

## SWIFTEST CRAFT IN WHOLE WORLD

### Lusitania Beating All Ocean Records.

### SPEED OVER 41 MILES AN HOUR

### Wireless Message Only Half Day From Port.

### WILL ARRIVE EARLY MORN

### Turbine Steamer Proves Superiority and Will Cut Trans-Atlantic Time Below Five Days—Record Run Made Last Day.

**THE LUSITANIA.**  
Length, 785 feet.  
Beam, 88 feet.  
Draft, loaded, 37 1/2 feet.  
Turbine engines, 68,000 horsepower.  
Displacement, 43,000 tons.  
Gross tonnage, 53,500.  
Coal consumption, 1000 tons a day.  
Passengers, 1000; passenger capacity, 2200.  
Crew, 800.  
Cost, \$4,250,000.

NEW YORK, Sept. 12.—The most important ocean race in trans-Atlantic steaming is nearing a spectacular finish. The turbine-driven Lusitania, in which is incarnated the British resolve to win back from Germany the blue ribbon of the seas, was nearly ahead of Nantucket lightship tonight. A wireless message to the Associated Press from the Lusitania filed at 1 o'clock this afternoon, says:  
"Steamship Lusitania via Halifax, N. S., Sept. 12.—The 24-hour run ending at noon today was 932, the record run of the trip. A record crossing is now assured. We are now 451 miles from Sandy Hook, where we should arrive early tomorrow morning, under five days for the entire trip.

"In spite of the speed at which the vessel is traveling, the vibration is not excessive. The owners and designers of the Lusitania are delighted with her performance. The ship has not been pushed and has not been strained for the record. Her supremacy came naturally. All on board are well."

The speed of the Lusitania during the 24 hours ending at noon yesterday, 932 miles, is an average of 41.8 miles an hour.

### LUCANIA LEFT FAR BEHIND

### Lusitania Rushing at 25 Knots and Will Beat Record.

HALIFAX, N. S., Sept. 12.—Wireless dispatches from Sandy Island at 4 o'clock this afternoon indicated that the Lusitania had passed beyond the wireless zone at that point and was probably in communication with Nantucket.

The operators at Sandy Island placed her at 4 o'clock this afternoon, as being about 280 miles from Sandy Hook and averaging 25 knots an hour. If she maintains that speed for the remainder of the distance, she will complete the voyage at 7 o'clock tomorrow morning, and beat the record.

HALIFAX, N. S., Sept. 12.—A wireless message from Sandy Island says the Lusitania passed there about 4 o'clock this morning. The Lucania is reported to have passed Sandy Island at 8:30 A. M.

NEWPORT, R. I., Sept. 12.—A wireless message states that the Lusitania was 100 miles from the Nantucket lightship at 9 o'clock. She was expected to pass the lightship about 11 A. M. The weather is clear.

NEWPORT, R. I., Sept. 12.—The steamer Lusitania reported herself at 4:40 o'clock this afternoon 185 miles east of Nantucket lightship.

### MAY FALL HOUR OR TWO SHORT

### Lusitania Not Likely to Arrive Until 9 o'clock.

NEW YORK, Sept. 12.—A dispatch from Stancott, Mass., says a wireless dispatch received there from the Lusitania, timed 8 P. M., reported the steamer 275 miles from Sandy Hook at that hour.

This would indicate that the Lusitania cannot reach New York before 9 A. M., and will, therefore, fail to break the German record by an hour or more.

### ON FINAL LAP OF COURSE

### Lusitania Expected at 7 A. M., Cutting Time Below Five Days.

NEW YORK, Sept. 12.—The Titanic turbine Lusitania, of the Cunard line, entered today on the final stretch of her maiden voyage, which may break all trans-Atlantic records. The newest greyhound of the sea was reported 150 miles east of Sandy Island at 11:20 last night. With 800 miles to be steamed at 11:20 o'clock last night, the Lusitania will have to make 24 knots or better until Sandy Hook light-house is reached and passed, in order to

exceed the record of 33:13 knots held by the Deutschland, of the Hamburg-American line. The Lusitania will have fair weather for her last day's run and every ounce of her propulsive power will be used to make up the time believed to have been lost yesterday in the fog off the Grand Banks. Driven at her top speed, the giant Cunarder may be expected at the lightship shortly before 7 o'clock Friday morning, making the time for the trip a shade under five days.

Wireless dispatches from the Lusitania show that the ship is running smoothly and that her machinery has been shaken down so that her run from Sandy Island to this port can be made at her highest speed. Officials of the Cunard line planned to have the Lusitania at the end of the ocean-racing lane at 5 o'clock tomorrow morning, and, despite the fog, they believe she will be found at the lightship near that time.

The Lusitania will be the first ocean liner to enter this port through Ambrose Channel, the new waterway. The Lusitania has navigated the rough seas which she encountered on her voyage with no difficulty, and only a score of the passengers on board have suffered any indisposition.

### MYRIADS SAW HER START

### Strains of "Rule Britannia" Rang From Mersey Shores.

LIVERPOOL, Sept. 7.—(Special Cable to Chicago Tribune.)—The Cunard steamship Lusitania, the largest steamer ever built, sailed this evening on a 3000-mile race against time across the Atlantic, and there is no one in England tonight but is convinced that by next Friday the greatest turbine steamer ever constructed will have won back for the Cunard line the laurels wrested from it 10 years ago by the North German Lloyd.

Fully 100,000 persons witnessed the departure of the two liners. It was not an event merely for Liverpool, but for the entire nation. Special trains, motors, wagnettes and every mode of conveyance brought thousands from the utmost corners of the kingdom. From early morning until the Lusitania sailed, shortly before 5 o'clock in the afternoon, the throng was immense, but when, shortly after 9 o'clock tonight, a blast from the Lusitania's whistle announced that the great vessel was about to start, the crowd of sightseers was simply enormous. Hundreds of thousands covered every vantage point, from the Princess landing stage to Seafort.

The Lusitania was more than an hour late in starting, and it was five minutes past 9 this evening when the huge vessel swung out clear of the landing stage and started to chase her smaller sister, the Lucania, already far down the Irish channel.

The spectators yelled themselves hoarse as the liner gathered headway down the river, and every steamer and riverside factory for miles along the Mersey, joined in the chorus of good-byes. The din was deafening.

Lit up from stem to stern with lights gliding from the rows of portholes that marked the numerous tiers of decks, the mammoth proportions of the Lusitania were magnified and the vessel presented an imposing spectacle as it began to move away.

The demonstration reached its climax when the vast multitude broke out with "Rule, Britannia." This song was taken up by the crowds on the Cheshire side of the river and sung until the ship with its 3000 passengers had passed slowly beyond the sight of the four-mile-long riverside promenade. The Lusitania will be allowed to go as fast as it is expected that the ship will be driven at its full speed of 25 1/2 knots an hour.

Of course, the officials of the Cunard line say that no race is contemplated, but the engine room crews of the two vessels have been busy for a week past getting everything in readiness with the expectation that the engines will be called upon to do their best on this occasion. Twenty hours is about the lowest estimate by which the Lusitania is expected to beat the Lucania into New York.

Among the passengers who sailed on the Lusitania are: Mrs. Potter Palmer, Robert P. Porter, George Peabody, Mr. and Mrs. Robert Golet, Richard Croker, Jr., Mrs. Croker and Miss Croker, W. F. Thompson, Robert Balfour and Charles W. Clark of Chicago.

### TEST OF TURBINE STEAMER

### Lusitania Splendid Floating Palace of Unexcelled Speed.

The Lusitania has cost \$4,250,000. She is simply a floating city. Her population is 2000, made up as follows: Passengers, first cabin, 540; second, 460; third, 1230; crew, 830. There is plenty of room, however, as the gross tonnage is 53,500 tons, displacement 43,000 tons; length, 785 feet; breadth, 88 feet; draft, loaded, 37 1/2 feet. The engines—turbines—are 68,000 horsepower.

When lighted up at night with her 5000 electric lamps, the splendid Cunarder will appear a stately spectacle racing across the ocean, and the 1200 windows will mark the enormous outline, while the four huge funnels belching out smoke will in daylight be sighted from afar.

Family suites, elevators, telephones, nursery, gymnasium, Turkish, vapor and needle baths are special features. So, too, are the regal rooms for millionaires. Each regal suite has two bedrooms, a dining-room, reception-room and a bathroom. All the apartments are 10 1/2 feet high and furnished in shore hotel fashion. There are brass bedsteads and brocaded mattresses under the large sized windows. Delicate papers are on the walls, and the dressing tables are in Sheraton style. Interesting it is to note that all the staterooms have their bed sheets warmed with electric bedwarmers.

Three times round the promenade deck gives a mile, so the passengers can have their constitutional pedestrian exercise under the best conditions. In fact, the only restriction placed upon the athletic disposed passenger is that he cannot play golf.

## UGLY CHARGES AGAINST RUICK

### Said He Forced Jurors to Indict Borah.

### DEITRICH CALLS GRAND JURY

### Idaho Federal Attorney May Be Called to Explain.

### SPECIAL PROSECUTOR BUSY

### Judge M. C. Burch Asks for Court Order in Boise—Affidavits on File That Ruick Coerced Members Former Grand Jury.

BOISE, Idaho, Sept. 12.—Judge Dietrich, in the Federal Court, this morning issued an order for a special grand jury to appear on Thursday, September 19. The order was issued at the instance of Judge M. C. Burch, special assistant attorney-general of the United States, who is here for the purpose of inquiring into matters in connection with the Idaho land frauds. Owing to the statement by Judge Dietrich that no grand jury would be called for this term, the order created great surprise.

It is understood here that the order was really the result of a plea in abatement filed by the attorneys for Frank Martin, one of the men indicted with Senator Borah and others, which plea makes serious and sensational charges of misconduct on the part of United States attorney Ruick.

These charges are that Ruick used force and coercion in securing the indictments of Borah and his fellow defendants, and are supported by the affidavits of three of the grand jurors. They set forth that Ruick argued the case before the jury and presented indictments in blank, which he insisted the jurors should sign before he would leave the room.

Similar affidavits are to be presented by other members of the recent grand jury, according to the attorneys in the case.

## JEWES BURNED IN DROVES

### FEARFUL OUTRAGES BY RUSSIAN MOBS AT KISHINEV.

### Awakened From Sleep, Jews Are Herded in Lumber Yard—Romania Repulses Fugitives.

### VIENNA, Sept. 12.—According to the reports received here, the disturbances which caused the circulation of alarming rumors in Roumania began at Kishinev, during the night of September 8.

A band of rowdies which arrived there from Odessa, was joined by a Kishinev mob, and committed fearful outrages in the suburbs.

They set fire to a large lumber yard, into which the Jews, aroused from their sleep, were driven. The police during the disturbances were entirely passive.

BUCHAREST, Sept. 12.—Numerous Jewish refugees including whole families from Kishinev and Odessa, have fled to the frontier at Ungeni, and the villages along the River Pruth. The Roumanian authorities have issued the strictest orders to prevent their entry into Roumania.

## JURY TO TRY TIREEY FORD

### Twelve Men Chosen Subject to Challenge—One Convicted Glass.

SAN FRANCISCO, Sept. 12.—Twelve probationary jurors, subject to temporary challenge, were selected today and tonight for the trial of ex-attorney-General T. L. Ford, chief counsel for the United Railroads, charged with bribing Supervisor Thomas F. Lomenzo to vote for the franchise permitting the electrification of that corporation's street-car system. The jurors chosen include Nels C. Mortenson, who was a member of the jury which convicted Louis Glass of bribery.

District Attorney Langdon and Assistant District Attorney O'Garra appeared for the people. The defense was repre-



W. J. Biggy, Appointed Chief of Police of San Francisco.

sent by Attorneys A. A. Moore, Stanley Moore and Earl Rogers.

### FEAR RUEF MAY BE REACHED

### Prosecutors Shut Off Visitors While Grant Trials Proceed.

SAN FRANCISCO, Sept. 12.—The prosecution officials, District Attorney Langdon and Francis J. Heney, have put down the lid on the prison in which Abe Ruef is confined, and all visitors except those having business with the court against the grafters are barred at the entrance. One of the attorneys who represented Ruef in the early part of his trial called at the house yesterday and was denied admittance. It is said that the District Attorney and his assistants fear that an attempt may be made to "reach" Ruef before he has had a chance to testify against Calhoun and Ford, whose cases are not on the graft calendar. His testimony is so important to the conviction of the bribe-givers that no chances will be taken.

### BIGGY IS APPOINTED CHIEF

### Ruef's Custodian Chosen to Succeed Binan in Office.

SAN FRANCISCO, Sept. 12.—The Board of Police Commissioners today elected W. J. Biggy Chief of Police. Mr. Biggy served a short time as Chief of Police under Mayor Pichan several years ago. For the past nine months he has been an officer of the Superior Court, acting as custodian of Abraham Ruef, an important factor in the local graft cases.

### Union Veterans Close Session.

GETTYSBURG, Pa., Sept. 12.—The session of the Union Veteran Legion closed today with the election of W. H. E. Neal of Philadelphia, as commander. Philadelphia will be the next meeting place.

## HINDU WORKERS DRIVEN ASHORE

### White Men Take Charge of Steamer.

### CANNOT TRAVEL TO ALASKA

### Seattle Scene of Latest Outbreak of Race War.

### VANCOUVER QUIET AGAIN

### Steamer Monteagle Takes Her Hindus Back to Victoria—Japan Refuses to Grow Angry Over the Race Antagonism.

SEATTLE, Wash., Sept. 12.—(Special.)—Hindu and American workmen engaged by the Alaskan Home Railroad, projected from Valdez to the summit of the Coast Range, fought aboard the steamship Portland, on which they were quartered, until the Hindus had been driven to the shore. The riot threatened to become serious until the ship's officers intervened to save the Hindus from a severe beating. When the Portland sailed at 10 o'clock this morning all of the Hindus had been driven to the dock and their baggage tossed overboard after them. The trouble started when the white workmen went aboard the steamship early this morning and found 33 Hindus had been engaged to go north and were sleeping in the bunks reserved for the whites. They immediately set upon the Hindu contingency and drove them to the deck.

### LAND HINDUS AT VICTORIA

### Monteagle Turns Back, Fearing Violence at Vancouver.

OTTAWA, Ont., Sept. 12.—Advices from Vancouver state that the Mayor of Vancouver has warned the captain of the steamer Monteagle, which has on board 114 Japanese, 149 Chinese and 84 Hindus, destined for this port, that he would be unable to guarantee a safe landing here, because the unionists have expressed their determination to resist the immigration of any more Asiatic laborers. The steamer authorities feared to assume the risk and the vessel has been turned back to Victoria, where the Asiatics will be landed.

Vancouver is reported as being comparatively quiet, but an outrage by two Chinamen yesterday has again inflamed the people. The Mongolians, while passing along one of the main streets, saw a white baby sitting on the doorstep. They snatched it up and threw it into the middle of the street, which was busy with traffic. It fell among the horses' feet and narrowly escaped death. Beyond being bruised it was not much the worse. An angry crowd started in pursuit. The Chinese had a good start and escaped. The fact that no arrests have been made has not tended to allay the temper of the people.

The City Council prohibited a

## TELEGRAM SENT IS REASSURING

### Mayor of Vancouver Sends One to Governor-General.

OTTAWA, Ont., Sept. 12.—The following telegram dated today is the only one received by Sir Wilfrid Laurier, from the Mayor of Vancouver:

"At a special meeting of the Council the following resolution was passed:  
"Please assure His Excellency that the disturbance which occasioned some damage to property, but none to person, is being kept under control by an efficient police, backed by a strong public sentiment. The disturbances were directed against Asiatics generally, rather than against Japanese. The offenders, who were apprehended, numbered 25, and are before the courts of justice."

### CHICAGO JOINS EXCLUSIONISTS

### Admission of Oriental Adults to School Meets Objection.

CHICAGO, Sept. 12.—A recommendation by the Superintendent of the Chicago Public Schools to the effect that certain adult foreigners be admitted as pupils to one of the schools brought out the fact that proposals to admit adults, especially Orientals, will meet very strong opposition from members of the School Board. Superintendent Cook, in a formal communication last night recommended that three Japanese, one Persian, three Dutchmen two Irishmen and one Englishman be admitted to an ungraded room which had been provided at the Jones School building.

Dr. Guertin, one of the school trustees, at once objected to admitting adults, especially any Oriental adults, to the schools, where they would be thrown into association with children. Other trustees objected also on the grounds of the propriety of devoting school funds to educating any adults, particularly objectionable adults.

The attorney for the Board, being appealed to, said he had doubts of the legality of admitting any pupil above the age of 21, but declined to express an opinion offhand. The whole matter was then referred to the committee on school management.

### JAPAN DEPLORES OUTBREAK

### Hopes Better Treatment From Britain—Why Japanese Are Hated.

TOKIO, Sept. 12.—The Jiji, in a leading editorial, to be published tomorrow, deeply deplores the fact that an incident similar to that at San Francisco has occurred at Vancouver, which is part of the territory of an ally of Japan. The Jiji believes that the trouble at Vancouver was occasioned by the increased arrival of Japanese laborers from Hawaii, after the enforcement of the exclusion measures by the Government at Washington, coupled with the contagion of anti-Japanese sentiment on the Pacific Coast of the United States. This had fanned the anti-Oriental sentiment which had existed for several years in British Columbia, and had only been prevented from assuming legal form by the attitude of the Dominion government. The paper, however, emphasizes the fact that the outbreak at Vancouver, like the trouble at San Francisco, is only local. It says:

"The regret already expressed by the Canadian government, coupled with assurances of the prevention of the recurrence of a similar incident, even a royal message having been sent to the Dominion authorities in reference thereto, furnished a basis for hope."

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## ADDS \$8,000,000 FOR IRRIGATION

### Large Sum Put Into Fund in Last Year.

### OREGON LEADS ALL STATES

### Land Sales in Beaver State Yield \$1,500,000.

### WASHINGTON COMES THIRD

### Release of Many Timber Entries Swells Fund, Which Now Aggregates Over \$41,000,000—Colorado Land Sales Booming.

OREGONIAN NEWS BUREAU, Washington, Sept. 12.—Out of a total of \$9,484,528 received from the sale of public land during the fiscal year ended June 30, 1907, approximately \$8,000,000 will go into the Government reclamation fund, swelling the total to a little more than \$41,000,000. This is the largest contribution made to the reclamation fund since 1903, when the total amount set aside for Government irrigation work was \$8,712,996. In 1905, only \$5,000,000 was added to the fund, and at the time it was presumed that that aggregate would never again be exceeded.

Because of the release of many timber entries in various parts of the West during the past year, the receipts from public-land sales almost doubled the receipts of 1905, and showed a gain of about 35 per cent over the receipts in 1906. At the end of 1906, the reclamation fund amounted to \$23,242,444. Most of this money has already been apportioned to pay for projects already authorized by the Secretary of the Interior, and practically all of the \$8,000,000 contributed last year goes to pay for projects under way.

### Oregon Far in the Lead.

At the close of 1906 North Dakota had contributed more money to the reclamation fund than any other state of the West, due largely to the excessive receipts in that state in the fiscal year 1906. During the year just closed, however, Oregon contributed nearly \$1,500,000 to the fund, or \$300,000 in excess of North Dakota, and thereby displaced North Dakota as the leading contributor. In 1901 to 1906, Oregon contributed \$5,250,449. Out of \$1,429,760 derived from land sales in that state last year, about \$1,500,000 will be paid to the credit of the state in the fund.

Washington is the third largest contributor to the fund, the total to 1905 being \$3,541,391. The receipts in Oregon last year were \$708,337, and approximately \$600,000 of this goes to the fund. Idaho has already contributed \$2,349,875, and out of \$709,169 derived from sales of last year about \$600,000 will go for irrigation.

### Colorado Has Large Increase.

The heaviest receipts from lands during the past fiscal year came from the Pacific Coast States, and were largely derived from sales of timberland. There were other causes, however, leading to the large increase in totals, notably in Colorado and New Mexico. About a year ago, because of the falling off in public land business, the Interior Department contemplated closing the Land Office at Hugo and Lamar. During the past 12 months, however, there was tremendous activity on the part of settlers who were taking up land for dry farming. This method of agriculture has been widely exploited in Southern Colorado and, because of the excessive rainfall in the past two years, exceptionally good crops have been raised. As a result of this experiment, the Hugo and Lamar offices are now doing more business than at any time since their establishment. In fact, they are listed as the two most important offices in the West.

The same condition exactly prevailed at Clarion and at Rowell, New Mexico, due to the same causes. It was the policy of the present Secretary of the Interior to revoke old orders of suspension which have tied up innumerable public land interests in the Pacific Coast States in recent years, and the presumption is that the funds derived from timber sales will continue to swell the reclamation fund until such time as the unsurveyed public timber shall have entirely passed into private ownership.

### A Little Slow, but She'll Do.

WASHINGTON, Sept. 12.—The battleship Kansas, sister ship to the Vermont, has just completed her speed trials and, while her record is slightly below that of her sister ship and a trifle below the 15-knot speed which was required to make in her acceptance trial several months ago, it is said at the Navy Department that her record is entirely satisfactory. The average speed for four hours with full power was 17.83 knots and for 24 hours endurance trial 17.46 knots.

## THERE SEEMS TO BE A GOOD JOHN BULL AND A BAD JOHN BULL

