

HARRIMAN TALKS ABOUT OWNERSHIP

Impossible and Agitation Proves It.

PUBLIC TURNING AGAINST IT

Great Railroad King Defends Consolidation.

NEEDED TO PREVENT RUIN

Working Agreements Between Railroads Would Have Avoided Necessity, Says He—Legal Combinations Check Tendency.

ELKHART, Ind., Nov. 22.—(Special.)—(On board the Twentieth Century Limited.)—"Government ownership of the transportation facilities of the country would be impracticable, unworkable and utterly impossible."

This statement was made by Edward H. Harriman today as the Twentieth Century Limited sped toward New York, where Mr. Harriman is the guiding hand over the largest aggregation of railroads in the entire country.

"Do you think," was asked, "that the present agitation and the present inquiry into the ownership and operation of railroads is directing the mind of the public into channels which may ultimately lead to Government ownership?"

Agitation Fatal to Ownership.

"Not at all," said Mr. Harriman emphatically. "On the contrary the present agitation is going to have exactly the opposite effect. The more agitation there is and the greater the discussion on these subjects, the more the people will see the incongruity of Government ownership. The questions involved in the transportation problems of this country are being more and more discussed in their broader sense and significance. This must result in a better understanding by the people generally of the conditions which surround the transportation business and the conditions under which the railroads are operated. When there is a thorough public understanding of these conditions the conclusion on the part of the public will be inevitable and will be such as I have indicated."

Consolidation a Necessity.

"Apparently the people at large," it was suggested to Mr. Harriman, "fear the effects of railway consolidation, the effects of the concentration into the hands of the few of all transportation facilities. What effect do you think such consolidation and concentration will have on the people and the shippers?"

"I am a firm believer," replied Mr. Harriman, "in the people owning the railroads. By this I do not mean Government ownership, but I do mean that the widest possible distribution in ownership of railway properties is a most desirable thing. Consolidation, however, of railway properties has become a necessity under present conditions. The railroads found themselves in a position where they had reached the limit in the reduction of cost in transportation and were facing the necessity of still further reduction. This could be accomplished only by new methods; by an amalgamation of those railway properties which could naturally be worked in connection with one another."

Way to Prevent Consolidation.

"And a step further in this direction, perhaps, was the acquisition of railway properties with a view to removing the possibility of ruinous wars. If it had been possible for the railroads to make legal agreements with one another—I do not mean agreements for pooling traffic, but working agreements—the necessity for railway consolidation would not have arisen."

"Do you think there is any remedy," Mr. Harriman was asked, "for railway consolidation, or any way to prevent it?"

"It can easily be prevented by legislation," he said. "If the Government would legalize such combinations of railroads as could naturally be made, and made with a view to cheapening transportation, the necessity for a general consolidation would be obviated."

SCHMITZ ON THE WAY HOME

Mayor May Be Spared Humiliation of Arrest in New York.

NEW YORK, Nov. 22.—Mayor Schmitz, of San Francisco, who has been indicted in that city for extortion, and who sailed from Hamburg on November 10 on the steamship Patricia, will probably arrive here early tomorrow afternoon. A dispatch from Newport, R. I., tonight, said that the Patricia was reported as having passed the Nantucket South Shoals lightship shortly after 1 o'clock this afternoon.

It is said that out of consideration for Mrs. Schmitz, who is traveling with her husband, Francis J. Heney and District Attorney Langdon, of San Francisco, will spare the Mayor the humiliation of arrest on his arrival. Schmitz does not know that he has been indicted. The findings of the grand jury having been made while the Patricia was in midocean.

Habbi Lands Schmitz and Rev. Dr.

NEW YORK, Nov. 22.—The Rev. Dr. Foreranger, rabbi of the Temple Em-

manuel, in San Francisco, will sail today on the America for a year's rest in Europe.

In discussing last night the stories of graft in San Francisco, Dr. Foreranger said:

"And Rusef—he is a graduate of the University of California, a young man of great ability, who had some wealth before he entered political life. He is of the cleanest life personally."

"Why is it that here we hear on all sides stories of graft and political corruption of every character out in San Francisco, stories more lurid than we at home ever hear; but you Easterners never hear a word or tell a word of the struggles of our city against monumental difficulties to rebuild herself and take her place again among the fair ones of the earth. You hear nothing of our beavers working underground day and night—to put up buildings and erect houses where we may lay our heads. Why is it that every breath of dirty scandal gets here but none of the good of which we have

PILOTS ARE LAW TO THEMSELVES

Take Out Ships When It Suits Fancy.

SOME ABUSE THE PRIVILEGE

Steam Pilot-Boat an Imperative Need Off Columbia.

TUGBOAT SERVICE BETTER

Recent Shake-Up and Substitution of New Manager by the O. R. & N. Have Been Productive of Good Results.

BY E. W. WRIGHT.

ASTORIA, Nov. 22.—(Staff Correspondence.)—In the face of all of the queer happenings in the tug and pilot service during the past two years, it would be ridiculous to assume that some of the blame should not attach to the men who were handling it. Someone is at fault when light draft steamships are run aground inside the bar in clear weather and some one is at fault when a tugboat captain advances the tariff rates when he thinks he has an unfortunate captain in a tight place.

A long and seldom interrupted train of inequities of the past are still doing the Banquo's ghost act for the Columbia River, and because they "will not down," a large number of shipmasters take advantage of the situation and shift some of the responsibility for their own shortcomings to the port, which of course must answer for the misdeeds of the pilots, tugboatmen and all others who, directly or indirectly, profit by the presence of ships in the river.

"Squared" at Expense of Port.

By thus taking advantage of inequities that are rapidly disappearing, many shipmasters are enabled to account for unduly long passages with the plea that they were "off the river" for a long period because the tug and pilot service was bad. This perhaps "squares" the master with his owners, but it is unfair to the port.

Among such a mass of unfavorable testimony as has been received from a number of shipmasters visiting this port, it is refreshing indeed to find a master like Captain Collingswood, of the Iverna, who is not inclined to place the blame on the poor tug or pilot service. The Iverna was prevented from entering the river or approaching suf-

ciently close to secure tug or pilot by a series of unprecedented gales, which, as her official log shows, also prevented her getting into the Straits of Fuca.

Frankness of Captain Collingswood.

The foul condition of her hull and an insufficient amount of ballast were of course contributing factors in forcing the captain to keep well off shore until the weather moderated. The easy, and, judging by precedent, the natural excuse for Captain Collingswood to make for his long trip, would be that the tug and pilot service was to blame, but this shipmaster has a frank, blunt way of telling the truth and evinces no desire to shift or shirk the responsibility.

His long delay was caused solely by elements over which he had no control and for which neither tugs, pilots or the Columbia River were in any degree responsible.

Both tugs crossed out early yesterday morning, and each picked up a four-masted schooner a short distance outside the lightship and started in. Just before crossing in, Captain Reed, of the Wallula, sighted a vessel which afterwards proved to be the Iverna, just coming in sight up to the north-west.

The vessel was sighted about the same time by the pilot schooner, which at once headed for her. Captain Reed, of course, could not drop his schooner on the bar, nor was it necessary that he should do so. Instead he towed her well inside and turned her over to the tug Tatosch, which brought the two vessels, the Alvena and A. F. Coats, up to Astoria, tandem fashion.

Wallula Puts to Sea Again.

As soon as he dropped the schooner Captain Reed at once started seaward again and about 12 o'clock had the Wallula's hawser aboard the Iverna, which had been boarded by Captain Cann about an hour before. The Iverna, on account of the foul condition of her hull, towed very hard, but in spite of this and with only the first of the flood to help him, Captain Reed had his second vessel for the day well inside the bar at 2 o'clock.

Work of this kind should be exempt from criticism, and there is nothing in the log of the Iverna or in the master's story, from the time she sighted Tillamook light, five weeks ago, until she towed in yesterday, that reflects in the slightest degree on the tug or pilot service or on the Columbia River as a port.

System Is Radically Wrong.

There is frequently something wrong with the tug service. It can never be otherwise, so long as two branches of the business having so much in common as the pilotage and the bar towage work remain under separate and distinct management.

(Continued on Page 4.)

CARUSO MAY HAVE TO FACE HANNAH

Woman in Case to Testify Against Him.

WOMAN IN WHITE SCARES HIM

Suddenly Unveils and Causes Italian to Stare.

RECALLS FORGOTTEN DEED

Confronted With Chorus Girl He Is Accused of Having Insulted Two Years Ago, He Denies Ever Having Seen Her.

NEW YORK, Nov. 22.—Hannah Graham, the woman who caused the arrest of Enrico Caruso on a charge of annoying and mistreating her in the monkey-house in Central Park last Friday, may appear in Police Court tomorrow to press the charge against him. Just before court adjourned tonight, at the end of the second day's hearing, Deputy Police Commissioner Mathot, who is conducting the prosecution, said that he had little more evidence to offer. There was only one witness for the prosecution yet to be heard, and, when that witness appeared, he would require less than ten minutes to complete his case.

Will Produce Woman Today.

Despite the efforts of the police, it had been found impossible to present the witness today, but he felt safe in assuring the court that the person to whom he referred would be in court tomorrow. A report that the witness referred to was the missing Hannah Graham spread.

Hannah Graham dropped out of sight when she left the police station last Friday afternoon, and witnesses for the prosecution testified that the utmost endeavors had been made to find her, but without avail. Should she appear, she would furnish a sensation far greater than any which have marked the two days' hearing in the Yorkville Police Court.

Today was not without sensations. When court adjourned last night Caruso was on the stand, and his examination was resumed when the case was taken up today. Mr. Mathot questioned the defendant closely concerning the four years in which he has appeared in this country under the direction of Heinrich Conried. Caruso acknowledged that he was in New York in 1904 and that on February 4 of

that year he sang in "Parsifal" at the Metropolitan Opera-House.

Confronts Woman in White.

It was at this point that the real sensation of the day came. The wide doors directly behind the Magistrate's bench swung open and a woman in white and with a white veil drawn closely over her face stepped into the room.

"Caruso, look upon this woman," said the Deputy Police Commissioner, as the woman raised the veil and revealed her features. "Did you ever see her before?"

The defendant moved uneasily, hesitated and then replied:

"No, I have never seen her."

"Did you not, on the afternoon of February 4, 1904, during the second act of 'Parsifal,' stand behind this woman in the Metropolitan Opera-House and subject her to exactly the same indignities to which it is charged Hannah Graham was subjected at the Central Park monkey-house?"

"I did not," replied the witness, hotly.

"I never saw the woman before, so far as I can remember."

It is not true that on that afternoon not only this woman, but other women were the victims of much indecent action upon your part?" persisted Mr. Mathot. Caruso's counsel broke in with a vigorous objection, which was sustained.

It was reported in the courtroom that the woman in white was a member of the chorus of the Metropolitan Opera Company.

Denziger to the Rescue.

One of the diverting features of the day was the appearance for the defense of Dr. Adolph Denziger, ex-American Consul at Madrid. Dr. Denziger testified that he was in the monkey-house at Central Park during Caruso's visit there Friday, and that he observed no improper action on the singer's part. He declared that he had voluntarily come forward to testify in the singer's behalf because he knew him personally; knew him to be a gentleman, the greatest tenor of this or any other time. Being a benefactor of humanity, he desired to protect Caruso, not for himself alone, but for his great career.

"I volunteered to assist Mr. Caruso in exactly the same way that I volunteered to assist Theodore Roosevelt to become President of the United States," said Dr. Denziger.

He swore that from his observation it would have been a physical impossibility for Caruso to act toward any woman in the manner described by Detective Cano yesterday. He stood within ten feet of Caruso at the time he was in the building.

Conried Defends Tenor.

Heinrich Conried, director of the Metropolitan Opera-House, described Caruso's manners much as did Dr. Denziger. "To be brief, he is a pimple, is he not?" asked Mr. Mathot.

"It would be more kind to speak of it as a habit," replied Mr. Conried.

Several other witnesses testified as to Caruso's inability to speak English, and the hearing was then adjourned until Monday.

The Police Courtroom again housed a great crowd today and hundreds were unable to gain admittance.

When Caruso arrived at the court building he was loudly cheered by Italians. The cheers were mixed with hisses, however. As the singer stood on the court steps he was photographed by a number of camera men.

Italy Gives Caruso Sympathy.

ROME, Nov. 22.—The local press has received long dispatches from New York concerning the trial of Signor Caruso. It is recalled that several noted Italians have been unlucky in the United States. Mascagni, the composer, was arrested; Biondi, the sculptor, lost \$10,000, and now Caruso risks going to jail. While the disappearance of "Mrs. Graham" is held to be significant, the newspapers trust in the fair dealing of American justice.

MORE MEXICANS IN PRISON

Editors of Revolutionary Organ Accused of Crimes.

ST. LOUIS, Nov. 22.—Aaron Lopez Manzo and Librado Rivera, the Mexicans whose arrest by the United States authorities was revealed by the search instituted by their friends several days ago, were given a hearing today before United States Commissioner Abbott. Both requested a postponement and Manzo's case was set for December 1, and that of Rivera for November 30.

Rivera is charged with murder and Manzo is charged with signing for registered mail addressed to another person. Both men were connected with a revolutionary organ which was published in St. Louis.

Says Langley Solved Problem.

BOSTON, Nov. 22.—At today's session of the National Academy of Sciences convention Dr. Alexander Graham Bell, of Washington, D. C., expressed the opinion that the problem of flight had been solved by Langley and his flying machine.

METCALF FINDS PROBLEM KNOTTY

San Francisco Yields Not to Japanese.

WANTS NO FEDERAL MEDDLING

No Question That Law Would Sustain Japan.

PRESIDENT HAS ALL POWER

Can Compel Equal Treatment of Japanese Pupils, but Task Is Unpleasant—Aoki Quotes Newfoundland Case on His Side.

WASHINGTON, Nov. 22.—(Special.)—When President Roosevelt returns to Washington he will find waiting for him the report of the Secretary of Commerce and Labor on the situation in San Francisco over the question of attendance of Japanese pupils at the public schools.

The President will not be pleased with the report, for it can be stated without fear of going wrong that Mr. Metcalf's mission resulted in failure.

The Cabinet officer will probably divide his report into two parts, but in neither part will there be anything that can be considered cheerful. The President will be informed that it is hopeless to expect a change in the attitude of the San Francisco people. They told Mr. Metcalf, so the future will show, that the school matter is an entirely local affair; that they have no fear of Japanese trade reprisals, and that they are not afraid of war with the Orientals. The President also will be informed that the inhabitants of the Coast city wish to be left alone in the matter of working out their school problems, and that they will consider Federal interference an impertinence.

Courts Will Sustain Japs.

Mr. Roosevelt will be told that no difficulty stands in the way of obtaining a decision in the courts that a treaty with a foreign country is the supreme law of the land and as such is superior to all the laws and ordinances of the State of California and the City of San Francisco can pass.

The question resolves itself into one of a course of action. It is not quite likely that the President will retain the work of forcing the people of the Coast to do that which they are resolved not to do, but unless they make up their minds to yield, no other course than one of legal force seems to be left open to the Administration.

Japan's Position Strong.

The Japanese position on the treaty and the contention that the treaty is paramount to all state law is unassailable, and nobody knows it better than Baron Aoki, the Japanese Ambassador. In fact, it is believed that he has called the attention of this Government to the fact that, when the Newfoundland lawmakers placed on the statute-books certain provisions which denied rights to American fishermen that were guaranteed to them by a treaty between Great Britain and the United States, this Government denied the right of the colonial authorities to pass laws in conflict with the treaty, and that, when London sustained the claim of Washington, the Newfoundlanders were compelled to yield.

Hole to Crawl Through.

It may be that the San Francisco authorities will find a way to get around the legal obstacle by passing an ordinance that only persons of a certain age shall be allowed to attend the public schools. The Japanese pupils are nearly all grown men. Such a law would take the ground from beneath the feet of the Japanese complainants, but it is by no means certain that it will be enacted.

FINES PULLMAN MINIMUM

Judge Charges \$50 for Having Pison in Milk on Cars.

GREENSBURG, Pa., Nov. 22.—Ruling that the Pullman Car Company had not been guilty of adulterating the milk and cream serving on its cars, but that it had been technically responsible for the presence of formaldehyde in its food supplies, Judge Alexander B. McConnell today imposed the minimum sentence provided by law, which is a fine of \$50, and costs.

MOVES TO OUST MAYORS

Kansas Continues Campaign Against Licensing of Joints.

TOPEKA, Kan., Nov. 22.—Suits were instituted in the Supreme Court today by Attorney-General Coleman to oust from Office Mayors Finley Ross, of Wichita, and Peter Everhardt, of Leavenworth, and to deprive those cities of their assumed authority to license joints and disorderly houses.

PERISH IN TEXAS STORM

Three Dead and Others Missing in Deep Snow.

EL PASO, Tex., Nov. 22.—Three men are dead as a result of the storm which raged yesterday in Pecos Valley, and others are missing and friends fear for their safety.



James Bryce, British Chief Secretary for Ireland, who may be appointed Ambassador to Washington.



Enrico Caruso, the Opera Singer, Accused of Pursuing Women.

