

HARRIMAN STRUCK BY BIG STICK

Letter Attacking Roosevelt Provokes Denunciation.

ASKED TO AID IN CAMPAIGN

Says He Collected \$200,000 to Help Carry New York.

ROOSEVELT SAYS IT'S FALSE

Denies He Ever Discussed Money With Harriman.

SCORES MAGNATE AWFULLY

Classes Him With Demagogues and Corruptionists—Harriman Says Letter Was Stolen and Meaning Is Misinterpreted.

CHICAGO, April 2.—A sensation was created today by the publication of a letter written in December, 1905, addressed to Sidney Webster of New York and signed "E. H. Harriman," Sidney Webster is a lawyer and writer on political subjects. His wife is a sister of Stuyvesant Fish, who lost the presidency of the Illinois Central Railroad a few months ago after antagonizing Mr. Harriman. This is the letter:

I am glad to see that you are in town and hope soon to have an opportunity of talking matters over with you. I had printed copies of the testimony sent you, in hope that you would, after reading them, give me some idea of where I stand, for I confess that I feel somewhat at sea in the whole insurance matter. The trouble originated in allowing myself to be drawn into other people's affairs and partly from a desire to help them and at their request, I seem to be like the fellow who got in between the man and his wife in their quarrel.

Says He's Roosevelt's Victim. As to my political instincts, to which you refer in your letter of December 13, an quite sure I have none and my being made at all popular in the political situation is entirely due to President Roosevelt and because of my taking an active part in the autumn of 1904, when I took over his taking advantage of conditions then created to further his own interests. If it had been a premeditated plot, it could not have been better started or carried out. About a week before the election in the autumn of 1904, when it looked certain that the state ticket would go Democratic, and was doubtful as to Roosevelt himself, the President sent me a request to go to Washington to confer upon the political conditions in New York State. I complied with the request, and it looked certain that I could not be successfully carried out without sufficient money and asked if I would help them in raising the necessary fund, as the National committee had utterly failed of obtaining them and there was a large amount due from them to the New York State committee.

Promised Dewey Embassy.

I explained to him that I understood the difficulty here was mainly caused by the up-state leaders unwilling to support Dewey for re-election as United States senator; that, if he, Dewey, could be taken care of in some way, the different tenting elements in the party brought into alliance would be broken up and could be done for Dewey and finally he agreed, if found necessary, he would appoint him as Ambassador to Paris.

Harriman Raised \$200,000.

With full belief that he, the President, would keep his agreement, the President, New York, sent for Treasurer Hills, who told me that it was their last hope and that they had exhausted every other resource. In his presence I called up an intimate friend of Senator Dewey, told him that it was necessary in order to carry New York State that \$200,000 would be raised at once, and if he would help I would subscribe \$50,000. After a few words over the telephone, the gentleman said he would let me know what he did in the next few hours, with the result that the whole amount, including my subscription, had been raised.

The checks were given to Treasurer Hills, who took them to Chairman Cortelyou. If there were any among them, of the same amount, of course Cortelyou must have informed the President. I do not know who the subscribers were, but I do know the friend of Dewey, who was an individual.

This amount enabled the New York State committee to continue its work with the result that at least 50,000 votes were turned in the City of New York alone, making a difference of 100,000 votes in the election. There are between 2,000 and 2,500 districts in Greater New York and in a campaign such as that, the expenditure of \$50 in each district for campaign purposes would make more than \$100,000.

Not Necessary to Name Dewey.

Some time in December, 1904, on my way from Pennsylvania to New York I stopped and had a short talk with the President. He told me that he did not think it necessary to name Dewey as Ambassador to Paris, as agreed in fact, favored him for the Senate. I had not expected that he was the one who was to be named, but he argued that himself and I, of course, could say nothing further. After that I used what influence I could in favor of Dewey, but there had been an implied obligation which should be used up.

never before taken any active part and had only done what I could as any private citizen might, so you see I was brought forward by Roosevelt in an attempt to help him, at his request, the same as I was in the insurance matter by Hyde and Ryan in their request for my help. In the case of Ryan I probably would have dropped the matter after our first interview, had it not been for my desire to save Belmont from taking a position for which he could have been criticized by the public press. As he was the one Ryan desired me to influence from opposing Morton for election as chairman of the Equitable board and Belmont afterward thanked me for taking part, as if he had voted against Morton, in view of his local traction contentions with Mr. Ryan, it would have been misconstrued.

Where do I stand?

SAYS STATEMENT IS FALSE.

Roosevelt Quotes Letters to Prove Truth of His Denial.

WASHINGTON, April 2.—President Roosevelt today emphatically denied the statements contained in a letter published this morning purporting to have been written by E. H. Harriman to Sidney Webster, of New York, in the latter part of December, 1905.

In Mr. Harriman's letter the statement is made that at the request of President Roosevelt, he, Harriman, assisted in raising a fund of \$250,000 to be used in carrying New York for the Republican party at the election.

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Retracts Former Denial.

The President, after furnishing the letter to the Press, dictated the following statement: "After writing these letters to Mr. Sherman, the President was assured that Mr. Dewey had never requested Mr. Harriman to raise a dollar for the Presidential campaign of 1904." The President's denial was contained in a brief word, but never requested Mr. Harriman to raise a dollar for the Presidential campaign of 1904.

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Claims of Dewey and Hyde.

The President says that Mr. Harriman also urged him to promise to make Mr. Dewey Ambassador because this would help Governor Odell by pleasing certain big financial interests. The President said he informed Mr. Harriman that he did not believe it would be possible to appoint Mr. Dewey, and expressed his surprise at his (Harriman's) saying that the men representing the big financial interests of New York wished the appointment, inasmuch as a number of them had written asking that the place be given to Mr. Hyde.

Harriman's Dislike of Roosevelt.

The text of the first letter to Mr. Sherman is as follows: October 8, 1906. My dear Sherman—Since you left this morning I succeeded in getting hold of the letters to Mr. Harriman, and I send you a copy of Governor Odell's letter to me of December 10, 1904. As I am entirely willing that you should show this letter to Mr. Harriman, I shall begin by repeating what you told me and said in effect that, so long as I was at the head of the Representative body, I was dominated by the policies which I advocated and represented, he would not support it, and was quite indifferent whether Hearst beat Hughes or not; whether the Democrats carried Congress or not. He gave as a reason for his personal dislike of me partly my determination to have the railroads super-

TRANSFERS REINS TO HIS SON LOUIS

Hill Retires as President of Railroad.

M'GUIGAN VICE-PRESIDENT

Empire-Builder Ends Career as Active Head.

WILL NOT GO ON SHELF

Founder of Great Northern System Remains as Chairman of Directors—Story of His Advancement to First Rank.

ST. PAUL, April 2.—James J. Hill has resigned the presidency of the Great Northern Railway and will be chairman of the board of directors. His son, L. W. Hill, succeeds him as the president of the Great Northern.

The following statement was given to the Associated Press from Mr. Hill's office: "At a meeting of the board of directors held here this afternoon, the organization of the company was enlarged by the election of a chairman of the board of directors. J. J. Hill was elected chairman. L. W. Hill was elected president and Frank H. McGuigan first vice-president. Mr. McGuigan will have direct charge of the operating department, the other officers of the board remaining as at present.

"The company's business has doubled in the past five or six years, which renders the increase of the operating staff necessary."

James Jerome Hill was born near Guelph, Wellington County, Ontario, September 16, 1838. From his seventh to his fifteenth year he attended Rockwood Academy, a Quaker school, where he was carefully instructed in mathematics and Latin. The death of his father in 1853 prevented his studying for the medical profession, as he had intended, and he secured employment in a country store. Early in 1856 he made a tour of the country from Maine to Minnesota and decided to settle in St. Paul. Here he engaged as shipping clerk with J. W. Bass & Co., agents for the Dubuque & St. Paul Packet Company, and he took the opportunity to make a careful study of all subjects relating to river transportation, especially that of fuel. In 1856 he became the agent of the Northwestern Packet Company and, when this line was merged with the Davidson line in 1867, he engaged in the general transportation and fuel business. In 1868 he formed the warehouse firm of Hill, Griggs & Co., and in 1870 the Red River Transportation Company.

Mr. Hill was the first to take coal into St. Paul and he opened the first communication between St. Paul and Winnipeg, then Fort Garry, Manitoba, in 1872. In 1875, with E. N. Saunders, C. W. Griggs and William Rhodes, he established the Northwestern Fuel Company, but three years later sold all his interest in the fuel and steamboat companies, having acquired meanwhile the capital stock and defaulted bonds of the St. Paul & Pacific Railway, with Sir Donald A. Smith, George Stephen and Lord Mount Stephen and Norman W. Kittson. This road consisted of 90 miles from St. Paul to St. Cloud, 316 miles from St. Paul to Breckenridge, about 100 miles of track Company and, when this line was merged with the Davidson line in 1867, he engaged in the general transportation and fuel business. In 1868 he formed the warehouse firm of Hill, Griggs & Co., and in 1870 the Red River Transportation Company.

Stack of Amendments and Ordinances for the Portland Voter to Tackle

A stack of various amendments and ordinances for the Portland voter to tackle. The stack includes items such as: \$1000,000 FOR PARKS & BOULEVARDS, \$275,000 FOR FIRE BORT & MARINS, \$250,000 FOR NEW BRIDGE AT MADISON ST., \$3000,000 PIPE LINE TO BULL RUN & METERS, FREE WATER BILL TO PROVIDE DISTRICT ASSESSMENT FOR ST. WORK, INCREASE EMPLOYMENT BUREAU, INCREASE CITY ENGINEER'S SALARY TO \$3000, INCREASE CITY JUDGES' SALARY TO \$2400, CITY ATTY'S \$2,500, CREATION OF STATIONARY ENGINEER EXAMINERS, REMUNERATION AGAINST ST. IMPROVEMENTS TO CONTAIN 80 PERC. OF FRONTAGE, GOOD LIQUOR LICENSE NOW IN EFFECT, G-E-E-E!, FRANCHISE TO ECONOMY GAS CO. SUNDAY CLOSING, REGULATION OF ELECTRIC LINES.

HARRIMAN AND ROOSEVELT.

WHAT HARRIMAN SAYS—About a week before election of 1904, Roosevelt asked if I would help in raising funds, as National Committee had utterly failed. I explained that I understood up-state leaders unwilling to support Dewey for re-election as United States Senator; that, if he, Dewey, could be taken care of, some other way, matters could be adjusted. We agreed, if found necessary, he would appoint Dewey Ambassador to Paris.

With full belief he would keep agreement, I sent for Treasurer Hills, who told me that it was their last hope and that they had exhausted every other resource. In his presence I called up an intimate friend of Senator Dewey, told him that it was necessary in order to carry New York State that \$200,000 would be raised at once, and if he would help I would subscribe \$50,000.

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DATA OF CHICAGO ELECTION.

Table with 2 columns: Item, Amount. Total vote cast: 335,901. Total registered vote: 331,305. Total for Dunne: 151,718. Total for Buse: 164,829. Buse's plurality: 13,121. Traction ordinances (majority): 35,000.

CHICAGO, April 2.—(Special.)—The Republicans, headed by Frederick A. Buse for Mayor, carried Chicago today. Perhaps no one was more surprised at the result than the Republicans themselves. It marked the climax of the most mystifying and the fiercest campaign ever waged in the city.

FINES FOR BAD SERVICE.

Universal transfers are to be provided and the service and equipment must at all times be kept up to the highest point of efficiency. This is made imperative by a system of fines and penalties and polling of the cars by the city. Daily returns of the receipts must be made to the city and no expense may be entered into without the approval of this board. Ample provision is made for the city to take over the systems at any time it is able financially.

THE VOTE TODAY SHOWED A DECIDED REVERSAL OF PUBLIC OPINION ON THE QUESTION OF MUNICIPAL OWNERSHIP COMPARED WITH THE LAST MAYORALTY CAMPAIGN TWO YEARS AGO.

At that time Dunne received 163,188 votes against 138,671 for John M. Harlan, the Republican leader; the prohibition ticket received 2294 votes and the Socialist vote was close to 165,000 and that of the Democrats close to 123,000. The prohibition vote runs slightly above that of two years ago, while the Socialist vote fell off heavily, being more than 15,000 less than that of the last city election.

DUNNE HAS GONE DOWN TO DEFEAT

Chicago Elects Republican Mayor.

SETTLES TRACTION PROBLEM

Carlines to Be Rebuilt and City May Buy Them.

VICIOUS CAMPAIGN ENDS

Immediate Municipal Ownership Is Defeated by Decisive Vote and Compromise Ordinances Approved—Muddy Election.

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Chicago will now speedily settle its traction problem, which has been handed back and forth for 11 years as a political asset, the service growing more wretched and antiquated every year. Within 90 days the traction companies must accept the ordinances, rehabilitate the lines entirely, provide sufficient cars, abolish straps, repave the streets, sprinkle and keep the streets in order, build such extensions as the city shall order and turn over, as from February 1 of this year, 55 per cent of the net profits. The city may invest this sum against the time it will buy the lines for \$30,000,000 plus the amount spent, or it may be used to lower fares.

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The vote today showed a decided reversal of public opinion on the question of municipal ownership compared with the last Mayoralty campaign two years ago. At that time Dunne received 163,188 votes against 138,671 for John M. Harlan, the Republican leader; the prohibition ticket received 2294 votes and the Socialist vote was close to 165,000 and that of the Democrats close to 123,000.

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HISTORIC TREES OF UNITED STATES

Associated With Every Epoch of History.

FIRST SERVICE IN VIRGINIA

Washington Took Command Under Great Elm.

WHERE PENN MADE TREATY

Used for Gallows in Puritan Days of New England—Apple Trees Planted in West by a Benevolent Lunatic.

BY FREDERIC J. HASKIN.

WASHINGTON, March 28.—(Special Correspondence.)—Ever since a fig tree set up as a herdshearer to Adam and Eve in the Garden of Eden, trees have played a more or less important part in the world's history. The first Protestant Church service was under the trees at Jamestown, and the first church bell rung in the West was one that good Father Junipero Serra tied to an arching oak bough at San Diego. The first agricultural fair in America was held under the giant elm at Pittsfield, Mass., the same tree under which the men of that section fought when they marched away to the War of 1812.

Washington Took Command Under Great Elm. In 1787 this old tree fell in a wind-storm and a detachment of police had to be called to keep the souvenir collectors from cutting bits to piece. An off-shoot of this tree, about 46 years old, has been elected to take its place.

WHERE PENN MADE TREATY

Used for Gallows in Puritan Days of New England—Apple Trees Planted in West by a Benevolent Lunatic. The dean of America's historic trees is the Washington elm of Cambridge, a venerable landmark now in its dotage. "Under this tree Washington first took command of the American Army, July 3, 1775," reads the inscription compiled by Longfellow and engraved on a tablet. Some stories tell that the tree was planted by a Quaker, a Quaker in America, George Whitefield, preached under the same tree. Twice has the lightning struck it, both times in the same place, and during its century of existence it has been the scene of many a touching incident.

Penn's Treaty Tree. Penn's famous treaty tree fell in a gale nearly a hundred years ago, its prominence being so marked in its early days that the English soldiers placed a special guard around it during the Revolution. After it was felled by a gale in 1810 a great part of the tree was sent to the old Penn family seat at Stoke Newington, Windsor, England, where it is still preserved. "Jane McCreer, 1777," is an inscription that was found on a large pine tree near Fort Edward, on the Hudson. This tree was the silent witness of the death of the brave girl, whose scalp was taken by an Indian, to Burgoyne's camp and sold, whereas her lover, who recognized it, deserted the army that would allow such practices.

NEW HAVEN'S FAMOUS ELMS.

New Haven has been known for many generations as the City of Elms. The first having been brought there from Hampton by William Cooper and given to the Reverend Mr. Pierpont. The tree stands an elm known as the "Pierpont elm," having been planted by Dr. Becher from one of his old elm trees in England. For many years stood to mark the graves and the site of the old meeting-house. It fell over in 1780.

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