

RAILROAD SERVICE IN VALLEY MAY BE BETTERED AFTER TODAY'S INVESTIGATION

The Oregon state railroad commission held an investigation this morning in the parlors of the Eugene Commercial Club to determine the reasonableness of the complaints that have arisen from various parts of the Willamette valley over the S. P. train service, especially the lateness of the local trains, the slow running time, and the possibilities of a new Eugene local train.

On the whole, however, the meeting was quite satisfactory, for the general features of the condition of the railroad service of the upper valley were brought out before the railroad officials and the commissioners and good feeling existed throughout.

Among the features that were brought out is that there is a passenger business out of Eugene amounting to \$15,000 a month, that this had increased 10 per cent in the past few years, while there has been made no corresponding change in the service, and that the matter of the lateness of trains, for which the investigation has been called principally, had been improved in the past few weeks since the complaint to the state commission had been made, showing that there was no necessity of the extreme tardiness of the train arrivals.

Representing the railroad, those present were Superintendent L. R. Fields, General Passenger Agent William McMurray, Assistant Passenger Agent John W. Scott, Traveling Passenger Agent W. H. Jennings and Attorney H. C. Day. The others present were J. P. Howe, Allen Eaton, John M. Pines, Professor John Straub, F. E. Young, E. L. Campbell, I. H. Bingham and D. E. Moran.

D. E. Moran was the first to be called to the witness stand and take oath. He said: "I do not have any fault to find with the Southern Pacific. I do not know of anything that is not satisfactory." Mr. Moran was then asked if he knew of the trains being late. He said that the trains were occasionally late, but that he had not been inconvenienced to any extent. He said that there might be change made, but that was only a matter of opinion. He said that the Eugene committee had only asked for a change in the Wendling service and this had been granted. In regard to the fast train to Portland, he said the press reports that Eugene did not want it were in no way true. In answer to the question of the railroad service was satisfactory, he answered: "In the main, I think conditions are generally fairly satisfactory to Eugene."

Superintendent L. R. Fields of the Southern Pacific was then called to the witness chair. Mr. West asked him: "Will you explain the arrival and departure of trains 17, 18, 19 and 20? Have you made any effort to investigate the cause of lateness of these trains?" "Yes, I have carefully investigated the arrival of the trains and I think that in the last fifteen days our schedule has been much better. The cause of the lateness was due to heavy travel to the coast and heavy express business."

"How have the express conditions been changed?" asked Commissioner West. "We have sent express and baggage to Woodburn and Springfield on the side roads." "Do you think the trains that you have on the line are sufficient to handle the traffic on time?" "It is impossible to keep local trains on time. It can be done no more than local freight trains can be kept on schedule. We might lengthen the time of the run but then we would have more complaint of slow time."

"The chief complaint," said Mr. West, "has been from traveling men in regard to train service on the valley. Do you think that the change you have made will keep trains generally on time and not having trains from twenty minutes to two hours late, and that they will be on time at least once a week?" "We think that we can arrange our trains so that they will not be more than 15 or 20 minutes late and possibly on time."

The commissioners then moved a little off the subject of this investigation and Mr. Campbell asked only as a point for his own information: "I understand that the Shasta Limited stops for passengers at three way points in Washington, while it takes up passengers from Oregon points. Do you know anything of this?" "No, I know nothing of the train

LET US NOW DEVOTE A FEW DAYS TO THE CONTEMPLATION OF HIGHER THINGS.



—Spencer in Omaha World-Herald.

ROSEN GOES FREE BY PAYMENT OF MONEY

Charge Brought Against Him by Irving Girl is Dismissed By the Court

For a consideration of \$500 and the settlement of all expenses of the sheriff's trip to Los Angeles and back, Charles J. Rosen, who was arrested in the Southern California city a few days ago on the charge of seduction, preferred by Miss Ella Bowers, who resides near Irving, the case has been dismissed and Rosen has been released from custody.

"But, Mr. McMurray, does it cost any more to run trains on time?" "No, it costs no more. It's our business to get people to Oregon and we are using all our means to get them here. And as the population increases the service will be better."

"But, Mr. McMurray," interrupted Mr. West, "some time ago a complaint was made, and since then there has been an improvement in the service. Has this been an additional burden?" "Well," answered the railroad man, "conditions alter facts. We have been working to get people to the beaches. It has been our most successful year. We are bringing people here from the mountains, and," he continued, "adding the question, to show how the summer traffic helped the local merchant and telling how the country is growing."

"These growing conditions demand additional service, but we cannot do everything at once." "But now get back to this late train matter. Does it make any additional burden to keep the trains on time?" persisted Commissioner West. "No, I don't think it does."

"But in your efforts to get people here from additional states you should not neglect the local people who patronize the trains day in and day out for the whole year."

"But there is a way of remedying it. We can put on a slower train schedule." "Is it not a fact that the schedule is not very fast at present?" "Here the railroad man evaded the questions and talked in general upon the intentions of his generous railroad to help the country."

"But, Mr. McMurray," asked Mr. West, "cannot this effort that has been made in the past few weeks be continued?" "The general passenger agent admitted that it could be done. This ended his testimony and he was dismissed."

YOUNG SPANISH AVIATOR NEAR END OF JOURNEY FROM PARIS TO LONDON

Deal, Aug. 17.—With every prospect of success in completing his aerial trip from Paris to London in competition for the cup offered by London newspapers and for the proceeds of a subscription raised by Graham E. White, which the English aviator generously raised after his defeat in the London-Manchester race, Moissant, a young Spanish aviator, descended near here today, having accomplished the flight from Paris to Calais, and the journey across the channel to Deal with ease. He is now preparing to continue the trip to London, which he was forced to interrupt because of having been numbed by the cold during the trip across the channel.

Hubert Latham, who started from Issy, a suburb of Paris, to race Moissant to London, had a series of accidents, culminating in the wrecking of his machine at Amiens.

The last stage of Moissant's trip across the channel was accomplished in a strong breeze, the wind being so high that experienced aviators looked upon the start as foolish. He launched his aeroplane from the cliffs near Calais at 10:45 this morning and headed for the English shore. The bi-plane pitched and rolled so dangerously that the spectators believed it in imminent danger, but, though one of the youngest of aviators, Moissant managed the machine with the greatest skill. He expected to land at Dover, but was driven a few miles north by the wind and made the coast near Deal at 11:15 a. m., landing at Tilmanstone, a short distance from here.

The trip from Calais to Tilmanstone occupied approximately 37 minutes.

Deal, Aug. 17.—After a long wait Moissant decided not to attempt to proceed to London until tomorrow morning at 5 o'clock.

A Chicago Man London, Aug. 17.—According to a dispatch received here from Deal, Juan Moissant, the aviator, is an American and was born near Chicago.

Moissant in his trip across the channel carried a passenger, his fiancée. None of the other competitors finished the course.

INSURGENTS WIN VICTORY IN CALIFORNIA

Lincoln-Roosevelt League Will Carry State by Twenty Thousand

San Francisco, Aug. 17.—Returns are coming in slowly from all parts of the state and seem to add to the completeness of the victory scored in yesterday's primaries by the Lincoln-Roosevelt league, as the insurgent faction is designated. The estimated plural vote of Hiram Johnson, its candidate for governor, will be not less than 20,000.

McKinley and McLachlan, stalwarts, both appear to be defeated in their districts for congressman, and William E. Keen, for whom Pinchot stumped the Second district, leads McKinley by a safe margin, while W. D. Stephens has similar lead over McLachlan in the Seventh. Hayes, the insurgent in the Fifth district, has been renominated, but Englebright and Smith, regulars, appear to be renominated in the First and Eighth districts. In the other districts, the stalwarts were not opposed.

Incomplete figures on the advisory vote for United States senator to succeed Flint puts John D. Works of the Lincoln-Roosevelt league in the lead.

ALL JURYMEN ARE APPROACHED IN BROWN CASE

Chicago, Aug. 17.—When the sixth panel of veniremen in the case of Lee O'Neill Browne reported today nearly all, as was the case of the panel yesterday, admitted they had been approached with reference to their possible services as jurors. Judge Kerston called the counsel for Browne into his chambers for consultation.

FARM PAPER FREE

Every subscriber to the Weekly Guard who pays one year in advance (\$1.50) will receive the Oregon Agriculturist free for one year. This is one of the best farm, fruit and livestock papers in the Northwest and its matter is well selected and thoroughly reliable. It is a splendid paper for the farmer.

Makes It Plain That Fight Will Be Made on the Regulars

New York, Aug. 17.—There was a marked calm today over the troubled waters of the Republican political sea, following the storm of yesterday, when the "old guard" in the republican state central committee downed Colonel Roosevelt for temporary chairman of the state convention. New York County Chairman Griscom, who presents Roosevelt's name to the committee, says the fight will be carried to the primaries and to the convention. That Roosevelt, as delegate to the convention, intends to urge a progressive platform and a candidate for governor is clearly indicated, politicians say this morning in that portion of the colonel's statement issued last night, which says his speech "would be of such a character that it might help if the convention nominated the right man, but would hurt if neither the right kind of man was named nor the right kind of a platform adopted."

With Roosevelt's setback yesterday, plans for harmony within the party in New York received a severe blow and as soon as Colonel Roosevelt heard the news he issued a statement in which he enrolled himself as a progressive far as the New York situation goes.

"Progressive" Stand Outlined. "To the various persons who asked me whether I would accept the position of temporary chairman of the state convention, I said that I would do so only if they were sure, after knowing my attitude, that they desired me, but my speech would be of such a character that it might help if the committee named the right kind of a man on the clear-cut, progressive platform; but that it would hurt if neither the right kind of a man were named nor the right kind of a platform adopted."

It was his most pointed political statement since his return and those who saw him were convinced that he had determined to begin an open fight on the old guard.

Colonel Not Talkative Oyster Bay, Aug. 17.—Colonel Roosevelt refused this morning to add anything to his statement of yesterday relative to the refusal of the state central committee to recommend him for temporary chairman of the state convention. The impression here is that Roosevelt will make a more vigorous fight than ever for a platform which will meet his views, but he made it clear today that he would not permit his name to be presented to the convention for the gubernatorial nomination.

Sherman Sees Taft Oyster Bay, Aug. 17.—Vice President Sherman, who was yesterday selected to be temporary chairman of the New York Republican state convention, arrived here today, and had a long conference with Secretary Morton prior to going to see President Taft this afternoon. Sherman would not discuss the New York situation. He said he might possibly have something to say after his interview with Taft, but he doubted it.

It has been announced that Sherman was coming to talk over plans for the coming congressional campaign, but it is known Taft has been hoping that harmony could be brought about in New York prior to the convention time. The action of the committee in voting down Roosevelt yesterday and the colonel's statement last night indicate there is every prospect of a widened breach rather than an adjustment of party differences.

JAMES R. KEENE QUILTS RACE TRACK

New York, Aug. 17.—Anti-racing legislation is likely to result in the retirement from the turf of James R. Keene, vice-chairman of the Jockey club, who for many years has been one of the largest owners in the country. Mr. Keen says he will retain about 10 of his yearlings to be raced next year. The others will be disposed of at public auction. The Keene horses have not been so successful as usual this year, and it is said that his big stable has been run at a loss, even though his winnings are close to the \$50,000 mark. Last year the stables cleaned up \$111,000, and in 1907 he hung up a world's record with winnings of \$397,000.

PRESIDENT MONTT DIES ON STEAMER

London, Aug. 16.—Pedro Montt, president of Chile, died at Bremen at 11:50 tonight. He arrived at Bremen this morning in the steamship Kaiser Wilhelm der Grosse, on whose deck Mayor Gaynor was shot as the vessel was leaving the dock last Tuesday. President Montt was a witness of the assault. His death was due to a recurrence of heart disease, following a recent attack of agina pectoris.



JAMES R. KEENE Who will quit the racing stable because of anti-racetrack legislation.



JAMES C. DAHLMAN. Mayor of Omaha, who seems to have won the Democratic nomination in Nebraska against Governor Shallenberger.

Shallenberger a small lead. Both sides are claiming the victory. Cady, for the republican nomination for governor, has a good lead over Aldrich, while Senator Burkett seems to have secured a renomination by a good majority over Wheldon.

For the democratic senatorial nomination Congressman Hitchcock leads Metcalf, editor of Bryan's paper, more than 2 to 1 in the returns so far received. For congressman in the second district, Sutton (republican) and Lobe (democrat) have been nominated.