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WHIRLWIND CAMPAIGN FOR TRACTION FUND WILL BE STARTED NEXT MONDAY MORNING

WILL RAISE \$50,000 OR KNOW REASON WHY

Work Thus Far Has Been With Bankers—Committee Will Go Before the Public Next Week.

Contract With Washington-Oregon Company Calls for Raising of Money by February 1, Consequently Hasty Campaign is Necessary—Some Obstacles Encountered But Committee Hopes for Success—Full Text of Contract and Bond Signed by Traction Company Directors.

SALIENT FEATURES OF TRACTION PROPOSITION.

- 1.—Pendleton people must take \$50,000 worth of stock in the Washington-Oregon Traction Company. \$20,000 is payable after the first three miles of road have been built; the second payment of \$20,000 is due after six miles of road have been built and car service established. The final \$10,000 is not due until the road is electrified. This is to be done within two years.
2. In addition to building six miles of track in this city and vicinity the company also agrees to establish a park, spending at least \$10,000 in improving the same; to spend not less than \$200,000 in this vicinity within the next two years and to build not less than 50 miles of interurban line within a reasonable time.
3. Pendleton stockholders are to have at least one member upon the company's board of directors.
4. The directors of the traction company sign personal bond to fulfill terms of contract or to repay to Pendleton stockholders the amounts of their subscriptions in cash or in property of equivalent value.
5. The contract and bond are to become effective February 1, on condition that the \$50,000 is raised.

At a meeting of the Commercial association traction committee held last evening next Monday was set as a date for formally starting the work of raising the \$50,000 stock subscription which is necessary to insure the building of the Washington-Oregon company's line. At that time the movement to raise the money will be launched and it will be started with all the force the committee can muster behind it.

Up to this time the committee has devoted its time almost entirely to the bankers of the city. Sub-committees have been negotiating with G. M. Rice, cashier of the First National, and with W. L. Thompson, president of the American national during the entire week. Last night these committees reported the progress of their work and at a two hour session the general situation was gone over pro and con.

While the committee has been assured of much support there are also some pessimistic features to the situation and whether or not the movement is to succeed is something yet to be determined. But the committee is hopeful that when the work gets fully under way the movement will prove so popular that ample support will be given to insure the raising of the needed amount. As indicated last night the spirit of the committee is to raise the money if possible to do so and if the task is found impossible to submit a full report showing what me and what influences are responsible for the failure.

Haste is Necessary.

As the contract with the Washington-Oregon company is so worded that the money must be raised by February 1, the committee is going to endeavor to raise the full amount within the next ten days. Accordingly those who are friendly to the project are asked to unite at once in the work in behalf of the same.

At the committee meeting last night the publication of the contract-bond was authorized. The following is that instrument in detail:

The Agreement. This agreement, made and entered into this 4th day of January, 1910, by and between C. J. Smith, (chairman), Frank Frasier, R. Alexander, Leon Cohen, E. B. Aldrich, J. J. Murphy and James A. Fox, parties of the first part, as a committee appointed to represent the Commercial association of Pendleton, Oregon, in securing the construction, equipment and completion of the certain interurban railway into and from the city of Pendleton, and its suburbs, said railway approaching, in extent, fifty miles, more or less, and also the development and maintenance of a park or parks, for public use and the benefits of the patrons of the said street railway and its connections and to secure the development of a water-power, for electrical purposes the operation of the said interurban railway and the bringing of the electric current, from such developed water power, into the city of Pendleton for general use, as light and power, purposes and also to secure the special operation of a portion of such interurban railway, as a street railway, for the city of Pendleton, and are desirous of having the fulfillment of such purposes the better understood and in-

SHIP WENT TO RESCUE OF ANOTHER; IS LOST

Hogquam, Jan. 21.—Up to noon no trace was found of the barkentine Washnetaw, which is mysteriously missing and it is feared it has met with disaster. Monday the vessel went to the assistance of the disabled ship William H. Smith. The two were lashed by three hawsers, but the fury of the storm Monday fore these hawsers. Tuesday the Washnetaw was missing and no trace has been found since.

YOUNG BLOOD STIRS MINERS TO REVOLT

PEAN TO CURB POWER OF PRESIDENT LEWIS

Session of United Mine Workers Will Probably Be Stormy—Amendments Prepared to Take Power from the President.

Lewis Re-elected.

Indianapolis, Jan. 21.—Thomas L. Lewis of Bridgeport, Ohio, was declared re-elected president today by the United Mine Workers of America.

Indianapolis, Ind., Jan. 21.—Plans for a revolt by the young leaders of the United Mine Workers of America in session here were revealed today when it was learned they were preparing an amendment to the organization's constitution curbing the power of President Lewis. Another amendment will be introduced for the purpose of taking from the president the power to appoint national organizers by making the office elective. The amendment also provides that organizers must not leave their work to attend conventions. Although regulars believe the amendments will be tabled the younger members hope to pass them by obtaining the support of delegates attending the payment of a salary and the expenses of organizers in attendance at a convention.

Regarding the coal mine situation delegates intimate that they will demand a ten per cent increase in pay for coal diggers and a big increase for day laborers working around the mines. A resolution was passed today demanding congress to create a bureau of mines.

EDWARDS PROVES BETTER MAN THAN LOUIS LONG

Portland, Ore., Jan. 21.—An alleged foul in the sixth round by Frankie Edwards of San Francisco, brought Louis Long of Spokane, to the floor and ended a contest in which Edwards had all the better of it up to the instant of the alleged foul. Long admitted after the fight that Edwards was the best man of his weight he ever met. This being a "no decision" contest the referee would give no opinion. That Edwards made the better showing there can be no doubt but public opinion is divided on the matter of the foul.

IONE BANDIT GETS FOUR AND HALF YEAR RESIDENCE IN PEN

Found "guilty as charged by the jury" and sentenced to serve four and one half years in the Oregon state penitentiary by the judge, is the fate of Charles Erhart of Ione, who was charged with the responsibility for the riot at Ione on the night of July 2, of last year. The verdict was rendered last evening about 9 o'clock, less than three hours having been required by the jury for its deliberations and the sentence was passed by Judge Butler at 1:30 this afternoon. Erhart will be taken to the penitentiary in a few days, probably by E. M. Shutt of Morrow county. This will be the second time that Erhart has been behind the bars of the state prison. This time he goes down as "The Ione Bandit," having won the title as the result of his escapade in that town last July. He had become involved in a prison altercation and then started after a gun. The remainder of the town followed his example also his footsteps with the result that innocent bystanders were soon hunting their storm cellars. Erhart was finally wounded and caught. He was indicted by the grand jury on the charge of assault with intent to kill. He asked for a change of venue to this county and it was granted. Though it was necessary to bring all the witnesses from Morrow county here the expense was probably no greater than it would have been to try the case in Heppner for the reason that much less time was required to select the jury. The trial of the case occupied three days, going to the jury about 6 o'clock last evening.

HENEY HOLDS TRUMP CARD

Argues This Morning Why He Should be Allowed By Court to Play It.

WORTHINGTON OPPOSES THE INTRODUCTION OF EVIDENCE

Henev Argues That by Reason of Having Attention Called to California Frauds, Hermann Knew of Creation of Blue Mountain Reserve—Wants Privilege of Proving It—Wolverton Must Decide Important Question.

Portland, Jan. 21.—Did Elmer Hermann have a knowledge of the existence of the Blue Mountain forest reserve by reason of having had his attention called to the extensive feuds being perpetrated by Hyde and Benson in California and in the Cascade forest reserve in Oregon? Prosecutor E. J. Henev contends he did, and that he should be allowed to introduce testimony to that effect. Colonel Worthington, representing Hermann, says it is unfair to open the door to such evidence. All during this morning's session Judge Wolverton has been listening to arguments of the two attorneys, and this afternoon will decide whether the government will be allowed to make such a showing. If Judge Wolverton allows Henev to present the evidence desired, and it seems practically certain he will do so, then Henev will begin the last lap in the trial of the ex-convict-killer and attempt to show that Hermann had a full knowledge of the way the school lands were being taken fraudulently, and that while in some instances he refused to sanction the creation of a forest reserve, that he did so sanction the Blue Mountain reserve, thus showing he was concerned in its creation.

"DINGY JACK" MAY TRAIN IN PRISON

ARRESTED FOR ASSAULTING ANOTHER OF HIS RACE

Colored Gent Invites Jack to Drink—Jack Orders Wine—His Friend Recalls Time When They Drank Beer From Rusty Pail—Jack Strikes and Lands in Jail.

New York, Jan. 21.—Jack Johnson, the negro claimant to the heavy weight pugilistic honors, must appear in court tomorrow to answer to an alleged assault upon Norman Pinder, a negro, who refused to buy him a bottle of wine. According to Pinder, Johnson came into a cafe where he sat with two women at a table. Pinder invited him to drink and the fighter ordered wine. "I remember when you were glad enough to drink beer with me out of a rusty pail," Pinder said. Then, according to Pinder's story, the black giant struck and knocked him. Johnson was arrested and after spending three hours in jail was released on \$1000 bail. Johnson's recent actions here have aroused much adverse comment and it was predicted that if convicted tomorrow he will be sentenced to serve a term in Blackwell's Island.

L. Ringel of Helix, is in the city today for the transaction of business.

BIRD MEN FOLD THEIR WINGS

Big International Aviation Meet Ends With Grand Climax.

HAMILTON HAS NARROW ESCAPE FROM DEATH

Last Day of Big Flying Carnival Was Marked by Notable Feats—Hamilton's Machine Breaks Crank Shaft and Only Presence of Mind of Aviator Saves Him—Curtiss Defeats Paulhan in Mad Race About Course

Aviation Field, Los Angeles, Jan. 21.—As dusk gathered over the old Dominguez ranch last night four flying machines that had been circling in the air in rivalry of the meadow larks that for so many centuries have held dominion there, settled softly to earth. The masters of these newest air craft walked to their tents, the great crowd filled down the roadway and the first international aviation meet ever held in America was over. It was peaceful and but few knew that one man had been near death in those last few minutes. Charles K. Hamilton, was returning from a 15-mile flight toward the ocean. While a mile from the aviation field the crank shaft of his machine snapped. To a ship it would have meant a helpless drift upon the sea. To the aeroplane it meant so little that no one in the crowd noticed anything wrong. Hamilton shut off his engine and so leveled and swayed his planes that he was wafted gently down, touching with scarcely a thud. It was the best piece of emergency handling of a machine that has been seen at the meet. Curtiss and Paulhan—the great rivals of the meet—furnished excitement for the closing day. Paulhan went up at 3:25 o'clock for an endurance flight. After he had gone two or three laps of the course, Curtiss started on a ten-lap speed trial, half a lap, or more more than 2-1/2 of a mile, behind Paulhan. Instantly it was seen that a great race was on—the first real race of the ten days.

The two airships, full power on, came over the grandstand with the speed of express trains. Curtiss, it was plain, was gaining. He crept swiftly on Paulhan's heels and on the third lap after starting he reached Paulhan, flying above. The Frenchman for a few seconds held his own, then Curtiss in his American machine, forged ahead by a nose, a length, and finally by half a lap. It was no race after that. The American machine was demonstrated as the faster by a close margin. As Curtiss rushed over Paulhan, he received the greatest applause that any of his efforts have evoked. Paulhan went on until he had traveled 64.4 miles and had been in the air nearly an hour and a half. Curtiss came down after a 30-mile trip. This race gives the whole story of the meet. The Curtiss machines have won all the prizes for speed, quick starts, perfect landings, and those events where a light swift machine showed best.

Paulhan has won all the cross-country passenger carrying and endurance tests, having a heavier, slower machine and an engine which he trusts completely. Paulhan has taken more than \$15,000 in prizes, and has broken the world's records for altitude and for cross-country flights alone and with a passenger. Curtiss has broken no world's records and probably will take less than \$5000 in prizes. Hamilton and Willard have taken second and third prizes in most of the events.

The meet ended with a perfect day and all the aviators at their best. A unique parade, showing the evolution of traveling was the feature. It was headed by old Ezra Meeker, of Oregon trail fame, seated in the prairie schooner that took him over the plains hauled by oxen. After him came cowboys, automobiles, burros, carriages, balloons, dirigibles and finally the various builds of airships, ending with a dirigible that looked like a bar-vooster. Curtiss and Paulhan walked behind the procession like bashful school boys.

A medal presentation took place after this, then Paulhan went up on his endurance flight.

WICKERSHAM GRANTS LOVETT DESIRED PERMISSION

Washington, Jan. 21.—Attorney General Wickersham today granted Robert S. Lovett, chief of the Harri-man interests permission to file a written memorandum supporting his request that the government dismiss the action which seeks to dissolve the merger union of the Southern Pacific railways. Wickersham said he would take the memorandum under consideration.

BABE SEIZED IN EAGLES' TALONS

Monarchs of Air Swoop Down Upon Cradle and Kidnap Infant Child.

CARRIED TO TREE TOP; DEAD WHEN RECOVERED

Mother Places Baby in Crib by Open Door—Great Eagle Seizes It as Crude Talons and Bears It to Top of Nearby Tree, Where It Hung by Its Clothes—Birds Are Shot But Child Had Died.

Gibson, La., Jan. 21.—His little body bruised and torn by the talons of two great eagles who kidnaped him from his crib and carried him to the top of a great oak tree, two months old Rene Thebeadeau lies head today in the Thebeadeaux home near Gibson. The dead baby was taken from the branches of the tree where it was held by its clothing after its feathered abductors had been killed by men who answered Mrs. Thebeadeau's terrified shrieks.

The baby's mother had left the cradle near the open door and went about her work. With a beating of wings an enormous eagle immediately swooped at the cradle, seized the child in its claws and flapped to where another eagle was perched. The woman's agonized cries brought two farmhands to the house and one attempted to climb the tree where the baby lay among the topmost branches suspended by its clothing. He was driven back by one of the birds, which attacked him savagely. A shotgun was brought from the house but the men were afraid to fire because the birds hovered over the baby's body.

For more than two hours the child lay exposed to the bitter wind while one of the men hurried to the nearest neighbor's house for a rifle. When he returned the eagles were killed after several shots had been fired. The child was dead from the cold and wounds which the bird's sharp talons had inflicted before he could be taken from the branches.

DENIES RESPONSIBILITY FOR FAMILY'S FANATICISM

Seattle, Jan. 21.—Thomas H. Goarley, head of the apostolic faith of "holy rollers," who is held responsible by the citizens of Lynden for inciting the frenzy which led to the death of Hestot's baby when the family repaired in a nude condition to the roof of their home to await the coming of the end of the world, was found at Ballard beach today, and denied all knowledge of the affair. "Although I was in Lynden just before it happened, I knew nothing about it," he said. "The Hestot family did not belong to our church but were members of some Holand society. Members of our church do not believe in such rites anyway."

ELLIS FAINTS ON WAY TO CONGRESS

Washington, Jan. 20.—Representative Ellis, on his way to the capitol today, fainted on a streetcar, but soon recovered, and was able to get to the house to vote on the Ballinger-Pinchot investigating committee. Immediately after voting he returned to his home.

Mr. Ellis is suffering from grip and indigestion, and is not in condition to attend to public duties. His friends have advised him to remain at home until he recovers his health.

Women Join Boycott.

Chicago, Jan. 21.—Aligning themselves in the widespread "meat and egg boycott," local members of the State Federation of Women's clubs are planning to have that organization endorse the protest against high prices.

GUGGENHEIM PLAN GREAT COAL COMBINE

Charleston, W. Va., Jan. 21.—The activity of the Guggenheim in taking options on the New River district in this state is believed today to be a further step in their alleged plan to form a combination of the bituminous coal interests in West Virginia, western Maryland, western Pennsylvania, and Kentucky. The New River district includes 200,000 acres of coal lands, of which 150,000 acres have already been bought by an option for \$34,000,000. If the supposed plan is carried out the Guggenheims will control 75 per cent of the bituminous coal in the country.

(Continued on page 5.)