

Morning Oregonian.



VOL. XLVI.—NO. 14,398.

PORTLAND, OREGON, WEDNESDAY, JANUARY 30, 1907.

PRICE FIVE CENTS.

CHECKS INVASION OF GREAT DOMAIN

How Harriman Holds Down Pacific Coast.

COMBINES WITH HIS RIVALS

Independent Roads in Oregon Are Bought Out.

ALLIANCE WITH SANTA FE

Joint Ownership Prevents Competition in Northern and Southern California—Schwerin Boasts of His Independence.

SAN FRANCISCO, Jan. 29.—Interstate Commissioner Franklin K. Lane today commenced the investigation in this city of the relations between the Southern Pacific, the Union Pacific and the Santa Fe Railroads and the result of these relations, with a view to determining in what particular, if any, these roads have violated the interstate commerce laws. It developed early in the hearing that the Southern and Union Pacific roads, which are now one, and the Santa Fe have entered into an alliance and between them control the rail transportation of the Pacific Coast south of Oregon. C. A. Severance, special counsel for the Government, conducted the examination of the witnesses, the railroads being represented by Peter F. Dunne and R. S. Lovett, of New York, who were coached at crucial moments by J. C. Stubbs, traffic director of the Southern Pacific, A. H. Payson, vice-president of the Santa Fe, and John D. Spreckels, who gave interesting testimony.

Blocks Competition in Oregon.

Mr. Spreckels testified to the purchase by President Harriman for \$1,500,000 of the Coos Bay & Coquille Valley Railroad Company; the Coos Bay, Roseburg & Eastern Railway & Navigation Company; some coal properties and a steamship line. They cost J. D. Spreckels Brock Company \$1,000,000.

Mr. Spreckels said that James B. Smith, president of the Western Fuel Company, conducted the negotiations for the purchase of these properties from the Spreckels Company for E. H. Harriman. Collins F. Huntington had negotiated for the properties. The negotiations with Mr. Smith extended over a period of six months. Mr. Spreckels having the suspicion along that the Southern Pacific was buying through Smith.

The operation of the road was profitable. Spreckels said, but the properties as a whole involved a loss, as the steamers were not profitably operated.

R. S. Lovett, Mr. Harriman's lawyer, cross-examined Mr. Spreckels, bringing out the fact that the Southern Pacific had never competed either for freight or passengers with the Spreckels road and steamers. But Mr. Lane brought out the fact that no railroad except the Southern Pacific endeavored to buy the properties and Mr. Severance made Mr. Spreckels admit that there would have been competition if the sale had not been made, as the Southern Pacific intended to build a new road if it did not acquire the Spreckels properties.

Wanted Outlet to Tidewater.

"You believed," Mr. Spreckels was asked, "that what the Southern Pacific was after was the coal property and the steamship line?"

"No," was the reply, "but the Southern Pacific wanted an outlet for the wheat traffic from the Roseburg region to tidewater and Portland."

"Were any roads competing with the Southern Pacific for the purchase of your road or surveying for another similar road?" asked Mr. Lane.

"Not that I know of, although I heard reports to the effect that the Rock Island was looking that way."

Alliance With Santa Fe.

Under the questioning of Mr. Severance Captain Payson disclosed the methods by which the Santa Fe and the Southern Pacific had jointly formed the Northwestern Pacific Railway Company, each holding half of the capital stock of \$3,000,000. Captain Payson admitted that the Southern Pacific and the Santa Fe have joint ownership of the Fort Bragg stockyards; that a Southern Pacific line from Molave to Needles is leased by the Santa Fe, and that a small road leading out of Bakerfield was built jointly by the Southern Pacific and the Santa Fe and is operated alternately by the two roads.

Captain Payson stated that the Santa Fe acquired the Fort Bragg & South-eastern Railroad, running from Albion 25 miles south, intending to make it the nucleus of a road tapping the lumber country and running into San Francisco. This was to be a through line from Humboldt Bay to this city. The Arcata road would have been part of this line and the Fort Bragg a feeder to it.

Buys Out Northern Competition.

Captain Payson testified that the Northwestern Pacific proposes to build lines to connect the California Northwestern of the Southern Pacific, with the San Francisco & Northwestern, the name given to the lumber railroads of the Santa Fe in the North. In other words, the Santa Fe is to have a line from Willits to Eureka, so that the Southern Pacific and the Santa Fe jointly are to have a

line from Eureka to San Francisco. A contract has been made between the two companies by which each is to have a majority in the board of directors every alternate year, thus dividing the control. This contract will be produced as evidence. It is now in New York.

This is the most important fact brought out by the examination this morning. It shows that the Santa Fe abandoned its intention of building a through line from this city to Eureka, when it found that an arrangement could be made with the Southern Pacific for the use of its road from Willits to Tiburon.

Joint Line Over Tehachapi.

Captain Payson stated that the line from Bakerfield to Mojave over Tehachapi, owned by the Southern Pacific, is used jointly by the Southern Pacific and the Santa Fe. The Santa Fe pays a rental and the costs of operation and maintenance are divided between the two companies.

Cross-examination of Captain Payson

by Mr. Lovett for Mr. Harriman, brought out the fact that the Santa Fe holds the right of way for the Tehachapi line. This indicates the line of the railroad defense. It is to be that the combination of the two big companies does not come under the regulations of interstate commerce. Mr. Severance pointed out that when they are connected with the transcontinental lines they will engage in interstate commerce.

Independent Mr. Schwerin.

The afternoon session was given entirely to the examination of R. E. Schwerin, vice-president and general manager of the Pacific Steamship Company. Mr. Schwerin, in reply to a question as to how the company's business was divided between the Southern Pacific and the Santa Fe, said:

"When one ship comes in we give all of her cargo to the Southern Pacific. When the next one comes in we give all of her cargo to the Santa Fe. This has been the practice for the past six months. Of course it is an arbitrary practice, but we may alter it as we see fit. We give the Santa Fe an amount as nearly as possible proportionate to the amount of freight they give us for shipment to the Orient. The Southern Pacific will never interfere with any ship under my management."

"Then Mr. Stubbs looks upon you as a rank outsider," observed Severance.

"Absolutely, to my great regret."

Mr. Schwerin then gave some more details of his arrangements with the two railroads.

"At one time I threatened to turn over all freight to the Santa Fe," said Mr. Schwerin, "if the Southern Pacific did not give us better car service."

"Did that bring any remonstrance from the owners of any of the stock?"

"It did not."

After testifying as to the routing of freight after it was landed, which, Mr. Schwerin said, was entirely in the hands of the two railroads, an adjournment was taken until tomorrow.

HIGGINS BECOMES WORSE

Doctor and Friends Hurriedly Summoned to Bedside.

OLEAN, N. Y., Jan. 30.—It is believed ex-Governor Higgins has taken a turn for the worse. The doctor was hurriedly summoned at 2 o'clock this morning.

N. V. Franchot, State Superintendent of Public Works in the Higgins administration, and F. L. Bartlett, a close friend of the Governor, have joined the family at the Higgins homestead.

SEATTLE WILL GET MILLION FOR FAIR

Scheme Whereby Fund Can Be Raised.

STATE WILL SELL SHORE LANDS

Property Valued at \$2,000,000 to Be Placed on Market.

PLAN PLEASURES THE SENATE

Proposition Submitted by George

Piper Meets Approval After Wilson and Other Seattle Boosters Had Been Turned Down.

OLYMPIA, Wash., Jan. 29.—(Special.)—Senator George Piper evoked a plan, which the insurgent majority of the Senate unanimously approved, which insures the Alaska-Yukon Exposition a \$1,000,000 appropriation. The Paulbanus investigating committee reported on the Railroad Commission, recommending that Commissioner McMillin repay the state six months' salary, and criticizing the loan of a commission clerk to the Governor and the loan of commission stamps to the Tax Commission, and the joint railroad committee voted not to adopt the report until at a special session of the whole Legislature tomorrow afternoon. Commissioners Fairchild and Lawrence report what the commission has done and expects to do if continued. Jerry Startup, Democrat, lost his contest for the seat of Representative George McCoy, of Lewis County, before the House committee. These are some of the chief features of this most busy day in the Legislature.

Piper's Plan to Raise Million.

Where John L. Wilson and other Seattle boosters, university regents and exposition managers failed most lamentably in their efforts for the \$1,000,000 appropriation, it remained for George Piper to work out a scheme that is universally approved. Today he submitted his plan to the Senate insurgents, who really have been the power which has blocked the appropriation in the past.

The state owns the shore lands of Lakes Washington and Union at Seattle. Under Mr. Piper's plan a certain portion of these lands are to be sold at once. It is estimated that, as all these lands lie contiguous to the exposition grounds, it will be possible at this time to secure easily \$2,000,000 from the sale. The proceeds to the extent of \$1,000,000 are to go into a special fund. From this fund Piper's bill provides an appropriation of \$600,000 for new buildings for the university, which

may be used temporarily by the exposition, and \$400,000 for the exposition. This plan relieves the entire state from any special tax levy and won enthusiastic endorsements. Special hurry orders have been given for the printing of the bills, and within a few days it is expected they will pass both houses and be signed by the Governor.

Give Credit to Piper.

J. E. Chilberg, president of the exposition, who is here tonight, said: "Senator Piper's work was the most important of that of any man in his delegation, and was only successful because of the active assistance of the majority of the Pierce County delegation. Senator Piper is entitled to the credit of originating the idea of selling the shore lands for the purpose of providing money



George J. Gould, Who Has Made Peace With Harriman.

with which to pay the appropriation." Senator Paulbanus was the first man consulted and at once gave the plan his hearty support. He was largely responsible for bringing the matter before the insurgents. He gives full credit to Piper for the bill.

Worked While Others Take Day Off.

Senator Piper says he had the plan under way for weeks, working it out in his own mind. He was here working out the details Saturday, when the Legislature went to Seattle, and was sharply criticized for not going there by those who did not know he was doing much more important work here. The bills were drawn on Piper's data by Judge Thomas Burke of Seattle, and approved by Federal Judge C. H. Hanford.

Senator Ruth says the plan is an assured success and will be a big thing for the state. (Ruth points out that the legislature will be thrown on the sales will result in a greatly enhanced price being realized, no much greater than the usual semi-private sales would bring, that the state will be ahead even counting out the \$400,000.)

Territory Law Decides Contest.

The Startup-McCoy contest case was heard before the House committee on privileges and elections. W. E. Harmon appeared for McCoy, and M. A. Langhorne for Startup, both being from Chehalis. Harmon contended that, in the absence of any other law, the old territorial contest acts should govern procedure in this

NEW COMPETITOR IS PUT TO SLEEP

Harriman Settles Quarrel With Gould.

GRANTS HIM TRAFFIC RIGHTS

Prevents Building of Western Pacific to Coast.

OUTLET TO TIDEWATER

Gould Taken Into Community of In-

terest Under Arrangement to Give His System Access to Both

Atlantic and Pacific.

PITTSBURG, Pa., Jan. 29.—Persistent rumors have been in circulation that arrangements have practically been made to admit the Goulds into the community of interests. It is declared that E. H. Harriman has brought this about and that, as a result, the Washab will be given an outlet to Cumberland for its tidewater line, the Western Maryland, either over the Pittsburgh & Lake Erie and the Baltimore & Ohio or entirely over the latter system.

Deal With Western Pacific.

It is said that the concession made by Harriman to George J. Gould with respect to the Western Pacific is the opening wedge of this new plan to prevent the Goulds from doing any more railroad building in Western Pennsylvania. Some days ago an arrangement was effected between Harriman and the Goulds in the West, under the terms of which Gould will find it unnecessary to build a large portion of the Western Pacific through the very costly section of the Rocky Mountains and that the Western Pacific trains will be given a traffic right over the Southern Pacific system.

Engineers Recalled From Field.

This concession on the part of Harriman to restore the friendly relations formerly enjoyed by the two railroad magnates is regarded among railroad men and financiers as very significant at this time. It is a fact also that the Gould interests have withdrawn all their engineers from the Western Pennsylvania field and they have intimated that the men would not be needed at any time in the future.

Further indication of the improved relations of the Goulds and the community of interest railroads was furnished during the latter part of last week, when Colonel J. M. Schoonmaker, vice-president and general manager of the Pitts-

burg & Lake Erie, and E. A. Worthington, vice-president and general manager of the Washab lines east of Toledo, made a joint inspection of the Vanderbilt system as far as New Haven.

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PEOPLE RULE IN BAPTIST CHURCH

Most Democratic of Denominations.

FOUGHT FOR FREE CONSCIENCE

Adherents of Religious and Political Liberty.

TESTED BY PERSECUTION

Early Baptists True to Popular

Cause Even When Led by Intolerant—Strange Customs of

Dunkers and Hardshells.

BY FREDERIC J. HASKIN.
WASHINGTON, Jan. 24.—(Special correspondence.)—A matter of great pride to the Baptists is the influence that the simple democratic tenets of their faith is believed to have had upon the Constitution of the United States. Thomas Jefferson went often to the little Baptist meeting-house near Monticello and, it is said, became deeply interested in the services there. Dolly Madison is quoted as having heard Jefferson assert that he considered the Baptist method of church government to be the most extraordinary freedom of any denomination embodied in the Constitution were derived from that source.

This is not all the Baptists did in shaping the destinies of the struggling colonies. The first person to advocate the calling of a provincial congress in New Jersey was a Baptist named John Houghton. It is said that Virginia's adoption of the Constitution was due to the action of the Reverend John Leland, a Baptist minister. At first Mr. Leland was an ardent anti-Federalist, but later he became convinced of the falsity of his position, withdrew from the contest and threw his influence toward his Federalist opponent, James Madison, who cast the deciding vote for Virginia.

Religious Liberty in Constitution.

Later the same Mr. Leland, representing the United Baptist churches of Virginia, called the attention of the country to the fact that the religious rights of the people were not protected by the Constitution. Washington took immediate action and through James Madison an amendment was offered in the House of Representatives to guard the religious freedom of the Nation henceforth by this protective clause: "Congress shall make no law respecting the establishment of religion, or prohibiting the free exercise thereof."

The Baptists were also foremost in fighting for the liberty of the colonies. At the outbreak of the Revolution they were about 5000 strong. "Honest John" Hart, member of the Continental Congress of 1774 and signer of the Declaration of Independence, led a company of Baptists in the Continental Army with great credit to himself and his followers. Seven of the 21 known chaplains of the Revolution were Baptists.

If poor persecuted Roger Williams could leave his grave and come back to life, what satisfaction he would derive from a day's study of the Baptist church as it exists in the United States today. He would doubtless return to his long slumber with a restful sigh, knowing that every indignity he suffered, every insult he bore, every privation he endured, was in reality foundingly atoned for in the great church of today. He would forget the humiliating trial before the stern Puritans of Boston, the long Winter's journey through Indian camps and untried wilderness to the shores of Narragansett Bay, and the hardships that attended the founding of his colony where religious freedom was guaranteed to all who would come, "whether Christian, Jew, Mohammedan or Heathen."

Church Has No Head.

Present-day conditions would be comforting to independent Anne Hutchinson, too, could she come back and see the thousands of women now unmoored in the good work for which she was condemned over 200 years ago. It will be remembered that the charge brought against good Anne by the fathers of the stern church government was "trafficking the ministry."

The Baptist sect is rather unique in that there is no recognized temporal head to this church, as in most others. The pastor is the head of each local church, and there is no government save that found in each separate assembly. For purposes of missionary work most of the churches belong to "associations." It is on account of this distinction that its adherents declare it is the most democratic church in the world. They recognize no founder except Christ. They say that they have had leaders, but none of them ever stood to the right of Jesus in the relation of Luther to the Lutherans, Calvin to the Presbyterians, or Wesley to the Methodists.

They believe that immersion, their distinctive point of doctrine, was given them by the Lord when he was baptized by John in the river Jordan. The name Baptist was first given to the sect in England during the time of the Commonwealth. The early European Baptists were sorely tried by fire and sword, but that they thrived upon persecution is shown by the old records, which say that during the time of the greatest opposition one minister alone



SCENE IN THE CITY PARK SHOWING THE WRECKAGE IN THE VICINITY OF THE "COMING OF THE WHITE MAN" STATUE.

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