HILL IS COMING INTO PORTLAND

Portland and Seattle Backed by Northern Pacific Men.

DOWN THE NORTH BANK have so entirely changed since that time

Harriman's Club Is the Canadian Pacific Which May Be Given Trackage Over O. R. & N. in Retaliation.

Vancouver is just at present the center of more railroad actvity than any departments and construction contractlocalty, for it happens to be the strat- use by rival interests in a blocking game egetic vantage ground from which the field can be most advantageously disected in the Jetermination of the Hill rallroads to find a water grade route into Portland, and at the same time aftrans-Pucific freight entered through ports of Puget Sound. At the beginning of the present year it was officially decided by directors of the Northern Pacific to carry forward the long-projected line down the north bank of the Columbia River, but it was then planned not to begin actual construction work until the Spring of 1996, Incorporation recently of the Wallula & Pacific was the first time opposition, that it was form and then began the feverish haste with which the community of Vancou-

Activity Is Revealed.

In the judgment of the best informed public the advanced condition of afwill be hurried to completion. Cape of about 30 men. Horn, Cook's and Collins' Springs are some of the points where the forces of engineers and small ganga of construction men have been placed to protect the interests of the locator. Right of way has been secured prac-

tically all of the way from White Salon to Vancouver in the name of the Portland & Scattle Rallroad Company. chiefly done by A. R. Upright, formerly although it is understood all is in read- | Vancouver. iness to do so, including the map of A. R. Upright arrived at Vancouver ritery between the right of way already secured at that point and Washougal.

Northern Pacific Men.

Northern Pacific employe, is chief engineer of the Portland & Seattle Company. while it is stated that the employes along the route have been paid off with Northern Pacific checks, and that Charles El ern Pacific, is the executive director of or the plans.

meet the requirements of the engineers and legal department as headquarters. The local ticket office of the Northern Pacific, S. J. Miller, agent, is located in the lower part of the same building.

Will Build High Bridge.

the officials have no intention of constructing another drawbridge across the Willamette, but instead will build a high bridge between the high points along the the Northern Pacific at Spokane, and river near St. Johns, on the Peninsula, across to the bluffs on the West Bide. Right of way has been held for some time the greater part of the distance across the Peninsula, and the Columbia, it is virtually decided, will be spanned with a modern steel structure, with draw, at the point where in 1890 a pier was placed on the Washington side of the stream for the now defunct Portland & Puget Sound Railroad. Evidence of this is had in the fact that owners of three tracts of realty William Ranck and T. E. and Hazel Daniels are negotiating with agents for sale of the land, aggregating about 70 acres. It is asserted that two parties are bidding

Congress granted right-of-way for the & Pacile is to be considered in the bustle railroad along the river front through that has been brought upon the town the military reservation, but the com- Senator E. M. Rand, who, with L. Gerpany desired to place the trackage linger and James P. Stapleton, was identhrough the barracks at about where

Pifth street intersects. This privilege was denied and now it is possible that they will be allowed to pass through at intersection of Second street, two blocks from the river, thereby getting above the high water-line with a low estle that can later be filled and leveled back to the parade ground. That the lo-cation through the reservation has been definitely decided is known, because the new storehouses were built with special reference to convenience of switch tracks to be run from the main line.

What Stands Out Clearly.

East of the reservation the Northern Pacific owns 200 acres, acquired two years ago, being what is known as the Blurock Farm, and which it was understood was intended as the site for a mill of the Weyerhauser Lumber Company. Plans that the purpose to which the acresge will be devoted is another of the things that will await the time when the com pany takes the public into confidence. In all these developments what stands out most prominently is that the Port-

land & Scattle Railroad Company proto have a railroad line down th north bank of the Columbia as soon it can be built, but the grade will not be thrown up this Winter, for a consider able portion of the mileage where the right-of-way has already been obtained and there Is no possibility of a rival acquiring the only available strip on which other locality in the Northwest. In the the roadway can be established. It is Washington town, ploneer military cea- known positively that the plan is for ter of the Columbia basin, and seat of the track to follow down the stream all Clark County, are brought together the way from Waliulu to Vancouver. The these days more railroad engineers, of Columbia River & Northern will form m ficials of the executive and engineering part of a link in the cut-off from the main line, its acquisition never having ors and supervisors than in any other been for the purpose, but to prevent its

Two Points of Battle-Ground.

Two points will be the battle-ground of the two great systems of Hill and Harriman, in this new construction. One will ford an outlet on easy grades for the be the old Portage Railroad on the Washington side at Cascade, which has been receiving attention within a few months past for the first time in years from the Oregon Railroad & Navigation Company, and which, it is reported, is being operated as a means of holding the right of way. The other will be on the peninsula between Portland and Vancouver, Sev. eral menths ago the Oregon Raliroad & Navigation Company completed a survey around the lower end of the peninsula under pretext of getting a necessary waauticipated might arise took concrete ter-grade trackage to do away with the line through Sullivan's Gulch. It is now rumored that as soon as the Hill project ver has been startled during the past begins to assume definite shape there will be building activity of the Harriman line

also on the peninsi During the past ten days three survey parties have departed from Vancouver the activity that has revealed to the to make final locations of different portions of the route. The first was under fairs in plans for building the road and the leadership of E. W. Lewis, of St. bridging two great waterways does Paul, which departed a week ago last not mean that grading of the entire Sunday, consisting of 17 men. The second line is to be prosecuted with the rapid- followed one day later, with about the ity suggested by this preliminary move- same number, in charge of W. D. Clegg, ment. It is understood to mean that all of St. Paul, and included W. J. Henry strategie ponts ...long Commbin, and James Battlen, of the same city, and where construction is difficult and nec- S. E. Knowles, of Minneapolis. Last essarily expensive and tedious-where Thursday the third party arrived, in TWIGE THREE HUNDRED MEN may occur the difficulties that one charge of M. Woldson, who is in charge transportation corporation may throw of construction, and said to represent the Togo's Fingship Blown Up and All in the line of its advancing competitor, general contractors. This was a gang

Horses Are Bought.

Two teams of horses were bought at Vancouver, \$200 each being paid for the animals, and there were quite a number of other horses brought in. A complete commissary outfit and several tons of groceries and food for man and beast were transferred from cars to boats. Last Sunday night the Regulator Line steamer the right of way work having been worked all night transferring the material and conveying it to a point up the of the Northern Pacific, now of the river. One carload of dirt carts was left Lit road with the new name that has not at Vancouver, because of the boat not yet become a legal creation, papers of having room for more cargo. Up to last incorporation not yet having been filed. night no other material had arrived at

It is rumored on seemingly good authordefinite location of the proposed route. Ity that a large part of the work has been contracted already, but if this is true, no Monday and is now working in the ter- evidence of the fact is yet had in the movement that has taken place at Vancouver. Construction equipment that has gone to the new line up to this time is all that of the Northern Pacific Com-A. G. Avery, formerly of Seattle, who pany, according to those who have obhas been generally understood to be a served its transfer. Indeed, this seems Northern Pacific attorney, is general to bear out the other fact recited that counsel, and W. W. Bethel, also a former the company hastily decided upon the course now being pursued, and had no time in which to award contracts.

In Supervising Capacity.

George R. Young, of St. Paul, is en-Levey, third vice-president of the North- suged in a supervising capacity over the other engineers engaged in the active field work, thus relieving W. W. Bethel of that feature of the work and leaving him free to work on manning out the condithe new enterprise. The officials directly work, thus relieving W. W. Bethel of identified with the work in progress are that feature of the work and leaving him extremely reticent concerning their labors free to work on mapping out the engineering problems that must be solved. Messrs. Avery and Bethel have con- One force of men is working four miles cluded the lease at Vancouver of the en- east of Cape Horn on the Prindle proptire second floor of the new Packard erty, where father and son own about building on Main street, lox80 feet, which | two miles of waterfront along the Columbeing hurried to completion by a large bia. Another is working on the tunnel force of curpenters and subdivided to project at Cape Horn, and another at or near Collins.

Yesterday information was received in Vancouver that the first gang of workmen to begin on the Columbia River bridge would arrive in Vancouver the latter part of the present week. This could not be confirmed, but it is understood that one bridge gang of the Northern Pacific now at Kalama has been ordered to Vancouver.

A. Beamer, division superintendent of who bears the reputation of being one of the strong men of the operating department of that company, with experience in construction affairs, was among the officials who visited Vancouver yesterday.

anere has been a decided increase in the volume of business transacted by Vancouver merchants during the brief period of a few weeks, since the activity of the Missouri will celebrate today by welco railroad builders became so marked. Not alone in the added number of people visiting the Clarke County capital, but in the general trade thereby developed.

Neither must it be understood that all for this ground, and that they seem to of the activity is to be credited to the Portland & Seattle road, for the Wallula

(Coupleded on Pass 8.)

GONE TO DEATH

Togo's Victorious Battleship Mikasa Blown Up by Accident.

ADMIRAL NOT ON BOARD

Fire Spreads to Magazines, Which Explode, Killing Whole Crew and Many Rescuers-Ship Will Be Raised.

FINAL TOTAL OF CASUALTIES. LONDON, Sept. 13.-The Tokio correspondent of the Times says that the casualties resulting from the loss of

the battleship Mikasa are five killed, 251 missing and 343 wounded SASERO Sept 12 - Admiral Togo's flag. ship, the Mikasa, was destroyed by fire and the explosion of her magazine at an

early hour last Monday morning while peacefully lying at anchor in this harbor. Hundreds of livest including members of her crew and men from other ships wh int to the rescue, were lost. This little town, which has suddenly sen to prominence since the outbreak of the recent war, had spent a quiet Sunday, peace having been established. Several warships were in the harbor and

they presented an object of pride, but the quiet slumber of the night, while the people were dreaming of peace after, an unparalleled series of victories, was vio lently disturbed a little after midnight by a terrific explosion accompanied by a se vere shock. An eager crowd assembled on the coast only to discover that a terrible death had overtaken the beloved Mikasa, the flag.

ship of the great Togo, who had led his men to victory in the life and death struggle in which the nation had just peen engaged. Words are powerless to describe the profound disappointment and sorrow attending this great catastrophe The absence of Admiral Togo from the ship at the time of the explosion and the hope that the vessel can be repaired are the only redeeming features of the un precedented calamity. A deep feeling e sympathy toward the unfortunate sufferers after a cessation of hostilities pe meates every class.

on Board Killed or Injured.

TOKIO, Sept. 12,-(2 P. M.)-The Navy Department announces that the

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battleship Mikasa has been destroyed by fire and the explosion of her magasine causing the loss of 599 lives, including men of other ships who went

The fire started from an unknown cause at midnight on Sunday, Septemher 10. Before the officers could be rescued the fire reached the aft magazine, which exploded, blowing a hole in the port side of the vesse; below the water line and causing the ship to sink. An avestigation is now being held to determine the cause of the fire

In the battle of the Sea of Japan the Mikasa was the heaviest loser of the Japanese ships, having \$7 killed and wounded. She led the Japanese fleet into action, and approached nearer to the Russians than any other battleship The Mikasa was also the flagenip of Admiral Togo after the great naval battle off Port Arthur on August 10 1994, on which occasion the Japanese flagship also suffered the most, but continued in the fighting line. On that occasion the Mikasa had four officers and 29 men killed, stx officers and 29 men severely wounded and four officers and 29 men slightly wounded.

The Mikasa was one of the larges and most powerful vessels in the Jap anese navy. She was built at Barrow England, and was launched in 1932. She had a displacement of 15,200 tons, and her speed was 184 knots, with 16,431 indicated horse-power. Her armament consisted af four 12-inch, 14 six-inch, 23 12-pounders, eight three-pounders, four 2%-pounders and eight milimeter guns.

TOKIO, Sept. 12.-(Tuesday 6 P. M.) Admiral Togo was not on board the Mikasa when the disaster to the battle-

DISASTER MAKES JAPAN MOURN

Ship Sunk in Sasebo Harbor and Can Be Repaired.

TOKIO, Sept. 12--(6 P. M.)-The disaster to the battleship Mikasa has cast a gloom everywhere. The Mikasa, as Togo's flagship, was endeared to the hearts of the people.

The ship was at anchor in Sasebo Har bor when the fire started at the base of the mainmast at midnight. It spread with great rapidity, exploding the after magazine about half an hour after the ire had been discovered.

The Mikasa sank in shallow water and it is believed the ship can be repaired. Rescuing parties were sent from the various warships in the harbor and there were heavy casualties among them. Various conjectures are current as to

the cause of the fire. Some attribute it to an overcharge of electricity. Great relief was felt throughout Japan when it was learned that Admiral Togo was not on board the ship at the time of

the disaster.

SENATOR IS IDAHO'S SOLE OP-PONENT OF FORESTRY.

His Opposition to Roosevelt Policy Is Based on Prejudice and Will Be Ignored.

OREGONIAN NEWS BUREAU, Washington, Sept. 12.-President Rossevelt has been advised that Idaho through its Governor, has accepted his forestry policy and will hereafter co-operate with the National Government in the preservation of forests. It was explained to him that Senator Heyburn still boids out, but the President has been assured that Hughes finally asked Mr. Randolph: Mr. Heyburn stands practically alone and will in time be obliged to abandon his port to the Superintendent of Insuruntenable position and follow Governor Gooding.

In official circles it is explained that Mr. Heyburn's weakness rests in the fact treme of grossly misrepresenting condi- Mercantile Marine snares?" tions. President Roosevelt, having discovered the nature of Mr. Heyburn's opin the future. Hereafter the forestry anid: policy will be carried forward in Idaho regardless of what Mr. Heyburn may

Idaho was the only Western State that had not acquiesced in Mr. Roosevelt's forestry policy.

Northwest Postal Affairs.

OREGONIAN NEWS BUREAU Wash-No. 1 has been ordered established November 15, at Monroe, Snohomish County, Wash, serving 464 people and 168 houses.

Mrs. Alice Vert has been appointed aster at Maude, Wash., vice James Morgan, resigned.

KOMURA REPORTED WORSE

Doctor Summoned in Haste-Envoy Determined on Departure.

NEW YORK, Sept. 12 .- Br. Francis Delafield has been called from his Summer home in Hot Springs, Va., to treat Baron Komura, the Japanese peace envoy, who This gave color to a report that the envoy's condition is not as favorable as had been announced this evening. Df. Delafield is on the way to this city, and Mr. Hughes took up the accounts of the is expected to visit Baron Komura tomor-

abated appreciably. He was still, however, confined to his bed and members of his suite said that he was in too weak and in September, and ended at well over \$19,nervous a condition to be shown the re-port from Rome that his family had been "Now," said Mr.

Mr. Sate, official spokesman for the Japanese party, said that/no dispatches had been received by the peace envoys which could furnish any ground for believing the reported misfortune, and added
that the other members of the Japanese
that the other members of the Japanese
mission considered the report to be entirely unfounded.

even figure to the end of the year? Your
bainnes at the beginning of 1904 was
the reason for the sale and repurchase of these bonds.

"Did you ever sell securities one day
tirely unfounded.

WITH MILLIONS

Schemes of New York Life to Fool Superintendent of Insurance.

UNWILLING WITNESS TELLS

Cross-Examiner Pulls Truth Out of Treasurer Randolph With Pincers, but He Shields Some People.

TRICKS IN INSURANCE. December 31, 1903, New York Life insurance Company has \$4,000,000 International Mercantile Marine stock. It must report that day to State Superintendent of Insurance, showing not over \$3,260,000 of such stock. It sells on that day \$800,000 of that stock to J. P. Morgan & Co., then reports assets, including only \$3,200,000.

January 2, 1904, it buys \$800,000

Mercantile Marine stock from J. P.

Morgan & Co.

NEW YORK, Sept. 12 .- Selling \$800,-60 in bonds one day and buying them back the next except one, a holiday instatements made in the New York Life Insurance Company's report to the Superintendent of Insurance, was the sensational disclosure made today at the session of the legslative insurance investigating committee. The fact was drawn from Edmund D. Randolph. treasurer of the New York Life, late in the day after Charles E. Hughes, of counsel to the committee, had labored for more than an hour to get a direct answer to a direct question from

Mr. Randolph, The inquiry had dragged through a mass of figures during almost the entire day, but it was not until near the hour for ending the session, that the sensatonal feature was brought out. Earlier in the day Mr. Randolph had handed Mr. Hughes a schedule of syndicate underwritings and transactions of the New York Life for the last ten rears. This statement was to show, and a footnote so stated, that the company had participated in no syndicate with a loss. Among the syndicate the life insurance company to the transactions was the underwriting of trust company, which was also forced transactions that had been closed out the navigation syndcate, or Interna- by the Prussian Government, was also

tional Mercantile Marine Done to Fool Insurance Office. Mr. Hughes drew from the witness that there was an aggregate of \$4.000,-030 the New York Life paid J. P. Mor-

gan & Co., on this "joint account." Mr. Hughes then took up a sales item dated December 21, 1903, of \$800,000 of International Mercantile Marine stock Mr. Randolph, replying to Mr. Hughes, said this sale was made to J. P. Morgan & Co., and that a purchase of \$800,000 was made on January 2, 1964, from J. P. Morgan & Co. After failing for some time to get a direct answer, Mr. "As a matter of fact, there was a re-

ance on December 31, 19037" "Yes."

"Then the sole purpose of the transaction was that you mght be able to tell that his opposition exists from bias, and the Superintendent of Insurance you that his protests have gone to the ex- had only \$3,200,000 of International

Witness hesitated and tried to evade a direct answer, but Mr. Hughes repeatposition, will give it little consideration ed the question, until Mr. Randolph Yes."

There was a momentary hush, followed by a murmur of suppressed ex-

Bonds Sold at Loss.

Following the navigation syndicate transaction. Mr. Hughes referred to to Prussia were ostensibly sold off, no an item on the schedule of the syndi-cate transactions under the date of the Pacific. The Union Pacific stock, Mr. ington, Sept. 12.—Rural free delivery route cate transactions under the date of December 30, 1984, by whch \$809,300 of bonds were sold to J. P. Morgan & Co., of London, for \$720,000, Mr. Randolph admitted that this was an outright sale and that the loss of \$80,000 was as a bonus for underwriting were recorded charged off to the profit and loss ac-count. Mr. Hughes left the point and while bonds received for underwriting aptook up an association known as peared as an asset on the ledger. "Nylic" with the New York Life Insur-Randolph did not know why this ance. He got from the witness the admission that on April 11, 1904, a sale of \$50,000 stock to "Nylle" was made.

The usefulness of the New York Security & Trust Company to the New York Life came out when it was testified that, while the insurance comtas been ill in his hotel for several days. pany was not taking collateral loans, it made a practice of lending its money Life had at that time made no syndicate to the trust company, which made the transactions which had resulted in a loss.

Mr. Hughes took up the accounts of the money deposited with the New York Se-Baron Komura was somewhat im-proved earlier in the day, his fever being was called account No. 4. It can from "Now," said Mr. Hughes, "why did you

reduce the amount deposited with the New York Security & Trust Company in July, 1904, to \$2,500,000 and keep it at that even figure to the end of the year? Your

Notwithstanding his weakened condition the Baron is determined to leave New York on Thursday to begin his homeward trip as originally planned.

At the Walderf-Astoria Hotel late tonight it was said that Baron Komura's condition was somewhat improved.

the company. The consolidation of th New York Security & Trust Company was taking place at this time." "Now, prior to the end of 1901, the

Trust Company held 5006 shares, that is, majority of the 10,000 shares," Well, in March, 1904, when the total

stock of the company was increased to 30,000 shares, were the holdings of the trustees increased?"

Witness was then led through the change of the name of the trust company and admitted that three accounts with the old company were closed, and four opened with the new one. When the noney was withdrawn from the New York Security & Trust Company, it was deposited with the First National Bank. This admission was elicited from the wit ness after much pressure.

In reply as to the interest paid by the various banks where the insurance con pany had deposits, Mr. Randolph said all of the banks paid I per cent except the Bank of Montreal, which paid 1% pe

Refuses to Give Names

In discussing the syndicate to handle he New Orleans railroad securities, which transaction was closed out in 1904, Mr. Randolph referred to a receivership being appointed, which was unforesee by the New York Life when the securities were taken up. Witness also said that some parties the company had expected to join in handling the securities had failed to do so, but, when asked the names, refused to give them. This closed the inquiry, but Assemblyman Rogers, who was in the chair, said to the witness

who was in the chair, said to the whilesa before adjourning the sitting:

"Some of the committee are not satisfied with your refusing to give the names of those who participated in the joint-

profit deals." "In answer, I would say," answered Mr. Randolph, "that it is an entirely confidential matter; there was no intimation on the part of anybody of bad faith." After adjournment, Mr. Hughes said the

examination of Mr. Randolph would prob-ably be continued tomorrow. Custom to Give Dummy Bonds.

At the opening of today's session the examination of Mr. Randolph had been resumed. The removal of the preferred, stock of the Chicago, Milwaukee & St. Paul Railroad from the assets of the company to satisfy the Prussian Government, which was under consideration at the last session of the committee, was

again taken up. Mr. Randolph testified Friday that when the insurance company had to remove the stock from its assets it was turned over to the New York Trust Company as collateral for a loan, for which notes were given by George B. Marshall, the colored messenger employed by the life insurance company at \$500 a year. The trust company was owned by officials of the insurance company. Hughes endeavared to ascertain who authorized the transaction. Mr. Randolph could not say, de

"It is a recognized custom in finan

cial concerns to have dummy bonds. I am sorry the name of George Marshall has been brought into ridicule. On this transaction we carried it along for the company, and made an add tional \$200,000 for the policyholders." The transfer of the Chicago was no record on the books of the finance committee of the insurance company referring to the loans made to Marshall and another employe named Madison. He stated also that he did not make any delivery of the certificates of stock. Mr. Randolph said thay the sale of the Chicago Northwestern stocks was recorded in the books of the company, and that the New York Life Insurance Company re-

New York Life Instrance Company re-ceived \$1,760,600, which was deposited with the New York Security & Trust Company. Regarding both the Chi-cago & Northwestern stock and the Chicago, Milwaukee & St. Paul, Mr. Hughes asked:
"You kept control of the stock after
it went off your books so as to make any profit you could?"
"Yes."

Accounts Not in Ledger. Taking up the non-ledger assets Mr. Randolph said they did not appear on the ledger, but a record was kept in a card index. A card for such an index showing the record and sale of 200 shares of Erle for \$210,000 was introduced in evidence This card, it was brought out, was the only record kept of this transaction. Cornegus C. White, Deputy Auditor of the New York Life Insurance Company was then called. He said the \$210,000 received for the Erie stock was credited

Mr. Randolph, again on the stand, said that 5000 shares of Union Pacific Railroad preferred stock which was received as bonus for underwriting, never appeared as a ledger asset, as it cost nothing. He said that while the stocks objection Pacific. The Union Pacific stock, Mr. Randolph sald, was sold at different per-

to the funds of the Hanover office of the

tods from 1809 to 1904.

The question of syndicate operations was then taken up. Mr. Hughes drew Mr. Randolph's attention to the fact that stocks received by the New York Life done. He presented Mr. Hughes with a pamphlet entitled "Participation in Syndi-

cates by the New York Life Insurance Company for Ten Years Past." The net profit to the New York Life Insurance Company by its syndicate pared transactions in 10 years was stated in this prior t pamphlet to have been \$2,399,695. This was offered in evidence by Mr. Hughes and was alleged to show that the New York These syndicate operations were entered into and were being probed when a recess for luncheon was taken.

Bonds Sold and Bought Back.

Questioned concerning bond syndicate transactions, Mr. Randolph said that in December, 1888, the New York Life pur-chased from a syndicate \$275,000 in bonds of the Toronto, Hamilton & Buffalo railroad at \$1. paying for them \$796,250. On April 17, following, \$750,000 worth of the bonds were sold back to the syndicate at the same price, and on July \$1 the company rebought the \$750,000 worth of bonds at \$2. Mr. Handolph said he could not recall the research for the sale and re-

and buy them back the next to make a market?" asked Mr. Hughes. "Never," replied the witness. Mr. Randolph was peremptorily ordered to produce the entry of the trans-action in Toronto, Hamilton & Buffalo bonds, and "the man who knows "bout it."

ADDICK'S THREAT trustees of the New York Security & SPREADS TERROR

If Supporters Desert Him, He Will Publish Records of Graft.

KEPT BOOKS FOR YEARS

Delaware Republicans Hesitate to Carry Out Plan for His Annihilation Lest He Touch Off His Mine.

WILMINGTON, Del., Sept. 12 .- (Special.)-A plot to accomplish the political annihilation of J. Edward Addicks batched within the ranks of the Union men at the hands of his erstwhile stanch supporters. Addicks, determined to use every means in his power to whip his men into line, has let it be known, however, that he is ready to punish severely those who desert im. It is said that for years he has kept a set of books, containing records of graft and corruption in Delaware politics, and will make exposures which he believes will send to jail

those who turn against him. Makes Enemies Quake.

A rumor to this effect added today the uneasiness of the men who are sitting on the fence. Some of the Addicks men who are ready to desert their chief have been strangely silent, and it is said they fear exposure. In Addicks' books, it is reported, is entered a list of contributions for various purposes. Addicks knows of the doing of all the little and big chiefs of the Union Republican camp, and the knowledge he possesses would make interesting reading for the Attorney-General. The Union Republicans are quaking over this latest probability and fears of summary punishment at the hands of Addicks probably will

keep many of them in line. Anti-Addicks Conference.

All proceedings of the auti-Addicks plotters have been held up suddenly. conference was planned between Allee and some of his advisers in Philadelphia today, but it was called off. The courthouse contingent has been trying to get Chairman Willits, of the Newcastle county committee. to take action toward harmony, and a resolu-tion favoring Allee's plan may be introduced at the next meeting of the

ounty committee.
All the leaders here tonight declared that no call for a meeting of the com-mittees to consider harmony had been

Issued. SOCIALISM IN COLLEGES.

Literary People Organize to Spread New Doctrine Among Students.

NEW YORK, Sept. 12.-The first steps toward forming a Socialist organizat o be known as the Intercollegiate Socialist Society, were taken here today.

The purposes of the organization were said to be the discomination of Socialist principles among college and university men. A temporary organization was ef. fected today, subject to approval by a referendum of those who have signified their intention of joining and who were

said to number about 250.

Among the organizers of the society were the following: F. Phelps Stokes, Thomas Wentworth Higginson, Charlotte Perkins Gilman, Clarence Sharrow, B. O. Flower, William English Walling. ard B. Abbott, Jack London and Upton

BEND BEFORE THE STORM

Machine Candidates in Philadelphia Withdraw From Ticket.

PHILADELPHIA, Sept. 12.-As a result of the recent political upheaval in this city, the county ticket nominated by the bileans last Spring, prior to Mayor Weaver's fight against the gas lease, was withdrawn and a new ticket will be selected by the city committee. The candidates who withdrew are: Harry C. Ransley, president of the Select Council, nomince for Sheriff: John L. Lukens, nor for Coroner, and Hugh Black and Jacob Wildemore, who had been named for City Commissioners. Each candidate, besides being the leader of his ward, is a member of the city committee.

its regular meeting.

Cutting Out Bogus Voters. PHILADELPHIA, Sept. 12.-The total ing to the September canvass and today, is 339,960, a decrease of 15,810 commade in May, prior to the gas lease fight.

The four vacancies will be filled next

Monday, when the city committee holds

MISS ROOSEVELT IN PEKIN American Party Welcomed by High Chinese Official.

bin. Rear-Admiral Train, Miss Alice Roosevelt and the other members of their party arrived here this evening. They were met by American Minister Rockhill and his wife, Baron Mumm von Schwarzand his wife, Baron Mumm von Schwarz-enstein. Wu Ting Fang, vice-president of the Chinese Board of Foreign Affairs, Liang Fang and other notables Miss Roosevelt is the guest of Minister Rock-hill and family and Baron Mumm Von Schwarzenstein is entertaining some of the visitors. the visitors.

NEW YORK, Sept. 12.-Lafayette Square Opera House in Washington has been purchased by David Belasco and Lee Schubert for 235.000. The Lafayette will be conducted as one of the chain of independent houses under the Belasco-Schu-hert management.