



DICK WINS HANDS DOWN

Retains Chairmanship of Committee.

FORAKER IS ENDORSED

Burton and Dogherty Take a Few Good Tricks at the Ohio Convention.

DICK'S PRESTIGE UNSHAKEN

Warm Session in the Republican Gathering at Dayton Yesterday, But Harmony of Party Remains Practically Intact.

DAYTON, O., Sept. 12.—In what has been for years an "off year" in state elections, the Republicans today held one of the hottest conventions in the history of the party in this State. And still more remarkable was the fact that the contest was not over nominations for state offices for which the convention had been called, but over the selection of a chairman for the state Republican executive committee, involving the state leadership of Senator Dick. The senator not only won on this proposition, but also on the question of the endorsement of his work and that of Senator Foraker in the United States Senate. In the winning of this victory over Congressmen Burton and Harris Dogherty, Senator Dick retained his chieftainship and prestige, though the "Merchant Marine" and some other planks in the platform gave evidence that Burton had not been entirely idle.

However, Congressman Burton of Cleveland and Harry Daugherty of Columbus, who had waged honorable warfare against the state chairman, did not go to defeat without a gallant struggle but fought to the last and accepted their present defeat as become good soldiers. After some of the real fight had blown away, the delegates settled down to the business for which the convention had been called, nominating a state ticket headed by Carmi A. Thompson of Ironton, present Speaker of the House of Representatives, as candidate for Secretary of State.

For Dairy and Food Commissioner Renick W. Dunlap was nominated.

For State School Commissioner, E. A. Jones was nominated.

George H. Watkins was renominated for member of the Board of Public Works.

The warm session was begun today when James Holcomb of Cuyahoga County, moved that "it be the sense of this convention that Senator Dick be requested to decline to act as the chairman of the State Legislative Committee and that he cooperate with the State Central Committee in the selection of a chairman thereof to manage the pending state campaign."

Congressman Burton spoke vigorously in support of the motion, cries for "Foraker," brought the senator to the front of the platform, and by unanimous consent he addressed the convention, briefly declaring that he "knew no reason why a man who was good enough to be chairman for McKinley" and who "is acknowledged to be one of the best chairmen ever known," should not be continued in that position. The convention was in turmoil as he concluded and the chairman had difficulty in securing order.

Finally Harry M. Daugherty, associated with Burton in the anti-Dick contest, was recognized. He declared that "there is nothing personal in politics with me," and the convention was

again in a roar of disagreement. He said: "I am not here to pluck a feather from the honor of any man." He declared himself ready to sign an agreement that he would never be a candidate for any office. He recognized the superior qualities of the chairman, but he maintained that under existing conditions, a change was advisable.

ANOTHER LIFE-SAVER.

NEW YORK, Sept. 12.—A cable dispatch to a morning paper from Paris says: The French inventor who devised the motor boots, has now conceived an adaptation of the petrol motor for supplying the human body with mechanical power for propulsion in the water. Every man may thus become his own motorboat. In order to use the device, a person need not be a swimmer, for in addition to its propulsive powers, the apparatus is devised to keep the body afloat. A watertight box containing a little petrol engine and a fuel supply is strapped to the user's back. Other parts of the apparatus comprise a saddle like a ram, on which the user sits; air bags to give the necessary buoyancy and a propeller which is operated by the engine.

Two rods give control of the speed, while steering is accomplished by altering the position of the hands.

The inventor thinks that the chief use of the apparatus will be in life saving, for in an emergency the operator has only to start the motor by turning a little crank, sling the box on his back, get into the saddle and launch himself in the water.

GOULD POLICY GOOD

Great Transportation Magnate Says "Public First, Always."

SERVICE THE HIGHEST OF AIMS

Western Pacific President Has a Great System of Development Under Way He Puts Forward a Personal Parallel That Means Much.

NEW YORK, Sept. 12.—George J. Gould, who returned from abroad yesterday indulged, says today's Herald, in some pertinent comments regarding the duty which a great railway system of the West has contrasted with the consideration it should give to holders of its securities. These views were given when Mr. Gould was speaking of a plan recently announced for exchanging the \$26,500,000 Wabash debenture bonds on which the system has been unable to pay interest, for new securities. The bondholders have been making demand for payments of interest for a year, owing to increased earnings, which for the last few years have been devoted to improving the system.

"We cannot keep the Wabash Railroad in proper condition," said Mr. Gould, "and at the same time make any payment on the debentures. The railroad owes a duty to the public fully as much as it does to its security holders, and the latter certainly recognizes this fact as an established principle in making their investments. We can't let the property run down to the detriment of the shipping interest of shippers."

"We can't ignore the demands of the public for proper transportation facilities and it is our duty to provide them. There is urgent necessity for double tracking from St. Louis to Chicago, and other points. We can't sell bonds to do this work owing to the debenture mortgage, and the only way for us to accomplish it in existing circumstances is to carry on the building out of surplus earnings."

"So the Wabash cannot be properly maintained unless we adopt a plan for the exchange of the debenture bonds as now proposed under which the bondholders are to get new 4 per cent consolidated bonds and preferred and

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NO GROUND FOR SCARE

Hibernia Bank at San Francisco, Sound.

NONE SAFER IN BAY CITY

State Bank Commissioner Makes Effective Statement in Relation.

SECURITIES ARE ENORMOUS

Declares All Alarm Felt by the Depositors to be Absolutely Unfounded and Unreasonable—Agitation Quieting Down.

SAN FRANCISCO, Sept. 12.—The run on the Hibernia bank which began yesterday was apparently the result of groundless rumors regarding its loss in the great fire, was continued today, but caused no flurry in financial circles. Officials of the bank stated that while numerous small deposits have been withdrawn, the normal amount of new deposits was made during the day.

SAN FRANCISCO, Sept. 12.—Commissioner Dunsuir of the board of state bank commissioner, this afternoon stated in behalf of the board, which has been examining the condition of the Hibernia bank, that the bank is absolutely sound and the management careful and conservative.

Loans are made upon a basis of sixty per cent or less, and are covered by safe margins. Four-fifths of the mortgages are due and may be considered call loans. The assets of the bank include \$13,000,000 in U. S. bonds, \$10,000,000 in other high class securities and \$8,000,000 in cash, recovered from insurance.

"Any alarm entertained by depositors," said Dunsuir, "is absolutely unfounded and unreasonable." The Hibernia has for nearly half a century held the unquestioned reputation of being one of the impregnable money institutions of the world, passing unscathed and unimpaired through all the tremendous crises that have marked that period. The present agitation is said to be due to the deliberate wrecking purposes of several influential persons whose credit was tacitly impugned by the bank's refusal to countenance certain of their monetary maneuvers, in deals from which it withdrew and because they savored of disreputable methods. I. W. Hellman is its president.

RESTRICTED AMENTIES.

SAN FRANCISCO, Sept. 12.—The Southern Pacific and Western Pacific officials, through their respective New York instructions from Harriman and Gould, are not to fight each other on matters pertaining to Western Pacific rights of way where they encroach on Southern Pacific lands between Oakland and Stockton and between Stockton and Oroville. All disputes in the territory mentioned are to be submitted to arbitration and the arbitration boards assessed valuation of land belonging to the Southern Pacific and desired by the Western Pacific is to be paid by the latter without question. This agreement will expedite construction work by the Gould line and removes a certain amount of official friction between the two railroad corporations.

LAND FRAUD CASES.

The trial of Mays and others in the land fraud case closed last night and at 1:30 this morning the jury returned a sealed verdict and went to bed in charge of the court bailiff. The consensus of opinion at Portland is that the finding is one of complete conviction.

HEARST FOR GOVERNOR.

Independent League Names Him in Open Convention.

NEW YORK, Sept. 12.—The closing session of the Independent League convention tonight began with a tremendous uproar, started by the bringing in of an immense portrait of W. R. Hearst. A roar of cheers, tooting of horns, the ringing of bells, and a thousand other forms of noise, drowned the music of the band. From 8 o'clock until the hour it actually convened there was a continuous demonstration. The Auditorium was packed to its utmost capacity from floor to ceiling and practically every person waved a flag.

The ticket recommended by the committee was announced, as follows: For governor, W. R. Hearst; lieutenant governor, Lewis S. Chandler; secretary of state, John S. Whalen; state treasurer, George Fuller; comptroller, Dr. C. H. W. Auel; attorney general, John Epr.

BRYAN DOWN SOUTH

Rousing Reception Given Him at Kentucky City.

LOUISVILLE GROWS RAMPANT

Henri Watterson Introduces the Nebraska-Bryan Reiterates His Devotion to Government Ownership of Railroads Doctrine.

LOUISVILLE, Sept. 12.—Entering the Southland for the first time in two years, W. J. Bryan today received a welcome that in warmth and spontaneity has not been surpassed by any greetings since his return from abroad. His arrival in this city provoked a great outburst of acclamations from the thousands of marchers and yet more thousands on the streets. His reception at the Armory tonight, where he addressed a crowd of 12,000, was nothing less than a volcanic eruption of enthusiasm.

Although the attendance of southern notables was smaller than at first expected, on account of Bryan's recent acceptance of numerous invitations from other southern cities, still the meeting was a very representative southern gathering, graced by Kentucky leaders of the Democracy, a number of prominent Democrats from other Southern states, and a great mass of citizens from Kentucky and Indiana.

Bryan was welcomed to Kentucky by his whilom opponent Henri Watterson, who presided over the meeting. Other speakers, preceding Bryan, were Senators Carmack of Tennessee and Stone of Missouri. Bryan, before making his formal speech, read a statement in which he declared that, regarding railroad ownership by the government, his New York speech stated exactly what he wanted to state and he has nothing to modify or withdraw. Bryan's speech was in the nature of an elaboration of the ideas presented in his New York speech.

ROUND DOZEN KILLED.

MONTREAL, Sept. 12.—Officials of the Canadian Pacific say that twelve persons were killed and ten injured in the wreck at Sadsbury today. All the killed were in the colonist car next to the engine of the west bound train. Most of them were section hands.

"UNCLE SAM" TAKES HAND

Cruiser Denver Enters Harbor of Havana.

IS WATCHED CLOSELY

President Roosevelt's Policy of Preparedness to be Carried Out to the Letter.

BLUNDERS TO BE HEADED OFF

State Department Announces Its Policy in the Revolutionary Emergency—Other Warships Ordered to Be in Instant Readiness.

HAVANA, Sept. 12.—The cruiser Denver arrived here today. The vessel was watched with great interest while entering the harbor and saluting.

WASHINGTON, Sept. 12.—With a

view to caring for American interests in an emergency in connection with the Cuban revolution, the cruiser Denver, several days ago, was ordered to proceed from New London, Conn., to Havana. This was made known today. She is due there tonight. The gunboat Marietta, which has been doing patrol duty in Dominican waters, was ordered from Monte Cristi to Cienfuegos, on the south coast of Cuba, which port she should reach tomorrow evening. The cruiser Des Moines, which left Norfolk last Friday, is to be detained at Key West until further orders.

President Roosevelt's policy of preparedness for any emergency in Cuba so far as the immediate operation of war vessels is concerned, was announced at the state department today. It includes the arrival at Havana tonight of the protected cruiser Denver and the gunboat Marietta at Cienfuegos some time tomorrow. The cruiser Des Moines will remain at Key West until further orders.

In making public these facts, Acting Secretary of State Bacon said that there was no disposition on the part of this government to make a demonstration in Cuban waters, but that the insurrection had attained such proportions it had become necessary to take steps for the protection of American interests in Cuba. The department believes that for the present the Denver will be sufficient for all needs along the northern coast of Cuba and the Marietta for the southern coast.

The exchange of messages between the state department and Sleeper, charge d'affaires at Havana, and other American representatives in Cuba, which are supposed to have told of conditions requiring that prompt action be taken to safeguard Americans and their property, will not be discussed by officials, of either the State or Navy departments. It is admitted, however, that all those messages have been forwarded on their receipt to President Roosevelt at Oyster Bay, who for several weeks has personally directed the policy of the United States concerning the Cuban outbreak.

The event of the day in Havana was the arrival late this afternoon of the cruiser Denver, which was immediately placed at the disposal of the American legation. When the flag on Moro Castle signalled the approach of the warship, the news spread with rapidity and large crowds hastened to the wharf.

Asked as to the Denver's available landing force, Commander Wells said

that while she carried no marines, she had 150 well drilled and armed sailors and several field guns.

Resumption of activity in the field, so far, has principally affected railroad property. It is not believed this is the work of Guerrero, but of others working in cooperation with him. It is known the government regards the situation as more dangerous in Santa Clara Province than in Pinar del Rio. The number of insurgents in the former province are variously estimated from 8,000 to 12,000. Several minor fights are reported this evening, two of them near Havana.

A FOUR-MILLION BUY.

Southern Railway Feeder Absorbed by Trunk Line.

NEW YORK, Sept. 12.—The Times today says: The purchase of the Virginia and Southwestern Railway by the Southern Railway company, rumors of which have been current recently, was confirmed yesterday. From one of the stockholders in the Virginia and Southwestern it was learned that the Southern Railway has acquired all the Virginia & Southwestern stock, paying therefor \$300 a share or a total of \$4,000,000.

A committee consisting of Oliver H. Payne, Grant B. Schley, and Henry K. McHarg acting in behalf of the Virginian Iron, Coal & Coke company, which owns a majority of the Virginia & Southwestern stock, as well as in behalf of the individual stockholders some time ago obtained the deposit of all the stock in the bank of the Manhattan company.

COAST LINE COMING

Hammond Project Forcing Hand of Southern Lines.

GOULD INTERESTS INVOLVED

Under Terminal Compact Through Coast Route Projected North From Eureka—Interesting Statement of Existing Status Below.

WILLETTS, Cal., Sept. 12.—(Special to Astorian.)—The Southern Pacific has decided to build a coast line railroad to Astoria at once. It will run direct from Corvallis to Astoria and from Tillamook to Coos Bay, and from there to Eureka, Calif., to a connection with the Santa Fe and allied interests, giving the Southern lines of Harriman and Ripley access to the rich freight producing regions of the lower Columbia. The Santa Fe and Southern Pacific will use the coast lines through a terminal company, to be formed and if the Gould interests are insistent, they may own a one-third interest in the terminal company, and share in the traffic, and secure an outlet on the Columbia river water level grade, at Astoria for their great system.

Three great railroad systems will have their terminals at Astoria. The Santa Fe, Southern Pacific and the Gould system and will thus have their joint terminals at the mouth of the Columbia, and the inland producers and exporters of this great commonwealth will at last be in position to compete in a commercial sense with their great rivals to the north and south of us, at San Francisco and Puget Sound respectively. No more will the heartless foreign shipowner charge 1-3 per ton extra to send their ships to the Columbia, and the guileless granger of the Inland Empire will reap a corresponding benefit.

OLD SOUTHERN STYLE.

MACON, Ga., Sept. 12.—Lew W. Hicks, until recently a stockman of this city, and J. H. Higginbotham of Brookville, Fla., fought a duel with pistols on the platform of a car as the train was leaving Higginbotham yesterday. Both men were killed.