

THE WEATHER.
Tonight and Sunday,
breezy, fresh to brisk
northeasterly winds.

THE OREGON DAILY JOURNAL

Second Edition

VOL. I. NO. 209.

PORTLAND, OREGON, SATURDAY EVENING, NOVEMBER 8, 1902.

PRICE FIVE CENTS.

BIG RAILROADS REACH AGREEMENT AND ARRANGE FOR INTERCHANGE OF TRACKS

Northern Pacific, Union Pacific, O. R. & N. and Great Northern Said to Have Signed Papers.

All Lines Will Have Nearly Equal Right in Using the Several Divisions of Roads Now in Operation.

(Journal Special Service.)
NEW YORK, Nov. 8.—It transpires that within the last few days an agreement was reached between the Northern Pacific, Union Pacific, O. R. & N. and Great Northern roads, regarding an interchange of track privileges on the Snake and Columbia River divisions, and the papers to the agreement have been signed and are now in force. The agreement gives the Northern Pacific equal rights over the O. R. & N. tracks from Wallula to Portland and to the Great Northern from Spokane to Portland and the Union Pacific and Great Northern trains will have a similar privilege over the Northern Pacific tracks to Sound cities. It further provides for the running of Northern Pacific trains over the Snake River branch of the O. R. & N. between Riparia and Lewiston.

The above dispatch outlines the preliminary step in one of the biggest traffic arrangements between four roads that has been entered into in years by lines interested in Pacific Coast transportation. It practically means that the Northern Pacific, O. R. & N. and Great Northern have agreed that the Great Northern shall have right to the use of the O. R. & N. tracks from Spokane to Portland. The Northern Pacific will also have the joint right with the O. R. & N. to the tracks of the latter company from Wallula to Portland, thus giving the Northern Pacific a route to a rich portion of the eastern country which it has long wished for. This may also put a stop to any move that has been made toward acquiring the old portage road and the right of way between Vancouver and The Dalles, connecting with the Paul Mohr line that is surveyed to Wallula from The Dalles.

In consideration of the privileges given its rival, the Northern Pacific, the O. R. & N. will be allowed to run Union Pacific trains over the Northern Pacific tracks to Tacoma and Seattle. The same privilege will be accorded the Great Northern. On the Riparia and Lewiston division the Northern Pacific will be given right to operate its trains, thus opening up that part of the country to them at a comparatively small expense.

The O. R. & N. officials here are not in a position to discuss the agreement. In fact they refuse to know little if anything about the deal. The Northern Pacific officers say they have no official notification of the agreement. They claim not to have received any advices from New York, but say that such an agreement as that mentioned would not be so very unlikely.

REDUCED RATES FROM ONTARIO

To Portland During Ir- rigation Week.

Delegates Appointed by Governor Geer and Commercial Organizations.

Everything seems to point to the fact that the coming irrigation convention will be one of the greatest events that ever transpired in the history of Oregon. At this convention there will be heard addresses from some of the best authorities on irrigation in the United States. Besides this those who attend the convention will be entertained in the best possible way. Cheap rates have been arranged from all points in Oregon and adjacent states and the result will be a fine representation of people in Portland during the convention week, or as it is more generally known, "irrigation week."

The latest development in cheap rates contained in the following letter to A. C. Craig, general passenger agent of the O. R. & N. to Secretary Moore, secretary of the Oregon Irrigation Association.

REDUCED RATES.

"Referring to your recent call asking for reduced rates from Ontario in connection with the irrigation convention, I have pleasure in advising you that the Oregon Short Line will sell through tickets from Ontario, Payette and Weiser, November 17, good until November 25, at a fare for the round trip.

"I trust that this additional territory will add considerably to the success of the irrigation meeting."

SUBSCRIPTIONS COMING IN.

The soliciting committee out for at least \$1,500, to pay for the entertainment of the visitors, report that considering the business men of Portland are giving out money all the time to different affairs, they are very liberal in subscribing to this fund also. The committees were out all-day yesterday and today. They have as yet not struck a person who refused to subscribe. The total collected to date amounts to \$1,000, and as yet, owing to the fact that the committees have not reported to a chairman, H. D. Ramsdell. At their meeting Monday morning full reports will be presented and it will be decided on whether more money is needed.

DELEGATES APPOINTED.

Governor Geer has appointed the following delegates to the convention:

William Hall, Grant; E. E. Young, Umatilla; C. M. Idemman, Multnomah; Fred F. Seaton, Clatsop; J. W. Virtue, Union; George Chandler, Baker; Henry Ankeny, Clatsop; W. J. Furnish, Umatilla; S. A. Well, Umatilla; D. C. Ireland, Sherman; C. Palmer, Crook; J. H. Robbins, Baker; R. King, Multnomah; J. W. Virtue, Union; J. F. Adams, Klamath; Virgil Johnson, Lake; C. A. Cogswell, Lake; H. Levens, Harney; Ed Test, Malheur; Charles Hilton, Wheeler; C. A. Minor, Crook; George L. Danner, state engineer; C. A. Danner, Gilliam; J. D. Polk, J. N. Burgess, Wasco.

The following will represent the Manufacturers' Association: D. M. Dunne, S. B. Burns, S. B. Cobb and C. L. McIsaac. The Board of Trade will have the following representatives: W. B. Chase, E. C. Smith, Col. Frank V. Drake, J. W. Brown, William Killingsworth, H. W. Martin and W. L. Rose.

The delegates of the Chamber of Commerce will be named Tuesday morning. President Meers at a meeting of that

body of the Chamber of Commerce will be named Tuesday morning. President Meers at a meeting of that

WHAT PARDEE AND ODELL WILL GIVE THANKS FOR.



GRUESOME CRIME WHILE IN SLEEP

Bloody Deed Results From a Dream That Burglars Were in New York House

NEW YORK, Nov. 8.—To waken from a sound slumber and find that he had murdered his aged wife while he slept was the terrible experience of W. K. McCloskey, an aged resident of this city, this morning. He admits having dreamed there were burglars in the house, but had no knowledge of his terrible deed until told of it by neighbors this morning. The body of his wife, Mary McCloskey, was found on the floor with the head crushed in a bloodstained room. It was not hard to fix upon the sleeping husband responsibility for the deed. The man is in a terrible state of mental derangement as a result of the shock to his nervous system. He is past 70 years of age and the dead woman was 61.

REV. RABE LED A GAY LIFE HERE

Loved All Women---Was Arrested for Embezzlement---Left a Bad Record.

The depravity of a minister of the Gospel, which was unmasked by the vengeance of Divinity, in the sacred vestry room of an Omaha house of worship, as told by this week's dispatches, has horrified the moral sense of all self-respecting people, and especially the people of this city. The death of Rev. Rabbe, locked in the arms of a missionary of his church where the deadly fumes from an open gas jet had transported the guilty to answer to a Higher Power, brings to the mind of many old-time Portlanders recollections of the man when he occupied a pulpit in this city.

Rev. Rabbe came to Portland about 12 years ago from Buffalo. He occupied the pulpit in the German Baptist Church, which was located at the corner of Fourth and Alder streets, but which has since been torn down to make room for some business blocks. While officiating at this place, he had a study connected to the rear of the church which he had fitted up for a sleeping apartment. His conduct with the young girls and women of his congregation was shocking, and scandal after scandal fol-

NEW DIVISION FOR O. R. & N.

Will Remove Division Headquarters.

Statement Made of Division Changes on Harriman Lines ---Land Offers.

"The Harrington yards and division headquarters of the Harriman lines—Oregon Short Line and the Oregon Railway & Navigation Company—are, for economic reasons, to be removed to Baker City."

The above statement was made by a prominent railroad man in this city, who has received information to that effect from Omaha.

A statement has also been made that the Harriman people will take over the entire control of the management of these two roads on January 1. This seems rather strange, as the Harriman interests have had control of these railroad companies for the past four years.

The next division point, after leaving Pocatello, will be Nampa, Idaho, where large and substantial structures are being erected by these roads. After leaving Nampa, the next division will be made at Baker City, where the clearing and switching yards, coal bunkers and roundhouses will be established. Following the division at Baker City, the next point will probably be either Pendleton or Umatilla.

It is said that this arrangement will materially aid in getting trains over the line, and facilitate the handling of the immense traffic, while at the same time reducing the cost of operation.

Prominent business men of Baker City guarantee off-hand that they will furnish all the necessary land for the establishment of the shops and terminals if the division headquarters are established there.

TAKE NO CHANCES.

By industry and economy a man may succeed in laying by a competence for old age. Business statistics prove that all occupations are more or less hazardous in their final outcome—97 men out of every 100 fail, only 3 men out of 100 succeed. You may finally wind up as one of the 3, or you may possibly wind up as one of the 97. A policy in the Equitable Life may some day keep the wolf from your door.

THEY WILL ACCEPT.

WASHINGTON, Nov. 8.—It is announced here that an agreement has been entered into between the independent coal operators to abide by the decision of the coal strike arbitration commission.

Head of the Marine En- gineers' Union

Of America in Portland---He Talks but Little of His Mission---All Parties Are Secretive.

George Uhler, national president of the Association of Marine Engineers, arrived in the city yesterday from Philadelphia. Mr. Uhler's object in visiting the Coast is to investigate the troubles now existing between the O. R. & N. Company and the engineers of the steamships Elder and Columbia, and it is possible that Mr. Uhler's visit will result in a settlement of the strike before his departure for the East.

Mr. Uhler is a big man. Heavy set, and vigorous, he gives the impression of executive ability and force.

DON'T WANT TO TALK.

When seen this morning at the Hotel Portland by a Journal representative, Mr. Uhler forestalled all queries by the comprehensive statement that he had nothing to say.

"I do not wish to be discourteous," said the chief of the engineers, "but if I were to make any statement at this time, it might seriously interfere with the objects of my visit."

Mr. Uhler admitted that his purpose was to investigate, and if possible, effect a settlement of the engineers' strike before leaving for Philadelphia.

When do you expect to leave?" asked the reporter.

"I may be able to get away this afternoon," said Mr. Uhler, "but I cannot tell just now. As soon as anything is settled, we will be glad to let you know."

"The newspapers reported some days ago that Attorney-General Knox had rendered a decision adverse to the engineers, and reversing a decision of Supervising Inspector Birmingham of San Francisco, in their favor."

AN ERRONEOUS DISPATCH.

"That dispatch was erroneous," said Mr. Uhler. "In the first place Mr. Birmingham had rendered no decision in the matter whatever. He had been away from San Francisco and had not returned. Secondly, Mr. Knox's decision referred to a case which occurred on the Great Lakes when the marine engineers refused to testify. Mr. Knox was asked for an opinion on this matter by parties residing in Cleveland, O., and the opinion did not relate to the O. R. & N. Company's trouble."

LOCAL UNION SECRETARY.

Members of the local Marine Engineers' Association claimed yesterday that Mr. Uhler was still in Pennsylvania and disavowed any knowledge of his presence here.

"What reason could any person have for doing this?" queried The Journal man.

"I'm sure I don't know," said Mr. Uhler. "I presume they thought it best to give out as little information as possible, for fear of affecting the negotiations."

The Journal man was curious and pursued this line of inquiry:

The newspapers find labor organizations as a class to be more secretive than any other people from whom information is sought."

"They have to be," said Mr. Uhler. "For many years they were misrepresented, abused and cartooned in the press to such an extent that they learned an excessive caution, and while there is not so much room for complaint in recent years, the habit still remains with them to a certain degree."

SAY NO MEETING.

At the offices of the O. R. & N. Co. it was stated that Mr. Uhler had not been there. Captain Conner, superintendent of the company's water lines, said:

"I heard Mr. Uhler was in town, but I have not seen him. As far as this company is concerned we have nothing to do with Mr. Uhler. Everything is moving satisfactorily, our boats are all running and we have nothing to adjust."

Notwithstanding this statement regarding the boats, the Elder and Columbia are still tied up to the dock. The company takes the position that they don't want to run these steamers, anyway, while the engineers whom Mr. Uhler represents smile broadly and point to the undeniable fact that the company ran the boats as long as they had any engineers.

BIRMINGHAM WAS HERE TOO

Supervising Inspector of Steamers Passed Through Yesterday.

John Birmingham, United States supervising inspector of steamers of the First District, which comprises Portland, Seattle, Juneau and San Francisco, was in the city yesterday. By a coincidence his name appears on the hotel register just above and next to that of George Uhler, national president of the Marine Engineers' Association, and the first impression was that the two men came together from the East.

As the case of the Elder, which was recently tried here, resulting in three of her engineers losing their license, has been appealed, and will come up for hearing shortly at San Francisco before Inspector Birmingham, the fact that the two men were believed to be traveling together was regarded as being very significant. Investigation, however, showed that the names appearing on the register together was nothing more than a coincidence, and that Messrs. Birmingham and Uhler did not see each other until their arrival in Portland at the same time. President Uhler came in over the O. R. & N. and Inspector Birmingham, arrived on the Northern Pacific from Seattle, where he had been on an official visit. While here he inspected the river steamer No Wonder, and the Albina ferryboat, leaving last evening for San Francisco.

The appeal case in the Elder suit has not yet been set for hearing, but will probably be placed on the docket shortly after Inspector Birmingham's arrival.