

Mount St. Joseph Infant Orphan Asylum will be the next orphanage described and pictured in the series appearing in The Sunday Call.

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E. H. HARRIMAN'S RUMORED DEATH STARTLES LAND

There Is No Longer Any Doubt That He Is in a Critical Condition

Physician Says Railroad Wizard's Condition Not as Critical as at First Believed

Friends of Patient Gather at Arden and Change for Worst Is Feared

ARDEN, N. Y., Sept. 8.—After hours of uncertainty it was determined shortly after midnight that E. H. Harriman is not in such a critical condition as earlier reports indicated.

Doctor Is Secretive

But Doctor Lyle declined to add even a word to his denial, and his refusal to give out any further information regarding his patient's condition gave further grounds for speculation—a situation that was readily seized upon by alarmists.

Lovett Goes to Arden

While Judge R. F. Lovett, Harriman's business adviser, was in his office in New York during the day attending a meeting of the directors of the Union and Southern Pacific railroads, it was learned early tonight that he had left immediately after the meeting and hurried to Arden. He reached the Harriman home shortly before 8 o'clock.

The portion of the New York statement which spoke of Harriman's business enemies gained special significance this afternoon, when it was learned that certain Wall street interests have a representative here whose only duty is to report on what transpires on Tower hill.

Former Governor Benjamin B. Odell came from his home in Newburgh today and was taken up to the Harriman house on the incline railway.

Odell told a passenger on the train that Harriman was a "very sick man." The former governor has long been a close personal friend of Harriman, and it is believed from the early hour at which he left home that he was summoned to Arden last night.

Nature of Harriman's Illness NEW YORK, Sept. 7.—An intimate friend of E. H. Harriman, discussing the relapse that occurred on Saturday, said today:

"I think the time has now come when the public should understand the nature of Mr. Harriman's illness. As you know, he is not strong and is very nervous and of course has been loaded down with tremendous responsibility."

When he returned to New York, while he was much improved, his physicians concluded it was best for him to go to Bad Gastein. This he did, accompanied by Doctor Lyle. At Bad Gastein things went very well, save that Mr. Harriman lost weight rapidly.

"Doctors Lyle and Kovak, after considering the matter thoroughly, felt that the best thing for Mr. Harriman to do was to return to the United States."

INDEX OF THE SAN FRANCISCO CALL'S NEWS TODAY

TELEPHONE KEARNY 56 WEDNESDAY, SEPTEMBER 8, 1909

WEATHER CONDITIONS YESTERDAY—West wind; cloudy; maximum temperature, 58; minimum, 54. FORECAST FOR TODAY—Cloudy; moderate west wind.

EDITORIAL No alienation in perpetuity. Page 6 Delays in personal damage suits. Page 6 Suppression of vice plays. Page 6 A summer capital in California. Page 6

NORTH POLE Commander Peary hurrying home on steamer Roosevelt after successful polar dash. Page 1 Danish crown prince wins medal on Doctor Cook, while king and queen acclaim. Page 1

NATIONAL GEOGRAPHICAL SOCIETY National geographical society plans brilliant banquet for both Doctor Cook and Commander Peary. Page 2 Lieutenant Shackleton, famous Antarctic explorer, credits Peary's story of dash. Page 2 Wife of Doctor Cook denies receiving diary of discoverer's far north dash. Page 2

POLITICAL Flicker begins contest of Heney's nomination by the democratic party. Page 4

CITY Police and firemen perform many heroic rescues at fire that guts Vendome hotel. Page 3 Don Nicolas Covarrubias holds conference with Portland festival committee over arrangements for fête. Page 16

Broker C. E. Rankin, accused of embezzlement, admits spiriting records out of court's jurisdiction. Page 5 Judge Graham is informed regarding a "box car divorce." Page 5

Regents of state university honor President Benjamin Ide Wheeler on eve of departure for Germany. Page 3 United States circuit court of appeal holds government can not collect land fraud fine from estate of Senator Mitchell. Page 3

Manager of "The Girl From Rector's" agrees to eliminate the objectionable features of play. Page 5 Supervisors and harbor commissioners agree upon opening of city streets to connect with new south piers. Page 7

Plan for development of municipally owned roads may be laid before voters. Page 16 Formation of the parade of Native Sons and Daughters at San Jose tomorrow. Page 16

Daughter of the late Chief of Police Biggy becomes the bride of Ensign W. Cassidy, U. S. N. Page 3 Aged counterfeiter arrested by secret service men while making bogus coin. Page 5

SUBURBAN Attempt to kill Chinese merchant, bullet being sent through his blouse in Oakland. Page 5 Oakland girl burglar, accused of many thefts, says she has married and will reform. Page 5

Wedding of Miss Harri Knapp and William Luke at home of bride's parents. Page 8 Oakland Elks begin sale of tickets for performance of "A Night in Bohemia." Page 9

Fruitvale Druids' secretary and cash missing; wife and police searching bay cities. Page 9 Friends of Attorney de Lancey make up for him a shortage of \$50,000. Page 8

Soda vendor held for injuring lad when angered by having wagon disabled. Page 8 Aged pauper woman said to be entitled to estate valued at \$1,000,000. Page 8

Oakland grocer seeks a warrant for patron who, he says, struck him without cause. Page 8 Oakland chamber of commerce to raise \$25,000 for Portola auto races. Page 9

Oakland husband accused of neglecting family being tried under felony statute. Page 8 National convention of Gamma Phi Beta Greek letter society opens at Berkeley. Page 9

Beach musical society at Berkeley reorganized after controversy that split ranks. Page 8 Major Cullen Bryant, nephew of poet, called by death after stroke of apoplexy. Page 9

Divorce follows loss of soulmate and confession of wife's attachment. Page 9 Election of John F. Stevens as president of Oregon Trunk means that Hill is determined to reach San Francisco. Page 1

EASTERN Rumor of E. H. Harriman's death startles world, but financier's condition is later reported not to be as critical as was at first believed. Page 1

FOREIGN Lefebvre killed by fall from aeroplane while practicing with machine in France. Page 1

SPORTS Seattle play burlesque ball, but manage to beat the Angels without much trouble. Page 10 Pittsburgh club seeks to match Bat Nelson and Haslam Tommy Murphy. Page 10

Wrestling tournament at opening of Portola festival. Page 11 Oriental wrestler will again meet Emil Tanner. Page 11

Tennis tournament at Del Monte now down to semifinal round in contest for championship for men's singles. Page 11

Pittsburg Pirates prove too speedy for Chicago Cubs and even up score. Page 10 Amateur golf championship matches are now nearing their close. Page 10

Governor Hughes hears that open betting is again in vogue at Sheepshead. Page 11 San Mateo kennel club's dog show now ready. Page 10

MARINE Mrs. Uriel Sebree and other wives of officers of Pacific fleet sail today on Manchuria to overtake cruisers at Honolulu. Page 7

MAKES 12 MILE FLIGHT IN AEROPLANE Mining Engineer Flies Along Shores of Walker Lake

[Special Dispatch to The Call] RENO, Nev., Sept. 7.—Mark G. Bradshaw, a young mining engineer of Lucky Boy, on the shores of Walker lake, Nev., has, according to reliable information received in this city, made a 12 mile flight in an aeroplane which he invented and recently completed.

Bradshaw drove his aeroplane along the shores of the lake without mishap or interruption. He was to have flown over the lake, but the fact that there are no boats on the body of water deterred him from making his trial over that course.

According to the messages received here, Bradshaw ended the flight at Dutch Creek. He stated that he has been three years building the machine.

HILL IS AIMING FOR SAN FRANCISCO FUTURE OF THE OREGON TRUNK

JOHN F. STEVENS MADE PRESIDENT OF CORPORATION

Famous Engineer Re-enters the Service of the Builder of the Great Northern

No Doubt That Harriman's Tireless Rival Is Seeking Extension to This City

SEATTLE, Wash., Sept. 7.—John F. Stevens, the famous engineer, formerly in charge of the Panama canal construction, who recently resigned from the New York, New Haven and Hartford railroad to re-enter the service of James J. Hill, has been elected president of the Oregon trunk line, the Hill railroad to be built from the Columbia river to central Oregon and to San Francisco.

Nevada Corporation

The Oregon trunk line is incorporated in Nevada and its home office is in Seattle. V. D. Williams of Spokane was named as president when the articles were filed. The election of Stevens took place in a law office in this city yesterday. Stevens was present.

The board of directors of the Oregon trunk line will be reorganized at once, but the names of the new directors aside from that of Stevens will not be made public until the amended articles are filed in Carson City, Nev. The new board will be selected by Stevens from among officials of other Hill roads, with possibly the addition of one or two New York bankers.

Work to Be Rushed

John D. Porter of the firm of Porter Brothers, which has the Hill contract to build the Oregon Trunk up the contested valley of Deschutes river in Oregon, was with Stevens a part of yesterday afternoon. He said that work on the Deschutes line is to be rushed, but further than that he refused to make any statement.

It was well understood when Stevens left the New Haven road that he was to undertake a big piece of construction for the Hill interests. Some weeks ago Stevens, taking an assumed name, made an extended trip up the Deschutes valley, and how much farther is not known.

San Francisco Extension

The report that the trunk line would be extended to San Francisco has been current for several weeks, and the placing of the principal railroad engineer in the United States at the head of the work is looked upon as confirmation of the belief held by railroadmen.

The Hill interests also have a line to the gulf and much track in Colorado and Wyoming. Consequently the new project is regarded as not revolutionary, but in line with the Hill policy of going after business on all sides.

Judge W. D. Denton of Portland, a Harriman attorney, said last night that he understood the trunk line would reach San Francisco.

Many Surveying Parties

[Special Dispatch to The Call] SACRAMENTO, Sept. 7.—The announcement from Seattle today of the selection of John F. Stevens, formerly engineer in charge of the construction of the Panama canal, as the president of the Oregon Trunk line, a new Hill corporation, which will build from northern Oregon through northern California into the Sacramento valley, eventually reaching San Francisco, corroborates rumors which have been heard here for many months.

It adds strength to stories sent down from the north that the Hill-Harriman fight, which was waged for years in the Pacific northwest, ending recently in a victory for Harriman, has been transferred to the central part of Oregon and northern California, with the great trade of the Sacramento valley and San Francisco as the prize.

For many months engineering parties have been running lines in the passes and valleys of northeastern California and central Oregon, and there have been rumors that some were employed by Hill and some by Harriman, but not until today has there been any authoritative statement.

Making Strategic Moves

The victory of the Hill interests some time ago in a Portland court, when Harriman engineers were enjoined from interfering with the work in the Deschutes canyon in central and northern Oregon, was the first skirmish made open and aboveboard, but for months before that the engineers were working through the passes and valleys getting lines for proposed routes. Harriman is reported to have taken possession of several passes, and stories have reached here to the effect that he has purchased some of the ex-

John F. Stevens, the noted engineer who has been made chief executive of the new Hill railroad. Below is a map on which the dotted line shows the probable route of the new road south from the Columbia river up the Deschutes valley, across the state of Oregon into California. It is said that this road will eventually be extended to San Francisco.



RAILROADS HAVE BEGUN SPEED WAR

Cutting Down the Time Between Chicago and the Pacific Coast Points

[Special Dispatch to The Call]

CHICAGO, Sept. 7.—The threatened speed war among the Chicago-Denver-California railroad systems is on.

The withdrawal of the Burlington from the agreement among the western roads as to the running time to be maintained by all between Chicago and Denver and the Pacific coast, and the threat of inaugurating a speed war, brought a definite reply from the Chicago and Northwestern today.

In anticipation of the cutting of schedules by the Burlington and other Hill lines, the Northwestern announced a reduction of two hours in running time between Chicago and Denver on its fast trains.

The gage of battle, which it is expected the other roads will take up as soon as they can rearrange their schedules, was issued by W. B. Kniskern, passenger traffic manager, in the forenoon. The next schedule will become effective next Sunday.

The Oregon-Washington limited, which now leaves Chicago at 11:30 a. m., will leave at 10 a. m. and reach Portland at 8 o'clock the third morning; east bound, this train will leave Portland at 6:35 p. m. and reach Chicago at 8:35 o'clock the third morning.

The Colorado special, which now leaves Chicago at 10 a. m. and reaches Denver at 2 p. m., will leave Chicago at 1:30 p. m. and arrive at Denver at 4 p. m. the next day. East bound, the Colorado special, which now leaves Denver at 12 o'clock noon and arrive at Chicago at 4:30 the next afternoon.

The overland limited, which now leaves Chicago at 5 p. m. and arrives at Denver at 9:30 p. m., will not leave Chicago until 7 p. m. and will reach Denver at the same time as at present, and it will also reach San Francisco at 7:25 p. m., the same as now.

East bound, the overland limited, which now leaves San Francisco at noon, will leave there at 10:40 a. m., and will leave Denver at 8:15 a. m., instead of 7:20 a. m., as at present, and arrive at Chicago at 12:45 p. m., instead of 1:45 p. m., as now.

CLOUDBURST BREAKS IMMENSE ARIZONA DAM

Santa Fe Main Line Track Is Washed Out

LOS ANGELES, Sept. 7.—Advices received at the Santa Fe railway offices tonight say that a mile and a half of the Santa Fe main line between Blue Water, Ariz., and Coltec, N. M., is washed out, as the result of a cloudburst late yesterday afternoon.

The huge dam of the Blue Water developing company broke under the strain of impounded water and rushed down a narrow canyon, carrying destruction in its path. Several minor washouts occurred along the railway, but it is reported that there were no fatalities.

Santa Fe trains, including the California limited, are being sent over the Santa Fe, Prescott and Phoenix railway, via Albuquerque, without any serious delay.

COOK RECEIVES MEDAL OF HONOR FROM DANES AS PEARY HURRIES HOME

Royalty Recognizes North Pole's First Discoverer While Rival Continues Journey

NAVAL COMMANDER ON GOOD SHIP ROOSEVELT SEEKING TELEGRAPH

National Geographical Society Is Preparing a Banquet for Both Explorers and Takes No Part in Controversy

WASHINGTON, Sept. 7.—Commander Robert E. Peary today officially notified the National geographical society that he had reached the north pole.

The board of managers of the society, through President Willis L. Moore, telegraphed the following reply to Peary's message:

"In answer to your telegraphic report that you have reached the north pole the National geographical society, through the action of its board of managers, today extends to you its heartfelt congratulations on your great achievement."

The statement given out by the board, besides giving the congratulatory message, says:

"The board of managers of the National geographical society today decided to take no action regarding honors to arctic explorers until after detailed observations and records are submitted to and passed upon by competent authorities."

CROWN PRINCE DECORATES DR. COOK FOR FEAT

King and Queen Attend State Presentation of Medal to Discoverer

COPENHAGEN, Sept. 7.—A remarkable result of Commander Peary's rivalry with Doctor Cook for the discovery of the pole is that Doctor Cook's profits from the enterprise likely will be largely increased. He received today offers for his books and lectures at twice the figures previously tendered. One American cabled terms almost startling, and it is believed, far beyond any sum hitherto paid for such work. Doctor Cook is likely to accept this offer.

The controversy is beginning to wax warmer here, Commander Peary's statement is unanimously accepted as true, but there is a very large following faithful to Doctor Cook. His lecture before the Geographical society tonight, however, added little to the information he had given out with reference to his expedition, and he repeated his intention to withhold details until the publication of his book.

Prince Presents Medal

The king and queen, Prince George and princess of Greece and many members of the royal family tonight witnessed the presentation to Doctor Cook of a gold medal by the crown prince, and listened to the explorer's lecture afterward. In introducing the explorer the crown prince said that his reception in Greenland and at Copenhagen showed the way the Danes appreciated his wonderful exploit. The prince then begged the honor of presenting to him the medal of the Geographical society. Doctor Cook told his story without hesitation, but most of his statements had been given out before.

"It is too early," he said, "to give the general results of the expedition. Time is required to digest the work of polar effort. This northward dash has occupied the minds of men for more than 300 years. Slowly and surely the ladder of latitudes has been climbed with various degrees of success. Experience has been gained, and each expedition profited by the misfortunes of its predecessors."

"The art of polar travel has been created and this art was the nucleus of our equipment. We changed tactics to suit our purpose, but I am bound to acknowledge at the outset that success would not have been possible without the less fortunate forerunners. All honor to the pioneers, the pathfinders to the pole, the earlier explorers. We are particularly indebted to Nansen and Peary and many Danish explorers for the last stages of polar progress."

"In my case I am especially indebted to Captain Sverdrup, who is here tonight. His work gave us a new road which afforded us a chance to try the ice a little farther west."

"Although profiting by other ventures, our expedition differed in some important respects. The route we selected I had planned out years ago as a result of reading the splendid narrative of Sverdrup. About the middle of 1907, when we started, the pole was no part of the program, which aimed altogether at study and recreation, with the pole possibly as a future problem."

Doctor Cook cleared up the doubts

PEARY SPEEDS HOMEWARD ON THE ROOSEVELT

Expected to Stop at First Telegraphic Station to Detail His Triumph

INDIAN HARBOR, Labrador, via Cape Ray, N. F., Sept. 7.—Despite his many hardships in the arctic regions, Commander Robert E. Peary appears to be in the best of health and spirits. When told that Doctor Cook had reported finding the pole, those on board the Roosevelt expressed surprise, but declined to make any statement other than that no traces of any previous expedition had been found.

When Commander Peary returned to the Roosevelt from the far north and announced his success there was great rejoicing on the ship. Peary was much affected by the reception.

Peary having discovered the north pole on April 6, 1909, as told in his series of messages yesterday from Labrador, was figuratively lost to the world last night homeward bound on the Roosevelt.

The Roosevelt, according to best reckoning, was in the vicinity of the strait of Belle Isle, between New Foundland and the province of Quebec, last night. Inadequate telegraphic facilities may move him to decide to proceed to North Sydney, N. S., before he gives to the world details of his triumph.

Commander Peary had intended stopping at Chateau bay, Labrador, but the telegraph station there was abandoned some time ago. It is 450 miles from Chateau bay to North Sydney, and the time of his arrival can only be guessed. The Roosevelt may reach there late tomorrow.

TWO EXPLORERS TO BE DOUBLY HONORED AT NOTABLE FEAST

WASHINGTON, Sept. 7.—The National geographical society is planning a brilliant banquet for next winter with two north pole discoverers—Cook and Peary—and the British explorer, who penetrated farthest south in seeking the south pole—Lieutenant Shackleton—as the star figures.

Dr. O. H. Tittman, the head of the United States coast and geodetic survey, is on his way to England bearing the informal invitation of the society to Cook and Shackleton. Peary's exploit had not become known when Superintendent Tittman sailed last Saturday, but he will be advised to include Peary on the banquet program.

Acting Superintendent Frank E. Perkins of the coast and geodetic survey declared today that the dual discovery of the north pole strengthens the claims of each explorer.

"Commander Peary went equipped with all modern instruments with which to record his observations and demonstrate the truth of his discovery," said Perkins. "The question now resolves itself into one of priority, and Commander Peary and Doctor Cook doubtless will fight that out between themselves. According to Doctor Cook he discovered the pole before Peary started. That detracts nothing from Peary's honor or glory. Each explorer has fought his battle without the aid of the observations of the other. There is honor enough for both."

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Peary's achievement was the prin-