

MIGHTY OVATION GREET'S J. J. HILL

Tells of Plans on the North Bank.

IS GUEST AT BANQUET

Portland the Ideal Point on the Pacific.

HIS SIGNIFICANT REMARKS

With a Deep-Water Channel Assured, Hill Promises to Bring an Oriental Fleet to This City.

Warm, pulsating, red American blood coursed through the veins of the five times five score and more of citizens of Oregon and Washington who gathered around the banquet board last night at the American Inn to pay a tribute of their appreciation to the presidents of the Great Northern Railway and Northern Pacific Railroad for having decided to build a railroad down the north bank of the Columbia River and enter Portland across two bridges that will span the Columbia and Willamette. It was a representative gathering of the type of citizens who have developed at Portland one of the great commercial centers of the country, justifying the investment authorized, and that under direction of the guiding hands of the distinguished guests of honor will serve as an artery of commerce by which 2,000 miles of American railroad system radiating over the trans-Missouri country will find direct entrance on a water-level route.

Great Railway Representative.

President James J. Hill and President Howard Elliott, with their associate railroad officials, representing that magnificent Western transportation triad of the Great Northern, Northern Pacific and Burlington, must have been deeply impressed with the intense earnestness of the enthusiasm with which they were greeted. That they were appreciative of the confidence reposed in them by the assemblage, and the pleasure found in giving vent to the pen-ultimate enthusiasm that had found voice, was plainly apparent in their words of response.

Climax of Exposition.

It was the climax of entertainment features of the Exposition, and without parallel in the social, commercial and industrial history of Portland. It was in such striking contrast with another banquet tendered at the same place in spirit manifested on every hand, in enthusiasm and that warmth of good fellowship that, like a touch of human kindness, works magic effects. That the contrast with the table on the occasion of the visit of E. H. Harriman made the spontaneity of the event last evening all the more impressive.

Counseling With Friends.

President Hill and President Elliott were counseling with friends, receiving suggestions and expressions of opinion with gratitude and giving freely, frankly from the bounty of their experience in transportation affairs. In the assemblage was with them in the broad gauge principles that they enunciated, giving unqualified approval that could not be misunderstood. Realizing that it was through the combined efforts of these men that Portland has been classified at her new, proper standard and higher than ever before as the distinctive vantage point of Pacific Coast terminal cities, her citizens gave expression to their sentiments.

Decorations of the great dining-room of the American Inn surpassed anything that has ever before been attempted in this city. Upon a raised platform extending the full length of the dining-room at one side, was the table occupied by the guests of honor, other speakers and distinguished members of the visiting official party. Walls at this side of the room were completely covered with flags of the Exposition colors and National emblems. Pillars were one mass of Oregon grape, southern Smilax and enriched with the magnificent colors of Autumn foliage. Decorations of the tables were augmented with profusion of sweet peas, chrysanthemums, salvia, dahlias and verbena, with bouquets of roses and potted plants everywhere in profusion.

Introduces the Speakers.

President Goode introduced the toasts of the occasion with appropriate remarks, in which he declared that the climax of the Lewis and Clark Exposition had been fittingly achieved in having as guests of honor the president of the Great Northern Railway and president of the Northern Pacific Railroad. Tremendous applause greeted the first mention of the guests, and almost before the suggestion fell from the lips of the president of the Exposition the vast assemblage rose as one man to touch a toast to James J. Hill and Howard Elliott.

Governor Chamberlain was the first speaker, and with the words of Mr. Hill quoted by The Oregonian of yesterday outlining the policies that have actuated the Hill railroads, assured the visiting officials of the most cordial welcome alike to the officials personally and their enterprises by which the north-bank road is

to be completed and link their lines more directly with Portland. He said:

"From the Washington boundary south to California, Oregon offers bountiful traffic resources of timber, mineral, fruit, agricultural products and everything that goes to create commerce for a railroad. We offer you a vast region in the interior of Oregon for development. There we have great areas brought under irrigation that will produce great crops. The people of Oregon are appreciative. It is only when disappointed and discouraged that they raise the voice of protest. We can assure you that Oregon people are fair and that they are willing to help you."

Mayor Lane was the next speaker, and in factious vein touched the risibilities of his hearers and took a few friendly jibes at the railroad officials, saying in part: "I have never met the president of a railroad before. We have some railroads here in Oregon, but somehow the presidents have managed to dodge us. (Laughter.) So it is a satisfaction to me to meet the president of the Great Northern and president of the Northern Pacific."

Mayor Lane's Witteisms.

"My friend, President Hill, knows a railroad from the top of his head to the tip of his tail. He learned it early in life and has never forgotten it. My friend of the Northern Pacific is in the same category. Now as you gentlemen gathered here watch these gentlemen building a road down the north bank of the Columbia River do not forget that it is up to you to get a hustle on yourselves and do something."

"We have been doing a lot of talking about deepening the river from Portland to the sea, but now we must get down and dig the bottom out of the river. (Applause.)"

"Not only must we deepen the river between Portland and the sea, but we must open the Upper Columbia and the Willamette, and a great port here. We have had the Harriman roads and now we are to have railroads of the Hill lines, and if we don't open these rivers and the two companies ever become united the Almighty have mercy upon us. (Applause and laughter.) We must get together and do our part."

Goode Introduces Hill.

"In the history of railroading one man stands alone," said President Goode in introducing James J. Hill. Whatever else the toastmaster said was drowned in the tremendous burst of applause that greeted the reference to the president of the Great Northern, whose genius pointed the way for new empires westward from Lake Superior to the Columbia River and to Puget Sound. Mr. Hill was visibly pleased and impressed by the demonstrations he had witnessed and his address was a plain but forceful heart-to-heart talk with business men in whose discriminating intelligence he reposed confidence. Applause frequently interrupted and pertinent points were keenly appreciated.

James J. Hill's Address.

James J. Hill's speech follows: "Mr. Chairman and gentlemen: To say that I am glad to be here tonight would fall very far short of my feelings. The occasion is one to make a man proud. The flattering praise that has been offered to me for attempting to do what I thought I ought to do may mislead you. His Worship, the Mayor, is entirely out of the game (laughter); he knows that we do not propose to come down the river to Portland entirely for our health, entirely for fun, or for any charitable reason. But I take issue with him when he says he is going to keep a string on the old Snake River for the purpose of regulating when he has ten, fifteen or twenty annual appropriations from the General Government to help and plaster the bottom of the river. His clock has struck 12; the great support, great as it is with you and great as the ambitious people on the Sound would like to have their support, the greatest support on the rails in the railroad yard. (Great applause.)"

Hill Grows Witty.

I may be pardoned for giving you a little encouragement. While you have a good harbor, some of them claim that the bottom of the river is too near the top. (Laughter.) We have on the eastern end of both of these. (Concluded on Page 11.)

JUDGE IS FORCED TO RESCIND ORDER

Colorado Mob Rises Against the Suppression of Slot-Machines.

DROGS JUDGE FROM TRAIN

Orders Arrest of Sheriff and Marshal for Not Putting Lid on Town.

Population Compels Him to Retract.

DENVER, Oct. 2.—The spectacle of a number of the judiciary being dragged about by a mob and forced to rescind an official order ended a day of turmoil at Brighton, Colo., the county seat of Adams County, adjoining the city limits of Denver.

A. H. Guthrie, County Judge, hailed the Mayor and the Marshal and members of the Town Council before him and lectured them for their alleged neglect of enforcement of gambling ordinances and Sunday liquor-selling ordinances. In addition to this, he ordered the Sheriff and Marshal to gather the slot machines in the town of Brighton, and when they reported later that they could find only one, Judge Guthrie deputized two men to arrest them for contempt. In the meantime both the Sheriff and the Marshal disappeared.

Judge Attempts to Flee.

The report of the Judge's action concerning the two peace officers spread through the town and caused much excitement. Citizens began to gather on the streets, and, fearing for his personal safety, Judge Guthrie boarded a Union Pacific freight engine as it was pulling a train slowly through the town. He ordered the engineer to uncouple the engine from the train, it is said, and run to the city with him, threatening legal action unless the engineer complied with the demand.

Mob Forces Him to Act.

The latter refused to obey the demand, and, while they were discussing the matter, a mob gathered around the engine and Judge Guthrie was dragged from the cab. He was told that he must rescind his order of arrest against the Sheriff and Marshal, and, upon being assured that he had already done so, the mob released the Judge and allowed him to proceed to this city on a passenger train later.

Judge Guthrie has been at war almost constantly with other county officers since his administration began about a year ago and has haled the officials and members of the bar before him time and time again on the charge of contempt.

FEARS NO COAL STRIKE

Mitchell Will Not Discuss Threatened Trouble With President.

NEW YORK, Oct. 2.—John Mitchell, president of the United Mineworkers, arrived in this city today on his way to Washington to have an interview with President Roosevelt. It was understood that the President had sent for Mr. Mitchell to talk over the threatened re-

vival of the troubles among the miners in the anthracite coal region, and to see what steps are to be taken to avert the threatened strike.

Mr. Mitchell denied that he was going to see the President on such a subject. "My call on the President is at my own request," he said, "and has no connection whatever with the alleged trouble brewing among the miners. It will be a purely personal visit. I do not anticipate any great trouble in the mining district. The miners are making great progress in the line of organization, but the general tone among them is amicable."

Mr. Mitchell left for Washington tonight.

UNION PRINTERS DISCHARGED

National Cash Register Company Locks Out Eight-Hour Men.

DATTON, O., Oct. 2.—Three hundred employees of the National Cash Register Company were notified that they had been discharged when they reported for work today. Following the decision to refuse the demand of the Typographical Union for an eight-hour day in the printing department, the company ordered all employees to report in the assembly-hall a few hours before closing time Saturday to listen to addresses by the company officials on the labor question. The men discharged today are those who failed to attend this meeting.

Printers Strike in St. Paul.

ST. PAUL, Oct. 2.—About 300 job printers in St. Paul are on strike today, because the employers have refused to grant the demands of the printers' union for an eight-hour day.

Minneapolis Printers Strike.

MINNEAPOLIS, Oct. 2.—The job printers' strike on the eight-hour day began here today. Nonunion men are being put to work.

CARLTON IS SCORED

JUDGE'S DENUNCIATION FAILS TO MOVE BIGAMIST.

He Laughing in Face of Victim After Receiving Sentence—Mobbed on Leaving the Court.

NEW YORK, Oct. 2.—Frederick E. Carlton, who was convicted of three charges of bigamy and one of grand larceny in Brooklyn, was today sentenced to an aggregate term of 19 years in state prison. On the first indictment, that of marrying Mary Gorman while his first wife was alive, sentence was suspended. For marrying Mary J. Smith while he had another wife living, a sentence of five years was imposed, and for bigamy in marrying Lulu Kettering, of Rochester, a sentence of four years was given.

On the charge of grand larceny in dragging and robbing Henry Schaub, a machinist in the United States Navy, Carlton was sentenced to one year.

Judge Aspinwall was most bitter in his denunciation of the prisoner's crimes and said he was convinced that the prisoner attempted murder when he robbed Schaub. Continuing, Judge Aspinwall said:

You are at heart a villain, a murderer, a swindler and a thief, and I am sorry that I cannot send you to the electric chair. Just remember that your mother was a woman, but you played with the love of women and when you were through with them you turned them out into the world with their shame upon them. You are one of the most dangerous men in the court.

As he left the courtroom after this denunciation, Carlton was met by a young woman, who called him by name and began to weep, exclaiming:

"What the Judge said was all true."

Carlton laughed in the young woman's face and passed on. When outside the building, he was mobbed by a crowd of men, many of whom had once been his neighbors, who then tried to strike him. The mob numbered fully 500, and the deputies who guarded Carlton, being handicapped to him, had great difficulty in saving him from serious injury. They ran with the prisoner to a street-car and in this manner escaped from the mob.

FORAKER AGAINST RATE REGULATION

Ohio Senator Joins Elkins in Opposition to President Roosevelt.

DOTH PROTEST TOO MUCH

Speaks in Ohio Against Government Rate-Making, but in Washington Denies That He Will Break With Them.

OREGONIAN NEWS BUREAU, Washington, Oct. 2.—Senator J. B. Foraker of Ohio, a pretty good Roosevelt man on many issues, is going to oppose the President on the railway rate question when it arises at the coming session of Congress, and as a member of the committee on interstate commerce, he is in a position to wield a great influence. He is not altogether opposed to rate legislation; on the contrary he advocates a certain form of legislation; but it is the same legislation which is favored by Chairman Elkins, and inasmuch as both Mr. Elkins and Mr. Foraker are recognized as "railroad" Senators, it is not to be expected that the legislation they favor will be satisfactory to the President.

But Mr. Foraker, like Mr. Elkins, protests that he has no quarrel with the President; he says he will not break with the Administration; he goes out of his way to convey the impression that he is in sympathy with the President's desire to do something to cure the railroad evil, and he insists that he and Mr. Roosevelt are striving for one and the same end, disagreeing only on the means of accomplishing that end. That sounds very well; it looks well in print, but down at the bottom it does not properly represent the relations between the President and Mr. Foraker or the President and Mr. Elkins.

Suspects Foraker and Elkins.

The President has reason to look with suspicion upon any railroad rate bill that is concocted and advocated by Mr. Elkins and Mr. Foraker; the country at large has reason to be suspicious of such a measure. The President must be credited with knowing something about the railroad rate question, and his judgment as to how that problem should be solved is going to be accepted by the people at large in preference to the judgment of men who have always been "railroad Senators" and are acknowledged to be very friendly to the transportation interests.

Foraker's Ohio Speech.

A better way may be found of making rates than that now in vogue, but I do not believe it possible for Congress to provide it by enacting such a complicated, delicate and vitally important duty to any such agency of its creation as is that which has been proposed by the Interstate Commerce Commission. There are serious legal questions involved in such a proposition. There are numerous difficulties of a practical character that must arise the moment the Government undertakes such a duty.

To take control of the rate-making power is to take control of the revenues of the roads, and that means that the Government is to

assume the responsibility not only of determining what rate shall be charged, but also of necessarily how much money a railroad shall be allowed to make, and thus determine also of necessity what improvements it shall be permitted to make, what extensions it may build, what equipment it must provide, what new tracks it may lay, and what kind of service it shall render, for rates are so interdependent that there is no such thing possible as changing the without affecting many. Any other notion is a delusion created by conditions and experience. In short, if the Government is to determine how much money a railroad shall be allowed to make, it must of necessity determine also what expenditures shall be permitted. None of these things can be escaped, and none of them can be done by the Government so well as they are now being done by the companies themselves.

Would Sidetrack Rate Bill.

Mr. Foraker would sidetrack the rate-making proposition altogether; would not enlarge the powers of the Interstate Commerce Commission, but would be content with legislation expediting judicial action on cases involving railroad freight rates. He would stand with Mr. Elkins in favor of constituting an Interstate Commerce Court, to consist of Circuit Judges, and would authorize this court to pass upon the fairness of all railroad freight rates. He thinks this is as far as Congress should go.

The very apparent difference of opinion between Mr. Foraker and Mr. Roosevelt as to the "manner of solving the railroad rate problem" and the Senator's prominence on the Interstate Commerce Committee led to considerable speculation as to what would result, and it became evident to those who have studied the situation that the President would have a pretty hard fight on his hands in order to get any sort of satisfactory rate bill out of the Senate committee. This committee will divide, of course, as Senator Dooliver, who stands with the President, has already indicated, and the further fact that the rate question is not a party question will tend to strengthen the President's hand, for the Democratic members believe the President is sincere in his campaign, and they share the distrust of the motives of Mr. Elkins and Mr. Foraker. But Mr. Foraker and Mr. Elkins are not going to surrender, as evidenced by the public stand they have taken.

Foraker Denies Breach.

Mr. Foraker, upon his arrival in Washington, lost no time in issuing a statement intended to shut out talk of his threatened contest with the President. Said he:

There is no excuse for talk of a break with the Administration. Such a thought never entered my mind. The President wants legislation that will cure recognized evils. We all want the same thing. I do not suppose anybody else is so wedded to any particular way that no other way will be acceptable. He recommends that we confer the rate-making power on the Interstate Commerce Commission. I do not think that is necessary. I am sure there will be an honest effort made to accomplish what the President wants done.

Strictly speaking, there is not likely to be a "split" between Mr. Foraker and the President, but there is no room to doubt that Mr. Foraker will be one of the bitterest opponents of the legislation advocated by the President. He admits it himself.

Will Be Unlimited Debate.

On top of the statements of Mr. Foraker comes an interview with Senator Allison of Iowa, one of the most influential men in the Senate, yet one (Concluded on Page Five.)

HOLD-UP ON THE GREAT NORTHERN

Baggage and Express Cars Dynamited.

SAFE LOOTED OF CONTENTS

Three Highwaymen Escape From Scene Near Ballard.

TWO BOYS ARE CAPTURED

Riding on the Blind Baggage When the Robbers Make Raid, They Enter Cars and Attempt to Get Passengers' Money.

SEATTLE, Wash., Oct. 2.—(Special.)—The Great Northern overland train, leaving Seattle at 8:20 tonight, was held up and the baggage and express car dynamited half a mile east of Ballard, about five miles from Ballard, at 8:45. It was 11 o'clock before the train pulled into Edmonds and the most meager reports were sent to the local office.

Three men are known to have done the work. Two boys, who got on the blind baggage here, as soon as the hold-up began entered the passenger coaches and began holding up the passengers. They were captured. They say two of the men were on the blind baggage when they got on and the third got on at Ballard. All were dressed with raincoats and slouch hats.

So far as reported no one has been killed, but it is reported Charles Anderson, express messenger, is slightly injured. Manager I. Waring, of the Great Northern Express Company, said tonight he did not know the contents of the safe, but believes it was a small sum.

Highwaymen Make Escape.

After securing the contents of the safe the three men started off in an easterly direction. It is believed other members of the gang were near the scene of the hold-up, and the robbers joined them. The train was dinged near the brickyard, and as the engine slowed up, two of the men with raincoats climbed over the tender and presented revolvers to his head. When the train stopped the baggage and express car was uncoupled by one of the robbers, and the engineer instructed to pull ahead, which he did for several hundred yards, when he was again commanded to stop.

Two of the robbers then jumped off, making the engineer and fireman do the same, and all marched to the baggage-car door. The messenger was commanded to open the door, and the engine was placed in heavy gear and dynamite was placed against it and exploded. The explosion tore the car almost to pieces. The safe was then dynamited.

Boys' Part in the Hold-Up.

The train was delayed two hours and a half, and then pulled into Edmonds, making a brief report before proceeding to Everett.

The two boys say they never met the highwaymen until they got on the train, and are in no way connected with their work. The idea to hold up the passengers occurred to them after the explosion. Sheriff Smith has started out a posse.

Conductor Says Seven Men.

Conductor Grant's report of the hold-up shows that at least seven men were on the train. The conductor believes there were other men farther up the track, but they did not take any part, possibly because the train had been stopped too soon. The two boys, captured when they attempted to rob the passenger, got on the train at Ballard. Conductor Grant says one or two of the robbers got on the train either at Ballard or Seattle.

About five miles east of Ballard, near the Great Northern Clay Company's plant, one of the men climbed over the top of the tender and jumped down into the cab. When Engineer Calder looked up a gun was pointed into his face, and the robber curtly ordered him to proceed, but he prepared to be ready to stop when he gave the order.

Half a mile west of mile-post No. 18, the engineer was ordered to stop. As the train slowed down, four men, all masked, came out of the brush and ranged alongside the engine. They marched down the train shouting toward the rear to warn the passengers to stay inside.

Baggage-Car Is Opened.

The robbers compelled the engineer and fireman to leave their cab and accompany them to the door of the baggage-car. An order was given to open the door, and the man in charge, Charles Johnson, obeyed.

Inside the car, the men produced dynamite and attacked the safe. A guard was left outside to keep the passengers in a state of terror by continuing the fusillade. The men inside the baggage-car were evidently bunglers at the job, for they used three charges of dynamite to break open the safe. The iron chest was entirely ruined, and the floor of the baggage-car was badly damaged by the force of the explosion. Great Northern officials and the officials of the express company say they do not know how much money was in the express safe, nor the amount of valuables inside. A great deal of damage (Concluded on Page Five.)



HARRY MURPHY SKETCHES J. J. HILL IN VARIOUS ATTITUDES.