Morning Oregonian.

VOL. XLII.—NO. 12,993. PORTLAND, OREGON, SATURDAY, AUGUST 2, 1902. PRICE FIVE CENTS.

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SEATTLE IS CHILLY

When McBride's Anti-Railroad Fight Is Named.

SOME GOOD REASONS WHY

Difficulties in the Way of a Fair and Dispassionate Discussion of This or Any Other Public Issue in Washington.

By a Staff Writer.

SEATTLE, August 1.—There is an unmistakable chill in the air here whenever Governor McBride's railroad commission project is mentioned. To be sure, Seattle is working in accord with the Governor in some things, and there is a tacit understanding that the town is "with him." But—Seattle is a railroad town. She has much to hope for through railroad favor; she has much to fear through railroad disfavor. Besides, Seattle does not have to pay the grain rates which aggrieve the eastern part of the state; and it is Tacoma, and not Seattle, which gets such benefits as attach to the point of grain shipment. Why should Seattle work herself into a frenzy over matters which don't affect her pocket, and why should she get herself disliked by the railroad magnates to whom she is anxiously looking for more favors? Seattle is strictly business, and clearly it is business to stand in with those who are in a situation to help or to hinder the future welfare of the city. It means more for Seattle—at least, this is the Seattle view of the matter—to keep in the good graces of Jim Hill than to gain a little brief political favor with those East-of-the-mountains fellows who have the usual shortness of memory when the obligation is on their side.

Furthermore, most of the men who make opinion in Seattle are in one way or another associated with railroad interests, and most of the practical politicians have had or hope to have dealings with the railroads, who are proverbially good clients. Therefore, the leading lawyers who are also railroad attorneys, and the political managers, who would like to be railroad agents, are not losing sleep in their efforts to push forward Mr. McBride's project. The Republican County Convention quietly ignored the matter and the Legislative candidates do not see any reason why they should commit themselves.

There is still another reason why there is no anti-railroad agitation at Seattle nor likely to be one, and that is that the newspapers for one reason or another are dumb wherever railroad interests are concerned. The Post-Intelligencer, so I am informed, while claiming to be a general newspaper, declines to print the Governor's official announcements, and neither the Post-Intelligencer nor the Times ever by any chance takes any position or prints any fact calculated to offend the very tender sensibilities of the railroad people. And the newspaper situation at Tacoma, according to current gossip, is much the same general sort.

With its newspapers thus tied up, and with its political leaders mostly drawing attorney's salaries from the railroads, there is not much discussion of public questions in Washington from the standpoint of principle and public expediency. Of a certain kind of political discussion there is more than enough, but it is wholly personal and mostly scandalous. I hear no inquiries as to the wisdom of the Governor's plan for a railroad commission, but, on the other hand, I hear the Governor roundly applauded for his "nerve," and as roundly condemned as a man with corrupt purposes. McBride, say those who oppose him, wants to get a powerful railroad commission of his own appointment in order that he may get a hold on the railroad companies and "work them to the limit"—whatever that may mean. I even heard one heated partisan declare that such a commission as the Governor proposes would be worth "a round hundred thousand a year to the Governor and his pals." The whole tone of the discussion is on this violent and vulgar basis, and those who do not talk extravagantly are more than likely to dodge the issue altogether. I asked six men of high political standing yesterday where they stood on the commission question, and five of them, with a pitiful attempt at diplomacy, wriggled out of giving me a clean-cut and definite answer. In truth, the only men of political rank in Seattle whose views have been publicly declared, are ex-Governor McGraw and Mr. Harold Preston, candidate for the Senate, both being warmly with the Governor.

The issue is one which ought to be discussed in calm spirit, for there are not wanting good arguments in opposition to Governor McBride's plan. The Oregon railroad commission was a farce from first to last. The California commission has been the source of unspeakable corruptions, among other things making it necessary for the railroads—at least in the opinion of the railroad managers—to keep in politics on the principle of self-protection. It is conceivable that a commission of experts, governed wholly by motives of intelligence and honesty might in Washington or elsewhere do a work at once just and beneficent, but what assurance can be given that such a body of men can or will be chosen or that having once been chosen will long hold their places? Assuming that Governor McBride would, in naming a commission, exercise both judgment and conscience—and personally I believe he would—what assurance is there that those who will succeed his appointees shall be of the same high character? Experience elsewhere shows that wherever a commission of large powers exists the railroad policy looks towards controlling the appointing authority, be it the Governor, a board of state officers or the Legislature itself. In states where election is by popular vote, the railroads seek and usually with success to control the nominating machinery. These are points among many which ought to be brought out and threshed out in Washington at this time, but the conditions do not permit it to be done. Neither the newspapers nor the leading political men are situated to do it because their connection with railroad interests puts a discount upon all they say or do.

Furthermore, the old and protracted railroad fight has been prosecuted by such methods on the part of the railroads as to make it a public discredit to any man to even lean toward a position favorable or apparently favorable to their interests. Any man or any newspaper in Washington now in a large and emphatic way taking ground against the commission project would instantly in the public mind be stamped as bought by railroad money or by railroad influence of some kind. This is more than unfortunate; it is pitiful, for it illustrates to what degradation a few years of political confusion may bring the political life and the public affairs of a commonwealth. The blame as well as the injury of this state of affairs rests largely with the railroads, for the methods they have pursued have tended largely to the bringing of it about.

The attitude of Governor McBride in his public utterances and in his talk with me, as set forth in my letter of yesterday, is moderate and in good temper, but the contest is not one which can, as conditions are in Washington, be maintained upon a dispassionate basis. It is bound in the very nature of things to degenerate into a hot warfare for and against the railroads, with hired advocates, subsidized newspapers and an outflow of corrupt money on one hand, with bitter resentment, enmity and radicalism on the other. Washington cannot fail to be hurt morally and materially by such a fight; and whichever side wins there will be no enduring public advantage because there will be no settlement of the question at issue. The triumph of the railroad lobby will be to confirm the hold already too long maintained of politicians of whom John L. Wilson is a type. The triumph of Governor McBride will mean the setting up of a system of railroad regulation bound to fail, and in its failure to involve the state in a long course of political confusion and corruption. This has commonly been the result where the commission plan has been tried and there are special reasons why nothing better is to be expected in Washington where conditions are new, where public life is on a sordid basis and where the very geography is calculated to promote the work of the political and legislative "fixer."

A. H.

REDUCED TO THE RANKS

Partridge Makes Sweeping Changes in New York Police Force.

NEW YORK, Aug. 1.—Police Commissioner Partridge today reduced 106 detective sergeants to the rank of patrolmen and three to the grade of roundsmen. He also transferred three inspectors, among them Inspector Cross, who was temporarily in command of the district in which occurred the riot at the funeral of Rabbi Joseph last Wednesday. Cross is sent to the Bronx Borough. Sergeant B. J. Gallagher, of Brooklyn, was promoted to captain and placed in command of the Eldredge-street station, succeeding Captain James K. Price, who retired yesterday. The Commissioner said that the transfer of Inspector Cross had been decided upon some time ago, and that the riots on the East Side had nothing to do with it.

A committee of six, representing the organization of Hebrews formed last night for the purpose of investigating the alleged brutal conduct of the police during the disturbance of Wednesday, called on Commissioner Partridge today and entered complaint against Sergeant McSweeney and Roundsman Jackson, whom they charge with brutality. Five thousand Jewish citizens of the East Side gathered in mass meeting in Cooper Union tonight. A resolution denouncing the police and the employes of Hoe & Co. was adopted. A number of addresses were made.

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TRACY KEEPS GOING

Outlaw Is Headed for the "Hole in the Wall."

SEEN NEAR COULEE CITY, WASH

Fugitive Intends to Hold Up a Bank and Then Become a Thief Among Thieves—Officers Now in Pursuit.

SPOKANE, Aug. 1.—A Waterville special to the Spokesman-Review says:

George McCann has just arrived with a report that at 9 o'clock this morning, about 15 miles west of Coulee City, he passed a man answering Tracy's description. He had the horses supposed to have been taken near Wenatchee. Deputy Sheriff Friel and City Marshal Dreyers left last night to intercept Tracy at Moses Lake, the only route that could be taken if he is headed for the mountains. Deputy Sheriff Sedgwick, of Coulee City, has been directed to follow up the clew reported by McCann. Tracy crossed the Columbia at 5 o'clock this morning, and could easily have covered the distance between the ferry and the point where McCann met the man answering his description.

Tracy has declared that he wants to hold up a bank or rob an express car. He says he has promised to give the sum of $500 within one year to the parties who helped him escape from the Oregon Penitentiary. He is making his way to the "Hole-in-the-Wall," in Wyoming. When there, he declares, he will be a "thief among thieves," and will be safe.

STORY OF TRACY'S MINE HOST.

Rancher Sanders Tells of the Visit He Was Paid by the Outlaw.

SPOKANE, Aug. 1.—A Wenatchee special to the Spokesman-Review says:

The special correspondent of the Spokesman-Review went out to the ranch of W. A. Sanders this morning, where Tracy passed the greater part of Wednesday. Mr. Sanders talked freely of his experience with the outlaw. After announcing himself, Tracy said:

"Everything will be all right so long as you do not try to give me away. If you do, I warn you that it will be all off with you."

"About that time," said Mr. Sanders, "my son-in-law came in from the fields and I introduced Tracy as the escaped convict, but McEldowney did not think I was in earnest, and simply invited Tracy to come in and have dinner, but Tracy informed him that he was really the outlaw and made us understand that he did not want any fooling. He came in to dinner, bringing his Winchester, and sat it down in the corner. Mrs. McEldowney had set him a plate with his back to the door, but he changed his position, saying jokingly that he preferred to face things. After dinner we all went out on the porch and Tracy took his Winchester into the front room and put it down with the remark that it was empty. He had a big 45 Colt strapped to his leg. The holster was made of old boot tops. He carried, besides, a 38 Colt concealed in his bosom.

"I asked him how many men he had really killed since his escape. He replied that there were only three. 'Some of the men they say I killed when in those tight places near Seattle were killed by their own men.'"

"In reply to a question as to how he got over here, he said:

"'I walked and crawled through to the summit, where I met an old prospector, who gave me that buckskin horse. Then I came across a sheep camp near Ellensburg and stole those other two packhorses, the Winchester and some flour and bacon.'"

Tracy had concluded to take McEldowney with him, but the tears of Mrs. McEldowney caused him to change his mind. He said: "D—n it, man, your wife will cry all night, won't she? I have a heart left yet, and will not take you along."

Tracy wore a black coat, somewhat worn, a pair of blue overalls, a black shirt with white stripes, and a black slouch hat. He had grown a short, thin mustache.

Loubet Signs Decrees of Closure.

PARIS, Aug. 1.—A Cabinet Council was held today at Rambouillet, where President Loubet is staying. The Premier, M. Combes, explained that 6000 religious establishments had not applied for authorization as required by the law of associations. Half of the number acted in good faith, belonging to the category of charitable institutions, which were exempted from the operations of the law. All save 400 of the remaining half had obeyed M. Combes' order and closed voluntarily. The others had decided to wait for the decrees of closure. These decrees were submitted to President Loubet today, and he signed them.

NORTH DAKOTA DEMOCRATS

Ticket Nominated by the State Convention at Fargo.

FARGO, N. D., Aug. 1.—The ticket selected by the North Dakota Democrats, who met in state convention here today, was as follows:

Congressmen—L. A. Uland, Egdelic; V. R. Lovell, Fargo; Governor, J. F. Cronin, Fargo; Lieutenant-Governor, M. C. Ginnis, Jamestown; Secretary of State, John Quarum, Abercrombie; Auditors, J. F. Morrison, Bottineau; Treasurer, James McDonald, Grafton; Attorney-General, M. J. Barrett, Minot; Superintendent of Public Instruction, V. Stevenson, Grand Forks; Commissioner of Insurance, F. C. Wilson, Bathgate. Judge John M. Cochrane, of Grand Forks, the Republican nominee for Judge of the Supreme Court, was indorsed.

The platform adopted declares allegiance to the time-honored principles of the Democratic party as set forth in National platforms adopted in the past; declares strongly against the so-called railroad merger, pledges itself to a resubmission of the prohibition law, favors the initiative and referendum, demands the repeal of the fellow servant law, and calls for the equal taxation of corporations.

Durand Accepts the Nomination.

GRAND RAPIDS, Mich., Aug 1.—Judge George H. Durand, of Flint, who was nominated for Governor by the Democratic state convention at Detroit, in the face of statements by "Silver" Democrats that he possibly would refuse the nomination, announces that he will make the race as the Democratic candidate. When told of his nomination, after his arrival here, Judge Durand said:

"I was not a candidate and did not expect the nomination. My friends have seen fit to bring me out, however, and now that I am in the race I am in to stay. I look on the nomination as involving a duty which as a good citizen and good Democrat I cannot shirk, and will do my best to be elected."

Shaw's Campaign Speeches.

WASHINGTON, Aug. 1.—Secretary of the Treasury Shaw will open the Gubernatorial campaign in Vermont, delivering a speech at Manchester next Tuesday evening in the interest of General McCullough, the regular Republican candidate for Governor.

Bryan at New York.

NEW YORK, Aug. 1.—William J. Bryan, accompanied by his daughter, Ruth, arrived here today from New Haven and departed later for Burlington, N. J. Tomorrow he will go to Mountain Lake Park, Md., where he will deliver a speech.

MURDER AT SALT LAKE.

Mining Man Shoots Two Persons and Commits Suicide.

SALT LAKE, Aug. 2.—At the Salt Palace grounds at 1 o'clock this morning, J. C. McCaslin, a well-known mining man of this city, shot and killed Lottie Russell, shot and dangerously wounded Max Peters, and then committed suicide by shooting through the head.

McCaslin, Miss Russell, Peters and another man, whose name has not been learned, formed a party which attended the bicycle races. It is said McCaslin had trouble with his wife today, and had been drinking. Peters and Miss Russell are reported to have twitted him about his domestic troubles, whereupon he became enraged, drew a revolver and shot Miss Russell, who had started to run, through the back. Peters, who attempted to keep McCaslin from shooting the girl, was shot through the chest. McCaslin, after firing a shot at the other member of the party, placed his revolver to his right temple and fired a bullet through his head. He died an hour later. Peters is in a precarious condition, but it is thought he will recover.

Spalding's Hearing Continued.

CHICAGO, Aug. 1.—Judge Dunne today continued for two weeks the hearing of the case of J. W. Spalding, the ex-banker, who is seeking release from imprisonment on the charge of embezzlement. Spalding was remanded to the county jail.

ARCTIC EXPLORER RETURNS FROM THE NORTH.

BALDWIN EXPEDITION REACHES HONNINGSVAAG, NORWAY.

In the illustration, Evelyn Briggs Baldwin, commander of the Baldwin-Ziegler polar expedition, is standing. Reading from right to left are the famous aeronauts, the Baldwin brothers, Thomas S. Baldwin, Sergeant J. Baldwin and Samuel Y. Baldwin.

FIGHT ON ISTHMUS

Severe, But Indecisive, Battle at Agua Dulce.

IN PROGRESS SEVERAL DAYS

Revolutionists' Loss Is Over 200—Government Defenders of the Town Fare Better—No Talk of Peace.

PANAMA, Aug. 1.—The peace commissioners who left here July 29 on the British steamer Cana, to visit the revolutionary General Herrera, near Agua Dulce, returned to Panama at noon today. They informed the representative of the Associated Press that they were unable to fulfill their mission, because a very severe engagement between Herrera's forces and the government troops had been in progress since Tuesday, July 29, when the revolutionary forces began to attack Agua Dulce.

At 5 o'clock Thursday morning the best battalions of the revolutionary forces attacked the government entrenchments with fierce courage. The slaughter of the revolutionists is said to have been excessive and barbarous. That same afternoon a white flag was raised in their camp and they asked for an armistice, during which they could bury their dead. This was granted. The losses of the rebels up to Wednesday, July 30, were reported at over 200, while the government forces had had eight men killed and 11 wounded. General Moreno, one of the peace commissioners, who returned today, says the entrenchments at Agua Dulce are masterpieces of military art.

At the expiration of the armistice the engagement recommenced with the same fierceness. Nine government battalions, which had not taken part in the fight, were still being held in reserve last night.

General Salazar, Governor of Panama, received a letter from the Government General Morales Berti, saying he is very enthusiastic as to the outcome, and he hopes to win a battle which will decide the fate of the isthmus. General Salazar, in his turn, is doing everything in his power to help General Berti. At 3 o'clock this afternoon he dispatched further supplies of provisions and ammunition for Berti's army at Agua Dulce.

BOUGHT FOR COLOMBIAN NAVY.

Steamer Cutch Will Be Turned Into a Gunboat.

SEATTLE, Wash., Aug. 1.—(Special.)—The steamship Jessie Banning, formerly the Cutch, has been sold to the Colombian Government for $68,000 by Captain A. L. Clinton, her owner. She will be transformed into a gunboat. Lieutenant Caros, an officer in the Colombian Navy, arrived in Seattle one week ago from New York, to make an inspection of the vessel for his government, and registered under an assumed name at the Rainier-Grand Hotel. The only detail of the sale not completed is the transfer of insurance papers. This will be completed Saturday. Before leaving, Caros drew a telegraphic draft on his government for the purchase price. One of the terms of sale is that the boat be delivered at Panama ready for service. She was towed to Moran's shipyard today, where she will be immediately put in readiness to receive her armament, which will probably be purchased in San Francisco. Caros left a representative to enlist a crew.

The Cutch was built in England as a present for an Indian Rajah, who sold her later. After being wrecked near Skagway, she was bought and repaired by Clinton, who changed her name to the Jessie Banning, after his married daughter. Caros stated, while here, that he was much pleased with the vessel's speed, and that his government needed her to chase the rebel navy.

Firminite Army Reorganized.

PORT AU PRINCE, Hayti, Aug. 1.—The Firminite Army, commanded by General Jumea, which retreated to Arcaha after its recent defeat, has been reorganized and is now marching to the capital.

Deputies to the number of 64, constituting a quorum, have assembled for the customary verification of the validity of the elections.

HAVANA FRAUD CASES.

Cuban Minister's Request for the Papers.

HAVANA, Aug. 1.—At a meeting of the Cabinet today, Carlos Zaldo, Secretary of State and Justice, informed the members of the request he had made upon United States Minister Squiers that all the papers in the Cuban postal frauds case should be remitted to the keeper of Cuban archives. Senor Zaldo said the office of the Secretary of War at Washington had decided to reply that, as the papers in question belong to the United States, it will be impossible to grant this request, but if copies of the papers were wanted they would be placed at the disposal of a person Mr. Squiers might name to copy them.

The island's financial statement for the month of July shows that during the month the total receipts of the island amounted to $1,532,635. The balance from the month of June amounted to $745,371. Payments for the month of July amounted to $1,226,850, and the balance is $1,061,136. The average monthly expenditure during the last year Cuba was under American control amounted to $1,534,404.

Nile Dam Nearly Completed.

NEW YORK, Aug. 1.—Announcement is made that the last coping stone of the Nile dam at Assouan was laid on Wednesday, says a Times dispatch from London. The Nile reservoir, for which the great dams at Assouan and Assolun have been constructed, will enable wide tracts of land to bear two crops a year instead of one; will bring waste districts into tillage and will greatly increase the area of sugar cultivation. The reservoir will supply 1,000,000,000 cubic meters of water annually. The dam at Assouan is one and one-quarter miles long. The works at Assouan probably will be finished by the end of the year.

Annexation Talk in Jamaica.

KINGSTON, Jamaica, Aug. 1.—The Chamber of Commerce has passed a resolution condemning the imperial government's neglect of the West Indies, and resolving not to notice the proposed grant of £10,000. Several speakers urged the idea of annexation to the United States, and the newspapers are devoting columns to serious discussion of the matter. Some suggest a federation with Canada, but the majority of the writers favor American annexation as the last resort.