

LIVE IN ANARCHY

Moros Have No Government, Says General Sumner.

PAY LITTLE RESPECT TO RULERS

Mohammedan Tribes Are Without Property Laws—When A Man Sees Anything He Wants, He Takes It.

"I think the most perfect form of anarchy existing in the world today is to be found among the Moros, the Malay tribe which inhabits the island of Mindanao in the Philippines, said General S. S. Sumner at the Hotel Portland yesterday.

General Sumner has just returned from the Philippines, where he was in command of the southern district in Luzon for more than a year and was later transferred to the command of the wild and impenetrable jungles of Mindanao. He is now on his way to assume command of the Department of the Missouri with headquarters at Omaha.

"I do not think the public appreciates the great work that the military has accomplished," said the general. "In Mindanao, for instance, we have built highways which afford easy access from the seashore to the interior lake around which dwell more than 60,000 Moros, the anarchists of whom I speak.

"These people are Mohammedans and have been for some 600 years. They have absolutely no system of government and the individuals of the tribe pay only the slightest deference to their datus or nominal rulers. Nor have these datus any chief among them. When they combined to offer resistance to the American forces, they each acted upon his own responsibility. They had no central head. Each datu bossed his own men and took no orders from any quarter. They were only united by their common purpose to resist the whole community as a body and even the crops are gathered by the village at large.

"The Moros have no property laws, and the ability to take anything they want is the only requisite for its acquisition. A Moro thinks it perfectly justifiable to kill anybody in order to get anything. He thinks no more of killing a soldier to get his bayonet than he would think of taking away a bone from a dog. It is genuine anarchy.

General Sumner says that the control of the Philippines is entirely in the hands of the civil government, even the savage tribes in Mindanao having been brought under Governor Taft's jurisdiction on August 15 last.

"The application of law to these Moros," continued the general, "is bound to be attended with amusing results. There are at present about 200,000 Moros on this island who live in a state of anarchy. The law means, for centuries every man has done exactly as he pleased to the extent that his physical powers or ability permitted, and it will be some time before they realize that a man must not take his neighbor's goods away by force or that it is wrong to slay a stranger to secure his prey.

"The Moros," said the general, "are as a rule quite friendly and accept the American invasion with much docility and much surprise. They do not foresee that the future holds ill for their careless life. They do not know that the advent of the white man has always been followed by the subjection or extermination of the aborigines.

"While the Moros in Mindanao rarely molest our soldiers, we found it necessary to attack two or three villages in our march around the big lake, which lies in the interior of the island. The first time our soldiers attacked a datu fort, some of our men were badly cut up by the swords of the Moros, who are expert hand-to-hand fighters. So now when we attack one of these forts we are met by a force of men, first from a distance with artillery and it is then a comparatively easy matter to carry the fortification. The Moros do not offer much resistance after they have been shelled with shells.

The reporter asked General Sumner if he expected that the Philippines would in time be allowed to vote.

"There are very able and learned men among the natives," said the general, "and the chief justice of the islands is a Filipino and many important offices are filled by them. They can vote on questions of their own government.

"But do you think they will ever be allowed to vote on National affairs? Will there ever be delegates to the electoral college from the Philippines? Will they ever become citizens?"

"They are not white," said the general doubtfully. "How could they become citizens."

"Neither is the negro a Caucasian," said the reporter, "but he was given the right to vote."

"Is it a success?" asked the general.

"IMPROVE THE SUISLAW. Representative Herrmann Thanks Board of Trade for Help.

Representative Binger Herrmann is in accord with the resolutions recently passed by the Portland Board of Trade recommending an appropriation for the improvement of the bar at the mouth of the Siuslaw River, and he sent this letter yesterday to Secretary Shillock, of the Board of Trade.

"Portland Board of Trade—Gentlemen: Your favor is at hand inclosing resolutions in reference to the improvement of the Siuslaw River, and I greatly appreciate the aid which such action on your part means toward the obtaining of an appropriation for the work of river improvement. An injustice has been done the enterprising people of that river by the hasty action of the Secretary of War and the commerce of that section retarded and discouraged by the hostile and unfeeling attitude of the department. With only three feet more depth of water on the bar of the Siuslaw ships carrying 500,000 to 1,000,000 feet of lumber per cargo can safely and comfortably pass from and to the ocean. Somewhere on the Pacific Coast is there more or better timber, and nowhere is the timber so accessible to the waterway for log rafting to the boom at the millsite at tide water. Timber on the Willamette Valley can be safely floated to the Siuslaw mills near the Pacific Ocean. Such splendid opportunity for development should be encouraged by all means.

DAY FOR WOODMEN. Lodge Men Will Parade and Drill at Carnival.

At Portland's big Fall carnival, September 14 to 26 inclusive, one day has been set aside for the Woodmen, and from present indications there will be more members of that order in the city on that day than has been together on a single day in the history of Portland. Those in charge of the day expect 5000 or more. In the afternoon there will be a parade and in the evening a prize drill in which a number of the crack teams of the state will participate.

Yesterday, Superintendent Bentley was busy attending the Portland Board of Trade's banquet, and from members of Oregon's Legislature and from the Mayors of the leading towns in Oregon and Washington. Wednesday, September 16, has been set aside for the reception and entertainment of these guests and from the number of acceptances of Superintendent Bentley's invitation there will be a large attendance. Rapid progress is being made with

WHEN KNIGHTHOOD WAS IN FLAWER.

The beautiful production which will be given four times during the two weeks of the carnival. The costumes to be used in the piece are costly and dazzling. Two acts are required to present it. Mr. Hutchin is spending considerable time in looking after the details, and last evening stated that everything was moving nicely toward making it a success.

Superintendent Bentley is desirous that a full attendance of the Multnomah Club members be present at the general meeting Monday night, at which time matters of interest concerning the carnival will be gone over and discussed.

RECEPTION FOR NAVAL MEN.

Officers of Marblehead and Concord Entertained.

A reception was tendered to the officers of the United States cruiser Marblehead and the United States gunboat Concord last evening. The reception was given by the Chamber of Commerce and Commercial Club, with the city officials cooperating under the auspices of the Commercial Club. The presence of so many city officials upon the committee having in charge the reception gave the function an official character.

The reception had all the agreeable features of an informal affair without any of the inconveniences or strains of a public reception. Guests, visitors and hosts came and went as they pleased. Little groups clustered about the different rooms of the Commercial Club exchanging reminiscences and either forming new acquaintances or renewing old ones. Altogether it was a delightful function.

A profusion of flowers was shown throughout the Commercial Club rooms, and Driscoll's orchestra furnished music during the evening. In the dining-rooms a carefully prepared luncheon was served and all the arrangements contributed to a thoroughly delightful gathering.

The committee which had charge of the affair included: Mayor George I. Benson, General C. F. Reese, Zimmerman, H. W. Goddard, T. C. Devlin, Samuel Connell, F. E. Beach and W. L. Boies.

SEEK CHARLES DVORACEK. Whereabouts of Nightwatchman a Mystery to His Friends.

The voice of a woman over the telephone, and the message she told, is creating anxiety among the friends of Charles Dvoracek, a Bohemian, the night watchman in the power station of the Portland General Electric Company.

Dvoracek has disappeared. He was last seen at his boarding place, the Lake Hotel, August 24 in company with a stranger. Since then he has neither been at work nor has he visited his home.

Wednesday evening a telephone in the Lake Hotel rang. It was a woman at the other end of the line.

"I thought you might be worried about Dvoracek," she said. "I happened to know that he is in the Good Samaritan Hospital. He is sick with typhoid fever."

On the strength of this message several of Dvoracek's friends called at the hospital Thursday and yesterday. To their surprise they were told that no one of his name or description had been received there. Inquiry at the other hospitals and sanitariums revealed nothing as to his whereabouts.

The telephone message sent by a woman's voice is therefore puzzling Dvoracek's friends. They are ready to believe that the woman is telling the truth, and that she had a good reason for wishing to put his friends upon a false scent. E. Hippley, chief engineer for the Portland General Electric Company, called at the power station yesterday and laid the case before the police. It is believed that Dvoracek had plenty of money upon his person at the time of his disappearance, and it is feared that the Bohemian has met with foul play. Search is being made for the stranger who was in his company when he was last seen.

UNION AVENUE SHOULD HAVE BRIDGE. PORTLAND, Sept. 3.—(To the Editor.)—May I have a few more inches of space regarding the vexed question of gully bridges? According to the report in today's Oregonian, contractors are soon to be on the ground to build a bridge at Grand avenue instead of Union avenue. While it is hoped the day, not far distant, will find our city the proud possessor of both bridges, let us state in this connection what is needed. Any citizen of the eastern shore of our Willamette knows that there is much, very much more heavy traffic the length of Union avenue than can be handled by the narrow Grand avenue. The street-car traffic alone is enormous, and the avenue (Union) is the only street, to my knowledge, running the length of the city, from end to end, surely necessitating bridges. Later I hope we will have both bridges, for I'm glad to pay my proper assessments if I can see any city stir, move, go, progress, do something, and then "live long and prosper." I. C. O.

Petitions in Bankruptcy. A petition in bankruptcy was filed by William G. Steel in the United States District Court yesterday. Mr. Steel was in the real estate business, and failed at the time of the financial panic in 1902, along with many others who followed a like calling. His liabilities in the amount of \$118,618, of which \$3290 is due to the defunct Portland Savings Bank; \$1000 to Lizzie Prentice, of San Francisco, and \$348 to C. W. Burrage. There are numerous smaller claims. His assets consist of household furniture valued at \$100 and a life insurance policy for \$2000 in favor of his wife. Both are exempt.

H. R. de Loulay yesterday filed a petition in bankruptcy. His liabilities are \$500, and his assets comprise household goods and insurance policies.

Chicago Laundries Raise Prices. CHICAGO, Sept. 4.—The laundry-owners of Chicago have raised their prices on articles, such as collars, cuffs and flat work, in the hope that they will be able to recover the amount lost during the recent strike of the employees. The laundry business of Chicago has fallen off 20 per cent since the struggle, and many small concerns have been forced out of business.

Through the Chicago Laundry-Owners' Association, the laundrymen have issued new price lists, which have just gone into effect and which are expected to add more than \$250,000 a year to the receipts of the Chicago laundries. Cuffs have been raised from 4 to 5 cents a pair and collars from 3 to 2 1/2 cents.

Many Strikes Called Off. NEW YORK, Sept. 4.—All the strikes induced by Samuel Parks against members of the Employers' Association and Iron League, in cities other than New York, where they have contracts, have been called off.

One Dollar Saved Represents Ten Dollars Earned. The average man does not save to exceed 20 per cent of his salary. He will, therefore, spend nine dollars in living expenses for every dollar saved. That being the case he will save several dollars out of every \$100 of income. He will save a dollar out of every \$10 of income. He will save a few cents properly invested, like buying seed for his garden, will save several dollars out of it. It is the same in buying Chamberlain's Colic, Cholera and Diarrhoea Remedy. It costs but a few cents and a bottle of it in the house often saves a doctor bill of several dollars. For sale by all druggists.

SWIFT JUSTICE FOR HIM

NEGRO SANDBAGGER SENTENCED TO SIX YEARS.

Judge Cleland Disposes of Gibson on Second Day After His Crime Was Committed.

Swift justice was administered in the case of John Gibson, a negro, who struck B. Hickman, a second-hand dealer at 251 Couch street, on the head with a sandbag. Thinking he had rendered the man unconscious, Gibson picked up a revolver, a box of cartridges, various articles of clothing and a false and endeavored to make off with them. Hickman, however, retained his senses and screamed lustily for help, resulting in the speedy capture of the thief.

The crime occurred on the evening of Wednesday last. On the following day District Attorney John Manning filed an information in the State Circuit Court against Gibson. Yesterday morning Gibson was arraigned before Judge Cleland.

At the hearing of the case, Deputy District Attorney Manning introduced the coaching letter of the institutions of the county, and will be continued in operation throughout the year. The work will, no doubt, in a short time become distasteful to prisoners serving sentences of six months and a year, and attempts to escape from the guards may be expected. But the rockpile is believed to be a good thing by the county authorities. It assists in providing material for good roads, and may also have the effect of lessening crime of the minor class. Criminals who have made a home in jail in the winter months, where they have had a fire and plenty to eat, besides amusement in playing cards and singing, will not be so anxious to get in when they know it is a case of hard work breaking rock all day, rain or shine.

HID WARNING IN A CAKE. But Chinese Father's Letter Prevents Son's Admission.

A coaching letter concealed in the inside

of a cake was the undoing of Gee Fook, a Chinese lad, who endeavored to establish his right in the United States District Court yesterday to remain in the United States on the ground that he was native-born. He arrived here recently on the steamship Indravall, and during the examination by Inspector Barbour of the Chinese passengers to determine their right to land the inspector was informed by one of the officers of the Indravall that the father of Gee Fook wished to present his son with a quantity of cakes and delicacies. The inspector made no objection to the package being received, but having had much experience with the trick of the heathen "chick" he ordered that each cake be dissected before they were delivered. The precaution proved to be a wise one, for in the center of one of the cakes was discovered a letter on this paper, written in Chinese characters, containing instructions to Gee Fook as to the answers he should make to certain questions which would later on be propounded to him to prove his identity. This letter was translated by S. H. Gain, the well-known Chinese interpreter, and reads as follows: "All together, two brothers; elder brother's name, Louis Yuen (Doe Chun). You went back to China at 3 years old. Long Lin Fook, 5 years old, went back to China. Long Lin Fook at present year is 17 years old. You at present year is 15 years old. Long Lin Fook, 12 years old, returns to Portland. Two brothers were born in Portland. Master in China. Did not come. When asking, we were come Portland for you, say, come to Portland to go to school. Will be all right. If you are asked but can not answer, you say my father is the one that know. Being so young, went to China, know not this question. You at 3 years old went with your father, mother and brother to China.

"Be sure to study until remember. "If not things will go wrong. "Ah Ng is the elder, you the younger. If ask what Ah Ng's name, you say, Louis Yuen Fook. When ask your name, you say Gee Fook. Father's name, say, Louis Yuen. Do not say Doe Chun."

Gee Fook was refused admission into the country and the petition for a writ of habeas corpus was filed by Lou Ling, through his attorney, James Gleason. At the hearing of the case, Deputy District Attorney Manning introduced the coaching letter of the institutions of the county, and will be continued in operation throughout the year. The work will, no doubt, in a short time become distasteful to prisoners serving sentences of six months and a year, and attempts to escape from the guards may be expected. But the rockpile is believed to be a good thing by the county authorities. It assists in providing material for good roads, and may also have the effect of lessening crime of the minor class. Criminals who have made a home in jail in the winter months, where they have had a fire and plenty to eat, besides amusement in playing cards and singing, will not be so anxious to get in when they know it is a case of hard work breaking rock all day, rain or shine.

RETURN FROM THE JUNGLES OF MINDANAO



GENERAL S. S. SUMNER.

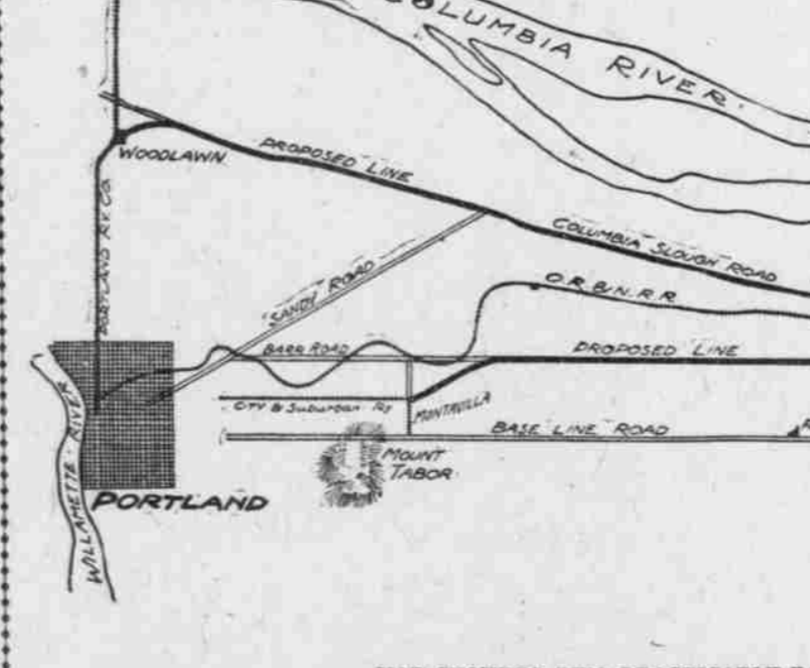
when he pleaded guilty and was sentenced to six years in the penitentiary. He had nothing to say, except that he came here from Butte and stayed at Spokane four days on the way. Judge Cleland, in pronouncing sentence, made no comment, merely saying: "The sentence of this court is that you be imprisoned in the penitentiary for a period of six years."

Gibson is thought by the officers to be an old offender, and is thought to be a deserter from a military post in Montana.

ROCKPILE IS PERMANENT. County Prisoners Find Crime Is Not Road to Free Board.

Work on the county rockpile on the Taylor's Ferry road is progressing favorably. The prisoners have not "soldiered" on the job and the result of their labor is shown in a huge pile of broken rock, which will be used in making the Taylor's Ferry road one of the best in the county. The rockpile is close to a stone quarry and is surrounded by a board fence 14 feet high, surmounted with barbed wire to keep the prisoners from

MOVEMENT FOR ELECTRIC RAILWAY TO PORTLAND IS STARTED BY FAIRVIEW AND TROUTDALE



MAP SHOWING TWO PRACTICABLE ROUTES.

At 1 o'clock this afternoon the people of Fairview, Troutdale and Columbia Slough will hold a meeting in Artisans' Hall at Fairview to consider the matter of securing electric railway connection with Portland. Two routes for this line are proposed. One is an extension of the Montavilla branch of the City & Suburban Railway, which now terminates at the Base Line road in Montavilla. If built, it will go directly east at the corner of Hubbard street, and striking the Barr road, will follow it to the cross-road from Terry, and thence to Fairview and on to Troutdale along the Columbia Slough road. This is considerably the shortest route, and would pass through a fine district. The grade is excellent. The Barr road is open and partly improved.

The other route is along the Columbia Slough road from Woodlawn, where it will connect with the Vancouver branch of the Portland Railway Company, through Fairview and thence to Troutdale. The district, which borders on the Columbia river, is famous for dairy farms. Much of the milk delivered in Portland comes from the great dairy farms scattered along and bordering on the Columbia Slough road. Annual overflow of the bottom land promotes perpetual green verdure on the farms for pasture for dairy cattle. The great barns and comfortable farm houses show the great prosperity of the farmers. Owners of these farms are anxious for an electric line and are said to be willing to give strips of their land on the Columbia Slough road for the track. The County Commissioners are understood to be willing to give a franchise on the county road provided the farmers will give strips wide enough so that the track of the Montavilla line. The people of Fairview and Troutdale will encourage in every possible way the construction of an electric railway, and are not particular which company builds the railway. The people on the Barr road have submitted to the management of the City & Suburban Railway Company a proposition, and the company has it under consideration. This meeting has been called to discuss the situation. The movement is headed by A. L. Stone, Judge Seneca Smith, J. F. O'Shea, Napoleon Davis, Robert Hoffer and other prominent citizens. The accompanying map shows approximately the two routes for which the people of that district are seeking electric railway connection with Portland.

HARRIMAN TO MOVE

O. R. & N. Construction Projects to Be Acted On.

COLUMBIA & SOUTHERN WAITS

Railroad Magnate Will Also Consider Bellingham Bay Line and the Invasion of the Clearwater Country.

The return of E. H. Harriman from Europe is expected by railroad men to be followed by the announcement of definite plans for the O. R. & N. in the Northwest. Mr. Harriman is expected to make a definite decision as to a number of construction questions within the coming week.

While there is every reason to believe that Mr. Harriman is fully advised of the Northwest situation, railroad men hold to the opinion that he has not announced a decision on any of the matters affecting the Northwest because of a desire to confer with officials of his lines in New York.

The construction of the Columbia Southern is one of the questions that has been pending ever since Mr. Harriman went to Europe, following his return from a trip to California. Since that time a comprehensive report on the present route that would be tapped by an extension of the Columbia Southern has been made and a summary of its contents was sent by cable to Mr. Harriman in Europe.

It has been understood that no reply would be made to the request that the O. R. & N. support the extension of the Columbia Southern, prior to the time of Mr. Harriman's return.

There has been a disposition to believe that this delay would result in preventing the extension of the Columbia Southern during the present year. Conditions in Eastern Oregon are such, however, that the road can be pushed through during the winter months, as well as in summer. In fact, some railroad engineers insist that the winter months are even more favorable to such construction than the summer months. The delay in the construction of the road has kept a profitable traffic away from the Columbia Southern for another season and has retarded the development of the country the road would tap.

It is well understood in railroad circles that the Columbia Southern is certain to be built. It may be put through by the aid of the O. R. & N. or by other capital. But an extension by the Harriman to approve the project will not delay construction work. However, an understanding with the O. R. & N. is much preferred to any other solution of the Eastern Oregon railway situation as a whole.

Reports have come from New York to the effect that the Harriman interests are considering a proposition to build from a point on the Columbia River into Central Oregon. This project, it is stated, would possess the advantage of permitting the Harriman lines to carry a heavy lumber traffic eastward over the proposed route, and would also permit the O. R. & N. and then start the construction toward the Eastern markets. A big backhaul of a large proportion of the traffic would be saved by this road and the opening of Central Oregon to the O. R. & N. at the same time. By continuing the line to meet the O. R. & N. or the Columbia Southern, the business naturally belonging to Portland would be protected.

Another project of the Harriman interests has been for a line running from Bellingham Bay to Spokane. It is asserted by some authorities in touch with the situation that the Harriman interests are seriously planning the opening of a new route to deep water on Puget Sound. If built, the road would open up a new territory, but would come into more or less direct competition with the Great Northern and Northern Pacific.

The recent incorporation of the Washington & Idaho Railroad Company by officials of the O. R. & N. and the announcement, in the articles of incorporation, that the road was intended to build up the Snake river from Riparia to Lewiston is regarded as an indication that the Harriman interests intend to re-enter the controversy for the control of the transcontinental route. It is contended by local officials of the O. R. & N. that no information regarding the plans of the company in the Clearwater has been received here, but it is generally believed that they intend to carry out the plans suggested in the articles of incorporation. The three incorporators of the new line are O. R. & N. officials, W. H. Kennedy being chief engineer. J. N. Edwards and James W. Wilson are the other two. The latter is connected with the legal department of the road.

The proposal to build from Riparia to Lewiston and from Spokane to Bellingham Bay are two threats which the Harriman territory which the Northern Pacific has claimed. That these threats have been received in silence has probably been due to the absence of Mr. Harriman, following his return. It is anticipated that a definite understanding of the company's plans will be had.

A. L. Mohler, president of the O. R. & N., is now in the East and is expected to return in a few days. Mr. Harriman at once. While it may be no announcement will be made of new O. R. & N. plans for several days, it is felt that some decisions will be made known next week.

EXPLAINS BIBBERY CHARGE. LaFollette's References to Erie Based on 1872 Transactions.

NEW YORK, Sept. 4.—At a public meeting at Chautauque, N. Y. June 18, this year Governor R. M. LaFollette, of Wisconsin, in the course of an address, made the following statement: "The New York legislative investigation committee of the Erie Railroad reported that more than \$1,000,000 was spent in one year for 'extra legal services,' and that money paid to political bosses was charged to the Erie's railroad account. Governor LaFollette did not designate the year in which this money was alleged to have been used.

Since the date of Governor LaFollette's speech the present management of the Erie Railway Company has had considerable correspondence with the Governor in order sections have been taken of the territory upon the subject, the railway officials denying that under the present administration any such use of money had been made. Governor LaFollette, in reply to the communications of the Erie officials, wrote that the misused money which he referred in his speech occurred in the year 1872.

New York Subway Being Extended. NEW YORK, Sept. 4.—Excavations have begun in lower Broadway for the extension of the rapid transit subway from City Hall Park to the Battery. When completed this extension will make a continuous ride possible beneath the surface from end to end of Manhattan.

To Manage Valdez Road. Portland railroad men were notified yesterday that J. Francis Lee has been named second vice-president and general manager of the Valdez, Copper River & Tanana railroad, the appointment becoming effective September 3. Mr. Lee was at one time general freight agent of the Canadian Pacific at Chicago and to a year ago was general traffic manager of the White Pass & Yukon. He is well known in West-

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Drop in Tonight

Evening has many advantages over the daytime in the selection of a piano. We are ever ready to put the tonal qualities of our pianos to the severe test of the evening's quietude. A poor tonal quality is oftentimes disguised by the day's noise. A good tonal quality is a joy at all times. Our sale can hardly be called "special," it is astounding. The music to be made on any piano in our stock during this sale will pay for half of your musical education. Let us prove it to you.

Allen & Gilbert-Ramaker Co.

209-211 First St.

Allen Railroad circles and is familiar with Alaska conditions. In a circular issued by Mr. Lee he states the road has been graded for a distance of 12 miles. Ties are on the ground and rails are being shipped. Thirty miles of road are being built by the contractor. The company owns its own warehouses and warehouses at Valdez.

Railroad Notes. Assistant General Passenger Agent A. D. Charlton of the Northern Pacific has gone to the Coast.

The Rock Island is fitting up new quarters at the corner of Third and Alder streets, which the road will occupy with its Portland offices immediately.

BORROWED LIVELY TEAM

Because E. W. Foster Lacked Owner's Consent, He is Arrested.

Because he obtained a hired rig without the permission of the owner and because he did not show up with it at the appointed hour, E. W. Foster was arrested yesterday on a complaint from Matthew Brodbeck, owner of a lively stable at Front and Salmon streets.

It seems that Foster, who had attempted several times before to get a team from the liveryman, induced one of the hostlers to allow him to take one out on the pretext that he had seen one of the proprietors, and that permission had been given. He was to return by 4 o'clock. Linton was his objective point, he said.

The hands of the stable clock swung round to 5 o'clock, but Foster did not swing in with the team. The next day the stablemen were notified that Foster was in Vancouver. He was brought over by Chief Bateman, by whom he had been arrested. Foster's father appeared soon after, and E. W. Foster, serving 30 years, was immediately taken to the pen. The case was thereupon dismissed.

CONVICTS MAKE BOLD DASH