

FORBIDS PLEDGE FOR THIRD TERM

Roosevelt Wants No Federal Brigade.

SENDS NOTICE TO THE SOUTH

Takes Wind Out of Anti-Administration Sails.

MAKES POLITICIANS GUESS

Southern Officials Not to go to the Convention Supporting Third Term—Silent About Renewing the Renunciation Pledge.

WASHINGTON, Nov. 19.—(Special.)—President Roosevelt has instructed First Assistant Postmaster-General Frank H. Hitchcock not to permit any Federal officeholders in the Southern States to go to the Republican National Convention next Summer under instructions for, or otherwise favoring the nomination of the President for a third term.

This fact, which came to light today, is by far the most interesting piece of Republican political news that has developed in the last several months. It will be likely to take away the breath of the anti-administration element, which has been exploiting the alleged efforts of the President's representatives to corral the Southern Republican organization for a renomination, and, when its breath is recovered, it will be put to harder guessing than ever as to the political game the executive is playing.

Keeps Politicians Guessing.

While keeping pretty much all factions among the politicians on the anxious seat most of the time and letting it be understood that the policy of the administration is not to cross bridges until they actually are reached, the President now and then shoots in a chip that adds to the gaiety of the game. The instructions to Mr. Hitchcock form one of his now-and-then incidents.

All the time, however, the executive keeps to an enigmatical silence under the entreaties that he consent to place himself in the hands of the people on the one hand and under the demands that he forcibly reiterate his declaration of election night, 1904, on the other.

May Attend Conventions.

It is understood that the President does not regard participation in party conventions as offensive partisanship. Apparently he believes that the officeholder has as much right to attend a National Convention as any one else, and so will not assume to dictate who shall and who shall not attend such conventions as delegates. When all this becomes fully apparent it may be realized that the pussance of the officeholding contingent in the South, where the Republican organization is controlled so largely by it, will not be diminished by the intimation regarding third-term instructions or favor.

JOHNSON NOT IN THE RUNNING

Says His Sphere of Duty Is in Cleveland 3-Cent Fare Fight.

CLEVELAND, O., Nov. 18.—(Special.)—Tom L. Johnson has put himself out of the running for the Democratic Presidential nomination. Organizations and Democrats in various parts of the country had begun to boom Mayor Johnson, whose fourth election to the Mayoralty, this time in the face of the opposition of Theodore E. Burton, urged into the contest by President Roosevelt, made him more of a National figure than ever. Mayor Johnson also made public his declaration of invitation to speak at the Bryan banquet in Washington and at the Kansas City Commercial Club banquet. Kansas City has been urging him to accept, and James J. Hill declared in Minneapolis that should Mayor Johnson consent to attend, Kansas City would not be graced by the presence of James J. Hill on that occasion.

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The announcement of Johnson's position was put forth by Burr R. Gogwer, private secretary to the Mayor, just after the latter had boarded a train for New York City. Politics is believed to have nothing to do with the flying trip to the East. "Mayor Johnson authorizes me to say

that under no circumstances will he be a candidate for the Presidency," said Mr. Gogwer.

"He wants it to be known that he considers Cleveland the sphere of his duty at this time. He has given himself to bringing about 3-cent traction fares in this city, and will consider nothing else than that issue."

HEARST GETS NO RECOUNT

New York Appeal Court Finds Law Unconstitutional.

ALBANY, N. Y., Nov. 19.—The Court of Appeals today decided that the act passed at the last session of the Legislature providing for a recount of the votes cast at the Mayoralty election in



H. D. Loveland, President of Trans-Mississippi Commercial Congress.

New York in November, 1906, is unconstitutional. The contest was instituted on behalf of William R. Hearst by unseated Mayor George B. McClellan on the ground of fraud in the counting of the votes. The decision was unanimous.

BREAKS DOWN IN MID-AIR

COUNT DE LA VAUX' AEROPLANE COMES CRASH.

Champion Aeronaut Pinned Under Wreckage, While Gasoline Takes Fire—Saved by Promptness.

PARIS, Nov. 19.—Count Henri de la Vaux, the well-known French aeronaut, had a narrow escape from death while experimenting with an aeroplane near this city today. The machine collapsed while speeding through the air at a rate of 30 miles an hour, and crashed to the ground with great force.

The Count was pinned under the mass of wreckage. The gasoline caught fire and this greatly increased the danger of the aeronaut. Friends hurried to the scene, however, and succeeded in releasing him in the nick of time. His injuries were slight.

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COUNTRY NEEDS TO SOBER DOWN

Hill Calls For Quarter For Railroads.

ASKS THAT ATTACKS CEASE

Can't Get Money to Improve Without Credit.

TALKS ABOUT HYPOCRISY

Great Northern's Builder Appeals for Fair Treatment That Investors May Be Induced to Furnish Vast Sums Needed.

KANSAS CITY, Nov. 19.—James J. Hill, of St. Paul, executive head of the Great Northern Railroad, was the principal speaker at the thirteenth annual banquet of the Commercial Club in this city tonight. Mr. Hill discussed the question, "Commercial Development of the Mississippi Valley," and gave a comparative history and review of industrial conditions as they exist today.

The transportation facilities of the whole country are, and have been, unequal to its present needs. They must be made equal and give a comparative history and review of industrial conditions as they exist today.

Railroad managements have met the situation by every effort to increase shipment and efficiency in the operation. In both directions what they have accomplished is little short of wonderful. Everything that high-protected labor and skillful management can accomplish has been done. The problem that remains is both physical and financial.

Wild Raid on Railroads. A more serious factor, perhaps the controlling factor of the situation, in this country, is the shock given to confidence in our investments all over the world, and the consequent limitations of credit. Credit is steadily being withdrawn from the country, and when it is greatly lessened, business must be reduced in proportion or be quietly smothered.

There are but two reasons, actual scarcity of money and reluctance to invest, which overshadow the outlook. Promising enterprises can no longer be financed on any basis consistent with present rates and conditions.

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This achievement I see with a constant reduction of rates that has brought the average per mile for each passenger in the country in the last ten years to about 2 cents and the freight rate to 14 of a cent per ton per mile, a saving that amounts to billions of dollars in the aggregate, will be better appreciated after a comparison between the statistics of railroads in the United States and the systems of other countries. The percentage of net earnings available for distribution on the capitalized cost of the railroad systems of England is 3 1/2 per cent, in Germany 6. The average of these is 4 1/2 per cent on a much higher capitalization per mile, amounting in England to over four times as much. The total dividends declared by all the railroads of the United States in 1906 were but 4 per cent of the total capital stock outstanding. On over 23 per cent of outstanding stock no dividends whatever were paid. In other business, it is judged by its average conduct, its average returns.

The railroad system of the country is not

a failure, as has been charged by men who are without knowledge of the facts, and whose opinion is consequently of no value.

On the contrary, it is, when judged by reasonable standards, perhaps the most conspicuous success achieved in the development of the United States. Costing but from one-half to one-fifth as much as the systems of other countries and carrying rates from one-half to one-third as great, it carries nearly double the business per mile, and pays twice the rates of wages. In the number of engines produced by American genius, probably no other industry founded and perfected by American enterprise can show a comparatively good record, which, in the essentials of practical value, so distances all competitors. Under its management, the traffic we have created a transportation system at lowest first cost which gives the most efficient service to the public at the lowest charge and pays its employees the highest known scale of wages.

Limit of Capacity Reached.

The railroad men of this country have a right to be proud of their record, and recent criticism is supported by nothing better than ignorant declamation. The people should realize that there is a physical limit to the capacity of a railway, and that the habit of regard to the railway as a means of transportation over which an indefinite business may be done, limited only by the policy of the writer of its management. The traffic, of course, is that neither the desire to serve nor the prospect of gain can get out of the railway beyond its ability to perform. Common fairness requires the application of the same treatment to railroads as to other property, and comparisons as to rates, as to efficiency, as to capitalization, and as to earnings power place the railway systems of the United States far above that of any other country in the world, in service, in value and in best conducted.

The capital now invested in railroads is well employed and the men in charge of the railroads in this country have struggled for nearly 15 years with the greatest problem of our time—how to move a load whose weight increases from 10 to 15 per cent a year with an engine whose speed remains the same at the rate of about 2 1/2 per cent a year. The limit of safe, speedy, reasonable service with existing facilities has been reached. The measure of prosperity is the ease and certainty with which commodities may be moved.

Need \$1,100,000,000 to Invest.

A year ago I said that it would require \$5,500,000,000, or \$1,100,000,000 a year for five years, to make our railroad facilities equal to the demands upon them. Although substantially the amount of money suggested by me as indispensable has been collected and spent, the railroads have barely held their own, and the future remains to be provided for. Not less, but, in the opinion of competent judges, more, perhaps 60 per cent more, must be spent annually for the five years to come.

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WOMAN'S STORY OF HER WRONGS

Mrs. Bradley Tells Moving Narrative.

WAS LOVED AND CAST ASIDE

Promises of Marriage Broken When Time Came.

PASSION WRECKED HEALTH

Slayer of Arthur Brown Draws Tears From Jurors by Recital of Passion and Deception Ending in Murder.

WASHINGTON, Nov. 19.—"I am so tired!" said Mrs. Annie M. Bradley, the defendant in the trial now in progress in the Criminal Court in this city, a few minutes before 2 o'clock today, after she had spent about four hours on the witness-stand relating the details of her acquaintance and intimacy with ex-United States Senator Brown, with whose murder she stands accused. Judge Stafford immediately gave orders for the adjournment of the court. As he had not reached the events directly connected with the tragedy in which Brown was killed, but had very closely approached them, they will be the subject of the first testimony to be given tomorrow.

Today's story dealt with the first acquaintance of Mrs. Bradley with Brown, and told how that acquaintance gradually ripened into friendship and finally into love. It was a long and pathetic narrative of illicit affection; of promises of marriage which could at first be made only on the condition of divorce on both sides, and then of disappointment and grief when both became free and could have been legally united, if Brown had been willing.

Bradley gave the particulars of many pledges made to her; told how Brown had introduced her to his wife and of how he had given his name to one of their children, and also of how he had aided her in no less than three criminal operations. She related many pleasant incidents of their life together. She wore a smile when she spoke of her pride in his intellectual attainments, and told of their reading together the principal poets. She said that he told her over and over again that she was the only woman he had ever loved, and averred that by his manner to her and his superior attainments he had gained a complete mastery over her.

Jurors Moved to Tears.

The courtroom was crowded during the entire day, and many of the spectators were women. Tears were frequently shed, not only by the general audience, but once or twice by members

"MY POLICY"

HARRIMAN EXPENDS \$14,000,000, OREGON SURPLUS, FOR BENEFIT OF SEATTLE NEWS NOTE

THE COURTROOM WAS CROWDED DURING THE ENTIRE DAY, AND MANY OF THE SPECTATORS WERE WOMEN. TEARS WERE FREQUENTLY SHED, NOT ONLY BY THE GENERAL AUDIENCE, BUT ONCE OR TWICE BY MEMBERS



of the jury. Mrs. Bradley was quite emotional, and her voice was scarcely audible at times. Her attorneys, however, expressed confidence after the witness left the stand that she would be able to proceed to the end without a breakdown. Mrs. Bradley said her health had failed during her association with Brown, and she told of one occasion when she was tempted to commit suicide.

In calling Mrs. Bradley to the stand, her counsel, Judge Powers, made an unfortunate slip of the tongue and named her successful rival for Brown's affections, Mrs. Annie M. Adams, mother of Maude Adams, the actress. He quickly corrected himself, and the woman nerved herself for the task.

How She First Met Brown.

Mrs. Bradley said she was 35 years old; that she was born in Kansas City and educated in Denver; that she had had smallpox and pneumonia and had been

They Swamp Liquor Forces

Only Two Senators Vote Against Measure.

NO WHISKEY AFTER 1908

Swarm of Fair and Youthful Lobbyists Crowds Liquor Men Out of Galleries and Cheers Over Victory.



Katherine Clemmons Gould, whose character is assailed by her husband.

badly hurt by a blow on the head while a child. She went to Salt Lake City in 1880, and had lived there ever since. She had occupied a clerical position in the Salt Lake City waterworks for three years and eight months. A week after she left that position, she married Clarence Bradley, by whom she had a boy and a girl. She had joined the Salt Lake City Women's Club, of which she became secretary-treasurer soon after her wedding, and became a member of the Women's Press Club and Post's Round Table. She gave much attention to civic reform. Through these and political organizations she became acquainted with Brown. An objection to her telling her connection with politics was overruled and she said she took an active part in Utah politics, women voting in that state.

Her relations with Bradley were unhappy and she was divorced from him in 1898. She was introduced to Brown by her uncle and came to know him well while serving on a Republican committee.

Loved Him Beyond Expression.

Mrs. Bradley was asked to give a description of her relationship with Brown, whereupon she fell into tears and for some time she was unable to proceed. When she did open her lips no one heard her except the stenographer, who stood at the desk before her. He interpreted her answer to the court.

SHONTS' DAUGHTER ENGAGED TO MARRY IN JANUARY.

One of Old Nobility With Vast Estates and Debts Is Duc de Chaunes.

WILL WED FRENCH DUKE

CHICAGO, Nov. 19.—A dispatch to the Tribune from Washington says that Mr. and Mrs. Theodore P. Shonts announce the engagement of their daughter, Theodora, to Duc de Chaunes et de Pequigny, of France, the wedding to take place at their New York home in January. The Duc is now in New York, where he has been since the arrival of Mrs. Shonts and her daughters from Europe several months ago, but will sail for France on Thursday.

NOTED ACTRESS BANKRUPT

Creditors Say Mrs. Leslie Carter Payne Owes \$11,000.

GREEK PADRONES FINED

Made False Affidavits to Import Boy Slaves to America.

CHICAGO, Nov. 19.—Three Greeks, found guilty of having imported boys from their native country to be farmed out to proprietors of shoe-shining establishments and fruit stores, were fined by Federal Judge Bethea today. The fines were accompanied by a threat of penitentiary sentences should the offenses be repeated. The fines, which ranged from \$25 to \$500, were based on the making of false affidavits in securing entrance of the boys to the United States.