



## DEATH COMES TO TREPPOFF

### Tryannical Russian General Beaten By Death.

### WAS NATURAL DESPOT

### Dies at Villa at Peterhof After Lingered Illness—Was Reactionary.

### HATED BY REVOLUTIONISTS

### Deceased General Leader of Reactionary Repression in Russia—One of Bureaucracy's Strongest Supporters—Mainstay of Czar.

ST. PETERSBURG, Sept. 15.—Gen. Dmitri Feodorovich Trepoff, commandant of the imperial palace, died at 6 o'clock this evening at his villa at Peterhof of Angina Pectoris.

General Trepoff, whose name is indelibly linked with reactionary repression in Russia, was a remarkable man. He was a natural despot, a tyrant by inclination, education and conviction. He was one of those men who have constantly appeared in Russian history, just at the time when conditions were most promising for putting an end to despotism and to turn the Russian rulers from liberalism to reaction. Trepoff would have been 51 years of age in December. For several months he has been suffering from heart affection and asthmatic troubles.

### ORDER GENERAL STRIKE.

### Wabash Road's Machinists, Boilermakers and Blacksmiths Will Go Out.

CHICAGO, Sept. 15.—A general strike of all shop employes on the Wabash Railroad system has been ordered to take effect next Monday morning at 10 o'clock. The order affects 1,600 skilled mechanics, including machinists, boiler makers and blacksmiths.

James O'Connell, president of the International Association of Machinists, before leaving Chicago for Washington last night, said everything possible had been done to avert a strike and that a walk out of all the employes in the repair and machine departments of the road could not be avoided unless the company should agree to the terms of the men.

Conferences have been in progress between the officials of the Wabash and Mr. O'Connell during the last week. The question at issue concerns wages. The machinists being chiefly interested. The request of the machinists that the wage scale be raised to a standard similar to that in effect on a number of other railroad systems was not received favorably by the road officials. They offered to continue paying the present scale, which ranges from 28 to 30 cents an hour. The demands of the men included a graded scale of wages running from 33 to 35 cents an hour. When it became apparent that negotiations would prove fruitless President O'Connell sought the sympathy of the other trades employed in the other departments of the railroad service. He asked that in case of a strike, the boiler makers, blacksmiths and other shop and repair men should agree to walk out in support of the machinists. The promise of other trades was secured and joint action was decided upon.

### TWO GREAT PLAYS.

The "Sidewalks of New York" and "The Little Minister," the two productions with which the well known Swain company opens their stock engagement here, Sept. 24, are probably two of the best known and least seen plays ever written. Both are masterpieces of dramatization in their respective atmospheres, and have been two of the lead-

ing offerings of the Swain company for the past several years. Aside from these two plays, however, the company has an extensive repertoire of strictly first class productions which they present with a complete complement of scenic and electrical settings in which last two respects they carry the largest amount ever attempted by any similar attraction, and as a result of which every production is complete in every respect.

### WANTS REHEARING.

WASHINGTON, Sept. 15.—A brief in support of the petition of Former United States Senator Burton of Kansas for a re-hearing in the case in which he has been found guilty of accepting a fee for services rendered the Rialto Company of St. Louis, was filed in the Supreme Court of the United States yesterday. The brief is in the nature of a supplication for another opportunity to present the case, and says in part:

"Believing that the trial in the court below was not a fair one and that the verdict rests on evidence not technically but substantially improper, evidence which removed the case from the region of fact to the realm of suspicion and believing also that evidence was excluded which alone could meet and rebut the evidence wrongfully decided, we earnestly pray for a rehearing."

### PLEASED WITH WEST.

NEW YORK, Sept. 15.—Dwight M. Pardeen, secretary of the New York Central, has returned from a trip to the West, which included Minneapolis and points west to Portland. From there he went to San Francisco and was in the other more important cities of California. With the exceptions of San Francisco conditions everywhere he found to be prosperous. He says: "People in the East cannot realize the enormous business that is being done in the West unless they actually see. All classes of business are active, with of course the crops as the basis. "The railroads are having all they can do to handle their traffic. "Even in San Francisco there is great enthusiasm and optimism."

### BIG FRUIT SHIPMENTS.

SAN FRANCISCO, Sept. 15.—Up to last night, according to Southern Pacific Freight officials, 4,000 cars of green fruit had been sent to points east of the Rocky Mountains. They expect an additional 1,500 carloads before the season ends. In their opinion these 5,500 cars of deciduous fruit represent a market value of \$5,600,000, or an average of \$1,000 per car. Each car sent east contains 24,000 pounds of fruit. So far this season the total shipments east will aggregate 132,000,000 pounds.

### CONFESSES TO MURDER.

### Man Confesses He Murdered Father and Son on Continental Divide.

DENVER, Sept. 15.—A News special from Rawlins, Wyo., says: Deputy Sheriff W. S. Johnson of Wapanuka, I. T., arrived here tonight having in custody J. B. Hickman, who has confessed to the murder of Thomas Irvine and his young son Archie, while they were travelling overland to Baker City, Oregon, on the continental divide near this city last June. Hickman in his confession implicates his cousin Hugh Hickman, for whom the officers are now searching.

### GREELY SUCCEEDS CORBIN.

ST. LOUIS, Sept. 15.—Major General Adolphus W. Greely formally took charge of the Northern Division of the U. S. Army here today, succeeding Gen. Henry C. Corbin, retired.

### ACCOUNTANT WINS.

NEW YORK, Sept. 15.—James Brady's \$45,000 colt Accountant at six to five, won the \$25,000 annual championship stakes at two and a quarter miles at Sheephead Bay H. P. Whitney's Ironsides was second. Time, 3:55 2-5.

### BATTLESHIPS SAIL.

NEWPORT, Sept. 15.—Under orders received from the Navy Department at Washington, the first class battleships Louisiana and Virginia sailed today. Their destination was not learned.

### PACIFIC COAST LEAGUE.

At Seattle—Seattle, 10; Fresno, 4. At Portland—San Francisco, 4; Portland, 0. At Oakland—Los Angeles, 1; Oakland, 2.

## RAILROAD TRIP TO SEA ENJOYED YESTERDAY

### Portland and Astoria Chambers of Commerce With Distinguished Guests.

### VISIT THE COLUMBIA RIVER BAR JETTIES

### Splendid Reception at Fort Stevens and at the Federal Engineering Department By the Officers in the Command There.

### SEVENTEEN GUNS SALUTE IN HONOR OF GOVERNOR

### JOURNEY MADE OVER FIVE MILES OF BLUE OCEAN WATER—MAPS AND MEMORANDA OF JETTY WORK SCANNED CLOSELY—WONDERS OF THE GIGANTIC UNDERTAKING REVEALED—RETURN TO ASTORIA—BANQUET AND SPEECHES.

At 11:45 o'clock yesterday morning the Portland express pulled into this city with a special car attached bearing a group of prominent Portlanders, members of the metropolitan chamber of commerce and their guests, to-wit:

R. R. Hoge, president of the Portland chamber; Edmund C. Giltner, its secretary; W. D. Wheelwright, George Taylor F. E. Baumgartner, J. C. Flanders, J. C. Ainsworth, C. H. Devers, C. F. Adams, and C. A. Stewart, of the A. & C. office there. The guests of honor being Hon. Joseph E. Ransdell, representative in Congress from the Fifth district of Louisiana, member of the House committee of rivers and harbors, and president of the National Rivers & Harbors Congress; Hon. W. L. Jones, representative in Congress from the State of Washington, and member of the House committee on rivers and harbors; Governor George E. Chamberlain, of Oregon; United States Senators Charles W. Fulton and John M. Gearin, of Oregon; United States Senator-elect Fred W. Mulkey, of Oregon; Congressmen-elect W. R. Ellis and W. C. Hawley, of Oregon; ex-Congressman Malcolm A. Moody, of Oregon; Colonel W. S. Roessler, chief of the engineering department, in charge of the government work at the Columbia river jetties; State Senator J. N. Smith, of Salem; Peter Loggie, president of the Coos Bay Chamber of Commerce, and C. M. Sain, editor of the Coos Bay Harbor; and Lester Scott, representing the Oregonian.

The instant these gentlemen reached this city they became, for purposes of the further trip to Fort Stevens and the jetty, the guests of the Astoria chamber of commerce, and that body was represented by Chairman Brennan Van Dusen of the committee on commerce and navigation of the chamber, who had issued invitations to forty of the leading citizens of Astoria, to join the party at the depot; but of this number only the following were able to respond, to-wit: County Judge J. C. Trenchard, Mayor Herman Wise, State Senator W. T. Schofield, Representative John C. McCue, J. C. Mayo, general passenger agent of the A. & C.; Charles H. Callender, R. B. Dyer, E. W. Tallant, Gabriel Wingate, James Finlayson, Captain Dan McVicker, of the bar pilot service, and Captain Jas. Tatton, ex-bar pilot on the Columbia.

As soon as the train for Fort Stevens could be made up, and the specials attached thereto, the train swung out for the margin of the Pacific and the pleasant processes of introduction and subsequent interchange of courtesies held the boards for the hour used in reaching the grounds at Fort Stevens, where Colonel Walker and his staff, and Mr. Bagnall of the engineering force, were on hand with cordial greetings for all hands.

As the party disembarked from the special the park battery at the fort roared out a salute of seventeen guns in honor of the governor of the State of Oregon, and the patrols about the grounds brought their guns to a "present" and kept them there until the last gun was fired.

That the party had been anticipated was incontestably proven by its being instantly hailed into the mess-room of the engineering barracks and seated at tables generously laden with a splendid and abundant lunch. There were two rooms involved in the collation, Mr. Bagnall presiding in one and Colonel Roessler doing the honors at the "over-flow," and both parties were royally entertained, not alone with the viands from which they drew the creature comforts of the hour, but with the flow of bright and lively talk incident to the occasion, and just as the party had comfortably disposed of the bounty provided, the jetty-train ran alongside the banquet room, and all hands were carefully bestowed on the open cars in use on the system and Colonel Roessler gave the engineer the signal that started the train over the narrow-gauged rails that had their outboard and over the far blue waters of the Pacific.

The gentlemen of the national delegation at Washington were on the fore end of the train (which was pushed to its destination by the sturdy little engine), and were surrounded by Col. Roessler and his staff with all manner of maps showing in detail every foot of the great work to-date, all of which was carefully explained to Congressmen Ransdell and Jones, who were perhaps the most unfamiliar with this particular huge undertaking, and the intelligent exposition of the actual conditions of the jetty and its objects, was ample to put them in possession of the data they most desired to possess.

Congressman Ransdell gave his undivided and earnest attention to the least and largest items of information at his command and amplified and fortified it by a line of apt and illuminating questions that showed him to be no novice in the science of jetty-building and entirely en rapport with the system as it applied to this bar and river; and all the way out and back the interesting dissertation was kept going to the genuine pleasure and gratification of those who had the good fortune to be within ear-shot of the elaborate discussion; the trend and close of which left none in doubt of Mr. Ransdell's profound understanding and appreciation of the vital need of the completion of the jetties on the north and south of the Columbia river bar.

Everybody enjoyed the unique ride, five miles out over the gleaming waters of the quiet ocean, blue and quiescent in the warm afternoon sunshine, with only the spidery line of long trestling to be seen before and behind them, with the foaming, long-drawn billows sweeping in under them, the smoke of a distant steamer, or the flick of a white sail on the horizon alone marking the infinitude of the seaward prospect; and the business of the day was momentarily forgotten in the strange and exhilarating sensations incident to the trip.

Colonel Walker, in command of the post and his aides were on board and contributed immensely to the real pleasures of the ride by pointing out to the

uninitiated the marvels and beauties that lay everywhere abroad and as soon as the train was again in the grounds of the fort, they took charge of the party and showed them everything, in detail, from the stately batteries and mortars on the surface, to the conning rooms and magazines far beneath the grounds; explaining everything in simple and convincing terms that anyone hinted a desire for information about; all of which was a revelation to those who, looking for the first time upon the innocent and unsuggestive hills that flank the bay and ocean at that point, undreaming of the superb and potent forces hidden there, made the most of, with due appreciation of the valuable opportunity at hand, all of which was gratefully acknowledged as they left for the train.

The converted express was then switched down the line to the main pier at Fort Stevens, where the handsome steamer of the engineering department, the Arago, under command of Captain Buchanan, lay in waiting for the party. At this point and hour (4:10 p. m.), the farewells were said and all hands went aboard the Arago with the conviction that the day had been happily and profitably spent, and in a whirling exchange of good wishes and good-byes, the steamer swung out into the stream and headed for Astoria. Thirty-five minutes later she was alongside the Flavel pier in this city, and the party disembarked, and, under the guidance of Chairman Van Dusen made a bee-line for the Hotel Occident, where they were joined by Secretary Charles K. Higgins, of the Astoria chamber of commerce, and several other citizens, and turned over to the tender mercies of "Uncle Charley" Wright.

That genial host led the throng to the dining room and in a jiffy all were seated at the big "T" shaped tables, where forty covers awaited, and dinner was soon under way, the jolly sounds of table-furniture jingling happily with the incessant and sparkling conversation raging on all sides, and attuned to the pleasant rehearsal of the day's doings. After the meal had progressed to a point where a safe intrusion might be made, U. S. Senator Fulton arose and in brief and cordial terms introduced Hon. Joseph E. Ransdell, of Louisiana, as the guest of the state and the day, who had something to say in relation to the trip and its great purpose.

Mr. Ransdell rose amid a rattle of hand-clapping, and calls for a speech, and at its subsidence, said in part:

"Gentlemen of Astoria: I am profoundly grateful for the opportunities this day has afforded me for meeting you and familiarizing myself with your paramount want. The time presses too hard to permit me to indulge in a lengthy review of the great engineering problem that confronts you at the mouth of your noble river, but I may assure you I have due appreciation of your great and immediate needs in this relation; and I beg to say that if I was never converted before to the immense and urgent requirements of the Columbia river and its bar, I am thoroughly convinced, since my visit the Dalles a few days ago, and the excursion of today; and to sum up the most that I might say under more advantageous circumstances, I leave the assurance with you that in me you have from this time forth a devoted friend in the Congress of the United States. I thank you again for the excellent things, and abundant courtesies that have fallen to me today at your hands."

Congressman W. L. Jones of Washington was then hailed to the floor and spoke briefly in the following terms:

"Gentlemen: I, too, have to thank you sincerely for a pleasant and profitable day. I am sincerely glad to have met the people of Astoria; glad to have been able to visit the great bar at the mouth of the Columbia; you know your wants infinitely better than I do; but I know them better today than I ever did before; I shall do whatever I can to open your bar, with due consideration for other and equally important interests. I thank you again, and wish you good-by."

As the Washington statesman took his seat, President Hoge of the Portland chamber of commerce, arose and gave a full expression to his sense of appreciation of the warm and cordial reception accorded the guests of that city and organization by the Astoria chamber and the citizens here, and uttered the hope that the day and its issue might lead to the consummation of the greatest project possible for the State of Oregon and the Northwest.

At this point "Jimmy," the Occident's indispensable and popular porter, thrust his head in the dining room door and announced the "bus" for the 6:10 train to Portland, whereupon

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## WILL AID IN PACIFICATION

### Taft and Bacon Prepare for Cuban Trip.

### WILL GO ON CRUISER

### Official Party Will Make Journey On Des Moines—Chiefs of Bureaus Meet.

### GET READY TO SEND TROOPS

### Taft Meets With Bureau Chiefs to Plan Movements of Troops in Case the United States Decides to Intervene.

WASHINGTON, Sept. 15.—Interest in the Cuban situation was intensified tonight by the circulation here that Secretary Taft with Assistant Secretary of State Bacon had been directed by the President to proceed to Havana and aid in the pacification of the island. Bacon will probably arrive here tomorrow morning. Taft is not certain that he will get away tomorrow afternoon, as he first intended. He is engaged in preparing a magazine article which must be completed before he leaves Washington. According to present arrangements the official party will proceed to Cuba on the cruiser Des Moines, which will meet them either at Tampa or Key West. Taft said tonight that he had received no further advice from the President regarding Cuba.

For more than an hour Taft was surrounded by the Chiefs of Bureaus, who would have to do with the active preparation for the movements of troops in the event the administration decided to intervene in the Cuban conflict. These chiefs were General Ainsworth, the Military Secretary; General Bell, Chief of Staff; General Crozier, Chief of Ordnance, and General Davis, Judge Advocate General.

While it is not admitted that the question of moving troops or preparations for hostilities were discussed, the gathering is a significant one.

### SPIRIT OF PATERNALISM.

BERLIN, Sept. 15.—Mr. Goere, representing the department of Commerce and Labor at Washington, in the course of a speech before the International Congress of Insurance Actuaries here, said there had been in the United States a spirit of paternalism, but he was happy to say Americans had recovered from the hysteria that seemed to possess them. The government was confident that no institution in the United States was more firmly based or possessed wiser administration than life insurance. The congress adjourned to meet in Vienna in 1909.

### EMBEZZLER DIES.

CANON CITY, Colo., Sept. 15.—Herbert F. Mellen, once a prominent society man, but who for several years has been a prisoner in the state penitentiary here serving sentence for embezzlement of the funds of the International Trust Company of Denver, died last night after a lingering illness. While in the penitentiary Mellen was a model prisoner and was employed as bookkeeper for the deputy warden. The remains will be sent to Boston for interment.

### LOST ONE RETURNS.

BURLINGTON, Iowa, Sept. 15.—Christ Burmaster, who disappeared from Burlington 51 years ago at the age of 17 years, and who since had not been heard from by his family, returned yesterday a wealthy man. His family had supposed him to be dead. He went first to Dakota, and made a fortune, and then to Los Angeles, where he now lives. He met several brothers and sisters yesterday who have been born since he left home.