Morning Oregonian.

VOL. XLV.— NO. 13,983. PORTLAND, OREGON, MONDAY, OCTOBER 2, 1905. PRICE FIVE CENTS.

TO FINISH ROAD BY END OF '06

Such Is James J. Hill's Word to Portland.

RAILWAY MAGNATE HERE

Talks Frankly of Plans for the North-Shore Line.

BEST OF CONSTRUCTION

Declares That Branches Into Central Oregon Will Naturally Follow, and That New Road Will Develop the State.

James J. Hill, whose master mind has guided the destinies of the most stupendous railroad project of recent years in the Northwest, and under whose direction the new short line into Portland from Kennewick, Wash., has been started for a water-level route, over which trains of the Northern Pacific, Great Northern and Burlington systems will enter the metropolis of Oregon, is in Portland. He is accompanied by a distinguished party of officials of the three companies, including Howard Elliott, president of the Northern Pacific; Darius Miller, vice-president of the Chicago, Burlington & Quincy; George F. Baker, director of the Northern Pacific, president of the First National Bank, New York; Louis W. Hill, vice-president of the Great Northern; J. M. Hannaford, second vice-president of the Northern Pacific, in charge of traffic; Benjamin Campbell, fourth vice-president of the Great Northern; Charles M. Levey, third vice-president of the Northern Pacific and president of the Portland & Seattle; Joseph McCabe, vice-president Washington & Columbia River Railroad, and Henry Blakeley, general Western freight agent of the Northern Pacific.

It was 4 o'clock yesterday afternoon when the special train of seven cars pulled into the Portland Union Station. A locomotive of the St. Paul, Minneapolis & Manitoba Railroad was pulling the train, the make-up of which was a Great Northern baggage car, compartment car, the sleeper Yakima and private cars A18 and A22, of the Great Northern; President Howard Elliott's private car Yellowstone and the Burlington private car occupied by Darius Miller. Great Northern A22 is the private car of Louis W. Hill and is one of the first on Western roads equipped especially for movement of a private automobile. One end of the car is arranged to open by means of a series of folding doors so that the machine can be quickly unloaded by means of runways.

At the station a party of railroad officials and citizens awaited the train. Major James McI. Wood headed the delegation and welcomed Mr. Hill to Portland in behalf of the Exposition management, without any special formality. Others present to greet the visiting railroad officials were: A. D. Charlton, assistant general passenger agent of the Northern Pacific; William Harder, general agent freight department, Great Northern; J. P. O'Brien, vice-president and general manager Harriman lines in the Northwest; A. G. Sheldon, general agent Burlington; J. C. Flanders, director of the Portland & Seattle; A. L. Mills, president First National Bank; Ed Lyons, manager Northern Pacific Terminal Company, and others.

Immediately after arrival of the train the visitors were hurried to carriages and driven to the Hotel Portland, where reservations had been made. President Hill retired to his room for a few moments and then joined an official of the engineering department in the Hill automobile for a visit to a section of the city in the vicinity of the terminal yards, where some matter awaited his attention, returning again to the hotel. President Elliott, of the Northern Pacific, went at once to his room, but was soon recalled to the lobby by inquiring friends, and for the next two hours there was a public reception in which the visiting officials acquired information from local officials regarding changes that have taken place in Portland since their last visit and told of their observations during the journey from St. Paul.

WILL BUILD THE BEST LINE

Low Grades, Easy Curves and Ample Terminals Sought.

The public is familiar with the benevolent features of the distinguished railroad builder and financier who banded the Northern tier of states with steel from the Great Lakes to the Pacific, with the more recent history of American finance in which Mr. Hill has had such an important part; with the formation of the Northern Securities Company, its dissolution and the bitter fight for control of the properties involved; but the public does not know the strong and charming individuality of the man. James J. Hill is said to possess the most comprehensive knowledge of resources, latent and developed, industrial conditions of the country, physical features of the sections traversed by his railroads and the cause and effect of traffic and rate conditions, of any American railroad official. Half an hour in conversation with Mr. Hill amply justifies this estimate of his wonderful general knowledge.

Straightforward, fearless and free of speech, with a beautiful discrimination in words and easy flow of language, Mr. Hill looks his interviewer squarely in the eye, a twinkle lighting the brilliant eyes as an illustration is brought from some personal experience to illuminate the tale so well told, and a smile frequently plays about the firm mouth as the pertinent points are uttered that bear upon the subject under discussion.

The North Bank Road.

"It is always our aim to do something wherever the lines of our railroads extend to develop the country and in building up the country the effect is naturally to develop the cities," said the president of the Great Northern Railway last evening at the Hotel Portland, answering a question as to the plans and purposes taking concrete form in the construction of a railroad down the North bank of the Columbia River. "The Portland & Seattle Railroad is being built in compliance with the demand of traffic and because the development of the region will furnish traffic for the road. It will bring into Portland the trains from three great systems, the Northern Pacific, Great Northern and Burlington, comprising about 22,000 miles of main lines, of which the Northern Pacific is the only line now coming into this city on its own rails.

"The policy we have always followed is to develop the country tributary to our roads. The producer must have transportation in order to get his products to market, and the railroad must have the traffic or its revenue will not grow. It does not matter whether the region traversed by a railroad furnishes lumber, coal, ore or agricultural products, it is equally necessary for the producer and the railroad that transportation facilities be of the best and the rates properly adjusted. I am informed that the lumber market is very satisfactory at present and that is a source of some gratification to me, and it is a case in point. Years ago the lumbermen seeking an outlet in the interior markets sought to enter the Missouri River territory and asked that the rate be reduced to 65 cents, at which rate they believed the market could be commanded. Investigations showed that such was not the case, and that a 40 cent rate would be necessary to get the business. The granting of that rate gave the lumbermen of the Pacific Coast a new trade territory.

Railway Essentials.

"The location of the bridges by which trains will cross the Columbia and Willamette Rivers has not yet been settled," said Mr. Hill, in reply to a question. "We want a good entrance. That is of the greatest importance alike to the citizens of Portland and to the railroads. It involves much that has to do with the future of the city and development of the country. Two things are all-important in railroad operation—low grades and good terminals. Expense incurred by American railroads in recent years to acquire good terminals in Chicago and New York represent enormous investments. The examples of the Pennsylvania system at New York expending millions for terminal facilities is a suggestion to railroads in other portions of the country where values have not reached such levels. The earnings of the railroads must, of necessity, pay interest on these enormous investments.

"Portland's greatest harbor is not down in the river; it is down in the railroad yards, for most of the great tonnage of ships that carry the cargoes of the world must first be handled in cars. Good terminals are to the railroads what deep water is to shipping. Railroads having good terminals can give people the best service, and railroads having the lowest grades can haul tonnage at the lowest cost, just as deep water permits use of vessels of greater carrying capacity and at lower cost per ton.

"We have been very well fixed for terminal facilities in Portland heretofore, but there were a few close places that made it essential to obtain some additional ground. Like the weakest link in a chain determining the strength of the chain, the weak places in terminal facilities must be made strong.

"We will build a road of such character of construction as has not before been built west of the Rocky Mountains, of low gradients and slight curvature, and it will be completed ready for trains to enter Portland by a year from next Christmas. It is finishing the work that we started out to do and that we must carry to completion.

"Nothing Can Stop Us."

"We do not know what may be the plans of others," Mr. Hill replied to another interrogatory, "but we are coming right here with the new line of railroad. We hope that nothing unneighborly will be done, but nobody can stop the building of a railroad. Obstacles might slightly delay work, but the road will be finished as projected. The cost will be very great, and its completion within the time I have mentioned will depend largely upon completion of the bridges within that period."

"Will branch lines be built south from the Columbia River into Central Oregon?" Mr. Hill was asked.

"Nothing has been done in regard to that. Branch lines always follow where main lines are built, as a matter of course. After finishing the main line along the north bank of the Columbia River, we will look into the question of what should be done further to develop the country. Interior Oregon presents some difficulties for the construction of railroads because of the deep gashes cut by the streams and rivers flowing down from the Cascades.

"Portland has grown since I was last here long enough to see much of the city. I can see evidences of good growth in the kind of buildings that have been put up since I was last here, though I have not had a chance to see very much of the city since arriving this afternoon. It was my desire to have been here during August to attend the Trans-Mississippi Commercial Congress, but was obliged to decline, owing to circumstances over which I had no control. Tomorrow I expect to see more of the city and of its industries than I have before had an opportunity to observe."

HILL GIVEN WARM WELCOME

Vancouver Whistles Shriek and Men Shout When Train Arrives.

VANCOUVER, Wash., Oct. 1.—(Special.)—President James J. Hill, of the Great

(Concluded on page 3.)

RYAN HITS BACK AT HIS ENEMIES

Equitable's Trouble-Makers Are Now in Trouble Themselves.

HOW HUGHES WAS POSTED

Learned Life Insurance Tricks From Ryan and Made Reality of Investigation Intended to Be a Farce.

NEW YORK, Sept. 30.—(Special.)—"Our investigation is progressing too rapidly for our counsel to keep up with it," was the significant public remark made by State Senator W. W. Armstrong, at one of the recent meetings of the Legislative committee that is investigating life-insurance conditions.

Where the investigation will end, or what action will be recommended by the committee, are questions that cannot be answered at the present time. But it is admitted on all hands that the inquiry, started merely to give a clean bill of health to the Superintendent of Insurance, has progressed so far that there is no man or power in the state that can squelch it.

Much of the credit for this state of affairs must be given to Charles E. Hughes, the senior counsel of the committee. The way he has upset plans and schemes is wonderful and refreshing.

When the Legislative committee came to town, nobody was interested. It was clearly understood that the programme included a terrific blast at conditions in the Equitable under the Hyde regime, an attack on Hyde and Alexander and a statement to the effect that the State Superintendent of Insurance had corrected all the errors that existed. Perhaps one or two unimportant amendments to the insurance law might be proposed; but they would not worry the companies, only fool the public.

Hughes Demands Free Hand.

But the mistake was made of engaging Mr. Hughes, a lawyer unknown to the general public until the gas investigation last Winter.

"I will accept on condition that I have an absolutely free hand," announced Hughes, and it was given him.

"But what difference did it make?" was the general opinion. "Hughes does not know anything about life insurance, anyway."

And he didn't. Up to the time he accepted the appointment, Mr. Hughes knew no more of life insurance conditions than any other policyholder.

But how he has learned!

It has just developed that the lawyer's guide, mentor and friend in the tangled mazes of insurance procedure has been no less a person than Thomas F. Ryan, now the owner of the Equitable, numerous banks, trust companies and railroads.

The almost absolute standstill in new business for the Equitable caused Mr. Ryan much concern. He found that agents of other concerns, notably the New York Life and Mutual, were making capital out of the troubles of their sister company.

Ryan's Revenge on Rivals.

They were insisting in and out of season that the Equitable was the bad Mr. Hyde, The New York Life and the Mutual were the good Dr. Jekylls.

And Mr. Ryan also discovered, after a searching investigation, enough facts to satisfy him that the rivals of the Equitable had deliberately fanned the flames of civil warfare in the unhappy company.

Some had helped Hyde, others aided Alexander, but the net result was the same—more trouble for the Equitable, more distrust on the part of the public, more lapsed policies.

As a keen man of business, Mr. Ryan objected strenuously to the proposed line of the investigation.

He realized that the result would be a restoration of confidence all along the line, except so far as his own company was concerned, and that the Equitable would have the hardest kind of an uphill fight to regain its share of business.

Through mutual friends he placed himself in communication with Mr. Hughes, and the latter obtained a mass of information that astonished him—and the officials of the other companies.

And in consequence the investigation has proceeded along unexpected lines, and every day has revealed some new and surprising sensation. The Equitable has dropped out of sight completely.

It is not now the "horrible example." The other companies occupy the center of the stage and they do not seem to relish it one bit.

Mr. Ryan is happy, however. The Equitable has purged itself of all wicked men, the new officers say so themselves, while the other corporations are still in the control of men who have been forced to admit all sorts of astounding things on the stand.

The principal things charged against James Hazen Hyde were that he had participated in syndicates, buying bonds and selling them to the Equitable at a higher figure, that he had personal employes on the society pay roll; that his mother received a pension, and his own salary was too high.

Syndicate Graft in Mutual Life.

"Poor little Jimmy Hyde is only guilty of petty larceny, compared with these other fellows," declared one member of the committee in the course of private conversation the other day.

The syndicate evil was found at its worst in the Mutual Life. The treasurer of that concern, one Cromwell, unblushingly admitted that he and every other member of the finance committee of the company participated in it.

"If I were not allowed to make money on the outside, I would resign my job as treasurer," he said, using, although without the same justification, the argument of the Pullman-car porter and the waiter in a fashionable hotel.

The method of procedure was so simple as to be understood by anyone, even those outside of the lines of high finance.

For example, the A. B. & C. Railroad would desire to float $15,000,000 in bonds. A Wall-street syndicate, or rather, series of syndicates, would be formed to float them.

The members of the finance committee of the Mutual Life would be invited to participate, and would hurriedly organize themselves as a syndicate. To them would be allotted, say $2,000,000 of the bonds at 92.

And later the finance committee would purchase $2,000,000 of the bonds at 95 or 96, to be the exclusive property of the company whose funds they were safeguarding.

Of course they did not buy their own bonds for their own company. That would not be high finance.

But numerous life insurance companies and trust companies figured as "syndicates," and it was an easy matter for syndicate A to sell its bonds to syndicate B's life insurance company, and return the compliment by buying B's stock for their own concern.

Will Be Sued for Recovery.

Mr. Hughes is gathering data of all these transactions, and the Attorney-General will sue for the recovery. It means a big loss for a number of eminently respectable financiers, and perhaps something else, for all they did is contrary to law.

The New York Life's books are shown to have been shamelessly juggled, accommodation notes of a million or so made by colored messengers to cover up certain transactions (all of which is perfectly businesslike, say the witnesses), and other astonishing things done.

Giving Away Other People's Money.

President McCall and Vice-President Perkins (the latter J. P. Morgan's partner) made $50,000 contributions to campaign funds, without asking or even telling about it.

"Did you tell the finance committee about it?" he was asked.

"Oh, no!" was the lordly reply. "I acted entirely on my own judgment."

It was shown that "Judge" Hamilton, the legislative representative, drew all the money he pleased, whenever he pleased, and never submitted a voucher of any kind.

"He accounts to me for it orally," declared Mr. McCall, who denied with indignation the insinuation that Hamilton had several hundreds of thousands of dollars at a time to influence legislation.

All these revelations have had a most damaging effect on the political welfare of Superintendent of Insurance Francis Hendricks.

He was appointed in 1899 by Governor Roosevelt to take the place of the wicked "Lou" Payn, and has held office ever since.

Hendrick's Power Broken.

As the leader of Onondaga County, which includes the City of Syracuse, Mr. Hendricks has been a power in politics, and it was generally believed that no investigation could seriously affect him. But the inquiry up to date has shown that the best that can be said for Mr. Hendricks' administration is that he has been inexcusably careless and lax in his inspections.

Hendricks' friends are advising him to resign. They tell him that the Governor will undoubtedly have to take action when the next Legislature convenes, and that it would be a graceful and tactful thing for him to do, to relieve Governor Higgins of any embarrassment. But Hendricks refuses to be tactful. He hopes against hope that he will be able to hold on somehow.

And in the meantime the investigation, freed of all partisan or Wall-street control, is dashing merrily along, with the firm hand of Charles E. Hughes on the lever. He has made a great name for himself, and intends to add to it.

And the Attorney-General is daily adding to his list of unfaithful directors, who will be sued in an effort to recover the policy-holders' money.

And District Attorney Jerome is reading the evidence to see whom he can send to jail.

And the Legislature meets in January.

Yes, life insurance has its troubles, like all other lines of business.

WIFE IS NOT RECOGNIZED

DR. PITTS' RELATIVES INSIST ON TAKING HIS REMAINS.

Prominent Citizen of Westplains, Mo., Died on Trip to Portland Recently.

WESTPLAINS, Mo., Oct. 1.—(Special.)—The body of Dr. T. J. Pitts, late of this city, who died in Portland, Or., September 23, arrived here Thursday night, accompanied by a woman claiming to be his wife. It was not known here that he was married, but the woman, who was Miss Tempa Wren, of this city, states that she has abundant evidence to sustain her claim.

Arrangements had been made by the Masons for the burial at this place this afternoon. Late last night four men arrived from Fayetteville, Tenn., the family home of the deceased, and demanded the body for removal and burial there. Three of them were brothers-in-law of Dr. Pitts. They refused to recognize the woman here as his widow, and were determined in their manner and expressions.

After considerable controversy, they were finally permitted to have the remains, and departed with them to Tennessee early this morning.

Dr. Pitts is estimated to have been worth about $75,000, over which there are prospects of a prolonged contest. The Tennessee relatives have engaged lawyers to fight the claim of his supposed wife to the estate. Dr. Pitts was vice-president of the First National Bank of Mountain Grove.

Castro Returns to Capital.

CARACAS, Oct. 1.—President Castro returned to the capital Sunday from Los Tesques.

BOY MURDERER IS FOUND BY SHERIFF

Sydney Brugger Shot W. W. Booth at Hillsboro Saturday Night.

ATTEMPTED A HOLD-UP

In His Confession, the Half-Witted Youth Says His Victim Struck at Him With a Cane, Exploding the Revolver.

HILLSBORO, Or., Oct. 1.—(Special.)—Sheriff J. W. Connell and Deputy F. T. Kane this morning captured the confessed murderer of W. W. Booth, killed in this city last night. The boy, a lad of 15 years, was found at the home of his grandmother, near Reedville, Mrs. M. Grow, one of Oregon's early pioneers. The boy's name is Sydney Brugger, and he is a son of John Brugger, a dissolute violinist, and Mrs. Vendie Brugger Bues, the latter residing at Lents this Summer. The murderer is a grandson of John Brugger, who built a sawmill three miles east of this city in the '60s. He is aged 15 years and two months.

Young Brugger is a degenerate, but never before has shown viciousness in any degree. After he had killed Booth he did not stop to rob the old man, but turned and fled, going around the block, turning and going to the bakery. From there he went to the Southern Pacific depot, and thence to the home of his grandmother.

Sheriff Connell arrived here with the lad about 11 o'clock. In his cell the youthful murderer made a confession of his crime as follows:

Heard the Jingle of Money.

"I came up from the farm yesterday morning, and was up town all day. I had no money with me. After dark I walked down the street, going east from town. I crossed the street a block down from the last business street and heard a man coming, jingling money. I thought I would hold him up, so I walked on ahead of him. When I came to a dark place I turned and pointed a 32-caliber revolver at him, telling him I wanted money.

"The man struck at me with his cane, striking my first finger on the hand the revolver was in. The gun went off and the man fell. This scared me and I ran on east, went around the block and came back up town.

"No, I had no idea of killing him. I just wanted to hold him up. I did not know for sure that he was dead until I was back up town again, when I heard some one say a man had been killed. I said nothing to my grandmother about it when I got home. When she saw the officers after me she felt awful bad, for she thinks it is worse than it is. I think I will come out of it all right. I never meant to kill him.

"No, I never smoked a cigarette but once, and it made me sick. I never chew tobacco. Yes, I read some books a year ago, about holding up people, but my grandmother didn't know I had them. I have them put away. I sent East and got the revolver to shoot at birds with. When I passed the poor farm on the railroad track, about 9 last night, I saw two black things, and went pretty fast, but I didn't know they were after me." This referred to Superintendent Roy and assistant, at Newton.

Young Brugger is a tall, overgrown boy about six feet. He is not very bright, and does not know the multiplication table. When asked by the reporter how much were 46 and 46 he said, "74." When asked the answer to "7 times 9," he replied, "42, I guess, but I never could learn the tables good."

His mass of hair was matted and he said that he had not combed it for about two weeks. He seems to have no conception of the enormity of the crime and says that he only wanted a little money. He stated that he has lived with his grandmother, off and on, for several years, here in East Hillsboro, and later on the farm south of Reedville, where he was found by the Sheriff.

When brought in by the Sheriff the boy wore a dark gray wool suit with a gray cap. The officer brought with him the hat worn by the murderer—a large, cheap straw, with a black string to fasten under the chin. The revolver he used was also surrendered, with one cartridge exploded.

Bullet Is Located.

Coroner E. C. Brown this morning called Dr. A. B. Bailey to make a post-mortem examination. The doctor removed the brain and found the bullet lodged in the left dome of the skull, the missile having entered the left eye. The cuts on the dead man's throat were doubtless made by his falling on the picket fence, after he was shot, and the contusion on the back of his head was evidently made when he struck the sidewalk.

Owing to the fact that a confession was made, the Coroner called no jury. Booth was a small man and walked with a limp, and the boy's story corroborates the theory that he put up a fight.

Grandmother's Great Grief.

Sheriff Connell says that Mrs. M. Grow, the grandmother of the lad, is prostrated with grief. She is a woman of liberal reading, of a sweet disposition and bears a splendid reputation. She has always lived a useful life and has many friends here. It has often been remarked of her that she never did a person wrong knowingly.

Her daughter, the mother of the boy, was raised in this county, on the farm near Reedville, and when a girl was a beautiful woman. She separated from John Brugger, the lad's father, on account of his dissolute habits some years ago, and secured a divorce. Later she married a blacksmith, A. Bues, and the family lived at Beaverton, and later went to Alaska. They returned to Oregon, lived on Mrs. Grow's farm a short time and then went to Portland, and from there to Lents, where they resided until a few months ago.

Young Brugger has probably lived half of his 15 years with his aged grandmother, who has known grief through the actions of others for many years.

CONTENTS TODAY'S PAPER

The Weather.

YESTERDAY'S—Maximum temperature, 60 deg.; minimum, 44. Precipitation, trace. TODAY'S—Rain. Fresh southerly breeze.

National.

President Roosevelt confirms Mr. Loomis in statement of friendship of the late Secretary Hay. Page 3.

Martinique laborers balk at vaccination on landing for Panama Canal work. Page 3.

Politics.

Philadelphia Republican machine starts in on a whirlwind campaign. Page 4.

Senator Platt opposes a second term for Governor Higgins. Page 1.

Foreign.

Several million dollars' worth of Japanese army stores burned at Hiroshima. Page 1.

Body of General Kondratenko is received with great honor in Russia. Page 3.

Domestic.

Salt Lake woman dons husband's attire and shares his labor and diversions. Page 2.

Soo passenger hit by Great Western freight train at St. Paul crossing. Page 4.

New Orleans greatly encouraged at the prospect of wiping out yellow fever. Page 5.

Sport.

Pacific Coast scores: San Francisco 5-6, Los Angeles 4-5; Oakland 7-2, Tacoma 3-2. Page 13.

Pheasant shooting season opens, but few hunters bag any game. Page 9.

Pacific Coast.

Sydney Brugger, aged 15, confesses murder of W. W. Booth at Hillsboro. Page 1.

A. E. Sargent, Oregon student, shot at Oakland, Cal., while resisting arrest for theft. Page 1.

Why Captain Simpson, of Coos Bay, promoted his progressive son, L. J. Page 5.

Lewis and Clark Exposition.

Admissions, 9924. Page 9.

No bad faith shown, declares Director Fenton. Page 9.

Aftermath of Portland's strenuous day at the Fair. Page 5.

Dancing girls at Carnival of Venice find their salaries are docked. Page 7.

Portland and Vicinity.

James J. Hill arrives in Portland with party of railway officials. Page 1.

Mr. Hill says north-shore road will be ready for trains by Christmas, 1906. Page 1.

Great meeting hears Miss Brookins discuss Christian Science. Page 9.

Dr. Dawson, noted London pulpit orator, preaches here. Page 8.

Rear-end collision near O. R. & N. yards blocks traffic all day. Page 8.

Government experts find valuable metals in Columbia's black sands. Page 14.

Republicans in many parts of Oregon write letters to Chairman Frank C. Baker, commending party reunion set for October 12. Page 12.

J. J. Kelly comments on Democratic politics. Page 9.

ARMY STORES BURNING

DESTRUCTIVE FIRE BREAKS OUT AT HIROSHIMA.

Buildings Constructed of Light Material Contained Millions of Dollars' Worth of Goods.

TOKIO, Oct. 1.—(6 P. M.)—A fire which broke out in an army storehouse at Hiroshima at 1 o'clock this morning, and continued for over three hours, destroyed 20 temporary buildings, together with their contents, consisting principally of provisions and clothing. The cause of the fire is being investigated.

A large portion of the clothing had been removed from a new storehouse before the fire. The extent of the damage is believed to be comparatively slight. There was no loss of life.

7:20 P. M.—A later telegram from Hiroshima said that the fire was still burning at 1 o'clock this afternoon. In addition to the 20 buildings, containing clothes and provisions, several others filled with fodder were destroyed. Although the buildings were constructed of light material, they contained an enormous amount of stored goods, and the structures being of inflammable nature, the flames were difficult to extinguish, despite the desperate efforts of the troops.

The fire was discovered at 1 o'clock, and spread with great rapidity. It was probably of incendiary origin. The loss is variously estimated at from $2,000,000 to $5,000,000.

TALK OF A DEMONSTRATION

Massacre by Turkish Troops Brought Up in House of Commons.

LONDON, Oct. 1.—Lowell Buxton, M. P., wrote to Foreign Minister Lansdowne with reference to the massacre by Turkish troops in the Macedonian village of Konopnitza, suggesting the enforcement of European control of Macedonia, if necessary, by the aid of a naval demonstration.

Lord Lansdowne replied to the effect that the government was already investigating the situation with a view to diplomatic representations to the Porte, and said he had ascertained that the Turkish authorities had sent a commission to the scene, the report of which was awaited.

W. A. Moore, the secretary of the Balkan committee, who returned to London from a two months' tour of Macedonia, reported this massacre to the Associated Press Saturday.

Ricksdag to Be Deadlocked.

STOCKHOLM, Oct. 1.—Elections for the members of the second chamber of the Ricksdag, which were held during September, have just been concluded. The question of the dissolution of the union of Norway and Sweden exercised little influence during the campaign, the predominant factors being the extension of the franchise and the adoption of proportional representation.

The result shows a decided majority against the latter issue, indicating that there will be another deadlock in the Ricksdag, as the first chamber stands committed to the proportional system. The members of the Left have a small majority in the new chamber. The Socialists hold 74 seats, having gained several.

Heyburn Is Improving.

WASHINGTON, Oct. 1.—Senator Heyburn, of Idaho, who has been ill with a mild form of appendicitis, continued to improve today. He is still confined to his apartments.

OREGON STUDENT SHOT AT OAKLAND

Resisting Arrest on Charge of Stealing a Bicycle From Stanford Campus.

A. E. SARGENT HIT IN HEAD

Young Athlete, Graduate of University of Oregon, Has Desperate Battle With Police and Nearly Escapes.

STANFORD UNIVERSITY, Cal., Oct. 1.—(Special.)—Arthur E. Sargent, recently a student of the University of California, a graduate of the University of Oregon, also formerly a student in the University of Washington and a resident of Pleasant Hill, Or., lies tonight in the Oakland Receiving Hospital, critically injured by a bullet hole through the head, inflicted by a patrolman of that city at an early hour this morning.

Sargent was shot while resisting arrest. Even after he was shot Sargent made a desperate fight and gave the policeman a battle before he was subdued. The bullet that brought Sargent down passed through the left side of his head. He was climbing a fence when the officer called to him to surrender. His condition is critical, the brain having been pierced, but the attending doctor holds out hope for recovery.

The immediate cause for the downfall of the young collegian was the theft last Friday of a bicycle on the campus. Suspicion pointed strongly to Sargent and Town Constable J. S. Greider immediately sent a description of the stolen property and of the suspected thief throughout the surrounding country.

Tries to Sell Wheel.

From this description the police of San Francisco took Sargent into custody the same evening as he was attempting to dispose of the stolen property in that city. The local officer took Sargent from the hands of the Bay City police yesterday evening and proceeded by rail to San Jose with the intention of putting his charge in the Santa Clara County jail over Sunday, to await his hearing on Monday.

Acting under the advice of the San Francisco officers, whom Sargent had battled fiercely when arrested, Constable Greider placed handcuffs on his man and watched him closely. Just as the officer and his prisoner were leaving the train at their destination, the latter made a dash for escape and succeeded in eluding his pursuers.

Sargent had filed the links of Grider's handcuffs apart by using a rasp, which was found in his coat pocket after he was shot. The locked rings remained on his wrists. After freeing his shackled wrists by separating the two manacles, he had ridden to Oakland on the wheel. The next event was the almost fatal conflict with the Oakland officer described above.

Little Known at Stanford.

Sargent is but little known at Stanford. This is his first year here and it is thought that he had not yet registered. He graduated from the University of Oregon with the class of 1903 and took additional work last year at Berkeley. Prior to his entrance at Eugene he was a student at the University of Washington.

Sargent is described as well built, about 5 feet seven inches in height and weighs about 150 pounds. He was prominent in athletics at all three of the institutions he attended, especially distinguishing himself on the track with Eugene. Stanford students who attended school at Eugene with him say he was quiet and congenial and bore an excellent reputation there.

On his person were found credentials from the University of Oregon and personal letters of recommendation from Seattle and members of the Oregon faculty. Should Sargent recover the only charge to which he will be liable is that of grand larceny, the penalty being five years in the penitentiary.

BLOWN UP BY WAR MINE

CHINESE COASTING STEAMER IS DESTROYED.

Fifteen Are Drowned, but All the Foreign Passengers Are Taken Off Safely.

CHEFOO, Oct. 1.—The coasting steamer Hsiesho, plying between Shanghai and Tientsin, struck and was totally destroyed by a mine 90 miles south of the Shantung promontory Saturday morning. Fifteen persons on board the vessel were drowned, included among them being Engineers Manchan and Muir.

The foreign passengers and a portion of the crew of the Hsiesho were rescued by two passing steamers. Seventy-one survivors were taken to Shanghai.

Swedish Steamers Collide.

HELSINGFORS, Finland, Oct. 1.—The Swedish steamers Njord and the Robert collided Saturday evening near Hveen Island, in the sound. The Robert sank. Twenty persons were drowned.

Transferred to Mexico.

WASHINGTON, Oct. 1.—Mr. De That, second secretary of the Russian Embassy, has been temporarily transferred to Mexico as charge d'affaires of the Russian Legation there. Prince Kudacheff, who was with Baron Rosen at Tokio, has been attached to the Washington Embassy.