

IONE PROCLAIMER

Published Every Friday

IONE OREGON

EVENTS OF THE DAY

Newsy Items Gathered from All Parts of the World.

Less Important but Not Less Interesting Happenings from Points Outside the State.

Fairbanks has left China on his way to Manila.

The Santa Fe has withdrawn its orders for fast trains from the East.

Burglars succeeded in getting away with jewelry valued at \$100,000 in Pittsburg.

Spanish forces in Morocco have been greatly reinforced and now hope to defeat the Moors.

The first snow has fallen in Montana. Should it continue much uncut grain will be damaged.

Hill has attacked the Southern Pacific land grant in order to force an entrance into Southern California.

The Chicago, Milwaukee & Puget Sound road has offered to carry mail from Chicago to Puget sound in 59 hours.

Pernicious anaemia and oedema of the lungs was the chief cause of Harriman's death, according to Dr. Lyle, his physician.

Ex-President Roosevelt has been named as a delegate to the world's missionary conference at Edinburgh, Scotland, next June 14 to 24.

Peary says he will prove Cook was never at the Pole.

Harriman lines are not likely to have any more one-man power.

Canadians are determined to re-open the Bering sea sealing question.

Harriman stocks did not drop on the stock exchange as was expected.

Lord Roseberry has left the British Radical party and joined the Liberals.

The first drawing in the Cuban national lottery yielded the government \$100,000 profit.

Latest advices say 10,000 lives were lost in the earthquake which destroyed Acapulco, Mexico.

Chicago carmen are again endeavoring to arrange for arbitration with the streetcar company.

The situation in Northern Mexico is still serious and there is much suffering among the people.

Unusual building operations throughout the United States is reported for August. Portland shows an increase of 29 per cent.

J. P. Morgan has offered financial aid to Explorer Cook.

Wireless messages from the Pacific fleet report it near Honolulu.

A movement has been started to unite St. Paul and Minneapolis.

Harriman's fortune is variously estimated at from \$50,000,000 to \$100,000,000.

British people are inclined to favor Cook against Peary after reading the latter's story.

During his trip through the West Taft will explain the new tariff bill in his speeches.

Government suits involving title to oil land in California will be delayed by the death of Harriman.

The party of Japanese business men visiting the Coast express surprise at the magnitude of the country.

Cook has sent for Eskimos to aid in proving that he reached the Pole, but they may not reach this country before spring.

There is much speculation as to Harriman's successor. Three men are named in this connection, J. C. Stubbs, R. S. Lovett, and Julius Kruttschnitt.

The Southern Pacific is to enter the transcontinental speed contest.

The volcano of Akutan, Aleutian islands, Alaska, is in violent eruption.

Lord Northcliffe says Germany is actively preparing for war with Great Britain.

Wealthy capitalists have been arrested for coal land frauds in Wyoming.

Tom Johnson has been nominated for mayor of Cleveland, Ohio, by the Democrats.

It is said President Taft will sustain Secretary Ballinger and that Pinchot will have to go.

Offers for Cook's lectures and books have been doubled by the controversy over who was first at the pole.

Senator Mitchell's heirs have won the suit to escape paying the fine against him by the government just before his death.

AID IS NEEDED.

Appeal Made to America for Sufferers in Mexico.

Washington, Sept. 14.—Tales of great suffering in the flooded districts of Mexico as told in telegrams received at the State department today from Consul General Philip C. Hanna, brought forth another appeal tonight from the American Red Cross society for funds with which to "supply our unfortunate neighbors of Mexico with the necessities of life."

The loss of life and destruction of property is even greater than was at first supposed, and it is predicted that great physical suffering will prevail among the homeless during the fall and winter.

The destruction was greatest in the country and small towns between Monterey and Matamoras. Mr. Hanna says the American consul at Matamoras reports that place under water and a serious condition of affairs exists and that the railroads between Matamoras and Monterey have been washed out.

"We are sending supplies down the railroad as fast as it is opened," says Mr. Hanna.

He suggests that it might be possible for the American army in the Southwest to co-operate with the Mexican army and American and Mexican consuls in assisting Mexican towns.

"It is believed by many," Mr. Hanna said, "that more than 10,000 lives have been lost, and thousands are homeless."

OLY SETTLEMENT IN RUINS.

Storm Plays Havoc With Century-Old "Place of Peace."

La Paz, Baja California, Sept. 8. via Guaymas, Sept. 14.—La Paz, the oldest settlement of the California, is in ruins. The most terrific storm ever known has wrought havoc in and about the old pueblo. Seven lives are already known to be lost and the shore is strewn with wreckage from ships and boats in the roadstead. In many places the water is four feet deep in the streets and some of the thoroughfares are channels for raging torrents.

Communication with the outside world, except by a steamer, which has just stopped at the port, is cut off and the greatest misery exists, especially among the poor townspeople, the majority of whom have lost everything they had in the world.

From the country districts comes the news that the devastation there has been great. Without warning the cyclone burst on this "Place of Peace," accompanied by torrents of rain. The boats along shore and anchored in the bay were torn from their moorings and most of them were battered in collision or thrown upon the beach. The sky was overcast and many believed the end of the world at hand, and crowded the old mission church in a delirium of fear.

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BOMB CASES ON TRIAL.

Sensational Disclosures Are Promised at Chicago.

Chicago, Sept. 14.—Sensational disclosures are promised in the trial of Vincent A. and Joseph Altman, charged with malicious mischief and arson.

A score of witnesses will be brought by the state in an attempt to prove that both were guilty of causing the explosion and fire which wrecked the Standard Sash & Door company's plant, May 28, 1908, and their testimony, it is claimed, will throw considerable light on the entire series of bomb outrages which have taken place in Chicago in the last two years.

Secretary John J. Brittain, of the Amalgamated Carpenters' union, said today that members of the union would do all in their power to aid the defense.

Assistant State's Attorney Benjamin J. Short, who will have charge of the prosecution, said that the reason the "Bomb 31" case would not be heard first was that State's Attorney Wayman believed it was not as important a case as that of the Standard Sash & Door company's explosion and fire, and that the penalty was not so great.

"Conviction in the case to be tried first means a penalty of 29 years' imprisonment," he said, "while in the 'Bomb 31' case there is no arson charge and the penalty for the offense is only ten years."

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HARRIMAN IS DEAD

Victor in Financial Battles Loses to Grim Reaper.

MIND REMAINED CLEAR TO LAST

Secrecy Preserved Until Stock Market Closed—Time Misstated—Whole Family Present.

Arden, Sept. 10.—Edward H. Harriman, the greatest organizer of railroads the world has ever known, met the only lasting defeat of his active life at the hands of death. Secluded in his magnificent home on Tower Hill, he succumbed to an intestinal disorder yesterday after a fight against disease that will rank for sheer grit with his remarkable struggles in the financial world.

The exact time of his death is known only in that limited circle of relatives and associates who had shielded Mr. Harriman from all outside annoyance during his last illness. The time was given out as 3:35 p. m., but Mrs. Mary Simonds, sister of the dead man, said last night that Mr. Harriman died at 1:30 p. m. Whether this apparent discrepancy has any bearing on the current belief that every effort was made to lessen the influence of the financier's death on the New York stock market is problematical. But it is significant that the time of his death, as officially announced, was just 35 minutes after trading had ceased on the New York exchange.

Mr. Harriman died peacefully and to the end his brilliant mind retained its clearness. After a relapse on Sunday he sank slowly and soon after noon yesterday there came a relapse that marked the approach of the end. His wife, two daughters and two sons, who have been constantly with him, assembled at the bedside and a carriage was hastily dispatched for Mrs. Simonds, whose home is three miles from the Tower Hill home. Mrs. Simonds entered the great silent home in time to be present at her brother's death. She joined the wife and children, who, with Dr. W. G. Lyle, of New York, and Orlando Harriman, a brother, and the nurses, formed a group at the bedside.

Mr. Harriman will be placed at rest in the family plot at the little graveyard behind St. John's Episcopal church at Arden. He will rest beside his eldest son, Edward H. Harriman, Jr., who died 22 years ago, soon after the family first came to Arden. The services will be held at 3:30 o'clock Sunday afternoon, and, it is understood, will be strictly private.

Edward Henry Harriman will go down in history as one of the most spectacular financial geniuses, most daring stock speculators and greatest railroad magnates of his time. He was born at Hempstead, L. I., February 25, 1848, the son of Rev. Orlando Harriman, Jr., rector of an Episcopal church in that town, founded in 1702.

The early life of the future man of millions was one of great poverty. His father was a cultured but poor man, his mother came from an old aristocratic, but equally impecunious family of New Brunswick, N. J.

Edward H. Harriman received his early education at the district school and supplemented it by a two years' course in a boys' school under church auspices, where the sons of clergymen paid practically nothing for their education.

Edward Henry Harriman began his career as clerk in a broker's office on Wall street. He showed no unusual ability and for many years gave no promise of his later brilliant development. Socially he was well liked and those who knew him at that time described him as a sociable young man, always full of fun. He was noted, however, for a mind of his own. What he wanted he generally obtained, but his desires and ambitions were, at that time, at least, neither very sweeping nor particularly important.

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his brother Orlando, and cleared enough to buy himself, in August, 1870, a seat on the New York stock exchange.

Young Harriman married early in life and married very well. His wife was Miss Mary Averell, of Rochester, N. Y., whose father was a capitalist and a successful railroad man.

For a number of years the broker firm of E. H. Harriman & Co. did a thriving business on Wall street, speculating with its own funds and executing commissions for the Vanderbilts and other wealthy capitalist clients. It was not until 1883 that E. H. Harriman came actively into the railroad field. At that time he had become known as a capitalist, one of the few who had gathered together a great fortune in the ten trouble years between 1870 and 1880. He was credited with having in his strong box a fair list of stocks he had picked up at extremely low prices during the various panics.

Along in 1883 he was elected a director of the Illinois Central railroad. Whether Mr. Harriman entered the railroad field in accordance with an already matured plan of his or whether his accidental acquaintance with railroad matters suggested to him the enormous possibilities of acquiring the control of large railroad systems, is not definitely known. At all events, Mr. Harriman's entry into the directorate of the Illinois Central railroad marked the beginning of his career as a manipulator of railroad stocks and reorganizer of railroad systems which, in the course of 10 or 15 years made him one of the greatest railroad kings ever known in the United States and placed him in control of more than 54,000 miles of water transportation lines and of railroad lines of an estimated length of 27,000 miles.

The railroads included in the Harriman system were of sufficient mileage to reach more than two and one-half times around the globe. They comprised the following:

Union Pacific, Southern Pacific, Oregon Short Line, Oregon Railroad & Navigation company, Illinois Central, Georgia Central, Baltimore & Ohio, Delaware & Hudson, Erie, New York Central, Pere Marquette, San Pedro, Los Angeles & Salt Lake, St. Joseph & Grand Island, St. Paul & Northwestern. Harriman was in addition the head of four steamship companies, one of which operates steamers across the Pacific. He was also in the directorate of the Wells Fargo Express company, the Western Union Telegraph company, the Colorado Fuel & Iron, The Guarantee Trust, and the Equitable companies of New York, the National City bank, and 31 other corporations.

GENERAL CORBIN DEAD.

Noted Army Man Passes Away After Long Illness.

New York, Sept. 9.—Lieutenant General Henry C. Corbin died in Roosevelt hospital in this city yesterday after an operation for a renal disorder. General Corbin would have been 67 years old in a few days. Mrs. Corbin and ex-Governor Myron T. Herrick were at his bedside when death occurred. He had been ill for two years.

Accompanied by Mrs. Corbin and his daughter, Mrs. Parsons, of Ardsley, N. Y., he went to Carlsbad for treatment on June 12 last. The waters there appeared to have improved his condition after two weeks' stay, and he returned to England, where his former trouble recurred and he went to Paris to consult physicians. The trouble developed more seriously while in Paris, and he determined to return to America. J. G. Schmidlapp, of Cincinnati, met him in Paris and with Mrs. Corbin they sailed for New York on the steamer Rotterdam, which arrived here Sunday. The general was taken to the Hotel Martiniere in this city, and Dr. Frank Erdwurm was summoned. The physicians advised that General Corbin be removed to the Roosevelt hospital, and he was taken there on Monday. The operation was performed Tuesday morning by Dr. Laucus Hotchkiss.

Englishmen See the Joke.

London, Sept. 9.—The morning papers apparently consider that the Polar controversy has passed the stage where serious comment will prove any useful purpose. All statements from either side tending to throw light on the disputed points are printed in full, but most of the papers either refrain from making editorial comment or confine themselves to a few semi-humorous remarks. The Daily News points out the complete unreliability of evidence from Eskimos, who are likely to say anything calculated to please.

Otter Hunting is Stopped.

Victoria, B. C., Sept. 10.—Word has been received by the Victoria Sealing company that the sealing schooner Thomas F. Bayard, which has been in Behring sea hunting for sea otter, has been ordered from the hunting grounds by a United States revenue cutter. As hunting for sea otter is not prohibited, protest will be made to Ottawa with a view to having representations made to Washington.

Wellman Gives Up Dash.

Christiana, Sept. 9.—A special dispatch from Tromsø says that Walter Wellman has instructed his agent to arrange for the return of all the explorer's property from Virgo bay.

PEARY SUCCESSFUL

Flashes News of Discovery of Most Northern Point.

AMERICAN FLAG NAILED TO POLE

Brief Message Announces Success After Lifetime of Effort—No Trace of Cook.

New York, Sept. 7.—Peary has reached the North Pole. It has been doubly discovered. From the bleak coast of Labrador Commander Peary yesterday flashed the news that he had attained his goal in the Far North, while at the same moment in Denmark Dr. Frederick A. Cook was being dined and lionized by royalty for the same achievement.

Yankee grit has conquered the frozen North and there has been created a coincidence such as the world will never see again.

Two Americans have planted the flag of their country in the land of ice, which man has sought to penetrate for four centuries; and each, ignorant of the other's conquest, has sent within a period of five days, a logocomic message of success.

A dispatch from St. Johns, N. F., says that Peary found no trace of Dr. Cook. This news reached here last night through Captain Robert E. Bartlett, of the Roosevelt, Peary's ship.

While Peary does not expressly repudiate Dr. Cook's contention in so many words, his statement may have an important bearing upon determining the extent of Dr. Cook's explorations.

The Roosevelt was in good condition and the crew all right, Captain Bartlett wired, and he reported that the schooner Jeannie, carrying supplies for the expedition, had met them off the coast of Greenland.

RAILROADS IN WAR.

New Schedules Being Arranged for Pacific Coast Lines.

Chicago, Sept. 7.—When the Hill lines announced five days ago that they would lop ten hours off the fastest time between Chicago and the North Pacific coast points they inaugurated a speed war that has now spread over the entire transcontinental railway map. In the Southwest territory, the fight is on for the mail contracts, but to get these, the roads must put on faster and better trains. The Santa Fe proposes to cut ten hours off its time between Kansas City and Los Angeles and its rivals are scurrying in every direction and ordering their experts to "string" new schedules, get equipment in the topmost condition and be ready to meet the time of the Santa Fe.

The fight started when the Hill lines apparently sought to forestall the St. Paul road, which, with its Puget sound extension, will soon be in a position to make trouble in regard to rates and mail contracts.

Both of these moves took the competitors of the Burlington by surprise and caused no end of scurrying and consultation.

CANADA WANTS OWN NAVY.

Three Shipbuilders Consider Locating Yards in Dominion.

Ottawa, Ont., Sept. 7.—Canada is extremely anxious to possess a war fleet of its own and efforts are being put forth to induce British shipbuilders to locate plants on Canadian soil. It is said three world famous shipbuilders are now considering proposals to locate branch yards in the Dominion and have been assured that the Canadian government will grant every concession in the way of tariff or in any other line possible.

While the Canadian ministers at the London conference on naval defense have kept the government here advised on the different steps of the negotiations, an official account of what has been agreed upon has not yet been received.

Girl Swims Nine Miles.

New York, Sept. 7.—Adeline Trapp, 20 years old, today swam nine miles through the waters of Hell Gate from the foot of East Eighty-ninth street. Accompanied by Priscilla Higgins, a girl about her own age, Miss Trapp swam in the wake of 40 sturdy swimmers of the United States Voluntary Life Saving corps. Fifteen of the men swimmers were forced to give up before the finish and Miss Higgins, after going most of the distance was seized with cramps. Miss Trapp finished strong.

Wireless Across Ocean.

Paris, Sept. 7.—Wireless messages from New York are now received or intercepted almost daily by the military station on the Eiffel tower. Occasionally radio telegrams have also been received from Canada, which it is believed form a record in wireless.