# FREE SHIP REACHES PORT

## HALEWOOD ARRIVES AT ASTORIA AFTER A FAST PASSAGE.

### Only Spot Ship on the Free List in the Pacific Northwest—Australia Clears With Wheat.

The British ship Halewood arrived in Astoria yesterday afternoon and enjoys the distinction of being the only disengaged grain ship in the Northwest. The Halewood made a fast passage up from Honolulu and was in the river several days earlier than she was expected. Her arrival will undoubtedly establish a charter rate for spot ships, for she will be needed to relieve the pressure. She has been off the market for a few days, but it is reported that when she was last offering her owners demanded 50 shillings. Exporters are still doubtful about paying such rates, but from present indications they may be forced to do so.

The German bark Edmund was chartered a few days ago at 45 shillings for January loading. She is one of the largest vessels that ever came to Portland, exceeding in size by a few tons the mammoth Royal Forth, which was here about a year ago. The Edmund's register is 2962 tons net, and she carries over 5000 tons of cargo. There are very few ships offering this side of January, and for the months beyond extreme prices are asked by owners, one firm offering a ship yesterday for June, 1901, cancellation at 41s 3d.

### ANOTHER BIG CARGO.

**British Bark Australia Cleared Yesterday—Portia Arrives Up.**

The British bark Australia, the fourth vessel of the September grain fleet, cleared yesterday for Queenstown or Falmouth for orders, with 130,546 bushels of wheat, valued at $76,000. The vessel was dispatched by Kerr, Gifford & Co., and will leave down the river this morning. Her departure will not change the position of the Portland fleet numerically, as the British ship Portia arrived up last evening and will take her place. The Danish ship Jupiter left down yesterday morning and will reach Astoria today. The river is in excellent condition this season, and there has been less trouble than ever before. When it is remembered that but a few years ago vessels were obliged to lighter large quantities of wheat to Astoria and reload it at that port the improvement in the situation is all the more noticeable. Out of over 300,000 tons of wheat shipped foreign last season less than 1000 tons was lightered, and this year there will be a still smaller amount.

### THE MYSTERIOUS EVA.

**San Francisco Reporters Puzzled Over the Movements of Steamer.**

The German steamship Eva, which arrived up last evening, has been reported for so many different kinds of business during the past few weeks that the San Francisco reporters have been kept busy guessing where she was bound for. The Bulletin of Tuesday evening seemed to think it had solved the problem and printed the following:

"We hope the cargo of the German steamer Eva has been definitely fixed at last. When she arrived here it was reported that she was under charter to the Government to take horses and forage to Manila or China. She went north a few days after arrival, and it was then reported that she had gone for a cargo of coal for this port. She is now at Tacoma and the latest report is that she will load flour on the Sound for Vladivostock and Hong Kong."

All of the steamers which go north from San Francisco do not load on the Sound, and the Eva will commence loading a cargo of flour in Portland this morning.

**Four Fishermen Drowned.**

BOSTON, Sept. 20.—The schooner Mary A. Whalen reached here today with her flag at half-mast. Four of her men were drowned by the capsizing of a yawl during the gale on Tuesday last while on the fishing grounds, about 70 miles southeast of Highland light.

**First Boat Through Yamhill Locks.**

M'MINNVILLE, Or., Sept. 20.—The first boat will be brought through the Yamhill locks tomorrow by Captain Langfitt.

**Domestic and Foreign Ports.**

ASTORIA, Sept. 20.—Arrived at 7 A. M. and left up at 10:30, German steamship Eva, from Comox; arrived at 3:10 P. M., steamer Del Norte, from San Francisco and way ports; arrived at 12:50 P. M., British ship Halewood, from Honolulu. Sailed at 10:40 A. M., Norwegian steamship Tyr, for Vladivostock; steamship Columbia, for San Francisco; schooner Pioneer, from Knappton for San Francisco. Condition of the bar at 5 P. M., moderate; weather, hazy; no wind.

Hoquiam, Wash., Sept. 20.—Arrived: schooner C. H. Merchant, from San Francisco, for Aberdeen.

San Francisco, Sept. 20.—Arrived—Ship Spartan, from Seattle; bark Tidal Wave, from Tacoma; steamer Thistle, from Bristol Bay; schooner Bainbridge, from Port Blakeley; schooner Challenger, from New Whatcom; ship Eclipse, from Alaska. Sailed—Schooner Dauntless, for Willapa Harbor; schooner San Buenaventura, for Gray's Harbor; steamer State of California, for Astoria.

New Whatcom—Sailed September 19, barkentine Portland, for San Pedro.

Seattle—Sailed September 18, British ship Linlithgowshire, for Queenstown.

Coos Bay—Arrived September 19, steamer Del Norte, from Eureka, and sailed for Portland.

Port Townsend, Sept. 20.—Arrived—Schooner Columbia, from Mahukona; schooner William Bowden, from Honolulu; schooner A. M. Baxter, from San Pedro; ship Henrietta, from Hamburg.

New York, Sept. 20.—Sailed—Fuerst Bismarck, for Hamburg; La Touraine, for Havre; Barbarossa, for Bremen.

Liverpool, Sept. 20.—Arrived—New England, from Boston.

Bremen, Sept. 20.—Arrived—Lahn, from New York, via Cherbourg.

Plymouth, Sept. 20.—Arrived—Auguste Victoria, from New York, for Hamburg.

London, Sept. 20.—Arrived—Michigan, from New York. Sailed—Manitou, for New York.

Nagasaki—Sailed September 19, Port Stephens, for San Francisco.

Cherbourg, Sept. 20.—Sailed—Kaiser Wilhelm der Grosse, from Bremen, for New York.

Queenstown, Sept. 20.—Sailed—Rhynland, for Philadelphia, and Oceanic, for New York, both from Liverpool.

Rotterdam, Sept. 20.—Sailed—Rotterdam, for Boulogne and New York.

Liverpool, Sept. 20.—Sailed—Cambroman, for Montreal.

Genoa, Sept. 20.—Arrived—Trojan Prince, from New York, via St. Michaels and Naples.

New York, Sept. 20.—Arrived—St. Germain, from Havre.

Lizard, Sept. 20.—Passed—La Bretagne, from New York, for Havre.

**Must Pay to Cross His Land.**

John Mock, the well-known pioneer and farmer, who lives on the Peninsula below the Portland Flour Mills, has been severely criticised for not donating the right of way for a railway across his waterfront, which it is proposed to extend to St. Johns. Mr. Mock said yesterday that he did not see why he should donate a right of way for the railway. He had occupied the land for the past 48 years and had hewed his farm out of the dense forest in pioneer days with the hardest possible labor. The river makes a bend at his home, which stands on the high bluff, and the route of the proposed railway is across the low land in front which is covered with water and Mr. Mock does not see in what way it will benefit his land for this railway to cut through it. He says that it will not be long before the Northern Pacific Railway Company will want to build a bridge across the Columbia and come up the Peninsula and he does not propose to be in any hurry about donating a right of way across the low ground to any company. He does not see any prospects for the immediate construction of a switch, even if the right of way should be donated, but thinks a railway will be built to St. Johns just as soon as business will justify it, and not before.

## EAST SIDE AFFAIRS.

**Funeral of A. J. Knott—Other Matters.**

The funeral of Andrew J. Knott, pioneer of 1851, who died Monday morning, took place yesterday afternoon from his home on East Eighth and East Washington streets, and was attended by a large number of old residents and neighbors.

Rev. George B. Van Waters, rector of St. David's Episcopal Church, conducted the services at the house. Nearly the entire Legislative delegation from Multnomah County attended in honor of their late brother. The pallbearers were Dr. John Welch, Dr. Wells, T. T. Struble, L. M. Parrish, ex-Governor S. Pennoyer and E. J. Jeffrey. At the close of the services in the house the remains were taken to Lone Fir cemetery, where the interment took place. All the children of the deceased were present at the funeral. His sister, Mrs. E. J. Finnican, of San Francisco, was also present.

**Twenty-eighth-Street Water Main.**

Dr. C. H. Raffety, of the water committee, said yesterday that it would be a good thing if the property-owners on East Twenty-eighth street north of Sullivan's Gulch would grade that street through to Broadway. The contractor is now grading East Twenty-eighth street south of Sullivan's Gulch, and a four-inch main will be laid north from East Ankeny. If the street were also graded north of the gulch to Broadway the water main could then be extended through the grounds of the Doernbecher factory across Sullivan's Gulch and a connection made with the four-inch main on Broadway. This would provide a complete water circuit and do away with the dead end both on Broadway and East Twenty-eighth streets. Dr. Raffety said that the four-inch main could be extended over this route, and the six-inch pipe on Oregon street could be extended out the Sandy road and also connected with the four-inch pipe on East Twenty-eighth, thus giving that whole district an ample service. The committee will not lay mains on unimproved streets, and in order to get it carried across Sullivan's Gulch, East Twenty-eighth street would have to be graded out. It would be well worth the expense of the property-owners to have the grading done and get Bull Run water.

**E. R. Sanders' Condition.**

E. R. Sanders, an old soldier and member of Sumner Post, G. A. R., who is at St. Vincent's Hospital where he is under treatment for blood poisoning, is reported not improving as expected. His condition is the result of a felon, which necessitated the amputation of the middle finger of the left hand and which has involved the entire hand. He is very weak from the effects of the blood poisoning. His wife is with him. He was a resident of Portland until about a year ago, when he went with his wife to a logging camp, where he was attacked with a felon.

**East Side Notes.**

Elmer Jackson and Albert Hall, of Fairview, have gone to Corvallis to enter the Agricultural College for the ensuing year.

Mrs. W. Warren, sister, and Mrs. Esther Turney, mother, of Edward Turney, who have been visiting at his home, 507 East Oak street, for the past two months, left for their home in Michigan last evening.

Alpha Lucella Landfare, the 14-year-old daughter of Mr. and Mrs. H. A. Landfare, living at 289 Grand avenue south, died yesterday. She had lived in the city four years. The funeral will take place tomorrow.

The infant daughter of Mr. and Mrs. Levi Rivers, who live at 362 East Tenth street, died yesterday. The interment will take place this afternoon at 1 o'clock from the home and the remains will be buried at Milwaukie cemetery.

A meeting of the executive committee of the Portland Christian Union was held Wednesday evening in the Cumberland Presbyterian Church. Miss Louise Ross, who recently returned from Europe, gave a report of the London convention. Rev. A. S. Hurd told of the Albany convention. Rev. Robert McLean and Rev. J. J. Dalton were appointed to prepare resolutions protesting against seamen's abuses.

Dr. Wise, room 614, The Dekum.

## GOLF COMPETITION.

**Drawing for Games on Sellwood Links.**

The golf competition which is now being held at Sellwood links is exciting much interest among the local players, and promises to bring out some of the best scores that have ever been made on the links. All the crack players are entered, and all are doing their best to surpass their previous performances with cleek and lofter. Following is the drawing for the contest, the first round of which must be played off by September 29:

**Ladies' Hole-to-Hole Knock-Out Competition.**

| | Handicap. | | Handicap. |
|---|---|---|---|
| Miss King | 12 | Miss Heitshu | 2 |
| Miss Sibson | 00 | Mrs. Good | 12 |
| Miss Flanders | 10 | Mrs. Burns | 12 |
| Bye. | | Mrs. W. B. Ayer | 8 |
| Mrs. Jones | 14 | Miss Lewis | 13 |
| Mrs. Ayer | 12 | Bye. | |
| Mrs. Koehler | 10 | Mrs Macmaster | 14 |
| Miss Myrick | 14 | Mrs. Alvord | 14 |

First round must be played off on or before Saturday, the 29th of September.

**Drawing for Knock-Out Competition**

| | Handicap. | | Handicap. |
|---|---|---|---|
| C. H. Lewis | 10 | Berry | 14 |
| Cawston | 13 | Bye. | |
| Spadone | 12 | Wright | 6 |
| P. Kerr | 15 | Howard | 12 |
| C. E. Ladd | 10 | T. A. Linthicum | 10 |
| H. W. Goode | 14 | Flanders | 14 |
| Brewster | 14 | H. E. Jones | 10 |
| J. D. Wilcox | 12 | Miller | 13 |
| C. D. Lewis | 12 | Milton Smith | 16 |
| Huggins | 3 | Bye. | |
| Mackay | 12 | Macleay | 3 |
| Minor | 6 | King | 18 |
| Allison | 15 | Fletcher | 12 |
| Young | 6 | Lothrop | 12 |
| Judge | 16 | Tronson | 12 |
| T. Kerr | 6 | Burpee | 13 |
| Clifford | 3 | Ayer | 6 |
| Voorhies | 15 | Stevens | 12 |
| Insley | 13 | W. M. Ladd | 12 |
| Whidden | 10 | Vogt | 18 |
| T. S. Brooke | 18 | Geo. Good | 17 |
| Kollock | 10 | Lawrence | 12 |
| Wheeler | 10 | S. B. Linthicum | 12 |
| Ainsworth | 10 | Strong | 10 |
| DuFlon | 14 | Taylor | 18 |
| Dickson | 14 | Macmaster | 11 |
| C. J. Reed | 14 | Adams | 14 |
| Montgomery | 16 | Langfitt | 11 |
| Mills | 10 | Lingley | 12 |
| Wood | 14 | Pendleton | 13 |
| R. Livingston | 13 | Burns | 16 |
| Carson | 12 | Snow | 14 |

## A DAY'S OUTING.

Those desiring to spend Sunday in comfort should take the O. R. & N. train to Bonneville Sunday and enjoy the magnificent scenery and cool breezes to be had under the pine trees at Bonneville. Train leaves Union depot at 9 A. M. Returning, train reaches Portland at 4:30 P. M. The very low rate of 50 cents for the round trip is still in effect. This rate is good on Sundays only.

# WHY BRYAN CANNOT WIN

## REASONS FOR THE GREAT CHANGE IN WASHINGTON.

### Reasonable Estimates Place the McKinley Plurality in November as High as 10,000.

SEATTLE, Wash., Sept. 20.—It is the full expectation of nearly all informed persons that the State of Washington will give a Republican majority in the November election. Reports received at state Republican headquarters here are of a most encouraging nature. A careful poll has been made of several test precincts in different parts of the state and, while the figures are not given out, it is said that they show astonishing gains over the very satisfactory Republican vote of 1898. Then the state gave a Republican majority of 8000 for Supreme Judges, following the overwhelming Bryan victory of 1896. No state ever was politically more volatile than Washington; none ever more ready to go hell-bent one way or the other as the humor or whim or deep-seated sense of their own good takes possession of the voters. There is less rigid adherence to party lines here than in almost any other state; there is more civic pride in both city and state than elsewhere in the extreme West, and party ties break before it. The state will be for McKinley this year because of the general conviction that Republican success is a good thing for the Nation and a better thing for Washington. Expansion is no glittering generality, no rainbow-hued dream, to the people of Puget Sound. It has had substantial results in the enormous amounts of money spent in fitting up the Government transports and supplying their cargoes and in the rapid growth of Oriental trade incident to the increasing world-importance of Asia. A revised understanding as to the effects of free silver, a wholesome disgust with fusion, and the general National prosperity for the past four years may be enumerated as among other influential factors that tend to lead the state into saner ways.

The fact that Washington gave 5000 for Congressman Jones and 8000 for Judge Anders in 1898, after 12,000 for Bryan in 1896, is not at all conclusive that the Republicans have a walk-over this Fall, or even that they will probably win. This astonishing change simply shows that the voters at the time of election are guided easily and surely by what then seems to be their best interest. In other words, it is not wise to expect that a man who voted the Republican ticket in 1898 will vote it again in 1900 merely because he did vote that way in the former year. The safest basis of calculation is to ascertain what are the conditions surrounding the voter, and what motives are likely to inspire his action. The full dinner-pail is the best possible argument over here. The state is well off, and it knows it, and is satisfied. The price of wheat and the redemption of mortgages, exposing the fallacies of free coinage, were responsible for the great overturning in Eastern Washington in 1898; better prices for logs, lumber, coal, shingles and all sorts of produce, with steady employment at good wages in all lines of industry, brought about the marked change in Western Washington. A general sentiment that the National Administration ought to be sustained in the midst of war had much to do with it all, but all appeals to patriotism would have been in vain if the promises of 1896 had not been redeemed.

To show the startling changes of two years, the election figures are worth examination. Bryan received 51,646 votes; McKinley, 39,153; Bryan's plurality, 12,493. In 1898 Anders (Rep.), for Supreme Judge, got 40,362; Heuston (Fusion), 32,339; Anders' plurality, 8023. In 1896 eight counties only went for McKinley, as follows: Cowlitz, Island, Jefferson, Kitsap, Klickitat, Lewis, Pacific, San Juan, casting 11,500 out of 93,000 votes. Twenty-six counties were for Bryan. In 1898 four counties only, casting about 2000 votes, were for Heuston. They were Douglas, Franklin, Stevens and Skamania. Thirty went for Anders. Here are some figures from the counties in which the most astonishing changes were made:

| | —1896— | | —1898— | |
|---|---|---|---|---|
| | Rep. | Fus. | Rep. | Fus. |
| Clark | 1497 | 1497 | 1375 | 937 |
| Douglas | 334 | 722 | 360 | 463 |
| King | 6413 | 7497 | 6208 | 5802 |
| Lincoln | 781 | 1715 | 1104 | 890 |
| Okanogan | 294 | 912 | 496 | 358 |
| Pierce | 4641 | 5404 | 4140 | 3570 |
| Skamania | 122 | 239 | 114 | 144 |
| Snohomish | 1871 | 2775 | 1873 | 1853 |
| Spokane | 2701 | 5725 | 3890 | 2928 |
| Stevens | 433 | 1880 | 758 | 759 |
| Whatcom | 1971 | 2177 | 1909 | 1423 |
| Whitman | 1592 | 3578 | 2035 | 1652 |

Spokane County, for example, was for Bryan by 3000 majority—more than 2 to 1. Two years later it gives a Republican plurality of nearly 1000. Whitman gives Bryan nearly 2¼ to 1; then goes Republican. Lincoln was for Bryan by 2½ to 1, and gives Anders 400. Stevens gives Bryan 4 to 1, and then splits even. It is to be observed that the vote of 1898 was some 19,500 less than two years before, and the fusionists have always claimed that the reason they were beaten was that their voters stayed at home. They point out that there was only a small gain in the Republican vote, and they say that the decrease in the total was substantially the same as the decrease in their vote. It is exceedingly difficult to say just how much merit there is in this contention. But, assuming that it is correct, what of it? The problem of the fusionists now is to get their stay-at-homes interested, and to induce them to vote the ticket when they do go to the polls.

There is no dissatisfaction with the Presidential ticket on either side, but there is with the state tickets on both sides. Frink in himself is not as strong a candidate as McKinley by several thousand votes, and, on the contrary, there is what appears to be a formidable bolt from Rogers on the fusion side. There is, too, a Middle-of-the-Road movement, which will cut some figure as against both Rogers and Bryan. That Frink will glean many anti-Rogers Populist votes is not to be doubted. Whether these will be sufficient to make up the defections from him and place him even with McKinley is a question that the election only can answer. The large new vote in this state is mostly Republican, as shown by the city elections both in Seattle and Tacoma, and they are an element that will be very helpful. Withal, it is the serious belief of Republican managers that the majority for McKinley will be at least 10,000 and the majority for Frink but little less.

### PRACTICING WITHOUT LICENSE.

**Regular Physicians Cause Arrest of Dr. Lindsay, at North Yakima.**

NORTH YAKIMA, Wash., Sept. 20.—Dr. David Lindsay was arrested today, charged with practicing medicine without license. His hearing will be held Saturday. It is said other arrests will be made tomorrow on similar grounds at the instigation of regular physicians. About a dozen persons are said to be practicing medicine here who have not complied with the law. Lindsay is indignant over his arrest. He claims to have been a regular licensed practitioner for 25 years.

### ALASKA STEAMER QUARANTINED.

**Purser Suffering From Illness Which Looked Suspicious.**

VICTORIA, B. C., Sept. 20.—Upon her arrival from Skagway today, the steamer Tees, with 100 passengers, was ordered into quarantine, the purser suffering from illness which looked suspicious. It is not believed to be serious, and the steamer will probably be released tomorrow.

**Northwest Pensions.**

WASHINGTON, Sept. 16.—Pensions have been granted as follows:

Oregon: Original—Special, September 1, Charles Harper, Sumpter, $6; Edward Washburn, Albany, $6. Increase—William Jackson, Myrtle Creek, $10. Mexican War survivors, increase—Elisha Swift, Myrtle Creek, $12. War with Spain (original)—Edgar J. Chamberlin, Portland, $8.

Washington: Original—Charles M. Maltby, Lynden, $6. Additional—William A. Jay, Conconully, $8. Increase—Cary P. Taplin, Asotin, $8.

**Accident at Glentena.**

EUGENE, Or., Sept. 20.—David Galley was killed at Glentena yesterday. He was helping saw a log on a hillside, and was working on the lower side of the log, when the cut was completed, the log rolled down and caught Galley, killing him alsost instantly.

**Washington Political Notes.**

The colored voters of Tacoma have organized a Republican Club.

There is a prospect that the administration and the Fawcett forces may patch up an amicable agreement in Pierce County. The latest plan is for the Rogers faction to turn over county nominations to the antis.

County Commissioner Lou Smith, of the south district, who is running for re-election on the Republican ticket, has created a furore in the Republican camp by charging openly that Will H. Morris, acting chairman of the King County Republican Central Committee, is spending the campaign fund for the sole purpose of electing only Sheriff Van de Vanter and "Little Billy" White, the nominee for Prosecuting Attorney, says the Seattle Times. Several times within the last few days, Mr. Smith, it is reported, has stated to his friends that the county committee was guilty of unfairness bordering on treachery toward a majority of the county ticket. He declares that the committee is interested only in the election of Van de Vanter and White, and in carrying the county for J. M. Frink, the Wilson-McGraw nominee for Governor.

**Idaho Notes.**

William Riggs, of Weiser, was held up and robbed of $95 at Pocatello last week.

The addition to the drier at Troy is almost finished, and soon will be in operation.

Pete Holden was crushed to death at Boise Tuesday under the wheels of a water cart.

The heavy winds of last week did considerable damage to orchards in the vicinity of Juliaetta.

Six boxes of apples from the ranch of Congressman Edgar Wilson left Boise this week for the Paris exposition.

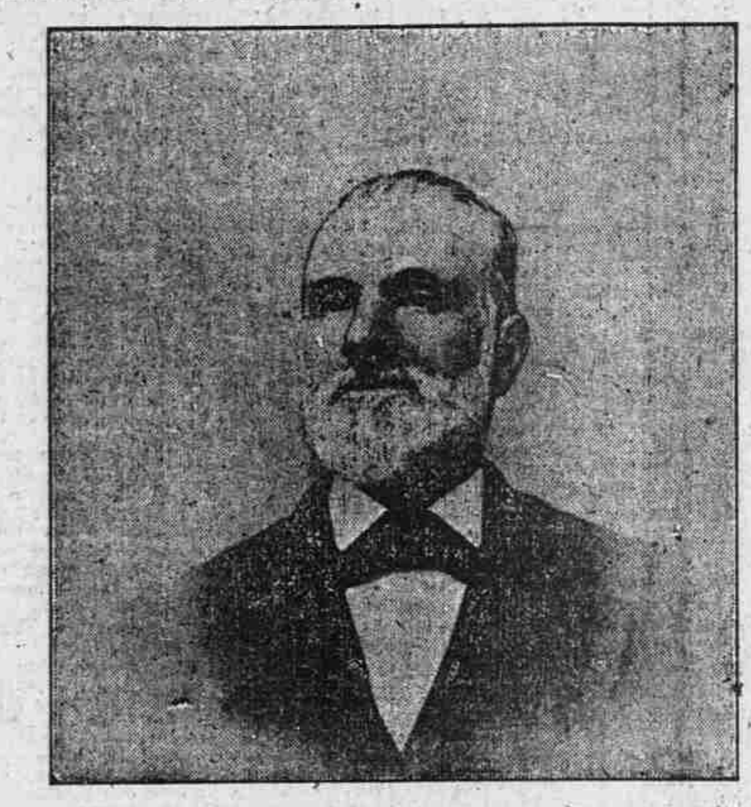
It is reported that there are not enough driers in Potlatch Valley, and that a considerable part of the fruit crop will go to waste.

A local chapter of the Chautauqua Literary and Scientific Club was organized at Boise this week, with an assured membership of 30.

Annie P. Cochrane, a native of Canada, was granted final citizenship papers by Judge Mayhew, at Wallace, Tuesday. She is the first woman ever made a citizen in this court.

Charles Bailey was thrown upon a tangled head of brush and wire in a runaway accident Tuesday, near Juliaetta. He was not seriously hurt, but the wagon was ruined and one horse crippled.

## GALLERY OF NEW MEMBERS OF THE OREGON LEGISLATURE



HENRY KEENE, REPRESENTATIVE FROM MARION COUNTY.

STAYTON, Or., Sept. 20.—Henry Keene, of Stayton, Representative from Marion County, came to Oregon in 1870 from Olmstead County, Minnesota. He was born in Germany 69 years ago. After a short residence in Salem, where he first went after reaching the Willamette Valley, he bought a half section of land in the famous Waldo Hills, and has resided there continuously since. He is possessed of a comfortable fortune, and is regarded as one of the county's most substantial citizens. Mr. Keene has been a life-long Republican, casting his first vote for Abraham Lincoln. For 22 years he was School Director in district No. 80, Marion County, and has served several terms as Justice of the Peace and Town Councilman of Stayton.

# SALT LAKE TO LOS ANGELES

## BRIGHT PROSPECTS FOR THE NEW RAILROAD LINE.

### Utah City Is Willing to Grant Everything the Promoters of the Road Ask For.

SALT LAKE, Utah, Sept. 20.—If a public enterprise can be measure by enthusiasm, the cities of Salt Lake and Los Angeles will be connected by a direct and independent railroad system. Mr. Gibbon, of Los Angeles; Hon. R. C. Kerens and C. A. Bemis, of St. Louis, and others interested in the construction of the road are in the city and have been tendered a royal welcome. Senator Clark, of Montana, and J. Ross Clark are expected here Sunday. With the exception of the latter two, the above-named gentlemen have been in conference with prominent citizens here perfecting the preliminary work and their efforts have met with a hearty response.

There seems to be every reason to believe that the work will begin in a short time, and be pushed to a rapid conclusion. The finances for the construction have already been pledged and the most important matter now to be arranged is the terminal facilities in this city. It is believed the city officials will be liberal in the matter of franchises. For the purpose of getting a full expression of opinion relating to franchises the Mayor called a mass meeting. The meeting, which was called to order in the Council chamber tonight, was characterized by harmony and enthusiasm throughout. J. E. Dooly presided and Spencer Clark was made secretary. T. E. Gibbons, representing the proposed railway company, presented the matter for the company and stated what the company desired in the way of franchises and depot grounds. A number of strong speeches were made in support of granting all the company asked for. A resolution was unanimously passed favoring the petition of the company and appointing a committee of 50 to present the request to the City Council.

### NO FREIGHT POOL.

**Northern Pacific May Prevent an Agreement.**

NEW YORK, Sept. 20.—The Times says: The optimistic views of the result of Tuesday's conference of Western presidents, as expressed by Chairman Jeffrey on Tuesday, are not generally shared by freight representatives and other railroad men in this city. That the absence from the conference of representatives of the Northern Pacific was more or less of an intentional slight, and that it forbodes ill for the future of the St. Paul committee was shown by a statement from President Mellen of the Northern Pacific.

"Will the Northern Pacific," he was asked, "join in the organization of the proposed St. Paul Traffic Committee?"

"The Northern Pacific," answered President Mellen, "will under no circumstances join in any pool, traffic committee or other such agreement, and Mr. Jeffrey has received no assurances from us to the effect that we are favorably disposed to such a plan."

This statement was made very emphatically, and as it is hardly probable that the other roads will organize a committee without the Northern Pacific, the territorial committee's plan may have to be abandoned.

But aside from this it was pointed out by the railroad officials that in spite of all statements, it was evident that the conference had again failed to accomplish anything.

"The appointment of committees which are to report at the next conference is nothing more or less than procrastination," said a freight official. "The committees may consider as much as they please; when it comes to reporting their deliberations at the next conference it will be found that no conclusion has been reached."

Another official whose knowledge of the freight situation throughout the country is very accurate, said:

"The great question which the presidents have not answered and cannot solve is, 'What shall be done with the low-rate contracts entered into between the Western roads and the Central Traffic Association connections on business originating in trunk line territory, and which low-rate contracts do not expire until the next year?' The answer to this question is explanation of why nothing definite has been done and why the committees have been ordered to report at the December conference. Nothing can be done until these contracts have expired which will be soon after the December conference. One of the principal items of freight covered by these contracts is the tremendous apple crop of New York State, a large part of which will be moved West at low rates."

It is understood that one of the matters under discussion at Tuesday's conference, and which raised quite a disturbance, was the demand that the Chicago & Great Western return to the roads the sum of $50,000, which it was claimed it had received in excess of its share in the freight pool. Report has it that the representatives of that road made most strenuous objection to this demand, and that the matter is not yet settled.

### A RAILROAD SCHOOL.

**Proposed Course of Practical Training for Young Men.**

SARATOGA, N. Y., Sept. 20.—The Eastern Railway Maintenance of Way Association, a New England organization of which E. A. Haskell, of Springfield, Mass., is president, is in session here.

Walter G. Berg, chief engineer of the Lehigh Valley Railroad, read a paper entitled "The Education of Railroad Men in the Subordinate Ranks for the Maintenance of Way Service," in which he advocated the establishment of a special railroad trade school to be devoted to the teaching of practical railroad work, the entrance requirements of which will be limited to a general common school education. The school should consist of a regular course of one year and of an advanced course of one year in addition to a general course. Scholars for the regular course would be boys direct from public schools and young men who, after a few years' work in a shop, office, store or a railroad department, begin to realize that their rapid success in life may depend largely on a better general knowledge of the familiarity with one subject or some specialty.

The advanced course would be open to scholars who had completed the regular course and men whose former education and subsequent railroad experience would qualify them to omit the regular course. The general course, consisting of lectures on the general railroad subjects, would be open to all comers in order to spread a better knowledge of the general conditions, laws and public policy governing railroads among the general public.

**Another Burlington Short Line.**

A circular has been issued from the office of Assistant General Passenger Agent Charlton, of the Northern Pacific, announcing the completion of the Burlington & Missouri River Line between Alliance, Neb., and Denver, by way of Sidney, Sterling and Brush, making the distance between Billings and Denver only 714 miles. This opens a new competitive route between Montana, Northern Idaho and Eastern Washington points and Eastern Colorado, New Mexico and Eastern Texas, at a price $5 less than it has been possible to quote over the Northern Pacific and Burlington heretofore.

**Seth Abbott Insane.**

CHICAGO, Sept. 20.—Seth Abbott, father of the late Emma Abbott, the singer, is at the detention hospital. He was arrested at Lowell, Mass., several days ago because of his queer conduct. Frederic Abbott, son of the old man, and who lives in this city, brought his father from Lowell. When Mr. Abbott reached Chicago he was violent and it was found necessary to take him to the detention hospital. He will be brought before the County Court tomorrow and given a special trial as to his sanity.

## HERE'S GOOD STUFF.

**The Brooklyn Eagle, Again in Fine Form, Tackles Olney.**

Brooklyn Eagle.

Some think that Richard Olney reflects or represents the present political views of Grover Cleveland. They argue that as Mr. Olney was Attorney-General and then Secretary of State under President Cleveland, the accord of the two on politics now is plain. The theory is a legitimate superficial presumption. But the facts under the presumption negative it.

Both Mr. Cleveland and Mr. Olney are men of strong personality. Toward the close of Mr. Cleveland's Administration they affected each other unpleasantly as often as they did agreeably. Mr. Olney was desirous of the Democratic nomination for President in 1896. Like most men who have such a desire, he failed to see why its realization was impossible. He was identified with an Administration deserted by the party which created it. Mr. Cleveland easily overshadowed every member of his Cabinet. The unchangeable Republicanism of Massachusetts rendered Democratic recourse to that state for a Presidential candidate contrary to the habit of politics.

These things were not appreciated by Mr. Olney. Nor was his ambition relished by Mr. Cleveland, who thought that none of his Cabinet should seek preferment at hands that had warred on him. That caused the "little rift within the lute which by and by makes all the music mute." Personal respect and personal courtesy were maintained, but those who think that Mr. Olney at the last stood or today stands so near to Mr. Cleveland's admiration and confidence as several other members of his Cabinet, are excusably incorrect, only because the facts, as they are, are not known to them.

This renders the letter of Mr. Olney to Henry L. Nelson, who exploited it in the New York World on Thursday, not only the expression of Mr. Olney alone, but it also explicitly relieves it of any relation to Mr. Cleveland and Mr. Cleveland from any suspicion of liking for it. The statement is due to justice to history, which involves justice both to Mr. Cleveland and to Mr. Olney, as well as to the public, and which corrects the erroneous impression, eagerly adopted by uninformed writers, that Mr. Cleveland himself probably inspired and possibly agrees with Mr. Olney's letter.

The letter shows the still strenuous desire of Mr. Olney for the Presidency of the United States. There is not a word in it as to what kind of President Mr. Bryan would make. There are many words in it on what kind of President, in Mr. Olney's opinion, Mr. McKinley has made. Plainly, the Presidency is a displacing consideration in Mr. Olney's mind. He does not permit himself to discuss Mr. Bryan's claims or capacity for the office, but he is convinced of Mr. McKinley's failure in it. He is apparently thinking how the office would have been conducted under another man, under a Democratic citizen of Massachusetts, for instance. And he contends that it has not been conducted in that way by a Republican citizen of Ohio, who undoubtedly holds it, in Mr. Olney's opinion, because a Democratic citizen of Massachusetts was not nominated for it. This is the more noticeable, when one recalls that in the letter is not a word favorable to the Presidency of Grover Cleveland or alluding to him or to it at all.

Mr. Olney is sincerely convinced, as those who know him are aware, that the errors from which he would have saved Mr. Cleveland, but for the latter's indocility, would have made Republican success in 1896 impossible and Democratic victory then quite easy under a different and a better candidate—a citizen of Massachusetts, for instance. His conviction that Mr. Cleveland brought Bryanism on Democracy and Republicanism into power accounts for his omission to commend the Administration with which he was connected. His criticism of the McKinley Administration becomes less significant when his omission to commend its predecessor is explained. And his equally pointed omission to say one word for Mr. Bryan, or for Bryanism, is further proof of his conviction that, while the Chief Magistracy may have been, in his opinion, ill filled by Mr. McKinley, and while it may possibly be better filled by Mr. Bryan, it will never be properly filled until the Democrat, who should have been nominated in 1896 and 1900, shall be nominated and elected in 1904.

Mr. Olney's condemnation of the McKinley Administration should have been followed by some commendation of Bryanism, as an alternative. The commendation is wanting. Its absence affects the significance of Mr. Olney's strictures. Independent men, Gold Democrats especially, are not praising McKinleyism, as Mr. Olney calls it, and do not feel called on to do so. They made it before and support it now as an alternative only. Praise of it belongs to McKinley men or to Republicanism. Comparison of McKinleyism with Bryanism concerns independent men, and especially Gold Democrats, but apparently does not concern, or, at least, does not engage, Mr. Olney's thought at all. This is the fatal weakness of his letter. The men with whom he has wrought, want less to know what are the faults of McKinleyism than what are the merits of Bryanism. It has none, or, at least, none of them appears in Mr. Olney's letter. The men to whom and for whom he speaks, and with whom he has wrought, ter. If it had any in his mind, he could have mentioned them, but his failure to mention them gives to his criticisms on McKinleyism no educational, practical, or operative value to men of independence who wish to know what choice between forced alternatives they should make for country and for kind at this time.

In short, Mr. Olney's letter is "all in the air." He is constrained to criticise the McKinley Administration, but neither his conscience nor his intellect—or does the reason reside in his temperament or in his ambition?—permits him for one moment to go bail for Bryanism or to enlighten voters hesitating between the two parties in this campaign. On this account the letter will have no other result than to align Mr. Olney with "regularity," and to number him among the "eligibles" by 1904. But in the unlikely event of Mr. Bryan's election, Mr. Olney would find the Nebraskan keeping him at arm's length, for George Fred Williams would be "the man of Massachusetts," and Richard Olney would not.

Nor do aspirations and arguments always agree. They sometimes jar. Were Mr. Olney disinterested he had been freer and more candid in his thought and fairer in his statements. His criticism of expansion, for instance, would then be unimpaired by the fact that he is the pioneer expansionist among our modern statesmen. His Atlantic Monthly protest in December, 1897, against the United States being any longer "a hermit nation," his demand then that we go to the East, and to its consequences would not rise in judgment against him now. His record was a great one on that. His rhetoric today cannot rail that record off the pages of literature. Then he foresaw, and in effect advised what, over a year later, the destruction of the Maine and the ensuing war made as obligatory as inevitable. Now he faults what then he favored—and why he does so is not unknown to his sometime colleagues, though it does not appear in the lines of his letter. His some time colleagues can read it between the lines.

For Mr. Olney's fame, we could wish his disappointments with the past had been less galling, his devotion to his great chief more loyal, and his words in the present based on broader, higher, and nobler grounds. His letter is apropos of nothing. The logic of it leads nowhere. Neither Cleveland nor McKinley—nor, manifestly, Bryan—satisfies or gratifies him. We can conceive of but one man who is his ideal. He has only himself to blame for that ideal's recession from availability for public service. There are antitheses to great qualities, but, in politics, there are no permanently effective substitutes for them. The election will enlighten Mr. Olney, who fails now to enlighten his countrymen. The result of that election will intensify his critical power, but the objects of it will not be those whom he now condemns. They will be those to whom he has gone without reason, but to whom, not without reason, should they succeed, his going will be without reward.

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