The Oregonian

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Washington, D. C.-Ebbitt House, Pennsyl-PORTLAND, THURSDAY, OCTOBER 26.

MUNICIPAL OWNERSHIP.

Whatever one may think of the abstract principle of municipal ownership, tobody can deny that it has gained a following in this country which makes it respectable. It is therefore all the greater pity that the cause has not found a respectable champion in New York. Mr. Hearst is waging a campaign of commendable vigor and with prospects of success which surprise his friends and astound Tammany, but it is difficult to take Mr. Hearst seriously when he professes decency, and impossible to respect him at any time. In some ways this surprising man recalls the evil genius of Athenian democracy, Alcibiades gifted, wealthy and reckess, who persuaded the people to em bark in enterprises which rained their country, and finally deserted them in hour of extreme peril. Whether Mr. Hearst will ever acquire any such ascendency over the American rabble as Alcibiades did at Athens is a queson which may seem absurd to propose and yet, before calling it quite absurd, consider the strides which, as a politilan of National figure, he has made in the last few years. It may also be well to perpend whether Mr. Hearst's following deserves as a whole the epithet rabble," which is a word of opprobrium. He is the modern exponent of the same idea in National life which Andrew Jackson stood for, and those with him are neither the lowest socially nor the most ignorant of the American people. Some years ago the principle of municipal socialism in this country; now it is The army, by the way, is a pure ously denounced by all opponents of municipal ownership who wish to culti-

for the control and spoils of New York with his \$140,000,000 expended in three three parties are taking part. Tammany, for one, which, besides its brepressible desire to steal, desires also a form of municipal ownership only less pronounced than Hearst's; the Republi- | tion of trains as the Sisklyon and Cowcans, who really cut little figure, though their candidate for Mayor, Mr. Ivins, is it is highly probable that the proposed astonishing everybody by his unexpected resurrection from the buryingground of dead politicians; and the Municipal Ownership League, whose candidate for Mayor is Mr. Hearst. The significant fact in this election contest is neither the indifference of the Republicans nor the anticipated triumph of Tammany, but the avowed or implicit ownership of public utilities by all very strongly to them. upon Samson? Or rather, is it coming like an angel of light to take away all run forevermore like a perfectly automatic machine, without care or atten- River Valley, where early mining option from the voters? That has been the American ideal of government in number of good towns. the past-a perfectly automatic machine which would run itself-a sort of motion is a rulnous chimera,

York campaign makes it worth while to resistible in its march, and whatever opposes it will ultimately be overmunicipal ownership and groans to behold his special privileges and opporfind to express their wish upon the West. Europe it has proved popular and profitable. Conditions, to be sure, are different here; we acknowledge ourselves life that we cannot administer a street private ownership of franchises in the the Southern Pacific. The Northern Pa-

tend their privileges, and if the franhises were held by the city this pernicious, activity of theirs would cease from lack of motive and public officials would turn honest from lack of temptation. It is quite likely that, so long as we elect to office men who are susceptible to temptation, an adequate tempter will be found in one guise or another, but there is, nevertheless, much to reflect upon in the argument that removal of franchises in streets from private hands would tend largely to cure political corruption.

There is probably still more in the argument that public ownership would stop stock-watering which now goes on so merrily wherever there is a public utility in private possession. Stockwatering is a peculiarly mean sort of theft of the same nature as the green goods swindle. It induces confiding people to give their money for nothing, and at the same time milks the general public to make them think they have omething. These are some of the contentions of the municipal ownership advocates; but the one many of them rely n most is the fact that all the value a franchise has the people have created; therefore, they say, the public should

WILL ASTORIA GET ABOARD?

It distremes the Astorian to learn hat the Government experts find so onsiderable a depth of water at the nouth of the Columbia River. From that paper we reproduce this statement,

The pilots may that twenty-four feet is un go. The Federal experts have declare nwn down by the only authorities in orld; and right here the Astorian is goin leave it, until it is taken up by one or th her in victory or defeat. This paper ha sod manfully for the pilots and their pracal conclusions, believing them the safes ecause of the daily measurements taken b sees men, whose sole business it is to kno de if they never learn anything else. tatement of Government Sudings must be reated with respect, and will be, until its s forced to the rear by demonstrations on the ear likelf by vessels loaded to the greater mit: per will the findings and declaration the pilot association be treated with less re-sect than it has been until the same dem-estration shall confute them. The whole the pllot nee bing is up to the bar and the ships that cros

Oh, no! What is really wanted is competent Pilot Commission, and supersedure of the ancient mariners of Astoria, who have outlived their usefulness. By the passage of vessels of maximum draft it has been demonstrated repeatedly that the findings of the Government officials are trustworthy. It is regrettable to be obliged to fight for the commerce of the Columbia River without the assistance of Astoria. However, it would no doubt be unjust to say or imagine that the antiquated pilot outfit is representative of the town.

There is a large number of enterpris ng, public-spirited people in Astoria who are fully as indignant as are the Portlanders over the attempt to place the Columbia River on a twenty-fourfoot basis, at a time when vessels of twenty-six feet draft are crossing the bar in safety. The "demonstration" that the bar is in condition for twentysix-foot ships has already been made The only "demonstration" that can be made to please the Astorian and the timid pilots is to have a ship steered out of the channel and grounded. A pilot who could find but fifteen feet of water between the bar and the quarantine station would experience but little difficulty in striking bottom at certain places on the bar even with a twentyfour-foot ship. With Portland's business interests at present tension over the matter, it is doubtful if the intercession of their obedient commission could save the pilots from the cons of such a blunder, should it be made,

ownership was generally denounced as PERFECTING RAILROAD CONSTRUCTION Cow-Creek Canyon and the Sisklyou known by all disinterested thinkers to Mountains have offered great scente be neither less nor more socialistic than effects for the passenger traffic which public schools, the postoffice and the the Southern Pacific has been handling between Portland and San Francisco plece of socialism, and should be vigor- It is doubtful, however, if the company has made enough money out of the traffic attracted by the scenery to pay vate consistency among their other vir- for the additional cost of moving trains over such tremendous grades instead of In the present municipal campaign by an easier route. Mr. Harriman, years for reducing grades and straight ening curves, would hardly be expected to permit to remain untouched such a fearful handicap to economical opera Creek Canyon coute. For this reaso

new line from Natron, Or., to Weed, Cal., will speedily be constructed. When the old Oregon & California Railroad started south from Portland the mixed breeds, and not among those its promoters expected that it would eventually reach San Francisco At the same time the ultimate destinalocating an economical route south of acceptance of the principle of municipal | the Willamette Valley did not appeal three parties. Does this mean that, through the Willamette Valley, like all in their half-housed life on the reservawhether we will or no, municipal own- of the early railroads, was built with a ership is upon us like the Philistines view to economy of construction instead of operation. It pushed on south of the point where it was proposed to swing the evils of ignorance, graft and bad to the southeast and secure an easier citizenship and make our Government grade to California, and followed Cow-Creek Canyon over into the rich Rogue erations had brought into existence a

For many years this road remained feeder to Portland and the transcontipolitical perpetual motion. And we are nental railroads that had reached this learning to our sorrow that in politics port. Under such circumstances, when as well as in mechanics the perpetual the Southern Pacific builders prepared to close up the gap which prevented The extraordinary interest of the New through rail connection between Portland and San Francisco, it was but natrecall the principal arguments for the ural that they should build straight municipal ownership of monopolies like wer the mountains and join with the street railroads. Perhaps the best ar- road that already extended about 150 gument of all is the fact that it is prob- miles south of the point at which they ably inevitable. Democracy seems ir- would emerge had they followed the more economical route which it is now proposed to open. But development of whelmed. "And whosoever shall fall on the country and growth of both local this stone shall be broken; but on and through traffic have been so great whomsoever it shall fall it will grind that a saving of time and money can be him to powder." Let it console the mo- made by following the course of least who dreads the oncoming of resistance with a line by way of Klam-

ath Fails. The experience of the Southern Pacific tunities for unlimited graft slipping in this case is similar to that of nearly away with every new chance the people all hurriedly constructed roads in the Years after the completion of question, that wherever ownership of its line between this city and The Dalies utilities by the public has been tried in the O. R. & N. practically rebuilt the road at a cost which, for the greater of the great prevalence of tuberculosis part of the distance, was in excess of the cost of original construction at a to be so far from honest in our public period when wages and material were much higher. Reduction in the cost of railway as they do in Europe. But it is operation brought good returns on the urged that this prevalent corruption in increased investment, and similar republic life is very largely caused by the sults will follow with the new branch of streets. The holders of these franchises, cific, in its haste to get into the Clear-

atle corruption to perpetuate and ex- | road 'down Potlatch Canyon, but expense of operation is so great that it will be abandoned as soon as the Riaria-Lewiston branch is completed. hauled wheat from the western part of the Big Bend, 100 miles east to Spokane, thence almost due west to market on Puget Sound, but the opening of the Adrian cut-off, two years ago, saved a haul of nearly 200 miles on the freight

from some localities in the Big Bend. Competition has brought about reduction in railroad rates, and this reduction has demanded greater economy of operation. The early rallroads were nstructed to handle a small traffic at high rates. Today it is a question of heavy traffic at low rates, and to meet the changed conditions perfection in physical construction is of much greater importance than any other factor involved in the science of modern railroading.

SUBSIDY SYSTEM IN PRACTICE.

"Let us sincerely hope," says the Se attle Trade Register, "that Congress will not allow another session to pass without taking sensible steps to revive and make profitable our merchant marine. Let peanut politics give place to National necessity." The Post-Intelligencer is also very much distressed over the alleged necessity for the speedy administering of some Government pap to our neglected merchant marine. The apparent distress of our neighbors over the "National necessity" for a subsidy bill would be a little less judicrous if there was not already more tonnage in the world than there is any employment for, and if it were not possible to ship American products to all parts of the world at bargain rates. There is an object-lesson as to what subsidies will do for a ship as well as for the country which pays the subsidy, right under the eyes of the Puget Sound editors. The French bark General de Sonis

which arrived at Port Townsend last week, like other French vessels, draws a liberal subsidy from the French government. This vessel arrived in San Francisco December 22, 1904. She found the harbor full of ships which were obliged to accept very low rates or to remain idle. The latter alternative was accepted by the unsubsidized American, British and German ships, but the Gen eral de Sonis could not draw a subsidy except for the miles she salled. In February she sailed in ballast for Newcas tle, Australia. Arriving at the Anti podes, she found freights low there, and with the good fat mileage subsidy luring her on she bore away for Cape Town. At the South African port the same oversupply of tonnage was in evidence, and, without lingering, the vessel was headed on the back track for Syd ney. There was still no business offer ing except the accumulation of bounty by keeping on the move, so Hobart, Tasmania, for orders, was the

next point touched. Here the vessel received orders to roceed to Puget Sound, and now, after vandering around the world in ballast for nearly a year, she is to carry back to the Old World, not some traffic that will be of any advantage to France, which pays the subsidy bills, instead a cargo of American wheat for a British consumer. The raid which J. P. Morgan and other high-finance buc caneers tried to make on the United States Treasury with the last ship-subsidy bill was planned to produce just such results as have been secured by

the French shipowners.
Instead of widening the market for American goods by reducing the freight to deny that it is all true. and giving us an advantage over other countries which pay no ship subsidies the system would merely result in idle ships sailing around the world in ballast to earn the subsidy. Meanwhile their withdrawal from active service would force shippers to pay higher rates on the decreased number of ships left in port while the ballast fleet was sailing around the world, for the twofold purpose of earning a subsidy and stiffening the freight market for the ships that were not so engaged. If our merchant marine cannot be made profitable without robbing the producer in the way of increased freights as well as taxation for a subsidy, it might as well go out of business. There will never be lack of tonnage to handle our products and it will be secured without the ne cessity of paying a subsidy.

THE INDIAN'S STEALTRY FOR.

Vital statistics, as applied to the Indian tribes under the care of the Government, show that the full-blooded Indians of the United States are scarcely holding their own in numbers. Captain Downs, special Indian agent, reports that in some of the tribes there is slight increase, but this is among of purely aboriginal stock. The deadly foe of the Indian, now as for some years, in the semi-civilization that has been forced upon him, is tuberculosis. A malady unknown to Indians in their savage state, it has come to rage with The road the fury of a pestilence among them

Agent Downs is inclined to disbelieve that this disease is a parasite, so to speak, at least a follower of civilization. He thinks a more reasonable explanation is found in the habits of these people. In building their tepees or cabins they make no provision for ventilation, and sleep in quarters from which

fresh air is practically excluded. This is simply another way of stating the fact that the confinement of Indians is responsible for the decimation of their numbers by consumption In their wild state they knew not houses or sheltered places in which to sleep, but blyouacked, when on the chase, wherever night overtook them. with only such protection from the weather as they could hurriedly improvise from their equipment and knowledge of woodcraft.

It is surprising that observation upon this point did not years ago develor the open-air theory in the treatment of consumption that is now being so successfully practiced. Doubtless the Indian's habits, his sloth, his persona. uncleanness, his unventilated tenees, the common pipe that is passed from mouth to mouth, and the wretched food that he eats, have, each and all, in fluence in making him a ready subject for consumption; but his withdrawal from the chase, with its exhibarating motion and resultant game diet, and his sleeping indoors, are the real causes

among the various tribes. Truly, the men pald by the Govern ment to direct Indians in the ways of civilized life have been culpably remiss in their duty if they have permitted them, from lack of proper in-struction, to huddle together for sleep in quarters from which fresh air is excluded. Enervation that invites disease it is said, devote themselves to system- water country, built a crazy piece of and presages the decline and ultimate ernor.

extinction of the race, is the sure result of this habit. Death is the thing least to be deplored as its consequence. The utter degeneracy, physical and moral, The same company for many years that precedes it is a condition that is far worse-a death in life which, through its baleful influence, causes the approach of the silent messenger to be slower than humanity could wish or a wise public policy warrant.

Noting a letter from Mayor Lane,

printed today, The Oregonian will say that it does not assume, has not assumed, the government of the City of Portland, nor responsibility for it. All allegations, therefore, as to the consistency or inconsistency of The Oregonian, or of its editor, are out of order. Conditions, moreover, under the charter were very different from conditions now. It is a cheap method on the part of the Mayor, who now takes his stand against certain contracts, to allege that The Oregonian heretofore has favored some of like kind. That meets nothing, answers nothing. We know not why the Mayor affects to be at all sensitive to anything The Oregonian may say or contain. For in fact he makes it a point to go contrary to it. He is not sensitive at all to the criticism, as he professes to be. But he wants to make a statement through the columns of The Oregonian, and it grants him the space. The Mayor poses. His letter is characteristic. The Oregonian is kind to the Mayor, and not only prints his letter, but refrains from the comment upon it which its spirit would invite. It will only say that the Mayor is playing the part he has assumed. Observe further that this is a 'reform" administration, on a transcendental basis. It has no right to try to justify itself by comparison with any ormer wickedness. The rest of us are liable to mistake. This administration, backed by the spirit of reform and led by its lights, should not be

The followers of Candidate Hearst, in his great municipal ownership campaign for Mayor of New York. put in all their time looking wise-or as wise as they can-saying much and doing little. So says The Oregonian's New York correspondent. who is on the ground and ought to know what he is writing about. Yet we find in the New York American enthusiastic reports of the spontaneous and irresistfble uprising throughout the whole city in behalf of the people's candidate, Edi tor Hearst. We dislike to discredit the estimony of a contemporary so disinterested and impartial as the American and we can scarcely be expected to go back on our own correspondent. Possibly we shall find in the end that the Hearst outburst was exclusively tor Hearst newspaper purposes.

We learn from a traveled Portlander in The Oregonian yesterday what superior facilities there are in Europe for enjoyment of some of the pleasures and comforts of life; and we learn, this, too, from the same interview:

In Munich women are employed as leaners, and in Vienna we saw women carry ing brick and mortar for buildings in course of construction and saw women working or rallroad grades. In fact throughout Europe women work more than men, and it is not unusual to see women and dogs drawing small agons, performing labor that in this country done with horses.

It looks to us as if Europe is a good place for women to stay away from. Yet we have in this country many people who say that women are not well treated-or at least not so well treated as they should be. Far be it from us

A lot of Portland women are unhappy because they say they have been buncoed by some Japanese concessionaires at the Fair. They bought tickets in a lottery at \$1 each on the solemn assur ance that all would draw prizes ranging from \$1 to \$1000. The women got the prizes, but they weren't all they expected. Who'd 'a thought it? If this fine get-homething-for-nothing scheme had been proposed by some of our own financiers, we should not have been astonished at the unsatisfactory outcome But the Japs, possessors of all the virtues! That shows what civilization does, even for a Jap.

Of old there were those who thanked God they were not as other men. The children of their loins and the heirs of their pretensions are the professional reformers of today. Ceaseless vigilance is necessary to check their activity in jobbery. He was a profound observe as well as a great wit who said that when Johnson defined patriotism as "the last refuge of a scoundrel," the old lexicographer and moralist was ignorant of the modern possibilities of the word "reform."

Nobody has run across the name of Russell Sage in these insurance revelations. Your uncle may be a leetle nigh but he is no thief, and he never con ducted any skindicate operations with anybody's money but his own. Some how we are beginning to regard the old man as a solitary figure of light and purity among the vultures of frenzied finance.

Professor Mitchell is possibly eretic because he has some notions of his own about higher criticism; but the Methodists are really overlooking a chance to show what the church milltant can do when it tries by their failure to knock that chip off the shoulder of Colonel Fred V. Holman, blographer of Dr. McLoughlin.

Mayor Lane has no right to plead that his government of the city is no worse than that of common sinners, and to cite acts of former wickedness for excuse or precedent. The rest of us do not make profession of absolute virtue and the illumination of a peculiar holiness. That role is for the pretensions

General Manager Mohler denies post tively that the President asked Mr. Harriman to run his special slower be cause his daughter was aboard. The denial was superfluous. Asking anybody or anything to go slower isn't a Roosevelt trait.

A Nevada rancher who tried to give away all his money in Chicago yesterday was arrested. A new era has dawned; yet somebody ought to take up the grand free gift distribution where the insurance companies left off.

The South has definitely found out that we have a President who is President of and for forty-five states-no

We're not hanging Jeff Davis on the sour apple tree nowadays. Which is lucky for the doughty Arkansas Gov-

SILHOUETTES

If Prince Charles, of Denmark, accepts the job of ruling Norway, he will have to tote the title of King Haakon VII. Still he can find consolation in the fact that the Czar of Russia and the Sultan of Turkey have both been called worse names than that.

Those who scout the idea of a life after death should consider the case of Terry McGovern, who has just challenged Battling Nelson for the champlonship.

Should Hearst be elected Mayor of Greater New York, he will probably make Jimmie Montague or Wex Jones My anticipation of the joys of heaven

receives a severe jolt every time I try

to eat angel-food. The Dalles threatens to rival New York as a theatrical center. Both' "Uncle Tom's Cabin" and "Fabio Romani" have been played there already

The members of the Cabinet seem to be almost as uncertain of their tenure of office as the members of Portland's police force.

this season.

Now that Venezuela has quieted down, another outbreak of Tom Law-

Admirers of the recent Mr. Tom Paine threaten to erect a monument to his memory. How much honor do they want to heap on him? He already has a cigar named for him.

Sir Thomas Lipton announces that he will make another try for the cup in 1907. Here's hoping he will win it

I am reserving an expression of m esteem for Witte until I know whether or not he contemplates a lecturing tour.

"Fire Alarm" Forsker and "Steve Elkins will have charge of the railroad interests in the forthcoming rate fight in the Senate. It would seem that this combination of fortissimo and pianissimo ought to prove effective in protecting both ends of the present scale.

Common Occurrences.

Pather-"I see another prominent Methodist is charged with heresy." Son-"Yes. Isn't that what they lynch people in the South for?"

If Russia keeps up its reputation for labor troubles it will soon become the Chicago of Europe.

There was another daring daylight holdup in the heart of New York yesterday. Jerome should organize Wild East show and tour the West

An Appeal for Aid.

Owing to failure of the American Inn to yield the customary 600 per cent profit, the stockholders in that unfortunate enterprise, who are also stockholders in the Lewis and Clark corporation, besides a number of other ventures, are unable to spare their Exposition dividends for the purpose of providing a park or a memorial build-

They needed the money so badly the their wail over the failure of the Inn to pay out must touch everyone who is charitably inclined.

They are facing the prospect of hard Winter at a time when coah flour, water pipe and other necessaries of

the like are unusually high Therefore, in view of the threatened widespread distress among the F. F. P. this department proposes to take the initiative in raising a fund for their relief, such fund if possible to be equal to the amount which the F. F. P. would have realized had the American Inn secured a sufficient number of victims during the past Summer to pay the anticipated 600 per cent on the investment.

The ordinary plug people of Portland, to whom the philanthropic and public-spirited F. F. P. have done so much during the past two generations, should be moved by this appeal to contribute as much as possible of their means to so worthy a cause. Remember, the Lord loveth a cheerful giver, and he who turneth a deaf ear to the howl of the hungry is worse than a wife-beater.

In order to start the movement, this department heads the subscription list with \$.01 and a handsome steal engraving of Saint John - Rockefeller playing a symphony on a cash register. Who will be the next?

ARTHUR A. GREENE.

ATE MATCH HEADS AND DIED Alleged Murderer Commits Suicide

BUTTE, Mont., Oct. 25.-An autopsy the remains of James F. Barnes, the alleged murderer of Patrick Hanley, who dled in the county jail last night, showed that he had committed suicide by eating off the heads of phosphorous matches, much phosphorous being found in his

in Butte Jail.

stomach. Barnes hailed from Chico, Cal., where a wife and two children reside. Barnes apparently had been eating the matche for a number of days, which accounted for his eating nothing for several days leading to the belief that the prise was starving himself to death.

Denies Slander on Irving.

LONDON, Oct. 26.-In connection with the attack on certain alleged events in the career of Sir Henry Irving, made by George Bernard Shaw in the Neue Preise Presse, of Vienna, Ashmead Bartlett Bur-dett-Coutts, M. P., husband of Baroness Burdett-Coutts, writes to the Times of this morning categorically denying that the Baroness ever gave, lent or provided the actor with money in any shape or form, or that Irving ever asked the Baroness for money.

Sultan Accepts Programme.

PARIS. Oct. 26.-A detailed dispatch from St. Rene Taillandler, French Minis-ter at Fez, which was received at the Foreign Office today, says that the Suitan of Morocco accepts the Franco-Ger man programme for the Moroccan confer-ence, and also that Algedras, Spain, will be the meeting place of the conference. The Minister will leave Fez tomorrow and Count von Tattenbach-Ashold, the head of the German mission, will leave to two or three days

Russian Loan Not Allotted. ST. PETERSBURG, Oct. 3.-The nego

tiations for the new Russian loan are nearing completion, but any announce-ment of the allotments is premature, as the exact amount of the loan is not ret fixed. This being the first international loan transaction in which America is par-ticipating, J. P. Morgan, Jr., and George

DASHES THROUGH CHICAGO.

Harriman and Miss Roosevelt Far Ahead of Schedule Time.

CHICAGO, Oct. 25.-The special train of E. H. Harriman, upon which Miss Alice Roosevelt is a passenger, arrived in Chlcago tonight at \$:05 o'clock, 50 hours and minutes, actual running time, since starting from Oakland, Cal. The train pulled into the Northwestern yards some thing over an hour earlier than expec was at once transferred to the Belt Line and switched around the city to the tracks of the Lake Shore & Michigan Southern Railroad at Forty-third street and from this point was started on its journey east at 9:07 o'clock; having been within the city limits of Chicago one hour

and two minutes.

The crew of the train and the passe ger officials of both the Northwestern and the Lake Shore railroads asserted that no effort whatever was being made to estab-Ash a record, but the train was being pushed through at a swift and steady pace, with the idea of having as little delay as possible. Despite this, however, the train made the distance from Oakland to Chicago in just 18 hours less time than that required for the Overland Lim. ited, which is the fastest train of Chicago & Northwestern and the Pacific between Chicago and San Fran-

The run from Omaha to Chicago. miles, was made in 10 hours and 10 min-utes. The time scheduled for the Over-land Limited between Omaha and Chicago is 12% hours.

STOPS TO SEE GASOLINE CAR

Harriman Hurries Out Half Dressed to Inspect It.

OMAHA, Neb., Oct. 25.—(Special.)—Fif-cen minutes of E. H. Harriman's valuable time as he tore across the continent were spent in an examination of the newest Union Pacific gasoline motor car i the station at Omaha this morning. The magnate was in bed when the train pul into the depot, and it was left for Julius Kruttschnitt, director of maintenance, to discover that the motor was waiting for inspection. He hurried back into the train, and it took Mr. Harriman just of ninute and a half to throw on some his clothes and hurry from the car. He wore a pair of shoes, a long gray ulster and his traveling cap as he descended to the platform.

Harriman was especially with the new hygienic seats, with no upholstering and with springs cone and he remarked to President Felt the Chicago & Alton, who had come Omaha to journey to Chicago on the special: "Those seats are just the thing." The car is all steel, and Superintender

McKeen, its designer, said today: Harriman is more enthused over new steel cars than I am, and I am spending my whole time at them."

The fourth car will be finished next week, and from now on the cars will come from the shops in rapid succession. The car which Mr. Harriman saw this morning will be sent to Galveston at o go into service between that city and

A bottle of champagne had been pr vided, that Miss Alice Roosevelt might christen the new car, but she was still n her berth when the train pulled out

FORTY HOURS' TRIP TO OMAHA

Harriman Train Behind Time-No. Protest From Roosevelt. OMAHA, Oct. 25.-A special train hav-

ing on board P. H. Harriman and party arrived here from the West at 9-26 A. M. today, one hour behind schedule time the tracks of the Northwestern road, the train left at 9:45 A. M. It was stated that no attempt will be made at fast running from here to Chicago. Forty hours were nsumed in the run from San Francisco

General Manager Mohler, of the Union Pacific, who accompanied the Harriman party East from Cheyenne, made this statement: "The Harriman special made the run

in Francisco to Omaha in 39 hou

and 54 minutes, including all stops for water, coal and changing engines, the dis-tance covered being 1787 miles.
"The statement made to the effect that President Roosevelt requested that the special be run at a slower rate of special is absolutely incorrect, as no such communication was received from the Presi-dent, and, furthermore, there was no neessity for such a communication, as the President rode over the Union Pacific lines last Summer from Denver to Omaha. when the speed was still greater and he expressed himself as being delighted with

Speeding Through Indiana.

ELKHART, Ind., Oct. 25.-The Harri man special, with Miss Roosevelt aboard, pulled into the Lake Shore station at 11:29 tonight. The 101 miles from Chi-cago was easily covered in one hour and 55 minutes, including a stop at La Porte.

CHURCH GETS ORGAN MONEY

Salem Schoolteacher Defeats Two Small Bequests of Aunt.

SALEM, Or., Oct. 25 .- (Special.) -The First Methodist Church won out today in the contest brought by Miss Mabel Robertson for possession of \$300 he-longing to the estate of the late Mrs. Ellen Bagley, of this city. Miss R ertson defeated Miss Galbraith. nurse, in her claim for a \$25 bequest and Rev. W. H. Heppe in his claim for a \$25 bequest. Mrs. Bagley died about a year ago

leaving an estate of about \$3000. She left various small bequests, among them \$300 for a new pipe organ for the Methodist Church, of which she was a devoted member. \$25 to be paid to Miss Galbraith, her nurse at the Salem Hos pital, and \$25 to her pastor, Rev. W. H. Heppe, now a Portland minister. Other bequests of small amounts were made and the remainder, aggregating abou \$2500, was left to Miss Mabel Robert son, a niece of Mrs. Bagley, and a teacher in the Salem public schools. When John W. Reynolds, the ex-

ecutor, filed his final account recently, Miss Robertson filed objections to the payment of the bequests to the church, the nurse and the preacher, grounds of the objection were technical. County Judge Scott his decision today, ordering that the \$300 bequest be paid to the church, but that the bequests of \$25 each to the nurse and the pastor be not paid for the reason that Mrs. Bagley did not die from the effects of the injury from which she was suffering at the time she made her will. The bequests were made upon the condition that she died of her present illness, Of the \$50 won in the court by Miss Robertson, \$38.40 will go for costs.

No Chance to Vote on Franchise. OREGON CITY, Or., Oct. 25.-(Special)

By a vote of 5 to 2, the Oregon City Council last night refused to submit to the legal voters of the city the proposal of granting the Oregon Water Power & Railway Company a 3-year freight fran few weeks ago, the people, by a vote of 192 for, to 312 against, expressed their op-position to the pending franchise, but it is alleged that the election was not regular. Brandt, Chapman, Justin. Kelly and Mason defeated the motion which had the support of Knapp, Koerner and Williams

Straight did not vote.

By the same vote of 5 to 1, E. D. Kelly was elected over J. M. Tracey to succeed

STORY OF THE SANTIAGO RIOTS After 60 Are Killed and 200 Injured,

Troops Restore Peace. WASHINGTON, Oct. 25 .- The State Department today received a cablegram from Santiago, Chile, stating that the reign of terror said to have existed in that city since Monday is passing, and conditions were quieter yesterday, the casualties Monday num-

bering 21 killed and 100 wounded. Details of the occurrences of t Details of the occurrences of Octo-ber 22-23, the days on which the disturbances reached their height, show the situation to have been more serious than dispatches hitherto received would indicate. On Sunday afternoon would indicate. On Sunday afternoon a public meeting of 25,600 people was held at Alameda, which soon degenerated into a riot. A free fight ensuelt between the police and the crowd. Windows were broken and 10 streetcars were demolished, six lives were lost, and several hundred rioters were

imprisoned Monday morning. The whole city was in a state of terror on Monday, the streetcars stopped running, the stores were closed, banks were in some instances closed and guarded, while others had a single

a standstill. In the afternoon of Monday the mole gathered again on Alameda, and after excitable speeches marched against the government building and resi-dence of the President, but both were weil guarded by police.

Three thousand troops at last ac-counts were on their way to the cap-ital to reinforce the police, and the department's informant remarks that there seemed on Monday no danger of a further serious outbreak, although the rioters continued to surge around

the streets near Moneda.

The cause of the outbreak is said to have been dissatisfaction over the high cost of meat. Owing to the tariff on Argentine beef prices have ad-vanced, while wages remained low. Resolutions were adopted, which were presented to the President, who promised to do what he could to relieve the

News comes that the American Legation was safe throughout the dis-

Reuter's Telegram Company from Santiago, Chile, today says that 3000 troops arrived there last night and order has been restored. The troops are still patrolling the streets. Probably 60 people were killed and 200 were people were killed and 200 we wounded during the recent rioting.

AMERICAN TARS AT VATICAN

Received by Pope, They Give Him Three Cheers.

ROME, Oct. 25.—The pope today remaster Hugh R. Insley, Professor iam Eichelberger and Professor Frank B. Littell, of the Navy Observatory at Washington, and 48 Catholic sailors of United States cruiser Minneapolis, now at Naples.

To each he gave his hand to kiss while he spoke kind words, especially to the of-ficers. The pope was then presented with a basket of flowers, ited with ribbons from the caps of the sailors. This presentation greatly pleased His Hollness, who expressed his pleasure at the thought which prompted it. The pope then delivered a short address

in Italian, which was translated by Mgr. Kennedy, thanking the Americans for coming to see him and expressing his pleasure at meeting so many representa-tives of the American Navy. Addressing the satiors, he said he was glad or opportunity to enjoin upon them "the ne-cessity of obedience to the Government and to their superiors, as by such obedi ence capable sailors and soldiers are

His Holiness gave his blessing to all present, and then their families and friends, and presented each with a souve-nir medal. When the pope left the hall sailors saluted him with three hearty cheers, which resounded throughout the Vatican.

WILL NEGOTIATE FOR KING

Norwegian Government Will Then Submit Choice to People.

CHRISTIANIA, Norway, Oct. 25.-The covernment at a secret session of the Storthing today asked to be endowed with full power to negotiate with Prince Charles of Denmark for his accepta of the crown of Norway, on the under-standink that the people of Norway in-dorse the decision of the Storthing and the government by a referendum similar to that taken August 13 on the question of the dissolution of the union. The debate was postponed until Friday.

More Taxes for Poor Germany. BERLIN, Oct. 25.-The committee of

the Bundesrath has accepted the plan of Baron von Stengel. Secretary of the Im-perial Treasury, for increase of the im-perial revenues. These plans embrace an interitance tax, which, however, will not interitance tax, which, however, will not affect the husbands or wives and descendants of decedents, and an extension of the taxes on tobacco and beer. An increase of the stamp tax on the listing and sales of stocks is also contemplated. The tobacco tax will affect chiefly the better qualities of cigarettes. Baron von Stengel's reform measures provide for a regular extinguishment of the national

Will Approve Separation Bill.

PARIS, Oct. 25.-The Senate committee on the separation of church and state has considered the programme for the discussion of the bill at the opening of the Senate on October 30. The chairman has submitted a draft of the report, setting forth the necessity for the abolition of the concender and the concender and the the concordat and the resumption of the state's complete police powers over all civil and religious organizations. The re-port approves the bill, which has already passed the Chamber of Deputies, as ensuring liberty of conscience and the inde-pendence of the state.

May Demonstrate Against Turkey. ODESSA Oct. 25.-The whole of the

Black Sea feet, with the exception of the battleship Pateleimon, formerly the Kniaz Potemkin, has left Sebastopol, under command of Vice-Admirals Birileff and Chouknin. It is surmised here that possibly the government is preparing for a naval demonstration against Turkey, in the event of the powers deciding that such a step is necessary in connection with their demands for the financial re-form of Macedonia.

Order of Garter for Mikado.

LONDON, Oct. 25 .- It was officially announced this evening that King Edward had commanded that a special mission headed by Prince Arthur of Connaught be dispatched to Tokio early in 1966 to confer the Order of the Garter upon the Emperor of Japan. The King has decided to immediately raise the legation at Tokio to an embassy.

Loubet and Alfonso Go Hunting. MADRID Oct. 25 .- President Loubet

and King Alfonso started today for a day's hunting in the royal preserve at Rio Frio. Premier Rouvier and James Cambon, French ambassador to Spain, are among the party.

New Japanese Steamer Line.

SAN FRANCISCO, Oct. 25.-The Osaka Shosen Kaisha, a rich Japanese com-pany, is about to build a fleet of passen-Seattle, Australia and European ports.