

WELLMAN DRIVEN BACK BY STORMS

Abandons Polar Trip Till Next Year.

AIRSHIP WORKS SPLENDIDLY

Succession of Storms Prevents America's Voyage.

SPITZBERGEN DOES WORST

Whole Summer Marked by Raging North Winds—Balloon-House Is Only Saved by Desperate Efforts of the Crew.

spite the battle that had to be waged against the elements.

On July 25 Mr. Wellman was able to cable that the gas apparatus was working perfectly and that the immense bag of the America would soon be inflated. On August 3 the inflation was virtually finished, the operation having been delicate and difficult in the extreme, because of the huge dimensions of the America.

On August 4 another period of bad weather began, lasting, with brief intermission, the remainder of the month. August was generally characterized by snow storms and winds from the north. Despite the unfavorable conditions, the work of preparation went steadily forward. On August 5 the balloon was allowed to rise into the air a short distance, and on August 11, after the laborious work of attaching the nacelle to car had been completed, the America lifted in air for the first time the 13,000 pounds of car and partial contents for the trip. More bad weather followed



Walter Wellman, Who Has Abandoned Aerial Expedition to North Pole, After Disasterous Attempt.

and winds from the north still continued to blow.

Airship Works Well, Wind Delays.

On August 25 a cablegram was sent by Mr. Wellman stating that the airship had stood the tests perfectly, and two days later a dispatch was sent stating that the America had been ready to sail for several days, but was retarded by opposing winds.

The last direct word from Mr. Wellman was dated August 31. In that cablegram he said that strong winds had been blowing from the north for three weeks and still continued. The America was ready to sail, but could not do so without a shift of favorable wind. Mr. Wellman had already explained that he could not sail after the first week of September, because the sun would be too low to permit a voyage. The wind, therefore, had to change speedily or the voyage would be out of the question.

The conditions that Mr. Wellman had desired for his attempt to reach the undiscovered dot on the earth's surface at which he aimed were fair weather, with a wind blowing from the south at 12 or 15 miles an hour. If he could obtain such a wind—and such winds have been common in past seasons at Spitzbergen—and if his ship did all that was expected as to remaining in the air with unimpaired lifting force, he has always felt that he would surely reach the Pole.

Had Means of Escape.

The Wellman expedition, however, was not dependent wholly on the American. The explorer planned to take with him ten Siberian sled dogs and two sledges and a canvas boat. If the America had obtained a fair south wind and had sailed away, only to come to grief on the everlasting ice of the polar regions, then Mr. Wellman would have taken to his sledges and attempted either to reach the Pole or get back to civilization by the old-fashioned method of polar travel.

Again, if the America had sailed northward from Camp Wellman and been wrecked in some expanse of open sea, even then the voyagers would have been ready. Their boat would have given them escape from death. With it and supplied with necessary stores they would have sought to make their way to the nearest ice-land.

Nothing, in short, in regard to any feature of an expedition was overlooked which could aid the aim of the leader and his men. The America herself was pronounced nothing less than a marvel of construction and ingenuity.

SCORES REVENUE AGENTS

Commissioner Issues Circular Letter to Collectors.

WASHINGTON, Sept. 13.—Commissioner of Internal Revenue Capons has written a circular letter to all internal revenue collectors and agents which, while cautioning them not to "let up in a vigorous search" for violations of the law, he criticizes the misguided activity of internal revenue employees in the field. He says:

"Their disposition to make a record subjects this bureau to endless annoyance and expense, makes a perfect fiasco in the courts of their undue and hasty action in seizing distillers, making ungrounded assessments and practically confiscating property of law-abiding citizens who are endeavoring to live under the law in a business—the whisky business in any of its forms—always open to suspicion."

Grand Army Encampment Ends.

SARATOGA, N. Y., Sept. 12.—Veterans of the Grand Army of the Republic who have been attending the 41st annual encampment concluded their business today and adjourned. Installation of officers elected yesterday, adoption of several recommendations from the committee on resolutions and Commander-in-Chief Burroughs' announcement of appointive officers took up the time of the veterans. The encampment adopted the report of the committee on resolutions.

Toledo, Ohio, was selected as the next meeting place.

DOUBLETRACK ALL LINES TO PACIFIC

Harriman Decides on Big Improvement.

ELECTRIC POWER IN MOUNTAINS

Will Extend to Portland, San Francisco and Seattle.

INCREASE LINE'S CAPACITY

Plans Approved and Engineers Ap- pointed for Low-Grade, Double- Track Line From Chicago, Quadrupling Traffic Carried.

CHICAGO, Sept. 13.—(Special.)—As a result of his trip throughout the West and owing to his unbounded faith in the continued prosperity of the country, E. H. Harriman has approved plans for spending between \$75,000,000 and \$100,000,000 to complete what he believes will be the best double-track transcontinental railway system in the country.

His plan contemplates the construction of a low-grade double-track railway from Chicago to the Pacific Coast at San Francisco, Portland and Seattle, and its operation over the mountain sections by electricity, generated by water power from the Rockies and the Sierras. The completion of this enterprise practically will have the effect of adding three single-track roads, so far as capacity to handle tonnage is concerned, to the transcontinental system.

Engineer Board Appointed.

Among the preliminary steps which have been taken is the employment of Frank J. Sprague, of New York, to be consulting engineer for the Harriman lines. He has been made a member of a Harriman system board to carry out the plan. The other members of the board are: A. H. Babcock, electrical engineer; William Hood, chief engineer; E. E. Galtin, general manager, Union Pacific; J. D. Isaacs, consulting engineer, and Walter K. Pratt, director of maintenance and operation.

Mr. Sprague will investigate the water supply in the mountains along the line of the Southern Pacific for a distance of 150 miles and, if he makes a favorable report, all of the trains will be operated over the mountain division by electric motors, the mountain streams furnishing the power.

Reduce Grade in Sierras.

Mr. Harriman contemplates the improvement of the mountain section of the Southern Pacific by building an entirely new line for a distance of 32 miles between Rocklin and Colfax, Cal. This will have a grade of 78 feet to the mile and will be used as an uphill track. The present line, with its grade of 116 feet to the mile, will be used as the downhill track.

The company has just completed the lengthening of all sidings on the Sierra Mountains so that each will hold 42 cars and three locomotives, such as are used in taking a single freight train over the mountain division. Borings are being made and shafts sunk for the new summit tunnel, which is to be five and one-quarter miles long and which is to lower the grade by a total of 700 feet.

It is expected that 450 miles of the

double tracking of the Union Pacific will be completed by the close of the year.

WILL GUARD LAND CLAIMS

Imperial Valley Settlers Form Vigilance Committee Against Jumpers.

IMPERIAL, Cal., Sept. 13.—The land-fraud difficulties that have been plaguing for some time to ripen into sensational stages, took a new turn today, when a meeting of a number of the best known farmers of the valley was held here and a vigilance committee organized to protect the rights of land claimants. Now that there is no more land left for filing here, people are pouring in, seeking claims that may possibly be taken from others. There have been instances of attempts to take land which has been placed in a trust for the purpose of preventing claims, but the vigilance committee is designed to deal with this class of offenders.

MILLIONS FOR STANFORD

Leland Stanford's Brother to Leave Fortune of \$12,000,000.

STANFORD UNIVERSITY, Cal., Sept. 12.—Dr. Jordan has announced that Thomas Weston Stanford, Senator Stanford's brother, whom he visited in Australia, has decided to leave his entire fortune of \$12,000,000 to the university.

New Appraiser at San Francisco.

OYSTER BAY, Sept. 13.—The President today appointed John G. Mattos, Jr., appraiser of merchandise at San Francisco.

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YESTERDAY'S—Maximum temperature, 71 degrees; minimum, 47 degrees.

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NO SHELTER FOR DUSKY HINDUS

Vancouver Lets Them Sleep Standing.

LAURIER MAY DEPART THEM

Says as Paupers They Are Liable to Such Fate.

THEY APPEAL FOR RELIEF

Laurier and Ishii Negotiate for Japanese Restriction—Immigrant Japanese Steamer Driven From City—Orientals Insolent.

MAY DEPART THE HINDUS.

OTTAWA, Ont., Sept. 13.—In reply to a dispatch from Mayor Bethune of Vancouver, asking what should be done with the 900 Hindu immigrants landed there, the Premier, Sir Wilfrid Laurier, today sent the following telegram:

"I have your telegram asking permission to house in drill shed at government expense 900 Hindus landed yesterday at Vancouver. I would understand from such request that these Hindus are paupers, therefore liable to deportation. Minister of Interior will send tomorrow special officer to deal with the question."

VANCOUVER, B. C., Sept. 13.—(Special.)—Premier Laurier and Ishii, the special envoy of the Foreign Office of Japan, will meet next Monday at Ottawa and complete an arrangement for the limitation of Japanese migration to British Columbia. This was the official solution of the Oriental problem announced in Vancouver this afternoon. More than that, the Federal government will send a special representative from Ottawa to make a complete inquiry and report to the government the facts specially relating to the Hindus.

For this is Hindu day in Vancouver with a vengeance. Last Saturday's riot was a little thing compared to the present problem of housing a lot of returned immigrants who claim protection and hospitality on the ground that they are British subjects. When 500 of them arrived two days ago on the steamer Montague, Mayor Bethune proposed as the cheapest way of getting rid of them the chartering of a special train to carry them from Vancouver to Ottawa, where they would act as horrible examples for the Dominion government to take lessons from. Considering the nuisance they are becoming, the \$19,000 that a special train would have cost would have disposed of the question cheaply.

No Place to Lay Their Heads.

Seven hundred of them are a municipal charge in Vancouver tonight. They have spent the few dollars they had when they arrived or have become victims of sharpers, and now they stand helplessly on the street corners. They cannot be arrested as vagrants, for no police station in the country would hold 700 men. They sent delegates to a special meeting of the City Council this afternoon to appeal for help and a place to sleep in. They declared that the open air was too cold and that they would all die of pneu-

monia, as 15 of their fellows did last winter. There is not a vacant house in town and the Government declines to give the use of the drill-hall for their occupation. From present indications they will have to sleep standing up until the Government special envoy arrives from Ottawa next week.

Shut Out Japanese Arrivals.

While rioting is over for the present, the authorities are taking no chances in the arrival here of further shipments of Japanese. The steamer Woolwich, due here in the morning, cannot obtain berthing privileges at any city wharf for fear of trouble. She will go to North Vancouver and there, away from mobs and riots, her human cargo will be put ashore. She has 700 or 800 direct from the land of the Mikado.

No decision has yet been reached regarding the proposed exclusion of Japanese over 16 years of age from the public schools of the city, though the



Sir Thomas Lipton, Who Has Challenged for America's Cup.

Mayor is very much in favor of that course. One hundred and fifty Orientals ranging in age from 6 to 24 enjoy free education in Vancouver. The separate school is not proposed here, but what the civic authorities propose is to exclude all over the compulsory school age limit.

Oriental Become Insolent.

Twenty rioters who took part in the disturbances of last Saturday night have been committed to stand trial in the Assize Court of Vancouver in October. Chinese and Japanese who have returned to their work since the riot act in a noticeably insolent manner.

J. McGregor, who was stabbed yesterday by a mob of angry Chinamen in Canton alley, is recovering. Every Chinaman and Japanese going abroad in the streets is armed, and many arrests of Orientals have been made for carrying concealed weapons.

CHINESE AND JAPANESE FIGHT

Desperate Battle on Alaska Vessel

Ends in Chinese Victory.

SAN FRANCISCO, Sept. 13.—One hundred and fifty Japanese cannery hands engaged in a desperate battle with knives on the high seas during the voyage of the bark Electra to this port from Nushagak, Alaska, and the encounter terminated only after more than a dozen of the contestants had been wounded and as many more put in irons.

Hardly had the vessel put out to sea from Nushagak before a fight occurred between three Japanese and a Chinaman in the bark's forecastle. This was only a forerunner to the battle to come, however, and on August 29 a war among the two races began in earnest. Assembled on the forward deck, the Chinese, who outnumbered the Japanese, started the trouble over the apportionment of food. A desperate fight followed, resulting in a victory for the Chinese.

The Electra was nearly wrecked during the storm in which the ship John Currier was lost off Unimak Pass last month.

OKUMA FINDS A DIFFERENCE

Says San Francisco Backed Rioters,

While Vancouver Fought Them.

TOKIO, Sept. 12.—In the Hochi this evening Count Okuma contrasts the anti-Japanese disturbance at San Francisco with the Vancouver riot briefly as follows:

"The latter occurrence must not be placed in the same category as the former. The San Francisco authorities directly or indirectly countenanced the act of the rioters, while the municipalities was a center of corruption, almost a state of anarchy prevailing. I liken the San Francisco riots to the Boxer outbreak. President Roosevelt's attitude at first was very fair and admirable, but after his conference with a delegation from San Francisco a change came which sadly disappointed us."

The Vancouver incident was quite different. It was an outrageous act, limited to laborers and unsupported elsewhere. The local authorities sincerely did their utmost to suppress the riot and protect our countrymen. They even went so far as to give permission to our compatriots to take measures of self-defense. The sincerity, so fully evinced, of these really worthy local authorities of our allies in their efforts to protect our rights makes us confident of effecting a satisfactory solution of the deplorable situation."

Japan Rewards Diplomats.

TOKIO, Sept. 14.—Viscount Hayashi, Minister of Foreign Affairs, has been promoted to the rank of Count and M. McInnis and M. Kurino have been created Barons in recognition of their services in concluding the treaties with France and Russia.

No Pardon for Stensland.

FOLIET III, Sept. 13.—The Pardon Board today denied the application for pardon made by Paul O. Stensland and he will have to serve out his full term of imprisonment for looting the Milwaukee Avenue Savings Bank at Chicago, of which he was president.

CHALLENGES FOR AMERICA'S CUP

Lipton to Build a Fourth Shamrock.

MAY SEND OVER TWO YACHTS

Irishman Wants Another Race for Sailing Honors.

MODEL BEING PREPARED

Formal Challenge Will Be Mailed Sunday for Contest in 1908. Lipton's Two Yachts May Sail a Preliminary Race.

LONDON, Sept. 12.—Sir Thomas Lipton will make another attempt in 1908 to regain America's cup for Great Britain. The announcement was made this afternoon by Sir Thomas in London and by the secretary of the Royal Irish Yacht Club at Dublin. The challenge, which goes to the New York Yacht Club in the name of the Royal Irish Yacht Club, was mailed from Dublin today.

The details of the challenge were arranged when Sir Thomas visited Dublin recently in the course of a yachting cruise around the British Isles.

Sir Thomas Lipton admitted that the Royal Irish Yacht Club was challenging in his behalf and that a cable dispatch on the subject would be sent to the New York Yacht Club today, advising it that a challenge for the cup would be forwarded on the Umbria, which will touch at Queenstown Sunday next.

From other sources it was learned that Lipton would be asked to design Sir Thomas Lipton's challenger, if he is not already at work on the model of Shamrock IV, for that is to be the name of the new yacht.

It has been reported that Sir Thomas intends to send two yachts across the Atlantic, and that after trying them out on the Sandy Hook course he will enter the better of the two in the races for the American cup, but it is understood that this cannot be done without the consent of the New York Yacht Club.

BLOW UP JOPLIN PAPER

NEWS-HERALD BUILDING IS WRECKED BY DYNAMITE.

Perpetrators Unknown and Man- ager Offers Reward of \$1000 for Information as to Identity.

JOPLIN, Mo., Sept. 13.—Unknown persons exploded dynamite in the two new buildings of the News-Herald, a local afternoon paper, causing damage amounting to \$29,000. F. E. Burton, manager of the paper, said tonight:

"The outrage was perpetrated by persons who oppose the policies of decency advocated by the News-Herald."

Mr. Burton offered a reward of \$1000 for every window in the building which is situated at Fourth and Joplin streets, in the heart of the business district, was broken.

MORE DOCKS ARE NEEDED

Metcalf Talks of Naval Affairs—La- bor Scarce on Coast.

WASHINGTON, Sept. 12.—Secretary of the Navy Metcalf returned today after an absence since June 29, when he left for California to make an announcement of the scrapping of the Atlantic fleet to the Pacific Coast. He referred today to the Pacific Coast in a speech at a dead issue. He said he had been out of touch with the Navy Department for so long that more details had been made available here than had been communicated to him. He declined to discuss the Japanese question, saying that he had heard too much on the subject, or on the anti-oriental incidents in cities of Washington and British Columbia.

Mr. Metcalf made a number of observations of importance in connection with the visit of the Atlantic fleet to the Pacific Coast. He found that while the Government has only one dock on the Pacific Coast that is capable of taking a battleship, there are a number of private docks that might be available if needed. Of these, three are at San Francisco. The only Government dock is at Bremerton, and this is located in a shallow bay which is likely that the entire fleet may go as far north as Puget Sound before returning to the Atlantic waters. Concerning this possibility, Mr. Metcalf says that there is water enough at Bremerton to float the entire fleet at one time.

The labor question on the Coast, the Secretary said, is becoming more serious each day, and he instanced the fact that the Navy-Yards at Mare Island and Bremerton are working far under their capacity by reason of a labor famine. He pointed out that in the West carpenters are being paid as high as \$6 per day.

The transportation question also was found by the Secretary to be serious. He said the railroads cannot begin to haul the crops, and the passenger-train service is very heavy.

HARRY MURPHY SNAPSOTS A VISITOR AT THE GRANTS PASS FAIR

ONION 2 LBS

TURNEY 13 LBS

MELON 44 LBS

POPKIN 110 LBS

BEULIA

FITNER MY EYES ARE TO THE BIRD OR WE GOT 'EM AGAIN

FOURASH 35 LBS