N O T E .

Mr. Sherman was a Southerner a native of Tennessee, and at this time about forty years of age. He had come into the Oil Regions as early as 1865 opening a law office in Pithole, so that he had been familiar almost from the start with the oil business. His sympathies had always been with the independents and several laws looking to the betterment of conditions had been framed by him. Thus in 1876 Mr. Sherman had drawn a law putting the pipe line business under strenuous regulations. One of the chief abuses of the pipe lines up to this time had been issuing certificates for oil which they did not have. It was claimed that the Standard used this method principally for depressing the market. After Mr. Sherman's law was passed he instituted prosecutions for its infringement which resulted in a settlement by the pipe line companies, they paying all expenses, entering into an agreement to make all reports and to take the business under the law, an agreement which has probably been carried out faithfully. When the agitation began after the South Improvement Company outbreak Mr. Sherman became very much interested in securing the passage of a law regulating inter-state commerce. A measure was drafted in Titusville, largely under his direction and attempts were made at intervals to secure its passage through Congress, a series of operations which will be reviewed later in the course of this history. When the Producers' Union became active at the end of 1877, Mr. Sherman was at once engaged as counsel. He looked after the legal questions involved in securing the way for the seaboard pipe line which was attempted in 1878. He had the affairs of the Equitable Pipe Line in charge and was active in the suits instituted against the railroads. Whether Mr. Sherman was or was not in favor of instituting the suit for conspiracy, the writer does not know, but he certainly believed that the Commonwealth had a case and could secure a verdict against the Standard officials. When Mr. Campbell and his colleagues began to listen to propositions to compromise from the railroads and the Standard it was Mr. Sherman who directed these negociations. He deplored the incomplete results which were obtained from the compromise, but seems to have believed that the Standard was sincere in its professions of fair play and to have hoped that henceforth the warfare between the two parties would cease in the Oil Regions. Knowing his influence in the regions and his familiarity with every stage of the evidence which had been brought out in the trials the Standard seems to have been especially anxious to put him in a position where any future action against them would be impracticable.

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Accordingly a few months after the contracts for compromise were signed in February 1880, they made a proposition to him to come into their employ taking charge of questions of transportation. A handsome salary of $12,500 dollars a year was offered to Mr. Sherman. He finally signed a contract with them for five years, expecting when he did so to make his headquarters henceforth in Philadelphia and look after transportation matters. Mr. Sherman was never called upon however, to go to Philadelphia as he certainly expected when he made the contract with the Standard, nor was he ever called upon to do any work to amount to anything for the company. After a few months he became convinced himself that he had been bought and the five years in which he remained practically inactive in Titusville were years of great bitterness for him. Unquestionably the mass of the Oil Regions condemned him severely and spoke of him in its customary way of a man who had sold himself. Mr. Sherman was a man who, in his own opinion, had been deceived. He fulfilled the contract, but at the end of the time refused to renew it and we shall hear of him hereafter.

Another man who had been of great importance in the Producers' Council during these two years was Mr. E. G. Patterson. Mr. Patterson seems to have seen with much more clearness than most of his colleagues(at least those that were on the leading committees) that the question at issue was a question chiefly of transportation. He was convinced that the power the Standard Oil Company had ontained in the Oil Regions had come chiefly from the fact that they were able to get so much better rates and accommodations than anybody else and that they were able to persuade the railroads into putting obstacles in the way of their rivals. He had persistently and diligently kept his committee at work at securing evidence of rebates and of pushing anti-discrimination measures in the legislature of Pennsylvania and in the Congress of the United States. He seems to have been the one man who saw clearly the deplorable results which were likely to follow from the sudden introduction of a suit for conspiracy while the civil suits were pending. His disgust at this was so great that he withdrew from the committee and finally threw up his whole connection. After the compromise a history of the whole case was published by members of the general council. Mr. Patterson picked this to pieces in a very severe way in the public prints and there was a serious controversy over the matter. Disgusted with the course that matters had taken and seriously out of pocket by his year or more of liberty he finally compromised with the Standard. They wanted peace, they told him. He had some private grievances

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