

"ALL WORK TO BE FINISHED"—HARRIMAN

OREGON TO SEE GREATEST ERA OF RAIL CONSTRUCTION

WIZARD'S PROMISE OF RAILROAD ACTIVITY

"All the work originally outlined for Oregon, which was checked or discontinued last fall on account of the financial depression, will be carried to completion at once. The central Oregon line will be built as quickly as the materials and money can be gotten together. That branch is now out of my hands and in charge of the local traffic managers. It will be started immediately. The Oregon and Washington road, which includes the peninsula tunnel, the Tillamook extension, the Klamath-Natron line, the removal of the tracks on Fourth street in Portland, in fact all the work projected when we were compelled to withdraw from the field last fall, will be finished without loss of time. With the exception of the central Oregon road, these other projects will take more time and it will be some months before we can get started on them, but all will be carried to completion. It is not our intention to abandon any of the projected work in Oregon."—E. H. Harriman.

The Central Oregon Line First—Now in Hands of Local Officers.

All Other Branches and Extensions Are to Be Rushed to Completion



E. H. Harriman.

For the first time since real, active railroad history had its inception into Oregon, the state as a whole, and particularly the vast expanse of the interior, sees relief approaching for the trying and harassing traffic problems, the congestion of freight and the handicaps to production. Edward H. Harriman, whose systems for two decades have controlled the destiny of one of the largest commonwealths in the union, has affixed his official seal to the word which spells the greatest era of railroad construction ever witnessed in any state west of the Rockies. All the work, extensions, new lines and branches contemplated by the Southern Pacific and O. R. & N. systems will be completed without loss of time. Mr. Harriman has said so definitely. Two weeks ago he promised as much to Governor Chamberlain's party who visited him at his headquarters at Pollock lodge. He repeated the promise last night at the gathering of business men in the parlors of the Commercial club.

S. P. ENGINES TO BE TAKEN OFF FOURTH STREET SOON

Harriman Says Delay in Building Oswego Cut-off Has Been Occasioned by Tightness of Money Market—Informal Reception and Auto Ride.

Edward H. Harriman, railroad king of America, has come and gone. He has seen, for another time, the valley of the Willamette has sped over the streets of Portland, has dined with, met and conversed with Portland business men, discussed the railroad situation, given assurances of things to come, and leaving behind a gentle warmth of recurrent hope in the hearts of his auditors, has started on the return journey to his eastern headquarters. Yesterday afternoon the railroad magnate, escorted by officials of his Oregon and California lines, reached Portland a short time after 4 o'clock. Immediately his party took an automobile and was taken for a ride over the city which is the scene of the improvements that had been made to the city since last he

was here and was surprised at them. Looking at the Wells-Fargo building, the home of the northwest Harriman lines, he turned to General Manager O'Brien and said with a smile, "We lead the way." Mr. Harriman was impressed with the growth of Portland and was frank to admit it. Diner at Arlington Club. The Arlington club claimed Mr. Harriman for dinner his intimates being O. R. & N. E. Calvin, general manager of the Southern Pacific lines; W. D. D. Fenton, Southern Pacific attorney; Dr. K. A. J. Mackenzie, John Muir, the noted scientist and guest of the Harriman projects now under plan or course of construction. It remained for the informal reception, however, to give finishing touches to Mr. Harriman's visit to the city. At the Commercial club at 8 o'clock he met with a large number of Portland business men, talked with them informally of Portland, its progress, its railroad needs and the accomplishment of its hopes and ambitions. To these men he gave encouragement, promised transportation relief and the early completion of the Harriman projects now under plan or course of construction. Everything Fully Informal. Mr. Harriman had not desired any reception bordering on the formal. He desired to meet the people of Portland not as a railroad official but as a citizen, and accordingly there was no program and no ostentation. He came into the reception hall quietly and met the business men assembled there as man to man, frankly. Before the evening had passed, however, he was persuaded to make a short address in which he promised the early completion of all Harriman projects of extension under plan or construction, and relief of the congestion of Fourth street in Portland. He expressed sorrow that he would not be able to join with Portland as a citizen and not as a railroad man in the justification over the opening of the north bank road of Portland. "I have been at a loss what to say," said Mr. Harriman in commenting his talk. "I did not intend to make any address to you and hardly know how to begin, but a lead has been handed to me by a fellow criminal here (E. J. Cassidy, president of the Portland Railway, Light & Power company, to whom he had been talking), who has suggested that you might like to know how soon we are going off Fourth street. You perhaps, some of you, live on Fourth street, or transact business there. I know there was some discussion about Fourth street, but I did not

MAMMOTH FUND FOR CORRUPTION

Democratic Leader Apprised That Corporations Have Millions for Aid of Republican Party, Contributed as By Individuals.

No More Fear of G. O. P., Despite Big Oil Fine—Money to Be Spent Sub Rosa, Chiefly With Minor Parties in Doubtful States.

By John E. Nevins
(Staff Correspondent of United Press.)
Fairview, Lincoln, Neb., Sept. 5.—

That a mammoth corruption fund, aggregating several millions of dollars, has been subscribed to defeat his candidacy for the presidency was the news that reached William Jennings Bryan tonight. Among the alleged contributors, according to the report that came to Fairview, are the directors in every big corporation that the Democratic candidate has assailed in his speeches during the past four years. Further, the story goes, the money was not secured until the entire situation had been thoroughly canvassed and it had been decided that the so-called "special interests" would be at least a trifle safer under Republican than under Democratic rule.

That Bryan was much concerned over the story was shown by the fact that he called up national headquarters at Chicago over the long distance telephone as soon as it reached him and asked that it be thoroughly investigated and all the facts be ascertained so that he could consider them on his arrival at Chicago next Monday.

The intimation is conveyed that among the contributors are several members of the group of millionaires known as the Standard Oil crowd.

Not Afraid of Republicans. This, despite the fact that it was under a Republican administration that the largest fine in history, \$29,400,000, was imposed on the Standard for violating the anti-trust law and rebating. But this fine has been set aside by the higher courts and the matter is still in litigation. Bryan is assured that the Standard financiers believe they will have no trouble getting the decision setting aside the fine upheld, and that the precedent set forth in the decision of the reviewing authority will prevent further prosecution under the evidence now in the hands of the government prosecutors. The company has, since the fine was imposed, lived up to at least the letter of the law, as its attorneys see it, so that it does not fear any additional legal action unless a Democratic president is elected, when it naturally

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BRYAN TO TALK TO LABOR MEN

Democratic Candidate to Deliver Principal Address in Chicago Tomorrow.

(United Press Lead Wire.)
Chicago, Sept. 5.—William J. Bryan will be the guest of labor in this city next Monday, and it is expected that 20,000 workmen will turn out to do him honor. With his party he will arrive on the Rock Island road at 8:30 in the morning and will be escorted in an automobile to Democratic headquarters where he will confer with Samuel Gompers and other labor leaders. Before noon a public reception will be held and in the afternoon the candidate will occupy a stand on Michigan avenue, where he will review the Labor day parade in which it is expected that 20,000 union men will march. Following this he will be hurried to Forest Park, where he will discuss the labor question in a set speech. Simultaneously with the delivery of this speech by the candidate, graphophones containing records of the speech will be started in many halls throughout the city, where union men will meet.



THE LATEST THING IN GOLF STICKS

MANY NORTHERN TOWNS BURNING; 4,000 HOMELESS; DAMAGE MILLIONS

Towns Destroyed—Chisholm, Minn., 7,000 inhabitants, loss \$2,000,000; dead, one woman, Mary Fisher, many unaccounted for; Bayfield, Wis., 2,000 inhabitants, loss \$1,000,000; dead, none known. Ewey, Wis., 500 inhabitants, loss \$150,000; dead, none known; Beacham, Wis., 400 inhabitants, loss \$100,000; dead, none known. Towns in imminent danger—Hibbing, Minn., 3,000 inhabitants; Nash-awank, Minn., 600 inhabitants, surrounded by flames at midnight; Wrens Hall, Minn., 1,000 inhabitants, surrounded by flames at midnight. The fire loss in the entire sweep in the northwest is estimated at from \$5,000,000 to \$10,000,000.

St. Paul, Minn., Sept. 5.—1 a. m.—Governor Johnson of Minnesota received word at midnight that ghoulies were pillaging the ruins of Chisholm and by long distance telephone ordered out Company N, Minnesota national guard, of Hibbing, to patrol the ruined town. Duluth, Minn., Sept. 5.—One city has been destroyed, four towns are surrounded by walls of flame, several villages are believed to be wiped out, more than 4,000 people are homeless, and more than \$10,000,000 worth of property has been destroyed in a great forest fire which is raging in the vicinity of Chisholm, Minn. Bayfield, Wis., is in flames and Chisholm is a mass of blazing embers, while the people of Buel and Scanlon, Minn. are fighting desperately to save their homes. Telephone and telegraph wires from Chisholm and Bayfield are all down and it is impossible to get details. The last advices received from Bayfield were that the flames had reached the outskirts of the town and that all the inhabitants were struggling to keep the fire from reaching the thickly settled part. Bayfield people declared that several other small towns had been caught in the path of the flames. They reported that the flames had reached the outskirts of the town and that all the inhabitants were struggling to keep the fire from reaching the thickly settled part. A forest fire which for three days has menaced this district swept down upon Chisholm, seven miles from Hibbing, this afternoon and before midnight the town was completely wiped out and its 2,000 residents rendered homeless. A shift in the wind saved Hibbing from destruction and is sweeping the fire directly down upon Virginia, 15 miles from Chisholm. Thousands of people have been made homeless, property valued at several million dollars has been destroyed and the fire is sweeping over northern Wisconsin and northern Minnesota. The town of Buel is thought to have been destroyed and has been deserted by its people. Many small villages and mining locations have been wiped out. Since early this afternoon people have been pouring into Hibbing by the hundreds, seeking shelter and safety from the roaring fire, which at one time were but half a mile from this city. A special train was run from Chisholm to Hibbing, packed with people who have lost their homes and property. Hibbing has thrown open all public halls and buildings to accommodate

the refugees in the burned district. All the saloons in Hibbing were closed this evening by order of the mayor. The time to escape with their lives but many were unable to save any property. The roads from the town were filled with people in wagons, on horseback and on foot fleeing to Hibbing. The shortest road to Hibbing was directly in the path of the fire and the refugees were forced to take the longer road. At the Monroe location two four-inch streams of fire hose were used in fighting the fire and at midnight hope was strong that Monroe would be saved. At the fire location the fire came within 200 yards but a pipeline had been built around it and the water sprayed steadily upon the flames. The fire first attacked the western edge of Chisholm about 4:30 in the afternoon. (Continued on Page Three.)

HONORABLE JAPS IN AMERICA TO SNEAK WARSHIP COIN HOME

(Special Dispatch to The Journal.)
Fresno, Cal., Sept. 5.—From the Japanese boss contractors' association comes the announcement that the Japanese in this country are here for the purpose of securing money with which to build warships and to create a great army for Japan. This announcement is contained in a circular that is being distributed by the hundreds throughout this county and the other districts of California where there is a large Japanese population. The boss contractors' association is a sort of union of the employees of Japanese like so many shops. It has encountered trouble here through the enterprise of three independent Japanese contractors, who have taken the contract for the big Japanese vineyard, owned by M. F. Tarpey, for many years member of the Democratic national committee from California and one of the leading vineyardists of the state. The "boss" contractors have taken the work for \$1.15 per ton while the union scale of the boss contractors is \$1.65. The circular of the boss contractors appeals to all Japanese contractors to work with them for higher wages. The

appeal for higher wages is not for the benefit of the men themselves, according to this official document, but for the sake of the boss. The independent contractors are denounced as unpatriotic because they are lessening the funds that should be sent to the home land for war stores. The effect of the circular here is to increase the feeling against the Japanese, in view of the announcement that the little brown men are here for the purpose of raising money to build battleship fleets and equip armies for the expected struggle with America.

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