Awful Wreck at Canaan Station, N. H.

# DISPATCHER BUNGLES ORDERS

Quebec Express Crashes Into Freight at High Speed.

OVER SCORE BADLY HURT

Day Coach Crumples Like Paper Box, Killing and Maiming Nearly Every Passenger in the Car. Story by an Eyewitness.

WHITE RIVER JUNCTION, Vt., Sept. 15 -A fearful head-on collision between the south-bound Quebec express and north-bound freight train on the Concord division of the Boston & Main Railroad occurred four miles north of Canaan station early today, due to a mistake in train dispatcher's orders, and from a demolished passenger coach there were taken out 24 dead and dying and 27 other most of them seriously wounded.

Nearly all those who were in the death car were returning from a fair at Sherbrooke, Quebec, 60 miles north.

#### Train Orders Are Confused.

The conductor of the freight train was given to understand that he had plenty of time to reach a siding by the night operator at Canaan station, receiving, ac cording to the superintendent of the division, a copy of a telegraph order from the train dispatcher at Concord, which confused the train numbers 30 and 34.

The wreck occurred just after the express had rounded into a straight stretch of track, but owing to the early morning mist, neither engineer saw the other's headlight until it was too late. Those identified up to 6 o'clock tonight were:

List of the Dead. TIMOTHY SHAUGHNESSY, Castle Bar.

MRS. SHAUGHNESSY. MISS ANNA ST. PIERRE. Isle Verte,

FRED M. PELLS, Ochitree, Texas. MRS. A. E. WARREN, Haverhill, Mass. MRS. F. C. BLAKE, South Corlinth, VI. MRS, MARGARET, LARGY, Manchester.

MISS BARRETT, Manchester, N. H. MRS. PHILLIP GAGON, Sherbrooke. MISS ALVINA GIRON, Nashua. MRS. WEBSTER, a dresmaker living in

assachusetts.

J. J. CONCROTH, Somerville, Mass.

Infant child of Irving Gifford, Concord.

MRS. E. L. BRIGGS, West Canaan, N. H.

JOHN C. DUNCAN, Bethel, Vt.

The unidentified includes a boy 4 years of age and a man 40 years old; a woman of 50 years, another of 55; a man of 35

years, and four others. Twenty-two of the bodies were removed to Concord during the day,

#### Those Seriously Injured. The most seriously injured, who were

taken to the Margaret Hitchcock Hospital at Hanover, N. H., include:

Unknown boy, both legs broken, arm torn f and head injured; dying. Saunders, Nashua, N. H., legs and arms injured.
Mrs. S. Saunders, Nashua, head and back Injured. Mrs. C. N. Saunders, Nashua, wounds on

Miss D. Saunders, Nashua, internal in-Juries.
Miss C. Saunders, Nashua, contusion of

face
Fred Saunders, Nashua, shoulder lajured.
Miss Hester Saundera, Brauton, Mass,
head and back injured.
Charles St. Pierre, Quebec, Internal in-Arthur Jacques. Milbury, internal in-

es. A Batchelder, Somerville, leg broken. hillip Gagon, Sherbrooke, internal in-John Barrett, Manchester, head and east injured. Miss Abby Jansen, Nashus, broken frontal

## Making Up Lost Time.

The southbound train was made up at Sherbrooke last evening where it two more on the way down. It consisted of baggage, passenger and smoking cars, in that order, with the sleepers in the rear. The train left White River Junction today at 3:50 A. M., 40 minutes late, and was followed 20 minutes later by the Montreal express over the Central Vermont Railway. The Quebec train is known as No. 30 and the Montreal train

A train of four cars, well filled with tied, sleeping excursionists had rounded curve at a lively speed, when the healight of a freight locomotive flashed

#### before the eyes of the engineer. Meet With Terrific Crash.

In another instant there was a crash and both engines were lying together a as of wreckage, in the ditch beside the ack. The baggage car next to the pasiger locomotive had been driven back s finto the passenger coach, telescoping it and crushing the lives out of half a carload of people. At the same time nearly sleeping-cars in the rear were saved from death by the more sturdy qualities of their ears. The accident occurred at 4:24

train hands who had escaped injury and a mile, by noon the work of rescue tion than the view of one of the compassengers in the sleeping-cars were had been completed and it became batants.

ever seen in New Hampshire. The locomotives lay in a tangled pile: The baggage car, partly derailed, was place. Before the removal of the jority the committee went on record as held nearly upright by the wreckage of bodies, 14 had been identified.

the demolished day coach, one side of which had been completely ripped off, while the remainder was ground to splinters by the force of the shock. A smoker behind the day coach stood on the rails with ends demplished and windows broken. The sleeper was prac-

tically undamaged. Hurried Aid to Injured.

In the debris of the passenger coach lay pore dead and injured than could be estimated at the moment. At once those who had escaped harm saw their task. The cries and moans of the injured prompted speedy action. Out from under broken beams and splintered joists, bleeding forms were dragged and laid on the broken backs of seats or blankets from the sleeping-cars. Wounds were hastily ound up with torn sheets from the perths, and such help as could be hastily provided was given. An hour elapsed before physicians could be brought from White River Junction Canaan. The dead were placed beside the track to await more satisfactory disposition. As the sun rose the full horror



W. E. Borah, Idaho's Senator, Whose Recent Indictment Promises Pe-litical Sensations of National Char-

of the disaster became apparent. Along the side of the track lay the dead, yet A little further off were the living, some stretched on the ground with relatives, friends or strangers binding wounds and encouraging them. There were comparatively few in that crowd of rescuers who did not show ome wound from the disaster. One of the passengers who was in the smokingcar to the rear of the passenger coach described the accident as follows:

## Story of an Eyewitness.

"I had one of the seats in the middle of the car when the train left White River Junction, and like everyone else, was dozing when someone woke up and began to sing. This aroused nearly everyong else in the car and some of men decided to go back to the next car for a smoke. I joined the little procession. My companion in the seat stayed and was killed. We had scarcely taken our seats in the smoker when the brakes were suddenly set and we were thrown out of our seats. The We crawled out from under the seats and tumbled out of the rear door. The by the end of the passenger coach. Everyone seemed dazed for probably five minutes. It probably was only a few seconds. There was not a sound. Then were heard groans, moans and finally shricks from the front of the train, and running forward we saw the wreck of the passenger car. It was just light enough to see a little, but it made one sick to see even that much. Everyone began to work hard."

## Both Trains at High Speed.

The passenger train had left here bound for Concord about an hour late. The track to the south is a single one to Franklin, 50 miles distant, with a few sidings. It abounds in curve while the greater part of it from Canaan is down grade. The freight train pulled out of a siding some miles to the south and started up the track for this place at 4 o'clock. The train dispatcher's sheet at Con-

cord is declared to show that the freight crew disobeyed orders in doing There are no signals on the road and the trains are directed from station to station. Going north it is a long, straight track from Canaan to the curve where the accident happened, and the freight was making good time when the passenger train picked up two sleepers from Quebec and came around the curve. It is estimated both trains were going at a speed of from 30 to 40 miles an hour. There was time to put on the brakes and both engine crews jumped and escaped injury.

## Track Quickly Cleared.

As soon as possible after the collision two of the passenger trainmen who had escaped were sent to Cansan, the nearest point, for help, while others sought nearby cottages and farmhouses for assistance. In the Western New Hampshire mountains doctors are few, and an hour elapsed before the first physician arrived. A hospital train was dispatched from here within a few the most seriously injured had reached crowd from the countryside began to Republican convention: Harris says Taft everyone else in that car was injured. A forenoon wrecking trains were sent Foraker is perhaps biased by his own few escaped, but those who were in the from White River Junction and Conwas cleared.

Early in the afternoon although 10 A. M., just as the dawn was showing in of the 30 freight cars which had com- friend to Taft, has no direct interest in prised that train were decailed, and the Foraker-Taft contest, and his judg-The moment after it had happened the track was torn up for a quarter of ment is perhaps worth more on this quesknown that the number of dead was 24. Twenty-two of them were taken by train to Concord and two to this

# IN NEW ENGLAND

Hughes Second After Big Secretary.

# CHICAGO TRIBUNE'S CANVASS

"Conservatives" Poll Few First Choice Votes.

## FAVOR ROOSEVELT'S IDEAS

Congressmen and Editors Indicate Popular Choice for Next President-Cannon Leads Knox and Fairbanks.

CHICAGO, Sept. 15 .- (Special.) -- Following its poll of the Western States, which showed almost a unanimous demand for Roosevelt, or a candidate, thoroughly in sympathy with the Roosevelt ideas, the Tribune today publishes a resume of its poll of the New England States, which conservative district stands for President Roosevelt's progressive policy, more than 85 per cent of the Republicana flying the Roosevelt ideas. The sentiment for the nomination of Taft or Hughes is overwhelming, and the general opinion favors both these men on the ticket.

Taft, of course, is largely in the lead, having received the votes of 289 Republican editors, Senators and Con gressmen for first choice out of the total of 323, while Hughes was given 139 first choice preferences, a remarkable and significant showing for public man who has been before the people for so short a time. A year age he was scarcely known, except his progress in the insurance in vestigation, while today he is mentioned as first, second or third choice first, second or third in the running

Taft Far in the Lead.

The figures for the Secretary of War how that in New England more than the ballots mentioned him as first choice, one-fifth were for second choice and 10 per cent were for third. What is perhaps most surprising of all next minute there was a crash and I is that while the two candidates, Taft found myself on the floor, covered with and Hughes, who have most frequently glass from the windows, but unhurt. been classed as progressive, were so Men like Cannon, Fairbanks, Knox and front one was completely obliterated the others of a distinctively conservative type have a comparatively small choice it will be seen that Taft has more than all the others put together and his only real competitor is Hughes.

For second choice Hughes leads Taft and for third choice as well. A study of the ballots themselves as they came in, coupled with the mere arithmetic of figures themselves, shows that in great majority of cases where Taft was first choice, Hughes was preferred as second choice. In some cases the sections were reversed, but not often

Few Firsts for Conservatives. Taft had as his running mates, Know Fairbanks and Cannon. There were, in fact, but a few scattering ballots in which neither Hughes nor Taft was indicated for first choice, the result of which was that on the first choice

preference Cannon had only 15 votes Fairbanks eight and Knox six. Yet It happened that all of these three conservative candidates, if such they may be called, gained largely as second and third choices. Apparently the voters wished to make it clear that they conceded Taft and Hughes as men of the Roosevelt type, who would be likely to follow up his party policies. Having indicated their first choice in

way that practically only Hughes and Taft were in the running the voters proceeded to register their appreciation of the three other candidates in such way that Cannon, summing up his total ballot for the three choices, shows a vote of more than 23 per cent and leads Knox and Fairbanks to a marked degree.

OHIO IS SOLID FOR TAFT

## Governor Harris Confident He Will Secure Delegation.

OREGONIAN NEWS BUREAU, Washminutes after news of the accident was ington, Sept. 15.-Senator Foraker and received, and by 8 o'clock the first of Governor Harris view the political situahere. Seven were afterwards sent to in a position to know what is going on Hanover to avoid overcrowding the Senator Foraker says Ohio will never local hospital. Soon after daylight a send a solid Taft delegation to the next assemble, and by the middle of the will get the vote of every Ohio delegate. personal rejudices against Taft; with cord and put to work and the track him the wish is father to the thought Governor Harris, though a staunch friend of Foraker, and not a particularly good

Foraker did not want the Ohio Republican State Committee to indorse Taft at its recent meeting, but by a large mafavoring the nomination of the Secretary

of War. Even after this preliminary skirmish, Foraker declared that the committee did not reflect sentiment among the republican voters of the state, and declared that never should Taft have the olld support of the Ohio delegates; on the contrary he declared that Taft could not even have a majority of the delegates

PORTLAND, OREGON, MONDAY, SEPTEMBER 16, 1907.

Will Go Solidly for Taft.

Governor Harris went through Washing on on his way to Jamestown and while here was asked how Taft stood. "I feel quite sure that Ohio will send a solid delegation to the next National convention, and every member of that delegation will cast his vote for Secretary Taft," was his reply. Governor Harris went further and expressed the belief that the pending contest between Foraker and Taft would not split the Republicans of Ohlo, but that they would patch up their differences between now and the delegates are chosen to represent the Buckeye State at 'the next Republican onvention. This is a decidedly optimistic view for an Ohio Republican to take, in view of the bitterness that Foraker has injected into his fight, but Harris is close to Foraker, and it may be that he has some inside information.

While the Governor does not say so, he timates that a truce may be patched ip, under which the Taft crowd will withdraw their opposition to Foraker when he makes a fight for re-election to the Senate, but only recently Representative Burton, Taft's right-hand man, be came a candidate for Mayor of Cleve land, and it was generally believed that if successful he would use this as stepping-stone to the Senate.

Send Foraker to Senate Again.

It is possible that Governor Harris wants to act as peacemaker between Foraker and Taft, for the Governor appears to be as anxious for the re-election of Foraker to the Senate, as for the elecon of a solid Taft delegation Republican convention. He says Foraker can hardly be considered a Presidential candidate, but believes Ohio owes it to him to return him to the Senate.

REFUSES TO RISE WHEN OR-CHESTRA PLAYS "AMERICA."

Everybody Else in the Restaurant Stands and Sings-Darrow Calmly Remains Scated.

SPOKANE, Wash., Sept. 15 .- (Special.) Because he declined to rise when the rchestra in the grillroom of the Spokane Hotel late last night played "America," Clarence Darrow, counsel for Moyer, in 398 out of 529 ballots, while Taft is Haywood and Pettibone in the Steunenberg case, was hissen by scores of persons in the grill at the time, Cries of "get up." "lise to your feet" and "be an American citizen" floated

about the room as the widely known at-torney remained frozen to his chair calmly sipping drafts of ale while every other man, woman and child in the large dining room arose.

Mr. Darrow was at a table with his wife, Fred Miller, who was an attorney in the Haywood case, Judge Edwin Mcmenced playing "America" all the other members at the table, including Dar-row's wife, arose with the others in the dining room. Many of the people joined in the National Anthem. It was known in the National Anthem. It was known that Darrow was in the grill and amazement arose when it was observed that he did not rise to his feet.

"I don't know as it is any one's business whether I sit or stand during the rendition of the National Anthem," said Mr. Darrow when asked if he had any convictions about rising when "America" is sung. "It is my own business. If I which to stand that is my business, if I choose to remain seated, that, too, is my own business." Further than that he refused to discuss the matter.

Mr. Darrow is in the city walting the ommencement of the Steve Adams case at Rathdrum Idaho, next month. Adams accomplice in many murders, is to tried for the murder of Fred Tyler, which

## CONTENTS TODAY'S PAPER

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Judge McCredle asked to attend baseball conference looking to continuous baseball. Page 5.

Multrager Classes. Multnomah Club will open Winter classes tonight. Page 5.

Pacific Coast, State fair that opens today to be the best in history of state. Page 3. Japanese to be paid \$7500 at Vancouver; Hindu rlots in Seattle. Page 3. T. Van de Vanter dies in Seattle from injuries in accident. Page 5.

Portland and Vicinity. Valley lumbermen hard hit by differentials barred from Salt Lake territory. Page I Crisis in longshoremen's strike reached to day. Page I. Secretary Green of Retail Grocers' National Association arrives. Page 14. Franklin K. Lane, Interstate Commerce Commissioner, in city; refuses to discuss

Bars Them From Salt Lake Territory.

# LUMBERMEN FEEL INDIGNANT

Deceived by Railway Traffic Managers as to Rates.

VITAL POINT CONCEALED

Told That Shipments West of Denver Would Not Be Affected by Advance-Regard Harriman as an Arch-Enemy.

Willamette Valley lumber manufacturers are greatly perturbed over the discovery that the new tariff on lumber products that has been filed by the railroads at Washington, D. C., imposes differential of 5 cents a hundred against them on all shipments to the Salt Lake territory. In the controversy incident to the proposed advance in these rates it has been contended by the traffic managers of the different railway systems the revised tariff increased the schedule on lumber shipments to Denver and other Eastern terminals only and did not affect any of the territory west of Denver.

This is considered an additional grievance by the Willamette Valley sawmill owners and they will wage with greater determination than before their fight against these rates before the Interstate Commerce Commission

#### Have Other Indictments.

Aside from this, which they term discriminatory rate, the Valley shippers have other indictments against the Harriman interests to present to the Interstate Commission. They will confest the proposed uniform advance of from 20 to 25 per cent on all lumber shipments to Denver and Eastern terminals and will ask an explanation as to why Harriman maintains his rall rate of \$8,25 on lumber from Willamette Valley points to San Francisco when the same commodity is being transported by water for \$4.50.

Rate discrimination is not the only out rage complained of. Even at the exhorbitant rates charged, these lumbermen are equally disgruntled because of the Bee, of Kootenai County, Idaho, Mr. and neglect and refusal of the railroad com-Mrs. McClarmont and Mr. and Mrs. J. pany to supply them with cars in which to make shipments. They report a greater shortage of cars at the present time than ever before known in the history of the industry.

## Tactics Stifle Industry.

The fight against these so-called industry-stifling tactics by the Harriman lines will be carried before the Interstate Commission by the Valley lumbermen in conjunction with the general fight against increased rates waged by the lumber producers of the States of Oregon and but the rail rate remains the same Washington. At the same time the Val- and repeated requests that the rail ley men will make a special effort to have the differential against them on Sait Lake shipments removed and at ignored. least placed on an equal footing with other shippers in handling the business

of that territory. A conference of prominent lumber man ufacturers of the Willamette Valley was held at the Portland last night, at which the list of grievances was discussed and plans considered for actively resisting enforcement of the new rates by the rall-

#### road companies. Five Mills Quit Business

The center of Oregon's lumber manufacturing industry is in the Willamette and the furnishing of the necessary facilstate's foremost industry. Largely on account of the unjust conditions complained of, five mills on the West Side suspended business last week.

A continuance of Harriman's hostile policy towards the lumber industry of this state and an enforcement of the proposed new rates on all shipments from the state, the lumbermen declare, will result, it is said, in the throttling of this industry and the throwing of several their lumber. thousand men out of employment.

## Lumberman Tells Story.

"In view of the many discrimination: practiced against us by the transportation companies," last night said a Western Oregon lumberman, who has investigated the new tariff, "the enforcement Valley lumbermen to Salt Lake points gon will complete the paralysis of this dustry. Such a result appears to be the determined intention of the railroad magnates through the operation of their mer "Prior to the merger of the Southern

Pacific and the Union Pacific systems the Valley lumbermen were able to reach the Salt Lake territory and other East ern terminals via the Sacramento gateway, over the Southern Pacific and the Central Pacific, which were then in direct competition with the Oregon Railroad & Navigation Company. The rates Jack Earle, serving year sentence at Kelly Portiand, the Oregon Railroad & Navinew state will be passed upon,

#### Line into the territory that was formerly reached by the Southern Pacific and the Central Pacific. Rates Remain the Same.

With this change in routing, however the rates remained the same. Now it is proposed to charge these shippers with a differential of 5 cents or \$1.65 per thou sand to that district and an additional charge of about 10 cents per thousand or all shipments to points further east.

"Under the proposed new tariffs which become effective November 1 next, this same differential is also charged against the lumber manufac-turers along the Yambill division of the Southern Pacific system and also the Astoria & Columbia River Railroad As to the enforcement of this differen tial against the mills shipping over the Yamhili division, there will result glaring discrimination against lumber mills, located right in the city of Port

Sample of Injustice.

"It means that the Oregon & Wash



S. Darrow, Hissed in Spokane of His Refusal to When Orchestra Plays

ington Lumber Company, the Portland Lumber Company, Jones' Lumber Company and other plants located in the southern part of the city must pay a rate of 45 cents per 100 to the Salt Lake territory, while the Inman-Poulson mill and other plants on the river in the northern part of the city will be taxed but 40 cents to the same terri-

"In proposing this very apparent disrimination one of two objects is sought. Either it is expected to create among the lumbermen themselves, who common enemy, the railroads and what we consider excessive freight charges, or the plan is in conformity with some obscure traffic arrangement that has been formed with one of the Northern railroad systems.

## Make Flimsy Pretext.

"But this is not the only ground for omplaint on the part of the Willamette Valley millmen, who recognize that the future of their business is at stake. Last April, on the pretext that it was necessary to equalize rail rates with the water rates, the merger announced an advance from \$5 to \$8,25 per 1000 feet on all lumber shipments from Portland and Valley points to San

"At that time the charter rates to San Francisco ranged from \$8.25 to \$8.75 but since then the charter rates have decreased until lumber is being handled by water for \$4.50 per 1000 and water rates be again equalized in the interest of the producer have been

## Favors Portland Mills.

"Again, in the \$8.25 rail rate to San Francisco the Valley lumberman is discriminated against in favor of the Portland shipper. here is no graduated scale, the Eugene or Cottage Grove dealer being required to pay the maximum charge of \$8.25, the same as that collected from the shipper in Port-

land. "It was announced recently that orhigh officials of the Harriman lines Valley, where 350 lumber mills are lo- that a sufficient number of cars be furcated, making the adjustment of rates nished Oregon to relieve the congestion at the lumber mills in the Willamities for marketing the manufactured ette Valley, but those orders, if they product questions of great concern to the Were ever issued, have not been complied with. On the contrary, there never has been a time when Valley lumbermen were more seriously hampered because of a lack of cars.

## Hauled Empties East.

"Yet last month trainloads of empty Portland shipper. There is no graduated fornia over the Central Pacific at the very time that Oregon shippers were

"The situation is critical with the Willamette Valley lumbermen, and unless some relief is granted it means and until Roosevelt taught a new morality the death of the lumber industry and in dealing with public lands, was conthe practical confiscation of our property. Our grievances are not idle com plaints. They present actual condi-tions, which, if not remedied, mean serious injury to the material prosperof this differential against Willamette ity and development of Western Ore-

## REPUBLICANS ARE HOPEFUL

Expect to Elect Governor and Three Congressmen in Oklahoma.

GUTHRIE, O. T., Sept. 15.—The state campaign in Oklahoma and Indian Territory practically closed tonight. The election will be held Tuesday The Republicans, despite the big Democratic majority in the state, are hopeful of electing the Governor Commissioner, in city; refuses to discuss his plans. Page 5.

Rev. H. C. Shaffer tells what Satan would do if he were a preacher. Page 12.

Cornerstone is laid for Young Men's Club of St. Mary's Parish. Page 8.

Rev. James D. Corby preaches against exclusion of Asiatics. Page 12.

Link Parish serving year sentence at Kelly reference a

# IDAHO PROMISES **BIG SENSATIONS**

Politics Involved in the Borah Case.

## PRESIDENT INTERESTED PARTY

Sends Chief Wilkie to Make Secret Investigation.

#### NEW GRAND JURY CALLED

Special Prosecutor Takes Up the Charges Against Ruick, Enemy of Indicted Senator-Shadow on Good Name of Steunenberg.

DENVER, Colo., Sept. 15 .- (Special.)-There has been brewing in Idaho for nonths a storm, which should strike this week. It will affect the big leaders of the Republican party in that state and certain men connected with the Western Federation of Miners, and into it will e brought President Roosevelt and other nen in Washington. One will have to hark back to the early days of the Republic, to the days when Hamilton and Burr fought for place to find its equal. The struggle in Idaho will determine the future of William E. Borah, United States Senator from Idaho, states a careful observer. Should be emerge unbarmed from the ordeal he will be one of the big men of the West. for he has ability and purpose to shine in public life. If he should fail, and by that is included an acquittal, with the jury having in mind the Scotch verdict of "not proven," then he will ge

## Sensations Are Expected.

A United States grand jury has been oned for Wednesday at Boise to investigate the workings of the former grand jury which brought in a number of indictments, including the indictment against Senator Borah. This is the first move in the offensive war undertaken by Senator Borah against his enemies. He is anxious to begin,

Senator Borah was indicted by the former grand jury for alleged timberland frauds. He had been attorney for the Barber Lumber Company, a corporation which had secured a large amount of timber land by means now declared fraudulent, but which enabled General Russell A. Alger to make milhe bought timber rights in the Pacific Northwest by the thousand, and which enabled many who followed Alger's example to become millionaires before Roosevelt began prosecuting simi-

#### Inr cases. Borah Ready for Battle.

James H. Beatty, ex-Federal Judge, and United States District Attorney Ruick began war on Borah and the latter secured his indictment by means which members of the grand jury have now sworn were irregular. For this Ruick has been displaced by special attorneys who will prosecute the Borah case and Ruick's

work will be investigated Borah is ready and anxious for the legal fight which will make or break him. Ex-Governor Steunenberg acted for a time as agent for the Barber Lumber Company and an indictment was also returned against him, but he is named as John

Dolin in the bill. Senator Borah and his supporters have not lost any time. They undertook on what they learned will be imparted to the incoming grand jury called for that purpose. municated with and he in turn consulted the big men in several departments at Washington with the result that an independent inquiry under the personal direction of Chief Wilkle, of the secret service, was undertaken. As a result ft is said that the President has not lost faith in Senator Borah.

## Steunenberg's Name Dragged In.

Ex-Governor Steunenberg saw great opportunities, and through his insistence the Barber Lumber Company, of Wisconsin, sent experts into the state and examined the field. On a pledge from Steunenberg that he would secure sufficient timber clamoring for facilities for moving lands, the company invested large sums

in building plants and roads. Steunenberg did what in those days, and until Roosevelt taught a new morality sidered safe and within the law. He enagent of the Barber Company, would purchase these lands as soon as title had been secured. A large number of pe went into this work. Quite a few of them have been called to pay the forfeit by imprisonment and fines. It may be stated that had Governor Steunenberg been he would have been indicted as one of the chief offenders.

## EARNINGS SHOW INCREASE

Denver & Rio Grande Gained Over \$1,000,000 Last Year.

DENVER, Sept. 15.-The twenty-first DENVER, Sept. 15.—The twenty-first annual report of the Denver & Rio Grande Railroad Company issued yesterday, by President E. T. Jeffrey, shows that the income of the company for the fiscal year ending June 39, 1907, was \$21,-652,439, an increase of \$1,794,181, as compared with the previous year, and the net earnings were \$8,156,929, an increase of \$1524,968.