

SAYS JORDAN WAS FLUSHED BY WINE

Stanford's President Is Savagely Attacked.

SCHOOL BOARD GRILLS HIM

Offended by Remarks Relative to Japanese Matter.

ACRIMONY IS MOST BITTER

David Starr's Reference to "Shades of San Quentin" Arouses Citizens to Warfare—Comment of Public Men Severe in Extreme.

SAN FRANCISCO, Jan. 19.—(Special.)—"Dr. Jordan, if correctly quoted, should take unto himself his lecture on the contents and should know that it becomes the individual as well as the Nation to be a gentleman."

"From the remarks of Professor Jordan, I am led to believe that his utterances were made at a very late hour in the evening, and at a time when he was suffering from a sudden rush of wine to the head."

"It would appear that President Jordan does not practice what he preaches, for his statements are not such as a gentleman would make."

"The Jordan's quoted reference to the shades of San Quentin prison are not easily understandable and could only spring from sudden intoxication or senile decay."

"The remarks made by President David Starr Jordan, of Stanford University, at the University Club banquet on Thursday night, when he discussed the Japanese question and denounced the attitude of the San Francisco School Board, have been accepted as open declaration of war by the Board of Education and Superintendent of Schools Ronover."

"Like the Japanese at Port Arthur, the local officials rushed to the attack even while the enemy was banqueting."

"Dr. Jordan grilled the School Board generally for establishing the Oriental school, but that portion of his remarks which is contained in the following query, which he addressed to his auditors:

"What the foreign policies of the United States be directed by a gentleman or shall they be directed from within the shadow of San Quentin?"

"The situation at San Quentin of course refers to the fact that the school board was appointed by Mayor Schmitz, now under indictment."

"The replies of the local officials run from mild rebuke to hottest denunciation. David Oliver, Jr., of the board, even suggests that Dr. Jordan be removed from the presidency of Stanford University."

"It would seem to me that a person who could bring himself to abuse a privilege afforded him by generous hosts, and seize the opportunity to arise at a banquet table and hurl epithets at men with whom he has no possible quarrel, is in an unhealthy state of mind, and should no longer be permitted to remain at the head of a University."

"Dr. Jordan's quoted reference to the 'shades of San Quentin' are not easily understandable and could only spring from sudden intoxication or senile decay. I do not know what brand of wine was served at that banquet, but surely it could not have been good California wine."

"From the remarks of Professor Jordan, I am led to believe that his utterances were made at a very late hour in the evening and at a time when he was suffering from a sudden rush of wine to the head."

"Knowing the apocryphic nature of President Jordan, and his desire to curry favor with the chief executive at Washington, I am not surprised at his attitude."

"The Board of Education has assumed the position from which there will be no retreat, notwithstanding the attempted coercion of an executive or the blustering utterances of a college professor, whose chief claim to fame rests upon his familiarity with fish hatcheries."

"Dr. Jordan makes Reply, in the following statement: 'In the language to which the School Board takes exception I did not refer to the School Board. The members of the Board are ready factors in the National policy of the United States. The school incident is a minor matter, except that it involves the settlement of certain questions as to the conflict of law, National obligations and state's rights. These matters are for the courts to settle.'"

"The only essential point is that the immigration of Japanese laborers, which most of us deprecate, can be honorably and legally checked in but one way—that of friendly co-operation with the government of Japan."

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JORDAN MAKES A DENIAL

Says He Did Not Refer to School Board in Banquet Speech.

SAN FRANCISCO, Jan. 19.—In a signed statement issued this morning, President David Starr Jordan, of Stanford University, replied to the attack made upon him yesterday by members of the local Board of Education for his remarks on the Japanese school question.

"I am not surprised at his attitude," said the members of the local Board of Education, "and we are not surprised at his attitude."

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ROAD'S LACK OF CARS IS WOEFUL

Facts Come Out Against Northern Pacific.

SHOWING MADE AT TAGOMA

Sawmill Men Tell How They Are Forced to the Wall.

THOUSANDS DOLLARS LOST

Commissioner Lane Conducts an Investigation, at Which Large Numbers of Lumbermen and Railroad Officials Are Present.

TACOMA, Jan. 19.—Investigations into the lumber car shortage by Interstate Commerce Commissioner Franklin K. Lane today developed facts showing the Northern Pacific equipment to be entirely inadequate to handle the lumber products of Western Washington.

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POLICY OF THE NORTHERN PACIFIC RAILROAD.

TACOMA, Wash., Jan. 19.—(Special.)—Testimony of the leading lumber manufacturers of Western Washington before Franklin K. Lane, of the Interstate Commerce Commission, today, included the following assertions:

"Ten years ago and up to the time that James J. Hill became the dominating power in the Northern Pacific Railway, cars were shipped from Western Washington to St. Louis in from two to three weeks."

"Today it takes an average of 80 days for the delivery of these shipments."

"James J. Hill was in a personal interview that Washington was growing entirely too fast."

"Overloading of trains, the policy adopted on the Great Northern and Northern Pacific, is a leading cause of car shortage."

"Western Washington mills have orders, enough booked to keep them busy for more than six months and perhaps a year."

"Mills best supplied with cars have been able to ship only about 45 per cent of their output, while some mills have been turning out only 25 per cent of their capacity."

"Hundreds of small mills in the state are on the verge of bankruptcy because of traffic conditions."

"Eighty per cent of the cars furnished to the lumbermen by the Northern Pacific Railway belong to the Interstate Commerce Commission."

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PASSENGER TRAIN BLOWN TO ATOMS

About Twenty Killed in Indiana Wreck.

CONCUSSION CAUSES DISASTER

Passengers Left to Burn to Death Without Aid.

BODIES FOUND IN WOODS

Tremendous Shock Destroys Wreck and Survivors Fly for Relief, Rescuers Forced to Leave Men to Burn Alive.

TERRE HAUTE, Ind., Jan. 20.—Big Four accommodation train No. 3, which left Terre Haute at 8:30 o'clock last night, was destroyed by the explosion of a car of powder at the siding east of Sanford, Ind., at 8:50 o'clock last night.

Fifteen persons were killed outright and the death list probably will reach 20 with 29 or 35 injured. The engine, two coaches, and baggage car of the train were demolished.

The identified dead: CHARLES COSNELL, brakeman, Ill.; JOHN FRANKLIN, brakeman, Ashmore, Ill.; A. D. HEILAR, farmer, Elbridge, Ill.; CLAUDE STEELE, Sanford, Ind.; DIEN WOLFE, wife and two children, Sanford, Ind.; WILLIAM THOMPSON, Sanford, Ind.; WILLIAM DAVIS, Vermillion, Ill.; J. W. SUTHERLAND, Paris, Ill.; UNIDENTIFIED DEAD MAN at morgue. Three cremated bodies were taken from the wreckage and four frightfully mutilated bodies were found in the woods some distance from the wreck.

Four other bodies have not been identified. It is believed there are more in the wreck. The list of injured includes: Conductor Frank Thomas, Mattson, Ill.; Engineer James H. Wilson, Elbridge, Ind.; William Davis, Vermillion, Ill.; Lindsey A. Blington, Sanford, Ind.; J. L. Lawler, Terre Haute, Ind.; J. W. Moore, superintendent of maintenance of way, and his wife, Sanford, Ind.; Mrs. Bessie Southcott, Shelbyville, Ill.; Miss Cora Buckley, Terre Haute; Miss Florence Jones, Terre Haute; Keith Briggs, Salem, O.; Miss Anna Cummings, Terre Haute; Miss Bessie Southcott, Shelbyville, Ill.

Shock Felt Miles Around. The first intimation people had of the disaster was a shock which was felt in Terre Haute and as far east as Brazil, Ind., and as far south as Sullivan, Ind. The wires were blown down and it was some time before the Big Four officials here learned of the explosion. Relief

trains were ordered out from Terre Haute and Paris, Ill., and the dead and injured were taken to both cities.

The work of the rescuing party was hampered by the almost complete destruction of the train and the blazing timbers, which were ignited by the explosion.

The train left Indianapolis at 4:30 Saturday evening with Engineer Welch and Fireman Rowland, both said to be from Mattoon, Ill. The names of the crew are not obtainable tonight.

G. M. Armstrong, agent at Sanford, stated that he thought the car contained about 500 bags of powder. He said he was standing in the door of the station when the explosion occurred and he at once called some section hands. They secured an engine, broke an interlocking switch and went to Paris, Ill., for a relief train.

All means of communication between this city and Sanford were cut off, and since the men at Sanford had not stopped to ascertain how much damage was done, the passengers received no aid until the relief trains reached the scene.

The entire passenger train was a mass of flames and the relief party was able to reach only the passengers who had been either blown from the train or were able to crawl from the coaches after the explosion.

Have to Watch Men Cremated. Two of the men who were cremated were still alive when the relief party from this city reached the wreck, but the rescuers were unable to reach them and were compelled to stand and watch them burn. The flames lit up the scene so that the rescuers did not have to work in total darkness. The station at Sanford was turned into a morgue.

After the physicians from Paris, Ill., had the members of the relief party from Terre Haute arrived, the flames died down so the men had to work by the light of lanterns.

Many Will Not Be Identified. It is not known how many passengers were on the train, but it is said that both cars were almost full. Only about 50 have been accounted for and it is thought a number were either killed outright or were buried under the wreckage and burned to death. Many gruesome finds were made by the relief party and it is probable that some of those who were blown to pieces or were cremated will never be identified.

From the most definite information obtainable, the freight train had just cleared the main track and had come to a standstill when the passenger started to back. It is thought that the concussion caused by the passenger set off the powder in the freight car.

Eight cars of the freight train were burned. None of the freight train's crew was injured.

SIXTEEN PERSONS CREMATED Big Four Train Collides With Freight Train in Fog. FOWLER, Ind., Jan. 19.—Sixteen persons were cremated or burned to death early today in a collision between the Cleveland, Cincinnati, Chicago & St. Louis Railroad passenger train, which left Chicago at 11:30 last night, and a freight train. The persons were seriously injured and several more slightly hurt.

The passenger train was running 50 miles an hour and consisted of a combination coach, two Pullman sleepers, one Cleveland, Cincinnati, Chicago & St. Louis and private car No. 401 occupied by Mrs. C. E. Schaff, wife of the vice-president of the railroad. The train car and the Indianapolis sleeper. Seven of the dead have been identified.

Eleven of the victims were burned to death in the combination coach, and by two of these have been identified. With but one exception, every member of the passenger train-crew perished.

The dead are: HENRY A. PRICE, of the passenger train; CONDUCTOR HIDDINGER, of the passenger train; BAGGAGEMASTER MAGEE, of the passenger train; STEPHEN ALCOCK, of the passenger train; NINE occupants of the combination car, names unknown; HENRY A. PRICE, of Long Beach, Cal.; W. B. Harris, Indianapolis, died in hospital at Kankakee; Henry A. Price, Long Beach, Cal., body totally burned; Miss A. Cretton, New York, left leg injured; H. W. Fink, Grand Rapids, injuries serious; D. W. Tripp, engineer passenger train, injuries serious, freedom on freight train, seriously; E. F. Barner, residence not given, slightly injured; H. W. Lynch, Chicago, probably recovered; John Kobbie, Indianapolis, slight; W. T. Hall, Memphis, slight; S. A. Douglas, Freeport, Ill., head badly bruised; John Meyer, New York, leg broken. None of the passengers in the sleepers suffered serious injury. The passenger train in the heavy fog

CONGO COUNTRY AS IT REALLY IS

What Starr Saw in Remote Interior.

ATROCITIES ARE OVERDRAWN

Few Cases of Flogging and Mutilation Seen.

NEGROES HAPPY BEINGS

Chicago Professor Lifts Veil and Shows Them Reveling in Wealth of Wives, Enjoying Dances and Cakewalks.

By Frederick Starr, Professor of Anthropology, University of Chicago. (Copyright, 1907, by Chicago Tribune.) CHICAGO, Jan. 19.—(Special Correspondence.)—My own interest in the Congo Free State began at the St. Louis Exposition. As is well known, that exposition made a special feature of groups of representatives of tribes from various parts of the world. These natives, dressed in native dress, lived in native houses, and so far as possible reproduced an accurate picture of the daily life to which they were accustomed in their homes.

Among the groups there brought together was one of Congo natives. This group was commonly known as the pigmy group, though but four out of the nine members composing it made claims to be such. The group was brought by Mr. S. F. Verner, at one time missionary to the Congo, who was engaged by the exposition to make a special journey into Central Africa to procure it. Four members of the group were Batua, the others were large blacks representing the Bakuba and Baluba.

The idea of visiting Africa, was one which I had never seriously entertained, but in the study of these Congos it seemed to me that there were interesting questions the solution of which would well repay a visit. The consequence was that I determined to visit the Congo Free State—and specifically that part of the state from which these natives had been brought.

Led to Expect Atrocities. About this time I received considerable literature from the Congo Reform Association. The article by Frederic J. Haskin, usually published in this column, will be found on page 23 of this edition of The Oregonian.

After reading this literature I started for the Congo, fully prepared to see all kinds of horrors. I supposed that mutilations, cruelties and atrocities of the most frightful kind would everywhere present themselves. I expected to find people everywhere suffering, mourning and in unhappiness.

My errand, however, was not that of a searcher after all these dreadful things, but purely that of a student of human races, with definite questions for investigation. I must say that my opportunities for forming an opinion of conditions in the Congo have been exceptional. Mine was no hasty journey, but a tarry in the country extending over more than one year.

While my original plan was to spend the greater portion of my time in the district ruled by the Bakuba chief, Ndombe, with but a short period in other parts of the state, I had decided before reaching the month of the Congo to distribute my time more evenly and to see far more of the Congo proper than at first intended. As a consequence I went first into the Kasai district, where I spent four months, after which, returning to Leopoldville, I went up the main river to the head of navigation, and even beyond, to Ponthierville, the terminus of the newly-built line of railroad. We also went up the Aruwimi, to the famous Yamboua camp, where the navigation of that river is interrupted by cataracts.

Met Whites of All Classes. I have, therefore, seen not only the Lower Congo, which has been so frequently visited in recent years, but traveled thousands of miles up and down the river and two of its most important tributaries.

In this extended journey I came into constant contact with representatives of the three groups of white men who live in the Congo Free State—state officials, missionaries and traders. I am not prepared to say that my journey was made at my own expense; I was not the representative of any institution, society or body. I was without instructions, and my observations were untrammelled by any demands or conditions from outside.

While I am under many and weighty obligations to scores of state officials, missionaries and traders, I am not prevented from speaking my mind in regard to any and every matter. Both to the

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David Starr Jordan, who has incurred bitter animosity of San Francisco School Board.



Ex-Governor Higgins, of New York, fatally stricken with heart failure.

THE GOSPEL OF CHARITY ACCORDING TO STANDARD OIL. FROM ADDRESS, JAN. 18, NEW YORK BY CHANCELLOR DAY. THE WAGE-EARNERS GET ENOUGH FOR WHAT THEY DO. MANY OF THEM GET MORE THAN ENOUGH. THE POOR ARE THE CHIEF CAUSES OF INTERPERANCE AND SHIFTLINESS. WE SHOULD CEASE SOME OF THE PHILANTHROPY WE PRACTICE. WE MAKE THE POOR HELP THEMSELVES. THE POOR SUPPORT 10000 SALOONS IN THIS (N.Y.) CITY.