

Oregonian

VOL. XLV.—NO. 13,982. PORTLAND, OREGON, SATURDAY, SEPTEMBER 30, 1905. PRICE FIVE CENTS.

BIG THREE HAVE LOBBYING POOL

Insurance Companies Watch Legislation.

HAMILTON IS THE HEAD MAN

Schiff Says Equitable Minute Book Lies.

BANKER ANSWERS ENEMIES

Says Management Was All Hyde and Alexander, Directors Being Dummies—Custom Set Above By-Laws of Company.

HAD A LOBBYING SYNDICATE.

NEW YORK, Sept. 29.—(Special.)—That Judge Andrew Hamilton was retained by the Equitable and other big life insurance companies to look after legislation in various states during the last eight years the Equitable alone paid him over \$45,000 in addition to an annual retainer of \$2500 was the sensational testimony given at the insurance investigation this afternoon by Alfred W. Mayne, associate auditor of the Equitable.

Mr. Mayne testified that an arrangement existed among the Mutual, New York Life and Equitable by which the whole country was divided among them so that each company would take care of certain states regarding legislative affairs. The Equitable, for instance, looked after Massachusetts, California and Georgia.

Money Paid for Lobbying.

Witness presented vouchers for money paid by his company to Mr. Hamilton. These showed that in eight years, from 1897 to 1905, the sum of \$48,300 was paid to Mr. Hamilton for legal services. Mr. Mathe did not give any details of the duties performed by Mr. Hamilton nor of the committees he appeared before, beyond the fact that Mr. Hamilton looked after legislative matters for all the companies in the states west of Ohio. Witness told of an agreement whereby special counsel was employed by one company in its territory and the expense was shared by all.

Finance Committee Powerless.

Up to a recent time Mr. Schiff was qualified as a director by shares transferred by Mr. Hyde. Mr. Hyde drew the dividends on these shares. Mr. Schiff received no beneficial results from them. They were re-transferred to the trustees under the Ryan purchase. Mr. Schiff said that prior to last February he was not a policy-holder in the Equitable, and was not in any financial position from many other directors, and held his position at the request of Mr. Hyde. He was asked to become a member of the finance committee, so that he could give his judgment on the securities the society purchased. The question of property did not occur to him on this point, because the finance committee does not decide the actual purchase, but merely advises the sale or purchase of securities. The value of his service as a witness, Mr. Schiff said, was the same as that of a Judge of a higher court, because of his experience. His position was not one of much importance, he stated, because Mr. Hyde said that his judgment be followed. He could not say it was a surprise to him to find that his position as a member of the finance committee was perfunctory.

By-Laws Have No Weight.

Mr. Schiff said that there was practically no place for the finance committee, as the executive committee took the initiative in all investments and there was an auditing committee with powers equaling those of the finance committee.

"Do you understand," asked Mr. Hughes, "that incorporations' customs outweigh by-laws?"

"In the Equitable this was the case," replied Mr. Schiff.

Mr. Hughes stated that he found that

DAY OF ALL DAYS AT EXPOSITION

Metropolis of Northwest Will Celebrate at the Centennial Today.

PORTLAND POINTS THE WAY

Unrivaled Programme for Morning, Afternoon and Evening Has Been Prepared for Crowds Which Will Attend.

WEATHER CONDITIONS ARE REVERSED.

The low pressure which made its appearance this morning off Cape Flattery has moved inland and completely reversed the conditions of last night so that instead of fair weather Saturday the indications now are for showers.

EDWARD A. BEALS,
District Forecaster.

LEWIS AND CLARK EXPOSITION WILL PAY LARGE DIVIDEND

President Goode Announces That a Surplus of \$100,000 to \$150,000 Will Be Returned to Stockholders.

The Lewis and Clark Exposition will return a dividend to stockholders. A surplus of \$100,000 to \$150,000 will yield a dividend of from 25 to 40 per cent. President Goode is authority for the foregoing statements. To an Oregonian reporter who questioned him as to the finances of the Exposition, he said:

Prospects Are Bright.

Prospects seem bright for that attendance of 100,000 which is the ambition of the Exposition, of Portland and of Oregon to have. If Portland day is going to be made a 100,000 day, though, everyone will have to help. If you should stay home and the attendance reached only 50,000 you would never forgive yourself and your city would never forgive you. Therefore it is not safe to take any chances. As someone has said, the person who is able to go today and stays

HEAVY TRAVEL REPORTS A. L. CRAIG.

"Our company has always looked to the interests of the Fair," said A. L. Craig of the O. R. & N. Co., "and has consequently tried to further them. Portland day is really the crowning event of the Exposition and we will enter into its success with even a heartier spirit than that shown in former years. Our general offices will be closed all day and the city ticket offices at 12 o'clock noon, thus giving our employees the opportunity to get to the Fair on Portland day. I think that every citizen of Portland should give his loyal support to Portland's Fair today and if that is done there can be no question as to reaching the 100,000 mark. Our out-of-town agents report a heavily increased travel for today."

Events of the Evening.

The evening will be equally filled with interesting events, the most interesting of which will be a great naval battle. This event will open at 8:30 o'clock sharp and will be a mammoth reproduction of the battle of Manila Bay. The bombardment will continue for half an hour and one big battleship will be blown to atoms. Immediately preceding the battle there will be a fine display of fireworks. The Elery Band will give a concert at the scene of battle immediately before that event occurs.

Skates for Boss Durham.

"Boss Durham said last Winter that he'd be skating in hell before Rush Jermon got another office."

As soon as quiet was restored, Dr. Walter Beach, one of the opposing candidates, took the floor and said:

Skates for Boss Durham.

"Boss Durham said last Winter that he'd be skating in hell before Rush Jermon got another office."

As soon as quiet was restored, Dr. Walter Beach, one of the opposing candidates, took the floor and said:

STRANGE FIGHT IN QUAKER CITY

Popular Uprising Against the Gang May Mean Its Utter Rout.

WEAVER LEADS REVOLT

City Party Convention Has No Parallel—Master Hand of Quay Is Missed by Bosses—How Weaver Plays Politics.

PHILADELPHIA, Sept. 29.—(Special.)

The strangest of all political fights is raging in this city. It is not an election for Mayor, but the voters will decide whether the old gang, which has run things for generations, is to be upheld at the polls, or whether the stand of Mayor Weaver is to be endorsed.

Victory for the City party ticket means that the organization men will be utterly routed, and probably never heard of again. But victory for the gang will not affect Mayor Weaver, who has over a year to serve.

"I will fight it out single-handed if necessary," he declared, "but nothing can prevent me from battling to the end."

The remarkable feature of the present

PHILADELPHIA, Sept. 29.—(Special.)

The political leaders of Philadelphia at the present time are United States Senator Boies Penrose, Israel W. Durham and James P. McNichol. The last named is a contractor and has enjoyed the same graft here that Tammany Leader Murphy has in New York. Durham and Penrose control the patronage and have become millionaires through all sorts of political games.

When Weaver, heading the voice of the people, broke with the gang, he started to render them harmless for all time to come. The extraordinary measures taken by neighbors had kept the Councilmen in an attitude of unwilling submission, but Weaver knew that would not last. His first step was to insist close personal friends as directors of the Bureau of Public Safety and the Bureau of Public Works.

The former department controls all the firemen and policemen, while the latter has charge of the various city improvements.

Purging the Register.

The Weaver started out to purge the registry rolls. Philadelphia is the greatest city in the world.

(Continued on Page Five.)

PHILADELPHIA, Sept. 29.—(Special.)

The Weaver started out to purge the registry rolls. Philadelphia is the greatest city in the world.

(Continued on Page Five.)

PHILADELPHIA, Sept. 29.—(Special.)

The Weaver started out to purge the registry rolls. Philadelphia is the greatest city in the world.

(Continued on Page Five.)

PHILADELPHIA, Sept. 29.—(Special.)

The Weaver started out to purge the registry rolls. Philadelphia is the greatest city in the world.

(Continued on Page Five.)

PHILADELPHIA, Sept. 29.—(Special.)

The Weaver started out to purge the registry rolls. Philadelphia is the greatest city in the world.

(Continued on Page Five.)

HILL WILL PUSH NORTH-SIDE LINE

"Not Fighting Anyone," He Says.

JUST OUT FOR BUSINESS

"Gentlemen's Agreement" of Five Years Is Off.

NORthern PACIFIC WILL NOT BUILD TO CANADA. NOR IS MR. HILL TO CONSTRUCT ROAD TO ALASKA.

SEATTLE, Sept. 29.—(Special.)—The Portland & Seattle Railroad is a business proposition," declared James J. Hill, president of the Great Northern tonight.

"The construction of that line is not a fight with any one."

"There is a rich traffic in the district through which the Portland & Seattle will run," said Howard Elliott, president of the Northern Pacific. "Some day some road would tap that country. We wanted to be the road."

When C. S. Mallen was at the head of the Northern Pacific there occurred what railroad men termed the "Metropolitan Club meeting," at which a general agreement in respect to territory was entered into between the Hill and Harriman interests. That agreement was to last five years. It was reduced to writing the following day but because of differences over minor details it was never signed, remaining a "gentlemen's agreement."

The five-year term is out now and the invasion by Hill lines of Harriman territory has commenced. But tonight both railroad presidents insisted the expiration of the agreement had nothing to do with railroad activity; merely, they asserted, was the time ripe for building.

Elliott Talks of Road.

"The contract for the construction of the Portland & Seattle has been let to Sims & Shieland, a general railroad contracting firm of St. Paul," said President Elliott. "M. D. Miller is chief engineer of the railroad. Mr. Miller has been with the Great Northern, but more recently was with the Burlington, doing general construction work in Nebraska. He is an excellent constructing engineer and will be in full charge of the railroad building work. Mr. Miller will go over the proposed route and after his investigation it will be decided just how many sub-contracts are to be let by the contractors and how the work will be divided. We want to complete the road from Kennewick to Vancouver within a year. Ralph Moleski will have charge of the work of constructing the bridge over the Columbia and Willamette Rivers, but will not have anything to do with any other bridge work that may be necessary along the route."

"Work is now under way, as I understand it, at some points along the Columbia. Wherever we can use gangs of men to advantage we will have them at work. That is something that must be worked out between Mr. Miller and the contractors. Arrangements for the joint use of the tracks of the Portland & Seattle will be made after we get the road built. I propose to have the Great Northern use our tracks from Spokane to Kennewick and proceed into Portland over the new line. Whether we will operate on a joint schedule or just what will be done is a matter we have not yet reached."

No New Line to Canada.

The story sent from Olympia to the effect that the Northern Pacific would build north from Kennewick to the Canadian boundary was brought to Mr. Elliott's attention. "There is nothing in that story," he declared emphatically. "We are going to build a railroad from Kennewick to Portland."

"And not double-track the line between Portland and Seattle?" he was asked.

"No," he answered. "We shall not double-track. We are now practically double-tracked between Seattle and Tacoma, and there is no necessity for extending the second tracks at present."

"The old Union Pacific right-of-way," President Elliott was reminded.

"We are not going to do anything with that," he said.

C. M. Levey, third vice-president, supplemented Mr. Elliott's interview with the statement that the Portland & Seattle has five engineering crews in the field and is sending out a sixth. Of his line's connection with the road, James J. Hill said: "I cannot tell you how the Great Northern will participate in the road. We have plenty of time to figure that out. As to the effect of the new road on Puget Sound, I want to tell you that we are a Puget Sound road and are here to take care of the traffic. We have a good road and are doing everything in our power to build up this part of the country."

Nor to Alaska.

"As to the Victoria, Westminster & Yukon, the line which the dispatches said Hill would build to Alaska, I know nothing about it. In fact, I did not know the name of the road until you informed me. I know nothing about its intentions or what state it is in. We are building in British Columbia the Victoria, Vancouver & Eastern for the trade offered us and which we cannot handle by our main and branch lines on this side of the boundary. We have 200 men at work on this line."

(Continued on Page 3.)

PHILADELPHIA, Sept. 29.—(Special.)

The Weaver started out to purge the registry rolls. Philadelphia is the greatest city in the world.

(Continued on Page Five.)

PHILADELPHIA, Sept. 29.—(Special.)

The Weaver started out to purge the registry rolls. Philadelphia is the greatest city in the world.

(Continued on Page Five.)

PHILADELPHIA, Sept. 29.—(Special.)

The Weaver started out to purge the registry rolls. Philadelphia is the greatest city in the world.

(Continued on Page Five.)

PHILADELPHIA, Sept. 29.—(Special.)

The Weaver started out to purge the registry rolls. Philadelphia is the greatest city in the world.

(Continued on Page Five.)

PHILADELPHIA, Sept. 29.—(Special.)

The Weaver started out to purge the registry rolls. Philadelphia is the greatest city in the world.

(Continued on Page Five.)

PHILADELPHIA, Sept. 29.—(Special.)

The Weaver started out to purge the registry rolls. Philadelphia is the greatest city in the world.

(Continued on Page Five.)

PHILADELPHIA, Sept. 29.—(Special.)

The Weaver started out to purge the registry rolls. Philadelphia is the greatest city in the world.

(Continued on Page Five.)

PHILADELPHIA, Sept. 29.—(Special.)

The Weaver started out to purge the registry rolls. Philadelphia is the greatest city in the world.

(Continued on Page Five.)

PHILADELPHIA, Sept. 29.—(Special.)

The Weaver started out to purge the registry rolls. Philadelphia is the greatest city in the world.

(Continued on Page Five.)

STRANGE FIGHT IN QUAKER CITY

Popular Uprising Against the Gang May Mean Its Utter Rout.

WEAVER LEADS REVOLT

City Party Convention Has No Parallel—Master Hand of Quay Is Missed by Bosses—How Weaver Plays Politics.

PHILADELPHIA, Sept. 29.—(Special.)

The strangest of all political fights is raging in this city. It is not an election for Mayor, but the voters will decide whether the old gang, which has run things for generations, is to be upheld at the polls, or whether the stand of Mayor Weaver is to be endorsed.

Victory for the City party ticket means that the organization men will be utterly routed, and probably never heard of again. But victory for the gang will not affect Mayor Weaver, who has over a year to serve.

"I will fight it out single-handed if necessary," he declared, "but nothing can prevent me from battling to the end."

The remarkable feature of the present

PHILADELPHIA, Sept. 29.—(Special.)

The political leaders of Philadelphia at the present time are United States Senator Boies Penrose, Israel W. Durham and James P. McNichol. The last named is a contractor and has enjoyed the same graft here that Tammany Leader Murphy has in New York. Durham and Penrose control the patronage and have become millionaires through all sorts of political games.

When Weaver, heading the voice of the people, broke with the gang, he started to render them harmless for all time to come. The extraordinary measures taken by neighbors had kept the Councilmen in an attitude of unwilling submission, but Weaver knew that would not last. His first step was to insist close personal friends as directors of the Bureau of Public Safety and the Bureau of Public Works.

The former department controls all the firemen and policemen, while the latter has charge of the various city improvements.

Purging the Register.

The Weaver started out to purge the registry rolls. Philadelphia is the greatest city in the world.

(Continued on Page Five.)

PHILADELPHIA, Sept. 29.—(Special.)

The Weaver started out to purge the registry rolls. Philadelphia is the greatest city in the world.

(Continued on Page Five.)

PHILADELPHIA, Sept. 29.—(Special.)

The Weaver started out to purge the registry rolls. Philadelphia is the greatest city in the world.

(Continued on Page Five.)

PHILADELPHIA, Sept. 29.—(Special.)

The Weaver started out to purge the registry rolls. Philadelphia is the greatest city in the world.

(Continued on Page Five.)

PHILADELPHIA, Sept. 29.—(Special.)

The Weaver started out to purge the registry rolls. Philadelphia is the greatest city in the world.

(Continued on Page Five.)

PHILADELPHIA, Sept. 29.—(Special.)

The Weaver started out to purge the registry rolls. Philadelphia is the greatest city in the world.

(Continued on Page Five.)

PHILADELPHIA, Sept. 29.—(Special.)

The Weaver started out to purge the registry rolls. Philadelphia is the greatest city in the world.

(Continued on Page Five.)

HILL WILL PUSH NORTH-SIDE LINE

"Not Fighting Anyone," He Says.

JUST OUT FOR BUSINESS

"Gentlemen's Agreement" of Five Years Is Off.

NORthern PACIFIC WILL NOT BUILD TO CANADA. NOR IS MR. HILL TO CONSTRUCT ROAD TO ALASKA.

SEATTLE, Sept. 29.—(Special.)—The Portland & Seattle Railroad is a business proposition," declared James J. Hill, president of the Great Northern tonight.

"The construction of that line is not a fight with any one."

"There is a rich traffic in the district through which the Portland & Seattle will run," said Howard Elliott, president of the Northern Pacific. "Some day some road would tap that country. We wanted to be the road."

When C. S. Mallen was at the head of the Northern Pacific there occurred what railroad men termed the "Metropolitan Club meeting," at which a general agreement in respect to territory was entered into between the Hill and Harriman interests. That agreement was to last five years. It was reduced to writing the following day but because of differences over minor details it was never signed, remaining a "gentlemen's agreement."

The five-year term is out now and the invasion by Hill lines of Harriman territory has commenced. But tonight both railroad presidents insisted the expiration of the agreement had nothing to do with railroad activity; merely, they asserted, was the time ripe for building.

Elliott Talks of Road.

"The contract for the construction of the Portland & Seattle has been let to Sims & Shieland, a general railroad contracting firm of St. Paul," said President Elliott. "M. D. Miller is chief engineer of the railroad. Mr. Miller has been with the Great Northern, but more recently was with the Burlington, doing general construction work in Nebraska. He is an excellent constructing engineer and will be in full charge of the railroad building work. Mr. Miller will go over the proposed route and after his investigation it will be decided just how many sub-contracts are to be let by the contractors and how the work will be divided. We want to complete the road from Kennewick to Vancouver within a year. Ralph Moleski will have charge of the work of constructing the bridge over the Columbia and Willamette Rivers, but will not have anything to do with any other bridge work that may be necessary along the route."

"Work is now under way, as I understand it, at some points along the Columbia. Wherever we can use gangs of men to advantage we will have them at work. That is something that must be worked out between Mr. Miller and the contractors. Arrangements for the joint use of the tracks of the Portland & Seattle will be made after we get the road built. I propose to have the Great Northern use our tracks from Spokane to Kennewick and proceed into Portland over the new line. Whether we will operate on a joint schedule or just what will be done is a matter we have not yet reached."

No New Line to Canada.

The story sent from Olympia to the effect that the Northern Pacific would build north from Kennewick to the Canadian boundary was brought to Mr. Elliott's attention. "There is nothing in that story," he declared emphatically. "We are going to build a railroad from Kennewick to Portland."

"And not double-track the line between Portland and Seattle?" he was asked.

"No," he answered. "We shall not double-track. We are now practically double-tracked between Seattle and Tacoma, and there is no necessity for extending the second tracks at present."

"The old Union Pacific right-of-way," President Elliott was reminded.

"We are not going to do anything with that," he said.

C. M. Levey, third vice-president, supplemented Mr. Elliott's interview with the statement that the Portland & Seattle has five engineering crews in the field and is sending out a sixth. Of his line's connection with the road, James J. Hill said: "I cannot tell you how the Great Northern will participate in the road. We have plenty of time to figure that out. As to the effect of the new road on Puget Sound, I want to tell you that we are a Puget Sound road and are here to take care of the traffic. We have a good road and are doing everything in our power to build up this part of the country."

Nor to Alaska.

"As to the Victoria, Westminster & Yukon, the line which the dispatches said Hill would build to Alaska, I know nothing about it. In fact, I did not know the name of the road until you informed me. I know nothing about its intentions or what state it is in. We are building in British Columbia the Victoria, Vancouver & Eastern for the trade offered us and which we cannot handle by our main and branch lines on this side of the boundary. We have 200 men at work on this line."

(Continued on Page 3.)

PHILADELPHIA, Sept. 29.—(Special.)

The Weaver started out to purge the registry rolls. Philadelphia is the greatest city in the world.

(Continued on Page Five.)

PHILADELPHIA, Sept. 29.—(Special.)

The Weaver started out to purge the registry rolls. Philadelphia is the greatest city in the world.

(Continued on Page Five.)

PHILADELPHIA, Sept. 29.—(Special.)

The Weaver started out to purge the registry rolls. Philadelphia is the greatest city in the world.

(Continued on Page Five.)

PHILADELPHIA, Sept. 29.—(Special.)

The Weaver started out to purge the registry rolls. Philadelphia is the greatest city in the world.

(Continued on Page Five.)

PHILADELPHIA, Sept. 29.—(Special.)

The Weaver started out to purge the registry rolls. Philadelphia is the greatest city in the world.

(Continued on Page Five.)

PHILADELPHIA, Sept. 29.—(Special.)

The Weaver started out to purge the registry rolls. Philadelphia is the greatest city in the world.

(Continued on Page Five.)

PHILADELPHIA, Sept. 29.—(Special.)

The Weaver started out to purge the registry rolls. Philadelphia is the greatest city in the world.

(Continued on Page Five.)

PHILADELPHIA, Sept. 29.—(Special.)

The Weaver started out to purge the registry rolls. Philadelphia is the greatest city in the world.

(Continued on Page Five.)

PHILADELPHIA, Sept. 29.—(Special.)

The Weaver started out to purge the registry rolls. Philadelphia is the greatest city in the world.

(Continued on Page Five.)