

# HARRIMAN LINES RIVAL, BUT ALLIES

## Competition Was Keen Between Roads Before Merger, Says Hawley.

### UNION USED OTHER LINES

#### Western Pacific Director Testifies in Support of Charge Harriman Merger Throttles Competition Between Natural Rivals.

NEW YORK, Jan. 6.—Edwin Hawley, of this city, president of the Iowa Central Railway Company and of the Minneapolis & St. Louis Railway Company and a director in several other roads, including the Western Pacific, was the first witness called by the Government today in the hearing of the action to dissolve the merger of the Harriman railroads.

### Competition Was General.

Mr. Hawley said that he became connected with the Southern Pacific in 1882, that he was general Eastern agent of the Southern Pacific at first and that he had jurisdiction over the Morgan line of steamers which was used as a mail route between the competition among the rival railroad companies before the formation of the merger, he said, was general. He declared that he always opposed the consolidation of the commercial agencies of the Union Pacific and Southern Pacific Railroads.

On cross-examination counsel for the Harrows asked Mr. Hawley if it was not absolutely necessary for the Union Pacific to use the Southern Pacific line in transcontinental trade.

Mr. Hawley replied that it was not. The witness said that it was quite possible that, if the Union Pacific attempted to force an issue with the Southern Pacific, the latter road could divert its traffic at Ogden to the Denver & Rio Grande. In its Southern traffic, he said, the Union Pacific had always been obliged to use the Atchafalaya, Southern Pacific or Texas & Pacific.

### Power of Southern Pacific.

In reply to questions as to whether the Southern Pacific was not a dominant factor in transcontinental traffic and practically has controlled the rates, the witness said that the Southern Pacific was an important factor and that even freight shipped directly by way of the Texas Pacific and Union Pacific had to be turned over to the Southern Pacific at the terminals.

He denied the specific agreements as to rates had been made prior to the merger, but said there had been discussions as to the division of rates between the various roads over which it passed. The witness said that freight could be shipped from New York to San Francisco by an all-rail route which would avoid the use of the Morgan line of steamers from New York to New Orleans, the Canadian Pacific tried it, he said, some years ago. Separate agencies were maintained by the Union Pacific and Southern Pacific, he said, in New York, Boston and Philadelphia.

Mr. Hawley said that the Southern Pacific, Union Pacific and Oregon Short Line were included in an agreement or pool that existed for transcontinental rates a few years ago.

### Rail and Water Tonnage.

Henry C. Bly, general agent of the Transcontinental Line Association for 20 years, was the next witness. He said he was in charge of the clerical force of the association and of the sale of tonnage, but not of freight. Counsel for the Government asked him to bring in a statement of the tonnage shipped from New York to California and the West in the period between 1883 and 1908, so as to show how much by rail and how much by steamer. Mr. Bly said:

### HARRIMAN IN GLASS CAGE

#### Railroad Magnate Makes Novel Trip of Inspection.

SPRINGFIELD, O., Jan. 6.—E. H. Harriman, accompanied by Vice-President C. E. Shaff, General Manager J. G. VanWinkle and Superintendent W. G. Bayley, of the New York Central Lines, made a brief visit here today on a tour of inspection of the Big Four Lines. They were en route from Cleveland to Chicago, and will later go to St. Louis.

### CONGRESS PLANS REBUKE

#### SOLONS INCENSED OVER REPLY ON SECRET SERVICE.

#### May Return Roosevelt's "Explanation," or Take Other Action Equally Severe.

WASHINGTON, Jan. 6.—The special committee considering the reference to Congress and the Secret Service in the President's annual message will report to the House Friday. It is expected that there will be much debate on the report. Representatives Tamm, of Minnesota; Smith of Iowa; Fitzgerald of New York; and Sherley of Kentucky, referred to by the President in his special message, will reply to the President.

### CALIFORNIA FIGHTS JAPANESE

#### Ex-Congressman Johnson Introduces Three Preventive Bills.

SACRAMENTO, Cal., Jan. 6.—Three bills dealing with the Japanese question will be introduced in the California Assembly. Ex-Congressman G. L. Johnson has prepared all of these measures, and as floor leader in the Assembly, will make a strong fight for their passage. The first prohibits aliens from becoming members of corporations; the second inserts the word "Japanese" in the law regarding the segregation of Oriental school children.

# REGENT ASKS FOREIGN PROTEST

## Unwilling to Discuss Yuan With American, British and Japanese Ministers.

### POWERS UNITE FOR ACTION

#### Regent Invents Excuses for Not Giving Audience to Diplomats. Makes Overtures to Yuan, but Will Give Manchus Control.

PEKIN, Jan. 6.—With division among the foreign legations as to the course to pursue with regard to the dismissal of Yuan Shi Kai by the Prince Regent, the latter is insisting in his preliminary policy, is endeavoring to concentrate power in the hands of the Manchus without driving the reformers to extremes.

### SHIPPING SUFFERS BADLY

#### SEVERAL BOATS DAMAGED BY ICE AT PRINCE RUPERT.

#### Lottie N. Breaks From Moorings and Is Rammed by Ice Floe and Sinks.

PRINCE RUPERT, B. C., Jan. 6.—The cold weather of the past few days has completely tied up navigation of every kind on the Skeena River, both above and below tidewater limit. Late arrivals from the Upper Skeena River report 30 below zero and the river frozen over and full of floating ice on the lower reach drifting up and down stream with the tide. On the coast zero weather has prevailed for some days and everything is frozen solid.

The tug Lottie N., while moored at her anchorage opposite Port Eslington wharf, was caught by the ice floes last Friday and driven ashore on the rocky point above town. A hole was stove in her side and she sank to the bottom.

The tug Topaz, owned by the Georgetown Sawmill Company, was caught in the ice further up the river and driven ashore, where she keeled over on her beam ends, but being built of iron, she withstood the force of the ice and was floated off at high tide, sustaining little damage.

The steamer Skeena, owned by Foley, Welch & Stewart, was sheeted with iron and has made regular trips to tidewater camps since the Hudson Bay Company's boats were taken off two months ago. She went aground in a slough near McLeorn's camp last Thursday and narrowly escaped being frozen in. She floated at high tide after a rough trip, battling with the running ice, she reached Prince Rupert on Saturday and was hauled out on the new ways prepared for her. It is expected that she will remain for the rest of the winter.

### PARTY HAS NARROW ESCAPE

#### CAPITALISTS ON TUG RESCUED FROM ICY WATERS.

#### Small Boat Disabled and Is Helplessly Drifting When Steamer Comes to Aid.

BELLINGHAM, Wash., Jan. 6.—Adrift and half frozen in the disabled tug, Edna, in imminent danger of foundering in the heavy seas of Rosario Straits or being dashed upon rocks and precipitous shores, a party of prominent capitalists, of Seattle, Grays Harbor and Bellingham had a narrow escape from death when the Edna was rescued by the steamer Sims. The engines gave out as the party put out from Waldron Island, where the capitalists were inspecting quarries, and the Edna was rapidly drifting ashore, in constant danger of capsizing when the Rosalie steamed out of Obstruction Pass, responding to signals of distress and took the passengers of the launch, nearly frozen, aboard. The party landed at Bellingham tonight.

In the party were Milton A. Savage, president of the Independent Asphalt Company, Seattle; Charles Young, Bellingham; E. W. Webster, secretary of the Hoisting Engine Company, Captain Spencer, of the tug Edna, and the crew of the Grays Harbor; Rex Williams, of Seattle; Captain Killcup, of the tug Edna and three members of the crew of the Edna.

### MERRY-MAKERS ARRESTED

#### Children in Trouble for Breaking Window With Snowballs.

Snowballs thrown by a crowd of boys and girls at First and Holladay streets last night about 9 o'clock broke a window in Williams-avenue car 407, in charge of Conductor M. E. Brown. The complaint of the carman several of the young folks were taken into custody by Patrolman Adams. Moore, before the station, where they gave their names and addresses and were told that they would be reported to the juvenile court authorities. A large number escaped arrest.

Those who were caught were: C. Z. Hastings, 15 years old, son of Joseph Hastings, of 208 Occident street; his brother Whitney Hastings, 14 years old; Donald Stewart, 16 years old, son of Charles Stewart, 235 East Third street; Harold Smith, 16 years old, son of Mrs. M. L. Sundt, 315 Williams-avenue; Ross Philip, 14 years old, daughter of W. L. Philip, a carpenter, 350 Benton street; Florence Knapp, 14 years old, daughter of L. C. Knapp, secretary of the Peninsula Lumber Company, 273 East Third street, North.

### SHEEP CLEAR OF SCABBIES

#### Two Years' Work Reduces Number of Infected Animals Four-Fifths.

PENDLETON, Or., Jan. 6.—(Special.)—Oregon's sheep are practically free from scabbies, the inspection started last October having been completed. Not more than 100 sheep were found actually afflicted with the disease, and the total number which were exposed and therefore assessed as infected sheep and subject to a double dipping under Federal supervision, was but 723. Two years ago there were 245,223.

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### VILLAGES BURNED BY TROOPS

#### Government Soldiers in China Takes Severe Measures.

AMOIY, China, Jan. 6.—Reports received here today from the districts in Manchuria affected by the recent revolutionary outbreak say that the government troops have burned seven villages and that the insurgents are on the defensive. The troops are now awaiting reinforcements. The disaffected district comprises 16 villages west of Tung-an, three northwest of Amoy Island and others to the north.

### ROOSEVELT GIVES REBUFF

#### Portland Gains Victory

#### Federal Appeals From Alaska May Now Be Heard in This City.

OREGONIAN NEWS BUREAU, Washington, Jan. 6.—The Senate today confirmed the following nominations of postmasters: Oregon—Nathan E. Chambers, Arleta; Charles W. Merrill, Bend; Jesse Baskett, Freewater; George M. Ritchey, La Grande.

### GOOD BLOOD

#### Means good health, and Hood's Sarsaparilla has an unapproached record as a blood-purifier.

It effects its wonderful cures, not simply because it contains sarsaparilla, but because it combines the utmost remedial values of more than 20 different ingredients. There is no real substitute for it. If urged to buy any preparation said to be "just as good" you may be sure it is inferior, costs less to make, and yields the dealer a larger profit. Get Hood's Sarsaparilla today. In usual liquid form or in chocolate tablets known as Sarsaparilla.

# Li Wan-Wolfe's

## JANUARY CLEARANCE SALES

### Goods Reduced In Every Department

Clearance Sale of Pictures  
 Clearance Sale of Art Goods  
 Clearance Sale of Costumes  
 Clearance Sale of Dresses  
 Clearance Sale of Skirts  
 Clearance Sale of Coats  
 Clearance Sale of Suitcases  
 Clearance Sale of Silverware  
 Clearance Sale of Cut Glass  
 Clearance Sale of Flannels  
 Clearance Sale of Wash Goods  
 Clearance Sale of Umbrellas  
 Clearance Sale of Men's Furnishings  
 Clearance Sale of Boys' Furnishings  
 Clearance Sale of Drugs  
 Clearance Sale of Music  
 Clearance Sale of Notions  
 Clearance Sale of Pyrography  
 Clearance Sale of Rugs

## All Undermuslins Reduced--Every Garment in Coat Department Reduced--All Pictures, Jewelry and Holiday Goods Reduced--Goods Reduced in All Depts.

# GIVES DEATH-BLOW TO FULTON'S BILL

#### Elkins Gets Foraker's Aid to Break Tie on Rate Law Amendment.

#### SENATOR STILL FIGHTING

#### Will Offer Amendment and Try to Get Vote, but Railroad Solons Will Prevent Action by Dilatory Tactics.

OREGONIAN NEWS BUREAU, Washington, Jan. 6.—The Senate committee on interstate commerce today administered a death blow to the Fulton bill prohibiting an advance of any interstate freight rate without the consent of the Interstate Commerce Commission. At a meeting of the committee held this morning the bill was defeated by a vote of 11 to 10.

When the Senate met, Fulton informed Elkins he must report the bill today or else he (Fulton) would move that the committee be discharged from its further consideration. Immediately Elkins found Elkins' negative vote and then informed the Senate that his committee had authorized him to report the bill adversely. He said he would file a written report later.

In view of the adverse attitude of the committee and in view of the fact that the railroads are actively opposing its bill, there seems to be no chance of its passing this session, though Fulton said he intended to propose an amendment making the bill conform to the recommendations of the Interstate Commerce Commission and make a fight to have it passed.

Senators friendly to the railroads who are opposing the Fulton bill will probably not fight it openly, but will resort to dilatory tactics, knowing that, with very little time remaining for consideration, the bill can probably be killed, especially if they can prevent the fixing of time for a vote. Some of the most influential Senators have lined up against the bill and are determined it shall not go before the Senate for a vote.

Roosevelt backs Fulton.

The adverse report of the committee anticipated a message from President Roosevelt calling attention to the need of further legislation on railroad rates, as indicated by the recent decision of the Supreme Court of the United States in the case of E. H. Harriman against the Interstate Commerce Commission. It is expected that the President's message will be used as an argument in favor of the taking up of the Fulton bill, regardless of the report against it, and Senator Fulton has given notice that he will try to do so.

Aldrich Leads Naughtier.

At the committee meeting Aldrich moved that the bill be reported adversely and Newlands up against the bill, which he is reported favorably with an amendment that would leave to the discretion of the Interstate Commerce Commission whether a protest against a proposed increase of rates should operate as a stay until the rea-

# HITCH OVER PLACE

#### Hitchcock as Postmaster Is Dangerous Politics.

#### FEAR HEAVY OPPOSITION

#### Democrats Say Chairman of National Committee Might Organize Political Machine of Great Power as at Last Election.

WASHINGTON, Jan. 6.—According to gossip about the Senate the hesitancy of President-elect Taft in announcing formally his selection of Frank B. Hitchcock, chairman of the Republican National committee, to be Postmaster-General is due to a suggestion that the nomination might call out opposition in the Senate. It has been reported that if he continued to hold his position as National Chairman, considerable objection would be raised to his serving as the head of the Postoffice Department, which has more Federal patronage than any other of the Executive departments.

Mr. Hitchcock became First Assistant Postmaster-General under Mr. Cortlandt, and he organized postmasters and other Federal employees to a degree that made them a political power. It is reported that if he continued to hold his position as National Chairman, considerable objection would be raised to his serving as the head of the Postoffice Department, which has more Federal patronage than any other of the Executive departments.

Intimate friends of Mr. Hitchcock declare that in the event it became necessary for him to choose between the National Chairmanship and the Postmaster-Generalship, he would return to the former place.

It is further recommended that the commission be explicitly empowered to postpone the application of any increase of rates by any railroad pending examination by the said commission into said increase to see whether or not it is justified. The regulation of the railroads should be as completely as possible in the hands of the commission, for it can only be rendered effective by being put completely under the control of some branch of the National executive, this change to take effect immediately.

Portland Gains Victory

Federal Appeals From Alaska May Now Be Heard in This City.

OREGONIAN NEWS BUREAU, Washington, Jan. 6.—The Senate today passed the bill which was held up in that body after passing the House last session, providing that appeals from courts in Alaska may be heard in Portland or Seattle. As the law now stands, all appeals must be taken to San Francisco. The bill lacks only the signature of the President to make it a law.

New Postmasters Named.

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Washington-San F. Straight, Edmunds.

# CITY HALL BEING RAZED

#### Demolition of San Francisco Landmark at Last Begun.

SAN FRANCISCO, Jan. 6.—A force of workmen today began to demolish the City Hall dome which was partially stripped of its steel frame by the earthquake of 1906 and which has since stood as a ruinous landmark. The destruction wrought by the disaster.

The task has been undertaken by an Eastern contractor, after lengthy negotiations, and which has since stood as a ruinous landmark. The destruction wrought by the disaster.

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