

INTERURBAN RAILWAY CIRCLING NORTHWEST

CYRUS PIERCE SYNDICATE TO FINANCE THE PROPOSITION

Statesman's Exclusive Story of Salem-Portland Road Uncovers Others.

WILL SPEND A MILLION

Manager Welch Authority for Story of Road Building by New Company Says Largest Power Plant in the Northwest Will Be Built at Walla Walla.

Since the exclusive announcement in the Statesman of Sunday morning of the projected Portland-Salem motor line by the syndicate which purchased the Citizens' Light & Traction Company property of this city, it has developed that there is not only good foundation for the story, but that the magnitude of the project is much greater than it at first appeared to be. In fact it means not only an electric line between the Capital City and the metropolis, but a perfect network of interurban railways throughout the Northwest. The story which appeared exclusively in the Statesman Sunday has not only been confirmed by officials high in the management of the local system, but also from other sources which are considered first-class authorities.

Later developments prove that the corporation which is back of this great scheme is what is known as the Cyrus Pierce Syndicate, which is connected with the Rhodes, Stuhler & Butcher Banking Company of Philadelphia, and is one of the wealthiest syndicates in the country. Messrs. Anderson, who is manager of the syndicate's holdings, and Howard Butcher, who are on their way to this city from Philadelphia, are now in Spokane, where they have recently taken over the electric lighting and power system at that city, and after a visit to Walla Walla and Baker City, they will proceed to this point, arriving some time next week. Upon their arrival they will take up the question of the proposed Portland-Salem extension and will endeavor to push it through to a successful termination at the earliest date possible. Although no confirmation or denial could be obtained, neither could any definite information be secured, there is reason to believe that the syndicate back of the project has already been in the field and taken the preliminary steps toward securing the necessary right-of-way privileges.

Will Spend Over Million Dollars.

An article appeared in the Evening Telegram of Portland last evening, which is in the main a confirmation of the article which was published in the Statesman. It added the statement that the acquisition of the Walla Walla plant by this syndicate carried with it the expenditure of \$250,000 for the construction of one of the largest power plants in the Northwest. When seen last evening by a Statesman reporter, Manager Welch, of the local company, confirmed this statement with the correction that instead of \$250,000 having been expended, it was nearer \$350,000, and that he had visited and viewed the great power system, after completion. Further than this, Mr. Welch states, upon authority, that the Salem-Portland railway project means the development of extensive water power projects on the upper Santiam, aggregating 8,000 to 10,000 horse-power in this county, which would entail the expenditure of over \$500,000, and to complete the power system and railroad combined, would necessitate the expenditure of at least \$1,500,000.

May Extend to Eugene.

Word also comes from Portland to the effect that Mr. L. B. French, who procured title to a right-of-way along the Southern Pacific line between this city and Portland, with a view of constructing such a railway, has not given up the thought of carrying out his proposed project and that he will ultimately do so, and within the time limit allowed him under some of the conditional grants of right-of-way, July 1 of this year. When asked as to what effect this would have upon his company's proposed road, Mr. Welch stated that it would have no effect whatever and that the road whether or no, he was not at liberty to give out any details further than those which he has already divulged, and the arrival of Messrs. Anderson and Butcher will have to be awaited for further and conclusive details of the arrangements.

Runaway Freight Car Crashes Into a Coach From Casadero.

PORTLAND, March 2.—Eight persons, one woman and seven men, were more or less seriously injured in an accident in which a runaway freight car on the Oregon Water Power and Rail Road Company collided with mail-car No. 21, from Casadero. The mail car was coming to Portland on its regular daily trip, having left Casadero at 9:30 yesterday, in charge of Conductor Dan Miller and Motorman Robert Adams, and with Walter F. Case railway mail clerk, in charge of the mail compartment at the rear end of the car. When

ascending Boring Hill, near Barton station, the motorman observed a runaway freight car descending at a furious rate of speed, and quickly reversed the motors.

The momentum of the car offered resistance, but the reverse motion was begun and considerable speed gained before the collision that was inevitable, took place. There were a number of passengers in the forward section of the car, and being warned of the impending danger, several had passed into the mail compartment before the crash came.

The front end of the mail car and the freight car were both partially wrecked, but the presence of mind of the motorman and prompt action prevented serious injury to the passengers. It was stated at the general office of the company after arrival of the injured passengers in Portland that no bones were broken or serious injuries sustained.

The runaway freight car broke loose from a freight train preceding the mail car, just as the train was approaching the top of the heavy grade east of Boring station.

Walter F. Case was the mail clerk, having been on that run since the service was established, July 1 of last year, and has been for four years in the railway postal service. His injuries are slight and he telephoned to the office of the railway mail service after the accident, from Barton. Mr. and Mrs. W. A. Jones, of Estacada, were among the passengers, and the latter sustained slight contusion of the lower lip, bruises and shock. Her husband was more seriously injured, but had no bones broken. The remainder of the passengers were Swedish workmen.

TO OUST ADAMS

FOURTEEN OF COLORADO LEGISLATIVE COMMITTEE FAVOR EX-GOV. PEABODY.

Four Reports Are Presented—All Put Off Because of Death of Senator Walcott—Signers of Bill to Seat Peabody Declare Right to Change Vote.

DENVER, March 2.—Consideration of the reports of the committee which heard the evidence in James H. Peabody's contest for the office of Governor, was postponed today by the joint convention of the General Assembly, in consequence of the death of Edward O. Walcott, former United States Senator from Colorado. The General Assembly appointed a committee to draft resolutions in memory of the late Senator, and adjourned until 10 o'clock tomorrow forenoon.

Owns Boise Franchise.

Among the first purchases of the Cyrus Pierce syndicate was the electric light and power plant at Boise and the operations of the company contemplating large expenditures in controlling current for all commercial and domestic use in that state as well as large portions of Oregon and Washington. What may be contemplated in that section in the way of railroad building is another proposition that has been shrouded in mystery beyond occasional work of engineers who are understood to represent the corporation.

Evidence has not been lacking in past acts of the agents of the syndicate that ample capital is behind the management to carry to successful fruition the work that may be decided upon. There is no better evidence of this to be had than the expenditure of a quarter of a million at Walla Walla in constructing the new power plant, and in the expenditure making provision for future needs at other points.

Work Well Advanced.

Surveys have been run over a good part of the eastern Washington country to be traversed. Heinrich Melchman was the first to father a scheme for connecting up these districts with a right-of-way for an electric road. He did not succeed in the undertaking, but it is understood that some of the preliminary work done has been beneficially utilized by the Cyrus Pierce syndicate in its later efforts to supply the country with rapid transit. Lines have been run, and in some portions of the surveys it is stated that field notes have been compiled ready for work of constructors.

Official confirmation from Manager Anderson has not yet been had of the purpose to build through the Williamette valley, but that the best source of Welch came from Mr. Anderson or authority except the financial syndicate which will expend millions for the development of Northwestern resources.

CARS COLLIDE.

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WITH WARMTH, Emperor Nicholas Warmly Receives Hero of Port Arthur.

ST. PETERSBURG, March 2.—General Stoessel, who was given an audience with the emperor today, was received by His Majesty with a warmth which went far to atone for the rather cool reception which he was given by the several newspapers and military factions. General Stoessel is being feted by society. A large dinner was given in his honor tonight after his return from Tsarskoe Selo. No steps have been taken as yet toward an investigation into the surrender of Port Arthur. The whole matter will be placed in the hands of a commission of inquiry in order to clear up the circumstances in dispute.

RAILROADEE RETIRES.

SEATTLE, March 2.—A well-grounded rumor is afloat to the effect that I. A. Nadeau, general agent of the Northern Pacific in Seattle, and for twenty years connected with that company, has resigned to engage in private business. Nadeau is out of the city, and the rumor could not be fully confirmed.

GORKY TALKS

THE RUSSIAN AUTHOR NARRATES TALE OF HIS INCARCERATION IN ST. PETERSBURG PRISON.

Says Absolute Silence of His Jail Made Him Pessimistic—Declares He Is Innocent of Forming Any Secret Society—Officials Read His Letters.

NEW YORK, March 2.—A dispatch from Riga quotes Maxim Gorky at some length on his experiences since his arrest January 24.

"The absolute silence enforced in the prison was depressing," he said, "and I became pessimistic, not through personal fear, but through anxiety owing to the impossibility of learning what the authorities might do."

"There were four days of this suspense, and then I was examined by the assistant procurator, who showed me my manuscripts which the police had seized. They contained a draft of my project for national reforms and an expression of my personal views about the government. I learned then that there were two accusations against me. First, of forming a secret society; second, of possessing documents attacking the government. The first charge is absolutely untrue, but I expect to be tried on both charges."

"I never encouraged any other prisoners in the fortress, and after a time the authorities permitted visits from Madame Gorky and my friend Platnitsky. My friends outside sent me warm clothing and other necessities, and these were duly given me. When I was permitted to see my wife, there were double wire screens between us so we could not even shake hands."

"The officials read my letters, and many were not transmitted because I had written humorously, wishing to reassure my friends, but the prison authorities declared my humor was out of place and returned these letters. Before the acceptable letters were allowed to leave the fortress, officials drew a broad cross on them in copper, so as to bring out any invisible writing."

AT A STANDSTILL

POLICE OF HONOLULU ARE WITH- OUT THEORY AS TO DEATH OF MRS. STANFORD.

Say They Can Do Nothing as Crime, if One There Is, Was Committed in California—San Francisco Authorities Also Doing Nothing—Inquest Today.

HONOLULU, March 2.—The police investigation into the death of Mrs. Jane L. Stanford is practically at a standstill tonight. High Sheriff Henry is without a theory as to the cause of her death. The chemists announced they had not concluded their investigations and would not be ready to report before tomorrow morning. It is probable that the inquest will commence tomorrow afternoon. The opinion of the most of the investigators here is that if there had been a crime at all it was committed in San Francisco and possibly at the same time strychnine is said to have been placed in the mineral water.

San Francisco, March 2.—The police authorities of this city tonight are expecting a cable from Honolulu informing them of the result of the chemical analysis of the contents of the stomach of Mrs. Stanford, and until that report is in their possession no active move will be made, and not unless there are strong indications that a crime has been committed. Yet the police have not been idle in the matter, every preliminary detail having been attended to, so that if developments warrant it, a systematic and direct investigation may be immediately made. Names of every obtainable witness have been secured and the death of Mrs. Stanford, together with the earlier stories of her poisoning have been quietly probed into but no formal action taken.

CASTORIA.

The Kid You Saw Always Bought
Castoria
Sells the
Signature
of
J. C. Ayer

PRESIDENTIAL INAUGURATION

GRAND PAGEANT ARRANGED FOR TOMORROW'S CEREMONIES.

MOST UNIQUE IN MANY WAYS

Grand Ball Will Be One in Name Only Because of Instructions.

WASHINGTON, March 2.—All signs indicate that the coming inaugural of President Theodore Roosevelt tomorrow will be one of the most remarkable events of its kind in the history of the country. It will possess many distinguishing features which will cause it to linger long in the memory of those who shall be fortunate enough to have witnessed this grand pageant.

Procession Will Take Up Three Hours in Passing—Will Probably Be 30,000 Men in Line—To Embrace Organizations From all Over Country.

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Chief among these will be the uniqueness of the big parade. Historic old Pennsylvania avenue will blink its eyes in surprise at the strangeness of the scene it is destined to witness tomorrow. This old avenue has supported many splendid processions; has echoed the foot-fall of thousands of national executives; has lent itself to the proud array of arms and gaudy uniforms; but tomorrow it will give pathway to a pageant that promises to excel anything of its like since the history of presidential inaugurations began.

There will be bands of all sizes, from six pieces and up, and they will send forth sounds of all kinds, from the sweetest harmonies to the wierdest of

Schedule of Events

10 a. m.
President Roosevelt leaves White House for Capitol, accompanied by congressional committee of arrangements, and escorted by the members of the department of the Potomac, G. A. R., and a detachment of the United Spanish War Veterans.

11 a. m.
Doors of Senate chamber opened to high government officials, ministers and ambassadors to the United States. Senate galleries open to guests with cards.

11:55 a. m.
President Roosevelt enters Senate chamber and is seated in front of the desk of the presiding officer.

12 Noon.
President pro tempore of Senate declares Senate adjourned sine die and administers the oath of office to Vice-President-elect, Mr. Fairbanks delivers his inaugural address.

12:30 p. m.
Entire assemblage proceeds to stand at east front of the Capitol, where President Roosevelt takes the oath of office and delivers his inaugural address.

2 p. m.
President returns to White House escorted by Rough Riders and Squadron A of New York City. Grand parade follows.

7:30 p. m.
Illumination of the city and display of fireworks, all south of the White House.

8 p. m.
Doors of pension building opened for the reception of guests to the inaugural ball.

10 p. m.
Inaugural ball opened by President Roosevelt. At midnight all inaugural festivities will conclude.

MONDAY, 10:30 a. m.
Dedicatory concert by Marine Band at pension building in honor of the United States army.

2 p. m.
Dedicatory concert by Marine Band at pension building in honor of the United States navy.

8 p. m.
Dedicatory concert by Marine Band at pension building in honor of the states of the Union.

PARADE ORGANIZATION.

Military Division.

Major General James F. Wade, United States army, chief marshal.

First division—Brigadier General F. D. Grant, U. S. A., commanding.

Second brigade, United States forces, Brigadier General T. H. Barry, U. S. A.

Third brigade National Guard district of Columbia, Brigadier General H. C. Harrison, N. G. D. C.

Second division, Governor W. S. Penneyacker, Pennsylvania, commanding.

First brigade, Governor Preston Lea, Delaware; National Guard, Delaware and Pennsylvania.

Second brigade, Governor E. C. Stokes, New Jersey; National Guard, New Jersey, Connecticut, Massachusetts, Georgia.

Third brigade, Governor Edwin Warfield, Maryland; National Guard Maryland, South Carolina, New Hampshire, Virginia.

Third division, Governor F. W. Higgins, New York.

First brigade, Brigadier General G. M. Smith, N. G. N. Y.; National Guard,

IS PREPARING TO WITHDRAW

FEARS FOR HIS ARMY AND READY TO WITHDRAW.

JAPANESE ADVANCE ON MUKDEN

Brown Men Are Endeavoring to Force a Decisive Battle in Manchuria.

LONDON, March 2.—A dispatch from Tokio to the Daily Telegraph states that the Japanese are endeavoring to force a decisive battle in Manchuria but it is feared that Kuropatkin will retreat, fighting a rear guard action. Reports from the Shukhe river indicate, says the same correspondent, that the Russian morale is seriously impaired.

New Chungang, March 2 (Noon, via Tien Tsin).—Chinese foreign report that the Japanese have advanced almost to Mukden. The Russians are being reinforced and have recaptured several positions out of which they had been driven. The battle is still raging.

Mukden, March 2.—The thunder of cannon is heard from all positions on Putiloff and Novgorod Hills which are hidden by smoke from the guns. The bombardments were resumed after a repulse of an infantry attack by the Japanese. Heavy bombardment also in progress in the neighborhood of the Shukhe river is apparently a preparation for an attack in that quarter. The weather continues fine and warm. The Chinese are preparing to sow their grain.

New York, North Carolina, Rhode Island and Vermont.

Second brigade, Governor M. T. Herrick, Ohio; National Guard Ohio, Louisiana, Indiana, Maine, Michigan, Florida, Alabama, Burgess' corps.

Third brigade, Brigadier General T. H. Bliss, U. S. A.

Military cadet organizations of universities, colleges and schools.

Veteran Division.
Major General O. O. Howard, U. S. A., commanding.

Captain A. L. Parham, chief of staff; Colonel M. K. Urell, adjutant general.

First brigade, veteran associations Civil War.

Second brigade, veteran associations Spanish-American War.

Third brigade, veteran associations U. S. army and navy.

Civic Divisions.
B. H. Warner, chief marshal.

First division, Major General O. O. Howard, U. S. A., first brigade, second brigade, third brigade.

Second division, Brigadier General Joseph Wheeler, U. S. A., commanding.

Third division, J. W. Lyons, commanding.

Order of States and Territories.
Delaware, Pennsylvania, New Jersey, Georgia, Connecticut, Massachusetts, Maryland, South Carolina, New Hampshire, Virginia, New York, North Carolina, Rhode Island, Vermont, Kentucky, Tennessee, Ohio, Louisiana, Indiana, Mississippi, Illinois, Alabama, Maine, Missouri, Arkansas, Michigan, Florida, Texas, Iowa, Wisconsin, California, Minnesota, Oregon, Kansas, West Virginia, Nevada, Nebraska, Colorado, North Dakota, South Dakota, Montana, Washington, Idaho, Wyoming, Utah.

Territories.
District of Columbia, Indian Territory, New Mexico, Arizona, Alaska, Oklahoma, Hawaii.

How Parade Will Move.
Platoon of mounted police.

Fifth band, artillery corps, U. S. A.

Grand marshal, Lieutenant General Dana R. Chaffee, U. S. A.

West Point, Annapolis (cadets and midshipmen), color guard.

Squadron A, National Guard, state of New York.

The President.

Presidential party carriages.

Detachment of the United States volunteer cavalry.

The divisions and brigades in the order announced.

American Indians, Quannah Parker, American Horse, Geronimo, Little Plume, Buckskin Charlie, Hollow Horn Bear.

HEAD-ON SMASH.

Albany Local Runs Into Freight Train, Slightly Injuring Three.

BARLOW, Ore., March 2.—Three people were bruised and others shaken in a head-on collision at 8 o'clock this morning between the Albany local and a south-bound freight standing on a switch at the depot here. The two engines were considerably smashed, and the mail car on the local was somewhat damaged. The injured are J. G. Douglas, an employe on the Mount Scott car line in Portland; the conductor of the Albany local, and a lister.

The collision was caused by an open switch, which the engineer of the local did not see, and which caused that train to take the side track. A transfer train from Portland took all the passengers on at 11:30.

FORM OUTLAW LEAGUE.

SPOKANE, March 2.—Telegrams to the Spokane-Review tonight indicate that Salt Lake, Boise, Butte, Helena and Ogden will unite with Spokane in organizing an outlaw baseball league.

CASTORIA.

The Kid You Saw Always Bought
Castoria
Sells the
Signature
of
J. C. Ayer