



GOVERNOR DEMANDS DETAILED REPORTS FROM RAILROADS

FIRST STEPS IN FIGHT TO REGULATE TRAFFIC RATES

Old Statute Found Which Chamberlain to Enforce Gives State Right to Penalties Provided If Summons Are Ignored of Lines in Oregon

Governor Chamberlain has ordered Secretary of State Dunbar to demand from every railroad company in the state reports showing the exact condition of the road, the business transacted, its financial and physical condition. Should the companies refuse to comply, steps will be taken by the executive to enforce the penalties provided, which are fines from \$5,000 to \$10,000 for each offense and imprisonment from two to five years for officials who falsify reports. The governor acts under an old law, which has been considered a dead letter, but which he is convinced is still in force. This can be regarded as the first step in Oregon in the battle for railroad rate regulation, which is now raging with such intensity throughout the nation.

Acting under an almost forgotten statute, Governor Chamberlain has instituted steps which may precipitate a titanic struggle with the railroads in Oregon. In 1888 a law was passed requiring every railroad in the state to file with the secretary of state an annual report showing the amount of business transacted, the value of its properties, the receipts and expenditures and the physical condition of the road, together with much other important information. This law, though still in force, has been ignored for the past eight years. Governor Chamberlain now proposes to see that the law is enforced and he has requested Secretary of State Dunbar to notify every railroad in Oregon that unless the reports are forthcoming steps will be taken to exact the penalties prescribed by the statute.

Roads were not complying with the law and I at once made an investigation. There is no question that the law is still in force and that it is the duty of every railroad doing business in Oregon to make these annual reports to the secretary of state. This has not been done. I have therefore written to Secretary of State Dunbar, calling his attention to the matter and requesting him to call upon the railroads to make reports. In my letter I said that if the railroads failed or refused to comply with the law I would then take steps to enforce the penalties prescribed. My letter was written Friday and probably has not yet reached Mr. Dunbar, as I understand that he went to Astoria to spend Sunday.

Two years prior to the passage in 1888 of an act creating the Oregon state railway commission, the legislature passed a law requiring all railroad companies operating in this state to make certain annual reports to the secretary of state. In the act of 1887 creating the railway commission, section 29 gave the board of railway commissioners power to prescribe the form of the annual statement, but did not otherwise affect the act of 1888. The two statutes, while operating in harmony, were fundamentally separate and distinct.

The attention of Governor Chamberlain was called recently to this forgotten law and a careful investigation of the statute was made. The governor has satisfied himself that the law is still in effect, and that as the state's chief executive he is in duty bound to enforce it to the letter. Such enforcement will have a material effect on relations between the public and transportation companies. The principle is firmly settled that common carriers are subject to control and regulation by the state; that charges must be reasonable and without discrimination and that the fixing of rates and fares is within the power of the legislature. The new interstate commerce law even goes so far as to require the commission to require that accounts of railroads shall be kept in a certain way so that the commission may know exactly what expenditures are for, and that statements cannot be juggled. This is, it is said, equally important with the obtaining of the statements themselves, for unless the items are known, which make up the different accounts it would be difficult to arrive at the real earning capacity of the road.

It seems clear that this was a mistaken presumption, for in the opinion prepared by the late C. B. Bellinger, United States judge for this district, and W. W. Cotton, general counsel in this state for the O. R. & N. company, they incorporated sections 512 and 513, inclusive, of the law requiring the filing of railroad reports. These sections are found in the second volume of Bellinger and Cotton's code, and it is apparent that in the opinion of these eminent lawyers the act is in effect.

The sections named provide that on or before the first of September each year some officer of the company must transmit, under oath, verified by the oath of the president of the company, to the secretary of state a report covering the following facts:

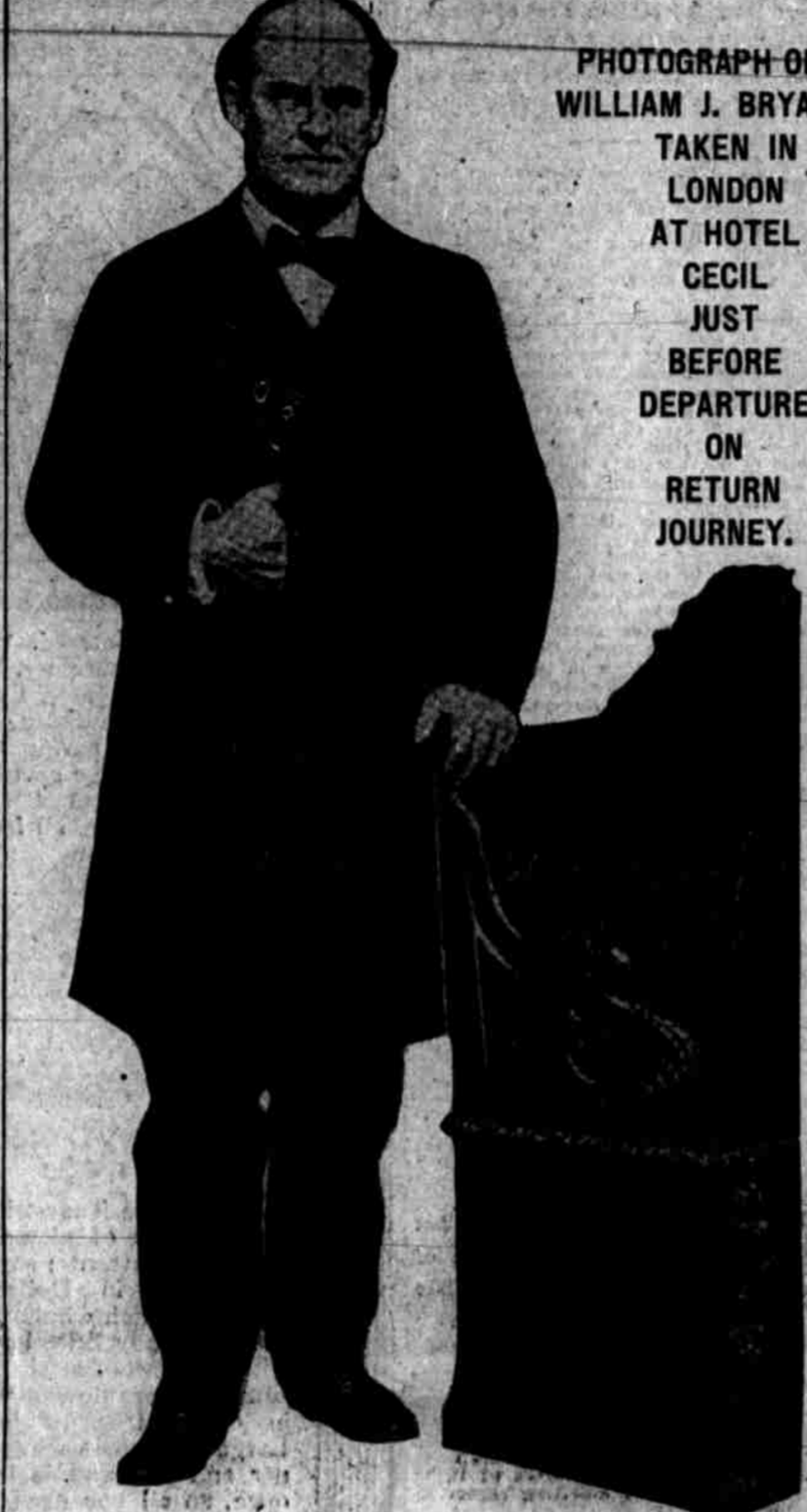
What Report Calls for.

- Amount of capital stock subscribed, and by whom.
- Names of the owners of its stock, amount owned by them respectively and residence of each stockholder as far as known.
- Amount of stock paid in and by whom.
- Amount of liabilities.
- Names and places of residence of officers.
- Amount of cash paid the company on account of the original stock, including amount of funded debts, if any, and full of interest it bears.
- Amount of floating debt and how and when created.
- Estimated cash value of roadbed, including iron and bridges.
- Estimated cash value of rolling stock.

Governor Chamberlain returned last evening from Salem and in an interview at his home in this city he gave full confirmation to the information previously received. It is expected to enforce the law requiring the railroads to give annual statements of their business," said the governor. "My attention was called a few days ago to the fact that the rail-

roads were not complying with the law and I at once made an investigation. There is no question that the law is still in force and that it is the duty of every railroad doing business in Oregon to make these annual reports to the secretary of state. This has not been done. I have therefore written to Secretary of State Dunbar, calling his attention to the matter and requesting him to call upon the railroads to make reports. In my letter I said that if the railroads failed or refused to comply with the law I would then take steps to enforce the penalties prescribed. My letter was written Friday and probably has not yet reached Mr. Dunbar, as I understand that he went to Astoria to spend Sunday.

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20 KILLED; 50 INJURED BY EXPLOSION OF BOMB INTENDED FOR STOLYPIN

Russian Premier Escapes Unhurt Though Son and Daughter Are Slain—House Is Shattered and Ruins Catch Fire—Three of Plotters Believed to Have Been Killed by Blow-Up as Their Bodies Are Found

PHOTOGRAPH OF WILLIAM J. BRYAN, TAKEN IN LONDON AT HOTEL CECIL JUST BEFORE DEPARTURE ON RETURN JOURNEY.

St. Petersburg, Aug. 25.—A bomb which was exploded by revolutionists in the great reception-rooms of the villa occupied by M. Stolypin, the Russian premier, killed or wounded 49 persons and threw the czar's capital into a state of panic. Premier Stolypin was not injured, but his son was killed and his daughter was so seriously injured that she died later. The boy was only 3 years of age. Among the persons killed are General Zametin, director of communications during the Japanese war; Davydoff, the court chamberlain; Khovorkoff, former governor, and Colonel Stein, chief of police at the Tauride palace, where the houses of parliament held their sessions until recently dissolved by the czar. Twenty others were killed. The list of injured will probably total 50.

The examination of the villa tonight shows that it was more greatly damaged by the explosion than was at first reported. Two of the walls collapsed and the front of the building was particularly out.

The carriage in which the revolutionists are supposed to have driven to the residence lies in the roadway in front of the house, twisted and torn out of shape. The horses by which it was drawn were both crippled, but not seriously, as they were shielded by the body of the vehicle. Its windows were demolished and the covering torn from the cushions. Near it were found dead, the driver, two policemen and one man who is supposed to have been a revolutionist. All were instantly killed. The front door was torn from its hinges and hurled out into the driveway.

Three plotters named in the plot are believed to be dead, having been killed at the time of the explosion, while two of their number escaped. The identity of the conspirators has not been established as yet by the police, it seems to have been unaware of the plot.

At the time of the explosion the reception-rooms were crowded. The villa is situated on Aptekarsky Island, in the Neva river, and it is here that the premier holds his weekly public reception. Many guests had been invited today, and most of them had arrived when the bomb burst.

Five men had driven up in a two-horse carriage and the police who were on duty seemed to have paid but little attention to them. They scrutinized them casually, as they did the other guests, and asked them the usual questions, which were answered satisfactorily, and the men passed in through the front entrance of the villa, near which the reception-rooms are situated. Almost immediately afterward the explosion occurred.

Furniture Is Wrecked.

The furniture had been ripped and torn as if by a cyclone and burning fragments of carpets and draperies were strewn about the room. The ceiling and floor had been wrenched from their places and scattered broadcast through the apartments. The chandeliers were wrenched and twisted as if by an earthquake shock. Everywhere there was death and black desolation. Richly dressed women, their features mutilated and their garments torn to tatters, were scattered here and there, dead or dying, while others ran shrieking about the villa calling for assistance. One woman had been blown through the door into the

BRITISH FLAG BRINGS JOY TO SISTERS TOWN

Inhabitants, Mistaking Union Jack for New-Fangled Emblem of Freedom, Celebrate Fourth of July in Blissful Ignorance—Sent by Mistake.

In a little town called Sisters east of the mountains history has not been the strong point of the inhabitants and they seem to think that they are yet colonists under King George's or King Edward's crown. Over a neat building bearing the sign, "United States Post-office," a British flag flaunts itself proudly in the breeze and the townspeople go to and from their marketing unconscious that they have passed out of the taxation without representation days.

Forest Inspector D. D. Bronson in his recent fiery investigations ran across the little hamlet and caught his cockney companion saluting the flag reverently and bursting into song, "God Save the King."

"Give me tuppence ha'penny worth of tobacco," the inspector said to Uncle Sam's representative and Sisters' provider of general merchandise.

"Hey!" in blank amazement.

"I thought you must be English with that flag out there."

"Oh, that flag—is that English? I sent to Portland for a flag to decorate with on the Fourth of July and this came on we thought it was some kind of new-fangled American flag, so we just flew her."

And the people of Sisters had celebrated the glorious Fourth and the freedom of the States from British rule and heard a spread-eagle orator all under the British flag and never cracked a smile!

CUBAN REBELS NEAR HAVANA

Insurrection Growing Rapidly and Citizens of Capital Fear Attack—Palma Government Is Tottering to a Fall

Rio, which is growing hourly worse, grave wears are felt because of the lack of news from Santiago province. This has been a stronghold of disaffection, and the negro population, which is large, has been in a state of unrest for several weeks.

When word comes it is believed it will be that the insurgents there are in great numbers. A statement was given out at the palace today that General Rabi, the dashing hero of the war of revolution, had sent word to Palma that he was ready to take the field at the head of 5,000 men in aiding the suppression of the revolt is not believed. The wires to Santiago are cut, and all efforts to get word from there by private individuals have been futile.

The center of interest is still in Pinar del Rio, where a battle between the government forces commanded by Colonel Estrampes and the rebels under Guerrero is imminent. Guerrero is believed to have at least 3,000 men under him, while the government forces opposed to him are not more than half that number. The latter are demoralized by their defeat of yesterday.

Aside from the situation in Pinar del

BOMB THROWERS KILL TWO RUSSIAN POLICE

(Special Dispatch by Leased Wire to The Journal) Kattowitz, Aug. 25.—A bomb was thrown today at Bendeth Riaslan and the Poland police captured the thrower. Two patrolmen were killed and a third dangerously injured. The Cosacka fired, injuring several bystanders. At Okoni the peasants fired the mansion of Prince Palavandoff, burning the princess to death.

INSURANCE COMPANIES THAT PAY AND THOSE THAT WELCH

(Special Dispatch by Leased Wire to The Journal) San Francisco, Aug. 25.—The following list of the insurance companies involved in the San Francisco disaster, classified according to the performances and the adjustment and settlement of loss claims, is furnished by the San Francisco Examiner. The list is pronounced correct, although subject to constant change, some companies leaving the dollar-for-dollar column and others returning to it. The list of companies who have decided to repudiate responsibility is correct.

The classification is made from common report, based upon the experience of insurance men as well as of policy holders dealing with various companies. The dollar-for-dollar list has been discarded in favor of a list of companies that are making honorable settlements without regard to what division of the underwriters' adjusting bureau they may be found in. All cases of doubt have been resolved in favor of the corporations. For convenience the companies are arranged alphabetically.

- Class A.—The companies in this class are believed to be making equitable adjustments of lost claims. Concerning some of these there has been no question from the first. Others, uncertain quantities at first, have gradually fallen into line. Some are known to be exacting liberal discounts for cash, but they are distinguished from those in the classes below in that their adjustments and settlements are made on a fair business-like basis.
- Class B.—Companies that refuse to recognize liability and will not pay one cent.
- Class C.—The companies in this class offer settlements below 75 cents on the dollar.
- Class D.—Companies that while denying liability are considering loss claims with a view to compromise settlements.
- Class E.—Companies that refuse to recognize liability and will not pay one cent.

- Austrian Phoenix.
- North German of Hamburg.
- Fire Association of Philadelphia.
- Franklin.
- Federal.
- Germania.
- Globe & Rutgers.
- Hanover.
- Hamburg Bremen.
- London & Lancashire.
- Nicholson.
- National of Hartford.
- Northwestern National.
- Northwestern Fire & Marine.
- Scottish Union of Glasgow.
- Union.
- Windsor.
- Windsor.
- Windsor.
- Windsor.
- Windsor.

- American of Philadelphia, 50 cents.
- American of Boston, 40 cents.
- Duchess, 30 cents.
- German, 70 cents.
- German of Liverpool, 60 cents.
- German National, 60 cents.
- German of Peoria, 80 cents.
- Millwaukee Mechanics, 70 cents.
- Nassau, 80 cents.
- North River, 65 cents.
- New York of New York, 25 1-3 cents.
- New Brunswick.
- Queen City, 60 cents.
- Spring Garden, 70 cents.
- Alliance of London.
- Commercial Union of London.
- Commercial Union of New York.
- Indemnity.
- Norwich Union.
- Palatine.
- North German of New York.
- Rhine & Moselle.
- Trans-Atlantic.
- Williamsburg City (on earthquake policies).
- Class F.—Companies that have postponed settlement pending financial negotiations.
- Calumet.
- Equitable.
- Fireman's Fund.
- Roma, Fire & Marine.
- Pacific Underwriters.
- Class G.—Companies in the hands of a receiver.
- Security of Baltimore.
- Trade.

INSURANCE COMPANIES THAT PAY AND THOSE THAT WELCH

Lists of Concerns Paying Policy Holders in Full or in Part and Those Who Repudiate Debts.

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Class E.—Companies that refuse to recognize liability and will not pay one cent.

Class F.—Companies that have postponed settlement pending financial negotiations.

Class G.—Companies in the hands of a receiver.

Class H.—Companies that have repudiated settlement pending financial negotiations.

Class I.—Companies that have repudiated settlement pending financial negotiations.

Class J.—Companies that have repudiated settlement pending financial negotiations.

Class K.—Companies that have repudiated settlement pending financial negotiations.

Class L.—Companies that have repudiated settlement pending financial negotiations.

Class M.—Companies that have repudiated settlement pending financial negotiations.

Class N.—Companies that have repudiated settlement pending financial negotiations.

Class O.—Companies that have repudiated settlement pending financial negotiations.

Class P.—Companies that have repudiated settlement pending financial negotiations.

Class Q.—Companies that have repudiated settlement pending financial negotiations.

Class R.—Companies that have repudiated settlement pending financial negotiations.

Class S.—Companies that have repudiated settlement pending financial negotiations.

Class T.—Companies that have repudiated settlement pending financial negotiations.

Class U.—Companies that have repudiated settlement pending financial negotiations.

Class V.—Companies that have repudiated settlement pending financial negotiations.

Class W.—Companies that have repudiated settlement pending financial negotiations.

Class X.—Companies that have repudiated settlement pending financial negotiations.

Class Y.—Companies that have repudiated settlement pending financial negotiations.

Class Z.—Companies that have repudiated settlement pending financial negotiations.