRY S. THOMPSON. Appointed Commissioner of Public Works by Borough President Ahearn yesterday.

a falling out with Mr. Stewart four years ago. Mr. Thompson performed the duties of the place acceptably, and held it for several months under the McClellan administration.

In the last Mayorality campaign Mr. Thompson was named as a member of the finance committee of Tammany Hall. He is in no sense a Tammany machine man, but Murphy will accept him.

There will be plenty of work for Mr. Thompson to do. Two of his subordinates are James J. Hagan, Deputy Commissioner of Public Works, and George F. Scannell, Superintendent of Highways. Both of these men are district leaders and were appointed to their respective posts for political reasons and not because they knew much about practical construction work.

Mr. Thompson was first employed by the Standard Oil Company, and travelled with it in its employ through Europe, Asia and Africa, and later entered the building business, organizing the Thompson-Starrett Company. Mr. Thompson is a veteran of Squadron A and was honorably discharged. He is a member of the New York City Improvement Commission and president and a director of the Boulevard Realty Company, of No. 68 William street.

DALTON TO TESTIFY TO-DAY. Former Commissioner, Who Accused Ahearn on Removal, Subpoenaed.

William Dalton, former Commissioner of Public Works under Borough President Ahearn, said last night that he had been subpoenaed to appear and testify before the Commissioners of Accounts, and that he would be on hand this morning at the hearing. In his statement following his removal from office Mr. Dalton said to Mr. Ahearn:

Very early in my term of office, when I had applied for the names of my personal friends selected to fill the order left blank, leaving me in total ignorance of the parties responsible, until the work or supplies were completed, accepted and certified by the bureau.

SHERMAN BELL WANTS FAIR TRIAL. Denyer, May 19.—General Sherman Bell, who commanded the state troops during the Haywood-Creek strike riots, said to-day of the Haywood-Meyer-Petibone murder cases:

"You can say for Sherman Bell that those men are in reality being tried in Idaho not for the murder of Steinhilber, but for murders in Colorado, wherever they are tried. I shall do all in my power to see that they get a fair trial, and, if I see any attempted, I shall sue."

MAY URGE NEW TARIFF. PRESSURE ON PRESIDENT. A Two-Schedule Law Expected—May Be Special Session in 1909.

[From The Tribune Bureau.] Washington, May 19.—It is by no means improbable that the President may urge on Congress in his next annual message the advisability of immediate revision of the Dingley tariff. The extent to which such a course is being urged on him would, were it generally known, occasion much surprise, for some of the most conservative statesmen and, too, some of the staunchest protectionists have expressed the view that it might be wise to deal with this troublesome subject next winter.

Senator Allison, talking recently for publication, said: "In the next campaign, and possibly in the next session of Congress, the tariff is certain to be an important issue." Senator Spooner, as will be recalled, in debate with Senator Aldrich near the close of the recent session, expressed his conviction that the time had come when the tariff should be readjusted, and Senator Aldrich himself, although he has been termed "the high priest of protection," believes that a number of the schedules should be lowered and many of them altered to suit changed conditions.

Two years ago last February, at a conference called on this subject at the White House, Mr. Aldrich voted for tariff revision, as did Senator Allison, and only the determined "standpatism" of Speaker Cannon and his allies in the House prevented the President urging revision on the last Congress in its first session. Senator Lodge is another leader in the Senate who regards tariff revision as all important, and Senator Spooner's successor has already announced his belief that the duties should be lowered. Senator Hale is probably the only "rock ribbed standpatter" in the Senate.

From all parts of the West comes the information that a change in the schedules is regarded as imperative, and even certain representatives of the steel industry have declared that they will no longer oppose the inevitable, while the demand for lower duties in certain parts of New England is well known.

FRENCH AND GERMAN RELATIONS. The commercial relations of the United States with Germany and France also promote tariff revision sentiment. It will be recalled that it was emphatically asserted in the German Reichstag that the existing tariff agreement was approved only because it was understood to be a temporary expedient, intended solely to tide over the time until a far more comprehensive tariff treaty could be negotiated and approved. And yet every one in touch with the legislative situation in the national capital is well aware that the approval of a reciprocity treaty with Germany, or in fact with any other European nation, is utterly impossible.

With the completion of the German agreement, France has presented claims which cannot be ignored without danger of precipitating a tariff war with that country, and this at a time when all American manufacturers are reaching out for an increased market and the foreign trade of the United States is largely accountable for the unprecedented prosperity which the nation has so long and is still enjoying.

In the estimation of the leaders in the Senate, and to some extent in the House, the one proper and practical solution of the tariff difficulties with Germany and France rests in the enactment of a maximum and minimum tariff law whereby Congress would fix both duties and the President would be empowered to grant the lower duties in return for adequate concessions. The plan of accomplishing reciprocity agreements by treaty has, in the estimation of all who are competent to judge of the situation, been demonstrated to be absolutely impracticable, and it is regarded as an entirely safe prediction that whenever the Dingley law is replaced with a new tariff enactment one of the most important features of the new law will be the minimum and maximum schedules.

ALTERNATIVES POSSIBLE. The tariff programme which has been so extensively discussed in executive and legislative conferences in Washington, and which has many advocates, consists of a definite pledge, to be incorporated in the next Republican national platform, to call Congress in special session soon after March 4, 1909, for the express purpose of revising the existing tariff schedules. From a political point of view this programme has much to recommend it. Practically, it has the advantage that the members of the next House of Representatives would then, presumably, be elected under a pledge to carry such revision into effect, and the influential "stand patters" in the lower chamber would be powerless to disregard the recommendation of the Executive, the will of the upper house and probably the will of the people.

The only alternative to this programme is for the President to urge upon Congress the necessity of tariff revision in his next annual message, and prompt and effective action by the coming Congress. It may be remarked parenthetically that any readjustment of the tariff schedules at a short session, such as will immediately precede March 4, 1908, has been clearly demonstrated in the judgment of the leaders, to be impracticable. Such a session offers far too many opportunities for filibustering. It is between these alternatives that the President must, before he prepares his next annual message, make his choice.

PERSONALLY, THE PRESIDENT HAS LONG BEEN CONVINCED THAT THE TARIFF SHOULD BE READJUSTED, AND NOW THE ONLY PROBLEM WHICH CONFRONTS HIM IS THE QUESTION OF EXPEDIENTY. THE MOST POWERFUL ARGUMENT AGAINST PLEDGING THE PARTY TO TARIFF REVISION IN THE NEXT NATIONAL PLATFORM, A REVISION WHICH COULD NOT BE ACCOMPLISHED UNTIL PRACTICALLY A YEAR LATER, IS THAT THE PROSPECT OF A CHANGE OF THE TARIFF SCHEDULES ENTERTAINED SO LONG IN ADVANCE WOULD HAVE A STRONG TENDENCY TO INTERFERE WITH BUSINESS AND MIGHT PROVE GRAVELY LETHAL TO THE GENERAL PROSPERITY.

Business men would naturally curtail their imports to the bare necessities with the hope that under the new tariff law they could import more cheaply, and now that so large a percentage of the imports are what is termed "manufacturers' materials" such curtailment would prove most injurious. So, too, manufacturers would be disposed to curtail their output under the belief that under the new law they could procure their materials more cheaply, or with the fear that changed conditions might operate seriously to diminish their profits on goods already manufactured. This argument has been urged upon the President with great earnestness when in the past he has proposed tariff revision to the party leaders, and he appreciates that there is force in it.

Another argument now being pressed is that were the Republican party to take the matter up at the coming session and readjust the schedules to changed conditions the Democracy would be left stranded, high and dry, without a single issue. In the New England States, in Iowa, Wisconsin, the Dakotas, and in fact generally throughout the West party leaders urge that members of the House who must appeal to their constituents for re-election in the fall of 1908 could do so with far better grace if they had attended to this difficult and important duty, while their opponents would have no ground on which to go before the voters.

Of course the President will make no decision until the time comes for him to write his annual message, and much may take place in the mean time, but these who favor tariff revision next winter are working assiduously.

ROOSEVELTS AT CHURCH. President Holds Reception After Service Near Pine Knot.

Charlottesville, Va., May 19.—President and Mrs. Roosevelt and Archie Roosevelt worshipped to-day at Christ Episcopal Church, less than a mile from Pine Knot, Mrs. Roosevelt's country home. The service began at 4 o'clock, and the Roosevelt party arrived promptly. Accompanied by William and Joseph Wilmer, they occupied pews near the front. President and Mrs. Roosevelt entered heartily into the service, their responses being very distinct. The sermon was by the Rev. J. J. Clopton, of Casanova, Fauquier County.

At the close of the service the President advanced to shake hands with the rector and also turned to thank the choir for the music. Before re-entering his carriage the President held a reception, nearly every member of the congregation shaking his hand. With some of these he chatted freely. Before returning to Pine Knot the party took an hour's drive.

The weather was the warmest of the season here. The morning was so sultry that the only hunt the President took was to Plain Dealing Farm, the home of the Wilmers, who are friends of the Roosevelts.

TROUBLE FROM TROLLEY WIRE. Telegraph and Telephone Service Impeded by New Haven's Heavy Currents.

The staff of engineers engaged by the New York, New Haven & Hartford Railroad to install the new electrical overhead system between New York and Stamford have found that when the powerful currents of electricity are turned on from Cos Cob the telegraph and telephone wires within fifty feet of the tracks become so affected that it is almost impossible to use them. The interference with the current is noticed the most in the railroad telegraph offices.

COREY SAID TO HAVE RESIGNED. Reported to Have Left Resignation in Judge Gary's Hands.

[By Telegraph to The Tribune.] Pittsburg, May 19.—It is reported here that before his marriage to Miss Mabelle Gilman, W. E. Corey placed his resignation as president of the United States Steel Corporation in the hands of Judge Gary, chairman of the board of directors. The only stipulations attached were that the resignation was not to be made public until Corey and his bride reached France, and also that Judge Gary and President Dinkey of the Carnegie Steel Company should attend the wedding as official representatives of the steel corporation.

RED FLAGS WARN IN HACKENSACK. Bergen County Auto Club Gets Ahead of Police Department.

Hackensack, N. J., May 19 (Special).—The plan of the Hackensack police and the constables at Arcola to make wholesale arrests of motorists who violated the speed law was thwarted to-day by the Bergen County Automobile Club, whose officers paid five men \$3 apiece to station themselves at the main entrances to the town, stop all motorists with red flags and tell them to "look out for the Arcola constable and the Hackensack cops."

BOY BADLY HURT BY AUTO. Felix Graessli, Thirteen Years Old, of No. 204 Trinity Avenue, Jamaica, Was Struck Yesterday by an Automobile in Fulton Street and Sustained a Fractured Hip and Contusions about the Body.

He was removed to St. Mary's Hospital, at Jamaica. The automobile was driven by Alfred Hais, of No. 205 Alexander avenue, The Bronx.

WALTER BAKER'S NEW AUTO WRECKED. Hackensack, N. J., May 19 (Special).—Walter Baker, of the Baker Cocoa Company, living at Bogota, near here, was a disappointed man to-day when he saw his new auto on a wagon in Bedford's garage. His chauffeur, George Newhouse, went out with the car last night, and was said to be in such a condition that he couldn't navigate a turner in to deliver a certain order.

MANUFACTURER AND WIFE BADLY HURT. New Haven, May 19.—Robert Wilson, a hardware manufacturer, and his wife were pitched from their carriage last night by a heavy automobile truck which was turning swiftly about in front of the Yale Postoffice and crashed into their vehicle.

DOCTOR DEAD IN STATION CELL. Locked Up for Intoxication—Fellow Physician Denies Charge.

Dr. Charles A. Foster, fifty-eight years old, an interne at the Manhattan State Hospital, Ward's Island, was found dead yesterday morning in a cell at the East 128th street station. The physician was locked up on Saturday night on a charge of intoxication made by Patrolman Thomas Ward, who said he arrested him in front of No. 146 East 128th street. The prisoner, the sergeant said, gave the name of "John Smith," and his address as No. 148 East 149th street. Drs. Havill and Smith, of the Manhattan State Hospital, identified the body. Dr. Mahon said he did not believe Dr. Foster was intoxicated, that he had suffered from heart trouble and that he would insist on a rigid investigation.

STANDARD OIL METHODS HOW MONOPOLY GREW UP. By Abuse of Transportation Facilities, Commissioner Smith Reports.

Washington, May 19.—The report of Herbert Knox Smith, Commissioner of Corporations, to President Roosevelt on the position of the Standard Oil Company in the petroleum industry was made public to-day. "It is apparent," the commissioner says, "that the dominating position of the Standard Oil Company in the oil industry has largely been secured by the abuse of transportation facilities—first, by flagrant discriminations obtained from railroads; second, by a refusal to operate its pipe line system so as to extend to independent interests the benefits to which they were morally and legally entitled, while at the same time the Standard has prevented such independent interests from constructing lines of their own." He believes that, aside from railroad discriminations and "predatory methods of competition," the most important element in the company's monopoly is its almost complete control of pipe lines. The keystone of its success, he says, has been the transportation factor.

LETTER TO THE PRESIDENT. The letter of transmittal to the President is in part as follows:

It is of the utmost importance to indicate clearly those fundamental facts that form the basis of the Standard's monopoly. The Standard's success has never rested on ownership of the source of supply of crude oil. Not over one-sixth of the profit from the production of crude oil has come from wells owned by the Standard interests. It cannot be too strongly emphasized that its growth and present power are primarily on the control of transportation facilities in one form or another. Additional means of domination have been found by means of its great pipe line system, unfair competitive methods in the sale of products, as well as in the elimination of the jobs, throughout the history of the railroads, the transportation has been the keystone of its success.

The scandalous railway discriminations obtained by the Standard in its competition with its competitors did more than all other causes together to establish it in its controlling position. When the Standard's pipe line system was first established, it was a substantial abandonment of part of the freight rate, was by compelling the railroads to establish in place thereof a system of secret or open discriminations in rates in its own favor covering almost the entire country, and of such nature that throughout large sections it could sell and make a profit on oil at prices which left no profit for the railroads. The Standard's pipe line system has been a substantial abandonment of part of the freight rate, was by compelling the railroads to establish in place thereof a system of secret or open discriminations in rates in its own favor covering almost the entire country, and of such nature that throughout large sections it could sell and make a profit on oil at prices which left no profit for the railroads.

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