



KNOX THE CHOICE OF CORPORATIONS

Last Resort to Defeat Roosevelt.

MANY TRIED AND ABANDONED

Root Most Able but Could Never Be Elected.

MUCH MONEY FOR KNOX

Having Finally Fixed on Him as Most Available Candidate, Corporations Will Not Spare Cash to Nominate Him.

OREGONIAN NEWS BUREAU, Washington, Aug. 2.—Apparently the corporations have selected Senator Philander C. Knox, of Pennsylvania, as their candidate to succeed President Roosevelt, after trying out various available with more or less disastrous results. If this fact becomes generally recognized, it will make Mr. Knox's nomination absolutely impossible.

A year ago, when the corporations were particularly bitter towards the President, they agreed among themselves that the next President should be a man very different from Mr. Roosevelt, and from that day to this they have never given up the idea of railroad-sponsoring friend into the White House. The first man they took up was Vice-President Fairbanks, who was already doing the best he could single-handed to build up a following. But the corporations are now satisfied that it would be folly to nominate him, because he could not be elected. Naturally, they do not want to put forward any candidate who is foredoomed to defeat.

One After Another Dropped.

Senator Foraker was the next man taken up. While not so public as Mr. Fairbanks and not likely to be quite so subservient, in general he was in sympathy with the corporations and he was set down as a most acceptable man. The Foraker boom was launched, but it did not take; nobody wanted Mr. Foraker except the corporations and the negroes, and then when Mr. Foraker persisted in combating the President, his popularity began to wane and the "interests" decided that it would be futile to push him, especially after the Taft boom appeared and made it doubtful whether Mr. Foraker could carry his own state. When the corporations forsook him, Mr. Foraker let it become known that he would be content if he could have another term as Senator; he did not insist on the Presidential nomination as the price of peace.

"Uncle Joe" Cannon was then tried out. Mr. Cannon would not be an ideal candidate from a corporation standpoint, but he would be better than Mr. Taft or Governor Hughes. He was certainly very different from Mr. Roosevelt, and would be much less offensive to the "interests." The Cannon boom did not make a go of it. Mr. Cannon proved to be too old; moreover, he was not close enough to the people—a fatal shortcoming in these days when the people rule.

No Hope for Shaw or Root.

The corporations would have been perfectly happy if they could have forced the nomination and election of Leslie M. Shaw, ex-Secretary of the Treasury. Mr. Shaw was always good to Wall street, and Wall street is sometimes grateful, especially when it can see still further favors ahead. But the Shaw boom was as great a failure as the boom of Mr. Fairbanks. It is heard of no more. Mr. Shaw could not have been elected, if nominated, and that is the reason he was dropped.

Elihu Root, Secretary of State, is not an ideal candidate from the corporation standpoint, but "the interests" would prefer him to Mr. Roosevelt, Mr. Taft or Mr. Hughes. Mr. Root does not entertain some of the vigorous anti-corporation views that are held by the President; that is to say, he is less radical. He does not endorse the popular view, and therein lies the source of his weakness, as a candidate. It is well understood that, if he should speak out in cabinet meetings and say just what he thinks, the policies of the administration would receive many severe scorings. Mr. Root believes the public is often wrong, and in such instances he would not permit himself to be swayed by popular clamor. He holds himself above the masses. No one questions that he would make a good President; Mr. Roosevelt himself takes this view, but, like other shrewd politicians, the President is aware that Mr. Root would make a very poor candidate—he could not be elected. So the corporations put Mr. Root aside, and for a time they were at sea.

Machine Knox.

Then the Pennsylvania machine got into motion, and Mr. Knox was brought forward as the most available candidate in the field. His boom was launched early in the summer and was enthusiastically endorsed by the Republican organizations of his state. It was announced that Mr. Knox was Mr. Roosevelt's favorite candidate for 1908, though this announcement has since been proven a fake, pure and simple. It was declared that Mr. Knox, as Attorney General, had done more to prosecute the oppressive

corporations than any man connected with the Administration. In view of this fact, it was declared that Mr. Knox as President would carry out the Roosevelt corporation policies. It is true that Attorney General Knox carried out the instructions of the President; he had no other course open to him. But had Mr. Knox been President, it is very seriously to be doubted if the prosecution would have been so vigorous.

Mr. Knox modestly stepped into the limelight—he would be a receptive candidate, nothing more. If the people wanted him he would serve them willingly, but he would not take off his coat and go to work. Since the launching of the Knox boom, the Pennsylvania Senator has been quite busy. He has conferred with friendly politicians and with some of the big money men of the East. After looking over the situation, he has decided to get in and make an active campaign. He is going to keep at it right up to the time the convention meets. He will be his own manager, with lieutenants to work up sentiment in various sections outside of Pennsylvania.

Is Corporation Candidate.

The very fact that Senator Murray Crane, of Massachusetts, is to be the Knox lieutenant in New England is enough in itself to mark Mr. Knox as the corporation candidate. Mr. Crane plays in with Senator Aldrich, who is the Senate representative of the Standard Oil and allied corporations. Mr. Knox, however, has always been affiliated with corporations. He owes his seat in the Senate to the Steel Trust, the Pennsylvania Railroad and the Standard Oil Company. Naturally a man who would permit himself to be under obligations to these corporations in order to attain a senatorship would be on equally friendly terms when it came to a race for the Presidency.

Mr. Knox is most acceptable to the corporations, to those that have helped him heretofore and to others. He is a stronger candidate than Mr. Fairbanks or Mr. Root, Mr. Cannon or Mr. Shaw or Mr. Foraker. In point of ability, he is head and shoulders above all of them save Mr. Root, and, having been Mr. Roosevelt's agent for prosecuting corporations, he can turn that fact to advantage in some quarters.

Can Get Money, Not Votes.

The "interests" are evidently content to stand by Mr. Knox, and the Knox campaign fund will never be shy. He will be the only candidate among all the Republicans with an abundance of money to back him, and if these were ordinary times, when the corporations could buy up or, by the indirect use of money, control the next convention, Mr. Knox would be a sure winner, so far as the nomination is concerned. But the great difficulty is that strong public sentiment that is so bitterly opposed to corporations and men who bear the corporation taint. It is such a sentiment as can not be swayed by money, and Mr. Knox, notwithstanding the unlimited means that will be behind him, will not be able to carry the convention. If he could land the nomination, all the money of the corporations would not elect him. He would be a defeated candidate because he wears the corporation brand.

MAKES RAILROAD OUTLAW

ALABAMA REVOKES FRANCHISE OF SOUTHERN LINE.

Removal of Suit From State to Federal Court—Offense Against State. Judge Is Defied.

MONTGOMERY, Ala., Aug. 2.—Announcement was made today by Secretary of State Frank N. Jones that he had revoked the franchise of the Southern Railway Company because it had removed a case from the State Circuit Court of Talladega County to the United States Circuit Court at Birmingham.

This action of the Southern is alleged to be in violation of the two outlaw acts passed by the State Legislature last Winter, each of which provided that such removal should be punishable by a revocation of the charter of the offending railroad. One of these laws, the better known, was declared unconstitutional by United States Judge Thomas Jones, but the other has never been enjoined by the Federal courts. For this reason the action of the state official was taken under the provisions of the second of these "outlaw" acts.

The state insists that this second outlaw act is still in force and it is entirely proper to act under its provisions, while the adherents of the railway contend the act of revocation is in contempt of the Federal court injunction, at least in spirit.

FAILED TO SEE DANGER

Three Persons Killed by Electric Car Collision.

JACKSON, Mich., Aug. 2.—A westbound electric car struck an automobile containing five Jackson residents about three miles east of here tonight. Mrs. Levi Palmer, Mrs. Emily Pulver and Bernice Oliver were killed. E. A. Oliver, who was driving, was probably fatally injured, while his wife escaped with less serious injuries.

FINE \$10,000,000 FOR STANDARD OIL

Figure Judge Landis Is Expected to Fix.

SUM MAY EXCEED \$29,000,000

Penalty for Receiving Rebates to Be Imposed.

OCTOPUS CAN STAND IT

Even Maximum Fixed by Law Not Crushing—Indiana Corporation Has Property Worth More Than \$100,000,000.

CHICAGO, Aug. 2.—(Special.)—There is much speculation over the size of the fine to be announced against the Standard Oil Company for receiving rebates from the Chicago & Alton Railway, when Federal Court opens tomorrow. The general opinion seems to be that Judge Landis will assess the company \$10,000,000, although there is no ground for the belief. District Attorney Sims says he has made no recommendations, but believes Judge Landis will do what is right in the matter.

It is a matter of comment that none of the chief counsel for the Standard Oil Company will be present in court tomorrow. Among attorneys this is construed as an indication that the Standard cares very little what the Government does.

If Judge Landis finds that the Standard Oil Company of New Jersey is involved in the rebate matter, he can assess a fine in excess of \$29,000,000. If he feels that the Standard Oil Company of Indiana is alone involved, he can fine it \$10,000,000. Although the Standard of Indiana is capitalized at \$1,000,000 only, it has property in Whitefish alone worth considerably in excess of \$50,000,000 and in the state of more than \$100,000,000.

Inasmuch as it was shown in the trial here that the earnings of the Standard for the three years when the rebates were being paid were \$199,800,000, it is felt that a fine of \$10,000,000, or even of the maximum, \$29,240,000, would not so crush the octopus that it would never recover.

No Operation on Rockefeller. CLEVELAND, O., Aug. 2.—At Forest



Judge K. M. Landis, of the United States Court of Chicago, Who Will Announce Sentence on Standard Oil Company Today.

Hill, the Summer home of John D. Rockefeller, it was stated today that there was absolutely no truth in the reports printed this morning that Mr. Rockefeller would shortly undergo a surgical operation. It was also denied that he expected to leave the city today or at any time in the near future.

Mr. Rockefeller, it was added, played golf this morning with Dr. Biggar, and was enjoying the best of health.

SOUTHERN PACIFIC TO ADD NEW TRAIN

It Will Carry Only Mail and Express.

PLAN IS TO IMPROVE SERVICE

Change Will Permit Running Passenger Trains on Time.

END TO ANNOYING DELAYS

Subject Under Consideration by Railroad and Express Officials. Decision Will Be Announced in a Few Days.

Harriman officials, both in Portland and San Francisco, are seriously considering placing a special mail and express train on the Portland-San Francisco run. It is expected that a decision will be reached in a few days. Railroad officials are inclined to think the additional service is assured, although the train will have to be officially ordered by General Manager Calvin from the San Francisco office.

The proposed new train will be reserved exclusively for handling mail and express, and is being considered as an expedient for relieving existing congested conditions, which, it is said, are responsible largely for the unsatisfactory passenger service on this branch of the Southern Pacific. This special will carry no passengers.

The express business on this line has increased to an extent that it is impossible to handle it with the facilities that are now provided in the passenger trains

and at the same time make schedule time with those trains. By combining both the express and mail business and handling it with a special train, the railroad officials figure that it will be possible to operate its passenger trains on schedule time, since it is the discharging and receiving of express that invariably delays trains at all of the important stations, making it impossible for them to be run on time.

It cannot be learned when the additional train will be started, if it should be decided to make this improvement in the service. But when a decision has once been reached by the officials who have the subject under consideration, the demand is such that it is believed the inauguration of the special service will be a matter of but a few days.

SUBJECT UNDER ADVERTISEMENT

Southern Pacific Officials to Give Decision in a Few Days.

SAN FRANCISCO, Aug. 2.—(Special.)—It is unofficially reported here that a special mail and express train will soon be placed on the Portland-San Francisco run on the Southern Pacific. The subject of establishing such a service is known to have been taken up by the officials here and in Portland, and a decision is expected in a few days. The purpose of the projected train is to relieve the passenger trains of this business in the interest of an improved passenger service. To handle the increased express business, especially, has made it practically impossible for the company to operate its passenger trains on schedule time.

MOURNS PROMISED WIFE

W. T. HUME, FORMERLY OF PORTLAND, DISCONSOLATE.

Victim of Columbia Wreck, Mrs. Blanche Gordon, Was Attorney's Affianced—Picked Up, Lost.

SAN FRANCISCO, Aug. 2.—(Special.)—The investigation into the Columbia disaster today revealed one of the saddest mysteries connected with the wreck. W. T. Hume, an attorney of this city, formerly of Portland, asked Captain Hansen for news of his promised wife, Mrs. Blanche Gordon. Of all the persons picked up by the schooner San Pedro after the collision Mrs. Gordon was the only one not yet accounted for.

Mrs. Gordon became separated from her 13-year-old daughter and was taken on board the San Pedro. Mrs. Gordon for more than three years had been engaged to marry Mr. Hume. The wedding was postponed on account of illness of Mrs. Gordon's little daughter, who claimed her mother's undivided attention.

After the death of the child a short time ago Mrs. Gordon and the older daughter went on a recreation trip to the North. Mr. Hume was to have met her at the dock upon her return, and they were to have been married immediately. He has suffered keenly from the uncertainty and has been unwilling to give up hope. Mrs. Gordon's daughter was saved and is in this city.

Half-Million Fire in Wisconsin.

TOMAHAWK, Wis., Aug. 2.—Fire tonight destroyed the entire plant of the Tomahawk branch of the United States Leather Company. Loss, \$500,000.

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NAVAL OFFICERS SCENT WAR NEAR

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JOYOUS AT THE PROSPECT

Official Announcement Battleships Will Come to Pacific Coasts. Visions of Promotion to Dance Before Seadogs' Eyes.

WASHINGTON, Aug. 2.—(Special.)—There was much jubilation on the part of naval officers today over the specific and unqualified announcement at Oyster Bay that the battleships of the Atlantic fleet will be sent to the Pacific. Until this statement was made by authority of President Roosevelt there was a growing feeling on the part of naval officers that these vessels would not be sent around Cape Horn.

One of the most substantial officers of the Navy believes that the sending of these battleships to the California Coast will cause so much irritation that war between the United States and Japan will be the result. They are already figuring on promotions, as history has shown that advancement in the naval service is much more rapid during war than in peace.

All naval officers are forbidden to discuss international questions for publication, but privately they do not hesitate to declare that they believe that as soon as the Atlantic fleet starts on its long voyage to the Pacific the Japanese government will send one of its fleets to the Coast of California or to the Atlantic Coast.

They declare that the presence of the battleships of Admiral Evans on the Pacific will cause the people in that part of the country to become more bold in their attacks on the Japanese. This, they say, will cause irritation, which they fear will lead to serious consequences.

MUST RENDER ACCOUNT

New Suit by Receiver Earl Against Sugar Trust.

TRENTON, N. J., Aug. 2.—A bill in equity which calls upon the American Sugar Refining Company to give an accounting of its business for the past four years was filed before Chancellor Magee today on behalf of George H. Earl, Jr., receiver of the Pennsylvania Sugar Refining Company, of Philadelphia. The suit, it is said, is the only one of the kind ever filed in this country, and the step taken by the Pennsylvania company in 1903, the company means of opening an entire new field for investigating trusts. The suit is separate from that for \$30,000,000 damages which Mr. Earl instituted against the American Sugar Refining Company, of New York.

Mr. Earl holds that in procuring the controlling interest in the Pennsylvania Company in 1903, the company became a trustee for the concern and is responsible to it for an accounting, although the American company never operated the opposition company's plants.

FOREST FIRE IN TIMBER

Incalculable Loss Near Bellingham. Crews Fighting Flames.

BELLINGHAM, Wash., Aug. 2.—A forest fire on the northeast shore of Lake Whatcom, ten miles east of this city, has destroyed a tract of timber six miles long and 1 1/2 miles wide and is still spreading. Near Belfair, this county, large tracts of standing timber are threatened and logging camps have been closed down to permit crews to fight the flames.

No estimate of the loss can be secured, but millmen declare it is almost incalculable. The fires which yesterday threatened this city are now under control.

WANT THE 1908 AERIE

Seattle Eagles to Make Fight for Meeting in That City.

SEATTLE, Wash., Aug. 2.—(Special.)—The Eagles tonight decided to make a fight for the 1908 meeting of the Grand Aerie and pledged a fund of \$5,000 to defray all expenses. The Eagles claim that they will be able to take care of a crowd of 20,000, half of whom they expect to come from the Pacific Slope. The 1908 meeting will be the tenth anniversary of the foundation of the order, which originated in Seattle.

CITY OF PANAMA IS COMING

Sails for Portland Sunday in Place of Columbia.

SAN FRANCISCO, Aug. 1.—The steamship City of Panama is to take the place of the Columbia. She has been chartered from the Pacific Mail Steamship Company by the San Francisco & Portland Steamship Company and will start Sunday. The City of Panama will carry a full passenger list in addition to 100 tons of cargo.

TYPES OF AUTO MANIACS AND OTHERS



Little Tommy, darling of papa and mamma, who think him cute racing the streets.

Papa and mamma, indignant that anybody should want their darling off the streets.

Owner of \$5000 auto, fined \$5 for \$50 worth of speed sport.

Auto man thinks Mr. Public owes this little bill for not getting out of the way.

But Mr. Public thinks auto man owes this other bill.

Hapless speed fiend, who mistook telegraph pole for a man.

Hilarious individual, not content with running down the people all day, so keeps them awake at night.

Undertaker, one man who doesn't care how fast they drive.

SONG OF THE RECKLESS AUTO. Turn on the juice and let grief loose. On that reckless crowd just yonder. We'll deal 'em a jolt like a thunderbolt. Before they've time to wonder. With never a squeak, with never a creak. We give no sign nor warning. A dash, a flash, and then the smash. They're lucky to wake in the morning. And how they run—Oh ho! what fun! You'd laugh to see their capers. And then the glee to presently see. It all writ up in the papers. We care not a cuss for fame or fuss. Of our dear little rights relating. A trifling fine to a wad like mine. Is the least of considerations. So it's Hip hurrah! and darn the law. We'll ride 'em down like cattle. We'll fill our track with woe and wack. 'Twill shame a field of battle. —H. M.

Bill to Mr. Public. 1 TIRE \$1.50, 2 RADIATORS \$5.00, WHEEL \$25.00, SPOKES \$5.00.

Bill to Mr. Choffeur. 1 ILL \$1000.00, 1 EYE \$500.00, 3 TEETH \$300.00, 1 BRUSH \$15.00.