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PRICE FIVE CENTS.

MR. HARRIMAN DOES NOT SAY WHAT IF ANYTHING HE WILL DO FOR PORTLAND

Mr. Harriman has been asked by the Journal if he intends to remove the O. R. & N. headquarters to Salt Lake for the sake of economy, as has been reported he would. Mr. Harriman's reply was that he would not say so if he does so intend. The railroad magnate was likewise asked as to what was his attitude toward Portland and Oregon. His only reply was a reference to the work now being done on the roadbed and curvatures of the road along the Columbia. He said he would in no wise outline any policy he might have with respect to his roads of the Northwest. He told Californians that he would spend \$20,000,000 in improvements on the system in that state. He doesn't say that he will spend twenty cents on his lines in Oregon, beyond what is already being expended.

It was once said that Collis P. Huntington could never be traced around the world by the quarters he had dropped. The man who thus truthfully spoke of the greatest railway builder of his time intended reflection upon his liberality.

E. H. Harriman can never be traced around the world by the interviews he has dropped. Mr. Harriman is not a man of words—and action—he is a man of money, and that covers a multitude of sins.

Mr. Harriman has the same lack of liberality in words that poor old much abused Huntington had in finances. But Mr. Harriman is a different kind of a railroad man.

For the benefit of the Hillsboro farmer who might have been too busy hoeing potatoes to have noticed the jumping off of Mr. Huntington and the jumping on of Mr. Harriman—who was suddenly shunted from a sidetrack to a main line, it might be well to remark that Collis' successor is the man who owns—or almost owns—the line of railroad that practically belts the United States. He is the head of the naughty "trust" that owns more miles of road now than were in existence less than 50 years ago.

He has a dingy little office down in

Wall street, or some other financial alley, where so many gold bricks are manufactured every day, and whence come the "greenbacks" so tastefully dished up to just such as the Hillsboro farmer—and others.

The recently mourned President and builder of the most important line of the present system was a blunt, frank and open-poled man. The new President is a most artistically evasive gentleman. He is hospitable and sociable; he is kindly disposed; he has no dyspeptic or gouty idiosyncrasies. He doesn't fly into a rage when asked how many millions of his and his friends' he intends scattering to the spherys of Oregon.

In a word, Mr. Harriman is a most delightful man to meet.

Not a word of reproach did he utter when interrogated as to whether Portland was to remain a ham-sandwich station on his road or be recognized as she ought to be—in a manner in which he has recognized a small town down in California and as has one Jim Hill a smaller town upon the shores of tidewater called Puget Sound.

To find out what Mr. Harriman intended doing for Portland and Oregon, a Journal man invited himself to call upon him—not at the Arlington Club, however, for it had been intimated that what Mr.

Harriman might have to say at that banquet was for the exclusive edification of those fortunate enough to be called upon to lend their presence.

Mr. Harriman may be likened to all Oregon farmers in that he owns his own vehicle. But he travels in a special train with all of the twentieth century fixin's that wealth can buy. Strangely enough, The Journal man met Mr. Harriman upon his own railroad track. He was just emerging from his private car. His secretary, a born diplomat, announced the approach of a lone newspaper man. The shock was noticeable. He was surprised that there weren't 50. He shook hands heartily and cordially.

It was a case where the railroad magnate had more money than time. He had an engagement, and, though late, unhesitatingly said: "Whatever your questions, fire away."

By way of a starter, he was asked:

"Have you decided to remove the O. R. & N. offices to Salt Lake, and there operate the road in connection with the Oregon Short Line, as has been suggested, in the interests of economy?"

"I wouldn't tell you if I did. I do not answer any question of policy."

"What is the attitude of your line toward the interests of Portland and that part of the state through which your

line passes?" was asked.

"Have you ever been up the Columbia?" he replied. "Have any Portland people ever gone up the Columbia?"

Mr. Harriman did not mean up the river on a White Collar excursion—he wanted to know if the people of Portland and Oregon appreciated the fact that the O. R. & N. was being improved throughout its length.

But it was intimated to him that, while that was very important, the people desired particularly to know what he intended to do toward rescuing this city from commercial inertia; in brief, if he would spend in Oregon any part of the TWENTY MILLIONS

that he said in California he would expend on the system on this Coast.

The reader can better imagine the reply; though courteous, it was evasive. To other leading questions put to Mr. Harriman, the ditto mark may likewise be applied.

Mr. Harriman was asked other questions which the business men of Portland should like to have answered by him, and which he could not well refuse to answer if the proper course be taken. True, the answers might not be satisfactory, for Mr. Harriman is not the kind of man to deceive, and he would probably say some things that might

cause embarrassment. Still, there's no use mining words, nor groping in the dark any longer. You can rest assured, however, that if Mr. Harriman had any good news for Portland he would not fail to give it. Let us have the truth—bad as it may be.

Thus it can be said that Mr. Harriman cannot be traced over his own railway lines by his interviews. He says that he has never been interviewed. He forgets, perhaps, when the big guns of San Francisco enticed him before such an array of sparkling vintages that he was dazed, and that ere he went he had said some important things for California, and that he made a promise to spend twenty millions!

Now the only conclusion to be drawn from Mr. Harriman's reticence is that, while he will not overlook any improvement that will benefit his interest, the people of this city cannot expect him to do something which they have not asked of him. Portland has Mr. Harriman's ear today—let the business men pour it full of facts and figures that might prevent the city from being sidetracked. Mr. Harriman will listen. If the facts are put to him in the right spirit, they will bear fruit.

Otherwise, the Lord help us.

WILLIAM D. WASSON.

CUBAN LIBERTY

Formally Announced Today by John Hay.

Text of the Note Issued to American Consuls.

(Scripps-McRae News Association.) WASHINGTON, May 20.—The following is the official notification sent by the State Department today to Ambassadors and Ministers of the United States, all over the world, of the independence of Cuba:

"I am directed by the President to inform you that the military occupation of the island by the United States has this day ceased and that an independent government, Republican in form, has been inaugurated under the Presidency of Thomas Estrada Palma. You are instructed to convey this information through appropriate channels to the government to which you are accredited."

"JOHN HAY."

REACHES RUSSIA President and Czar Meet at Crownstadt.

Loubet Meets the Czarina and the Dowager Empress.

(Scripps-McRae News Association.) CROWNSTADT, Russia, May 20.—The French fleet bearing President Loubet arrived here today. Soon after his arrival he was conducted aboard the Imperial yacht, where he was met by the Czar. Later he met the Czarina and the Dowager Empress ashore.

ALL MADRID IS JOYOUS

A Battle of Flowers Rages Throughout The City.

(Scripps-McRae News Association.) MADRID, May 20.—King Alfonso today witnessed a battle of flowers that raged all over the city. Fully a quarter of a million people participated in the flower throwing.



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HARRIMAN PAYS VISIT TO ASTORIA

The Harriman party left Portland shortly before 6 this morning on the Astoria & Columbia River road.

At Goble they left the train and took the steamer T. J. Potter which cleared for the docks here at an early hour—between 6 and 8 this morning. After spending the day at Astoria and its environs, the party will return to Portland at about 7 this evening by train.

President Mohler, of the O. R. & N. Company, and, it is reported, President Mellen, of the Northern Pacific, are with the Harriman party.

YUKON BOAT NEARLY BURNED

Navigation Opened to Dawson on Sunday Evening.

(Scripps-McRae News Association.) SEATTLE, May 20.—A Dawson special says Yukon navigation opened on Sunday evening, and that nine steamers have arrived there from winter quarters on the Stewart river.

The steamer Sarah, the finest on the river, was nearly destroyed by fire from a spark on her way down. Other boats aided her, saving her after a part had been burned away.

PORTLAND IS FORTUNATE

One Hundred Thousand More for Our New Building.

(Journal Special Service.) WASHINGTON, May 20.—Senator Fairbanks today reported a bill increasing the amount for new public buildings in Portland from \$150,000 to \$250,000.

THESE TWO HAVE JOBS

(Scripps-McRae News Association.) WASHINGTON, May 20.—The following nominations were sent to the Senate this morning: Julius Jacobs, to be Assistant Treasurer of the United States at San Francisco; John J. Coyne, Pennsylvania, to be assistant agent at the salmon fisheries of Alaska.

HEAVY REPORTS

Heard in the Direction of Mount Pelee.

Many Dying Daily in St. Vincent Hospitals.

(Scripps-McRae News Association.) ST. THOMAS, D. W. I., May 20.—Heavy detonations louder than those of May 7th, were heard from the direction in which Martinique lies, early this morning.

SCORES OF BODIES OF THE VICTIMS

Are Being Recovered From the Coal Creek Mine.

Business is Suspended Throughout the District.

(Scripps-McRae News Association.) COAL CREEK, Tenn., May 20.—One hundred bodies have been taken from the Fraterville mine this morning, and rescue parties are still at work. It is believed there are 150 additional corpses in the mines. Business of all kinds throughout the surrounding country has been suspended as a result of the disaster, the cause of which is still a mystery.

STREAMS OF MUD.

(Scripps-McRae News Association.) FORT DE FRANCE, May 20.—Basse Point, one of the towns on the north-west coast of the island which suffered so seriously from the eruption of Pelee was this morning inundated by a stream of mud, and a score of houses were swept away. No loss of life occurred, as all the inhabitants left the place several days ago.

THREE MILLION FOR THE WEST

(Scripps-McRae News Association.) WASHINGTON, May 20.—The omnibus public building bill, as reported to the Senate today, carries appropriations of over \$3,000,000 more than when the bill passed the House. The Senate has increased the appropriations in the following cases: San Francisco, \$1,000,000; Los Angeles, \$500,000; Portland, \$250,000; Seattle, \$200,000; Tacoma, \$10,000, and Spokane, \$100,000.

SCHAEFER'S FUNERAL

The funeral of the late Professor Eugene L. Schaefer of the Bishop Scott Academy, will take place from St. Mark's Church, Nineteenth and Quincy streets, tomorrow afternoon at 3 o'clock. There will be a delegation of cadets from the academy, assemble at the Edward Holman undertaking parlors at 1:30 P. M., to accompany the body to the church.

At the Coroner's inquest last evening nothing developed beyond what was published in The Journal yesterday. The verdict was that Professor Schaefer committed suicide, while suffering from temporary aberration of the mind, brought on by sickness and worry through losing his position at the academy.

MURDER IN SEATTLE

Prominent Contractor Killed in Lonely Locality.

(Scripps-McRae News Association.) SEATTLE, May 20.—The body of J. R. Rickart, a prominent contractor, was found last night in a sequestered spot on the Green Lake car line. It was first believed to be a case of suicide, but later developments show that it may be a murder.

He went on Saturday night to collect a bill of \$200 from E. P. Williams. He anticipated trouble and told his wife that he would go armed. He had not been seen alive since.

The police are searching for Williams.

ST. VINCENT RECOVERING.

(Scripps-McRae News Association.) LONDON, May 20.—The following dispatch dated St. Vincent, was received from the Governor of the Windward Islands today by the Colonial office:

"All our immediate wants are now supplied, and the question of the resettlement of the people is now under consideration. One new township is settled up to the present. In my station \$50,000 will enable us to support all the sufferers for six months and to rehouse them in new localities. The sufferings of the wounded from burns are very terrible and six deaths have occurred in the hospital."

SWEPT BY A TORRENT

Pennsylvania Valley Gutted by a Rush of Water.

(Scripps-McRae News Association.) CONNELLSVILLE, Pa., May 20.—A cloudburst caused the breaking of a big breakneck reservoir dam in the mountains four miles from here this morning. A torrent from a 5,000,000 gallon lake rushed down the White Run Valley to the Youghiogheny river.

Houses were torn from their foundations and whirled along with the torrent. Stock perished in the floods, fields were washed out, and crops ruined.

The damage is estimated at \$200,000. The inhabitants had thrilling escapes, but no casualties are reported.

A SHOWER OF STONES.

PARIS, May 20.—A Fort de France dispatch says the population of Lorraine was frightened on Sunday by a shower of stones, which ceased on Monday. The people now appear reassured, though Pelee is still active. The fall of clinders continues.

THEY SAT AT THE FEET OF GAMALIEL

Dunbar and Moore Hear Chamberlain at La Grande.

Town Went Wild With Enthusiasm—Excellent Reports.

(Journal Special Service.)

LA GRANDE, Or., May 20.—The ovation last night was the biggest ever seen here. Eight hundred torches were in line and the whole city was illuminated with red fire. Stewart's Opera House was full, and over half the people could not get in. Music was furnished by the Elgin Military Band. Turner Oliver presided, and both Chamberlain and Wann spoke. They made the best efforts of the campaign, and were received with wild enthusiasm. State Treasurer Moore, F. I. Dunbar, Marion Butler and Sheriff Huntington of Baker City were in the audience and listened attentively. Henry Blackman has arrived here from the interior with the most flattering reports, and it is assured that Chamberlain will carry this section of Eastern Oregon by big majorities.

LATEST GULP OF STANDARD OIL OCTOPUS

(Scripps-McRae News Association.) SAN FRANCISCO, May 20.—Papers were signed here today transferring to the Standard Oil Company the entire oil plant and business including docks, tanks, and vessels both here and at Seattle, of the Arctic Oil Company, their only competitor in illuminating oils on the Coast, thus giving to the Standard Company an absolute monopoly of the trade.

BOERS BEATEN AGAIN

(Scripps-McRae News Association.) CAPE TOWN, May 20.—A party of 150 Boers attacked Aberdeen, Cape Colony, on Sunday but were driven off, and Commandant Van Heerden, their leader, was killed.

TORNADO'S VICTIMS

(Scripps-McRae News Association.) GOLIAD, Tex., May 20.—The latest estimate of the loss of life in Sunday's cyclone is 122. A number of the injured will die.

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Hours: 8:30 to 8:00--Sundays 8:30 to 2:00.

PACKERS ENJOINED

(Scripps-McRae News Association.) CHICAGO, May 20.—A temporary injunction restraining the meat packers from further violation of the Sherman anti-trust law was granted in the United States District Court here this afternoon.

As soon as the court opened the defense announced that it would not resist a temporary injunction, but would demand a change in the bill concerning the right of packers to conduct a uniform

credit system, maintaining that it was a private right.

The government contended it was not a private right, inasmuch as it gave the packers an opportunity to discriminate in favor of certain customers, thereby restraining the trade.

BIRTHS.

To Mrs. Joseph Millholland, 773 Michigan avenue, a girl.
To Mrs. Albert Anderson, 1644 Russell street, a boy.
To Mrs. James W. Parks, 280 Jefferson, a boy.
To Mrs. Joseph H. Jones, 52 Hawthorne Terrace, a boy.