ONE CENT

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THE STATE REPUBLICAN COMMITTEE GAVE SEATTLE A LOVELY TURN-DOWN

SENATOR FAIRBANKS WANTED PERMISSION TO SPEAK IN SEATTLE, BUT CHAIRMAN PALMER HAD MADE "OTHER ARRANGEMENTS"—THE CANDIDATE SENDS GREETINGS TO SEATTLE THROUGH THE COLUMNS OF THE STAR

(By W. J. Bogert, Staff Correspondent of the Seattle Star, Aboard the Fairbanks Special.)

NORTH YAKIMA, Sept. 30.—Senator Fairbanks will not speak in Seattle or Everett, as originally arranged by the national committee, because the state committee, of which E. B. Palmer, of Seattle, is chairman, wills it otherwise.

When Senator Fairbanks was asked this morning why it was he would not keep the dates in Seattle and Everett arranged for him by the national committee, he replied that he had hoped to, but that the state committee had made other arrangements which would not permit him to be in Seattle or Everett.

The senator expressed the deepest regret THAT THE STATE COMMITTEE'S PLANS WOULD NOT PERMIT HIM TO VISIT SEATTLE. He said he had hoped especially to visit that city.

He requested your correspondent to convey his greetings to the people of Seattle through the columns of The Star and to express his deep regret that he would not be allowed to visit this city on the present trip, and that he hoped that he would have the opportunity to do so at some future time.

Speculation is rife aboard the Fairbanks special as to the motive behind the move made by the state committee in cutting Seattle out of the list of places where the vice presidential nominee will speak. Whether it is because of a lack of funds, a slap at the national committee which turned the state committee down on its demand for funds to assist in the state campaign, Fairbanks party in Washington, or whether it is a little back handed lick at Seattle and King county, nobody seems to know.

Those aboard the train, who have but a slight insight into the republican political doings in the state, are somewhat at a loss to account for the action of the state committee.

Senator Fairbanks was highly pleased with his reception in Spokane. He and party left in their special at 12:01 o'clock this morning and stopped at Prosser and North Yakima this morning.

Fairbanks' special arrived at North Yakima at 9:10 o'clock after an early and brief stop at Prosser, where the senator talked on agriculture. There was a big meeting here and a parade including an Indian delegation.

Senator Fairbanks spoke at length on Roosevelt's administration. Senators Ankeny and Foster, of Washington, are with the party.

Stops will be made at Ellensburg, Cle Elum and Auburn this afternoon, and the senator expects to arrive in Tacoma early enough this evening to enable him to secure some rest before the big rally at Tacoma tonight.

When Senator Fairbanks left Spokane he had made a total of 68 speeches since starting on his stumping tour August 29, and 33 since leaving Chicago on his western tour September 23. Many of them have been more than an hour in length. Senator Dolliver, of Iowa, has made as many as the vice presidential nominee on the western trip. Both senators are bearing up well under the severe strain of the campaigning, but each of them is hoarse, Senator Dolliver being seriously so.

The trip through Montana pleased the nominee immensely. At all the big cities big crowds assembled, and his speeches were splendidly received.

Dolliver's voice is in serious condition this morning. He is suffering from a severe sore throat.

FAIRBANKS AT ELLENSBURG.

ELLENSBURG, Wash., Sept. 30.—The Fairbanks special reached here at 1:20 p. m. Senator Fairbanks spoke from a platform near the depot, on agriculture, irrigation, mining and the tariff policy. He was greeted most enthusiastically.

BOGERT.

SENATOR CHARLES W. FAIRBANKS.

Palmer Said, "Well?"

The action of the state republican committee in refusing to allow Senator Fairbanks to visit Seattle and Everett, especially the former, and in annulling the dates fixed by the national committee for the vice presidential candidate in the two cities, is considered by local politicians to be the most disastrous political move the republican state committee could possibly have made.

The Star's interview with Senator Fairbanks, in which the latter put it up to the state committee for the cancellation of the Seattle date, fell something like a bombshell in the local republican camp.

When asked why it was that the Seattle date had been cancelled this morning, Chairman Palmer, of the state committee, said:

"Ask Fairbanks."

The Star reporter replied that The Star had asked Fairbanks, and that the senator had replied that the state committee's plans would not allow him to visit this city, which he regretted exceedingly.

The Star reporter then said:

"Well?"

And Palmer replied, "Well!"

"What about it?" insisted The Star reporter, and Palmer replied that "what I have said is all I have to say about it," and hung up the telephone receiver.

Chairman Knickerbocker, of the county committee, was not so abrupt. He had several suggestions as to why it might be, but did not commit himself and finally referred the reporter to Chairman Palmer.

The wise ones have it that there is internal dissention within the republican camp. It is common talk and is known to be a fact that Chairman Palmer has refused to open the state barrel the least "wee" little bit to help out the county sack; that he has abandoned the county ticket in order to make a desperate fight to save the state ticket.

While the staunch and true republicans of the county may look with something like serenity upon this little mixup between the state and county tickets, they see a great big red danger signal ahead in the act of the state committee in erasing Seattle from the Fairbanks map of the state of Washington.

It is argued that King county is by no means safe for the state republican ticket, and if Palmer really wants to elec tMead he will have to lay aside personal pride and personal enmities and do some digging right here in his home town and county. Republicans look with alarm at this cutting of the largest city of the state out of the Fairbanks program.

SPOKANE, Sept. 30.—Senator Fairbanks and his party were given a great ovation upon their arrival here last night. Spokane was the first in the state of Washington and the city turned out en mass to give him a rousing welcome.

A big torch-light procession and two meetings were held. At the one at the Spokane theater there was not an inch of room in the opera house that was not used, and so many were turned away that an overflow meeting was held in Elks' hall. At each meeting Senator Fairbanks eulogized Roosevelt and discussed at considerable length the republican policy in the government of the Philippines.

Gubernatorial Candidate A. E. Mead, Senator Dolliver of Iowa and Senators Ankeny and Foster of Washington participated in the speechmaking. State Senator Herman D. Crow, who was a schoolmate of Senator Fairbanks, presided at the meetings. Senator Crow will accompany Senator Fairbanks in his tour of the state of Washington.

ARRANGEMENTS COMPLETED

TACOMA, Sept. 30.—All arrangements for the reception of Senator Fairbanks, republican nominee for vice president, and his distinguished party upon arrival in Tacoma this evening were completed yesterday. The special train will pull into the depot at 6:30 o'clock, provided it is on schedule, and the party will be greeted by representative citizens and prominent politicians.

The meeting tonight will be held at the Tacoma theater, beginning at 8:30 o'clock. It is probable that an overflow meeting will be held in some other hall, which will be addressed by Senator Dolliver.

It has been customary to hold a public reception after the meeting, and it is probable that Senator Fairbanks will be compelled to receive thousands of Tacomans tonight.

WILL HEAR FAIRBANKS

Secretary Lyons, of the republican state central committee, is arranging for a special car for the exclusive use of local republicans to be attached to the regular 6 o'clock Northern Pacific passenger train this evening, to take the followers of the G. O. P. elephant to Tacoma for the Fairbanks speech.

In addition to hearing the Fairbanks speech, the republicans will have an opportunity of hearing Senator J. P. Dolliver, who has the reputation of being one of the most eloquent and forceful talkers in the country. Neither Fairbanks nor Dolliver will come to Seattle, as both leave Tacoma Saturday morning on the special train for Portland. Stops will be made for rear-end platform speeches at all the principal towns between Olympia and the Columbia river.

NO FIGHT

The Long-Neary fight, scheduled to be held at the Grand opera house tonight, will not be held. At the request of a committee of the Civic union, which waited on Sheriff Cudihee yesterday afternoon, that official decided that the fight must not come off.

That it would not take place was predicted exclusively in The Star, Wednesday, when it was announced that Prosecutor Scott intended to take the matter up with the mayor, the chief of police and the sheriff.

SHE HAD NO FORTUNE

(By Scripps News Ass'n.)

PORTLAND, Sept. 30.—Martha Stewart, whose husband is a prominent bank cashier of Brooklyn, this morning was granted a divorce and custody of her child. She claims that he deserted her when he learned that, instead of being a great heiress, she had but a few thousand dollars.

Five ponies, the property of William Goebel, were stolen from a corral at Madison park Wednesday night. When Goebel came to water and feed his riding stock, he found only one mule left in the place. Goebel conducted a riding park at the lakeside during the summer and had not decided upon a permanent place for wintering his stock. He stated that there would be no trouble to identify the ponies, as they were all quite decidedly marked. As yet no trace has been found of the ponies.

GAS FRANCHISE WAR THREATENED

TWO NEW COMPANIES DESIRE LOCAL PRIVILEGES AND A THREE-CORNERED FIGHT IS BILLED FOR FUTURE COUNCIL MEETINGS

The corporations committee of the council has killed off a scheme of the Diamond Ice & Storage company to procure a blanket gas franchise, simultaneously giving the American Improvement company a deadly blow and giving itself an opportunity to get in out of the dampness. It is prepared now to recommend to the council the granting of a franchise to the Diamond Ice & Storage company which is more liberal than that which it refused to give to the American Improvement company.

The committee will refuse to give to the company a blanket gas franchise, which it slyly attempted to procure, but by agreeing to furnish the company with a franchise that will reasonably protect the city it at once puts the American Improvement company to the bad.

There are many complications in the situation, and the indications are that within a month Seattle will be in the midst of the greatest gas corporation struggle that ever occurred on the Pacific coast.

On the one hand will be the Seattle Lighting company, now controlling the entire local gas business. For several months past it has been advertising the sale of $790,000 of 5 per cent bonds in eastern financial centers, but with what success is unknown. The

MONEY IS NEEDED

to extend its mains, to modernize its plant and to fight the coming battle.

To obtain funds, this monopoly is now claimed to be pumping air through its gas mains to such a large extent that consumers have discovered recently that their gas bills are as high as before the reduction to $1 per 1,000 cubic feet was made. It is stated on good authority that Chicago capital alone is now back of it, the local business men who formerly controlled stock in it having sold out.

On the other hand will be the American Improvement company, an organization fathered by New York promoters and recently strengthened by local business men, which has been trying to obtain a franchise to sell gas at 85 cents per 1,000 cubic feet for the past year. This company claims to be able to install a modern plant more cheaply than the present company and to have ample capital to do the work. Others claim that I tis merely speculating with the purpose of selling out. If its franchise is turned down it is prepared to take it before the people.

"We are going to make

A FINISH FIGHT,"

said one of its officers this morning. "It looks now as thought there was a merry fight on hand, but we have not fears for the outcome."

The Diamond Ice & Storage company's franchise puts a third important factor into the field, although Manager Crane said this morning that the company had no present intentions of going into the gas business. There would certainly be nothing to stop it if it wanted to. Mr. Crane said it would be a shame for the council to turn down his original blanket franchise because the capital for the improvements which it contemplates was enlisted under the supposition that the franchise would be granted without opposition.

However that may be, the fact remains that the franchise, if granted, would be worth $50,000 or $100,000 to the Diamond Ice & Storage company. This would be true even although, as Mr. Crane says, no more privileges were granted in the franchise than it already retains. The present franchise gives the company the right to distribute gas without any restrictions whatever, but it does not amount to much, because the district which it is allowed to accommodate is confined to that part of the city lying between Madison and Pike streets and west of Fifth avenue.

The company simply wants this franchise fixed up so that the TERRITORY WILL BE LIMITED to the whole district north of Madison street. Mr. Crane states that his only object is to furnish cheap electricity and steam heat to the people in this district, who cannot now procure it, as the company is not now in the gas business. He apparently does not remember that if he secured the amendment to his franchise, of which the gas portion is only one part, he would receive what the American Improvement company has for a year vainly sought for.

If obtained, it could be used or sold to either of the other two companies. It is claimed by some that the attempt to secure it is an attempt of the present monopoly to stave off the granting of a franchise to the American Improvement company.

It is because of these facts that the corporations committee has decided, if it gives the Diamond Ice & Storage company a franchise, to give it one that protects the city in some manner instead of the present one. The latter was granted in 1894, when Seattle was barely out of swaddling clothes. It was only to apply to the district before described, and the value it might attain in these limits

WAS NOT DREAMED OF

at that time. The franchise is now one of the most liberal in existence in the opinion of Franchise Inspector Wheeler.

Innocently it came before the council several months ago, the company desiring the extensions of the limits from Madison street northward. John H. Powell represented the company. He did his work well. When the committee clerk started in to read the franchise and its proposed amendment, Mr. Powell suggested that the reading of all this legal verbiage be dispensed with and that he explain the amendment in a few words.

He did so. He made no particular mention of the fact that the proposed amendment was equivalent to a valuable gas franchise, and the city solons did not grasp the idea. They only thought of the extension of the company's steam pipes and electric wires. They thought that was a good thing and only asked that the company agree to place its wires underground at such times as the city should desire. Mr. Powell said he thought the company would gladly comply.

The matter then rested quietly until some of the committeemen began to realize how deftly they were being led into

A LEGISLATIVE BLUNDER.

Then the limelight microscope was applied. Franchise Inspector Wheeler was asked to examine the franchise and to make recommendations for its amendation.

Hhe has completed his report, which is said to be substantially concurred in by City Engineed Thomson. The provisions for the extensions of the electric wires and steam pipes of the company are not materially interfered with, but the gas portion of the franchise has been so reconstructed that it would not be recognized by the Diamond Ice & Storage company.

The provisions are now something like any other respectable modern franchises. The company must furnish gas at $1 for illuminating purposes and 85 cents for fuel purposes, the city being given its gas for 80 cents. This franchise, with Inspector Wheeler's report, and the other company's franchise and the proposed amendment to the telephone company franchises proposed by Daulton, will come before the corporations committee at a meeting to be held next week.

P. F. Brown has decided that he does not care to dwell within the realms of conubial bliss any longer and, as a consequence, filed suit for divorce against his wife, Clara Brown, in the superior court this morning on the ground of infidelity. Brown says that his wife's actions of late have become scandalous, and that he can stand it no longer.

CHAS. M. SCHWAB, STEEL MAGNATE, STOPS A FEW HOURS IN SEATTLE

ORGANIZER OF THE UNITED STATES STEEL CORPORATION PASSES THROUGH TOWN IN HIS SPECIAL TRAIN—GIVES THE STAR AN INTERVIEW—HE IS GREATLY PLEASED WITH SEATTLE

Charles M. Schwab, president of the reorganized United States Shipbuilding company, with a party of friends and officials of the company, spent five hours in Seattle this morning. The party arrived in the city about 5 o'clock this morning in Schwab's private train, and left at 10:10 for the East over the Canadian Pacific.

In the party with the shipbuilding magnate are: A. J. Spigelmire, an old friend of Mr. Schwab; Walter Steveley, Senator James Smith, jr., receiver for the United States Shipbuilding company, accompanied by his wife and daughter; J. E. Degnan, an associate of Smith in the receivership; John McKane, a Tonapa, Nev., miner, and wife; Dr. Bissel, a friend of Mr. Schwab, and W. W. Green, counsel for the Mercantile Trust company, of New York, and the attorney who foreclosed the mortgage of the United States Shipbuilding company.

Schwab and his party are returning from San Francisco, where the magnate was present at the sale of the Union Iron works. James Smith, jr., conducted the sale of the plant to the reorganized company, of which Mr. Schwab owns 70 per cent. The only bidder was Francis D. Pollock, who went east from San Francisco over the southern route.

Pollock secured the plant for $1,700,000. The sale was made subject to the arrpoval of the court and Pollock deposited a certified check for $165,000 to bind the sale. This sale is along the line of the plans

OUTLINED BY SCHWAB

in regard to the sale and reorganization of the concern. The only plant, formerly with the defunct corporation, that has not been sold is that of Harlan & Hollingsworth company at Wilmington, Del.

This plant, Mr. Schwab expects, will be purchased by the new company and all the property formerly in the old company will be included in the new corporation. Schwab would not talk freely in regard to the new company, but admitted that affairs would go on as they had in the past and the company might make several improvements in the various plants in order that they would be up to the highest standard.

Our plans are to reorganize the new company on a conservative basis," said Mr. Schwab. "When the new company is complete it will be capitalized and bonds amounting to $3,000,000 will be issued. We expect to have all the plants in the former corporation under our management and know that it will be stronger than the old one.

"Our purchase of the plant at San Francisco was only a part of our plan, just the same as

WE HOPE TO GET HOLD

of the Harlan & Hollingsworth plant in Delaware. I canont outline our plans to any extent, because they will not be fully made until the final deals have all been consummated and we know just what property we have.

"The San Francisco plant will be run under the direction of one of our managers, and I expect that there will be some good improvements made in order to put it up to the highest standard. Regarding details, I canont talk, as those have not been made."

When asked relative to the reported dissolution of the Northern Securities company, Mr. Schwab was non-communicative.

"All I know about that is through the press dispatches and I cannot talk from those. It is a matter in which I am not greatly interested at present. I could not give any opinion on the matter until I get back to New York and know just what has been done. I am more interested in the United States Shipbuilding company at present. In fact I could not say a word until I know just how the land lies."

W. W. Green, the attorney who foreclosed the mortgage of the United States Shipbuilding company, was greatly pleased with Seattle. This is his first visit to the city and he expressed himself this morning as being greatly impressed with the metropolitan air of the city.

"Really in regard to the plans of the United States Shipbuilding company I cannot say a word. Mr. Schwab is the only man just now who can talk on that subject," said Mr. Green. "I am just looking out for the interests of the legal end of the business, and have nothing to say relative to the plans of the company.

"In regard to the recent dispatches regarding the dissolution of the Northern Securities company, well, I do not know anything about it. I could not talk until I got a little more

AUTHENTIC INFORMATION.

I know that the people of Seattle are greatly interested in the affair and would like to give you some information, but, as we have been traveling for several days and seen nothing but newspapers, we are not in a position to talk authentically about any of these great questions.

"This is the first time I have ever byy in this city, and I am greatly impressed with it. I believe that the city shows more real enterprise than any of the Western cities visited. It has a metropolitan air that is impressive.

"The city has fine buildings and good streets, considering the natural disadvantages with which you have to contend. I appreciate that street building in a city located as Seatle is, has many difficulties. I took a ride through the business and residence districts of the city and like them very much. I would really like to spend several days here in order to become better acquainted with the conditions here."

Mr. Green is of the opinion that railroading in the West is of a

RATHER SENSATIONAL

kind, especially in a private train. The Schwab special has been making good time all the way from San Francisco. The party left the Southern city Wednesday and reached Portland last night, nine hours ahead of former record time. The train comprises three cars and is one of the finest equipped in the country.

"I don't think we were traveling over rails that weighed more than 45 pounds," said Mrs. Green, in speaking of the road through the Siskiyou mountains and Southern Oregon. "Our train is a pretty heavy one and I tell you it rode hard on that rail."

On being informed that his supposition in regard to the light rails was correct, Mr. Green said that such conditions could be easily detected, especially when the train is going at the rate of 62 miles an hour.

"The engineer swears," continued Mr. Green, "that the engine jumped off the track and on again in at least a half dozen places. I tell you, it was exciting. Part of the time we were riding through a most beautiful stretch of country with two engines hauling our three cars, and next we were riding down a hill with two engines holding us back. That is railroading for you.

"I undertsand that

THE ROAD TO SUMAS

is rather crooked and heavy grades will be encountered. That is encouraging, especially when a fellow is in a hurry. I like it, though. I wish I had a month and could spend all of it riding up and down these beautiful mountains on the Pacific coast."

When The Star man reached the depot where the Schwab special was almost ready to pull out, the big steel magnate was enjoying his morning shave and, when he had finished, he greeted the newspaper man with a warm, firm handshake and with the ever-placid smile which always wreaths the face of this great captain of industry, Mr. Schwab looked the picture of rugged health, his eye was clear—and he always looks his man full in the face. In spite of the fact that less than a year ago his friends despaired of his life and he was compelled to tour Europe for months for his health, and lay for weeks practically

BETWEEN LIFE AND DEATH

a the result of the breaking down of his magnificent nervous system, there is little in his physique now to indicate that the man was ever ill a day.

He has regained his weight and portliness and, save for perhaps a more aged look and a few gray hairs that streak his temples, he does not look a whit different than he did before he undertook the Herculean task of organizing the $1,000,000,000 United States Steel corporation, the greatest industrial combine in the world, and which paid him the munificent salary of $1,000,000 a year, the largest salary ever paid a single man.

Schwab is a man of mighty few words. He greets the interviewer with an interrogative look in the tail of his eye, and expects you to say what you have to say and do it quickly. He answers firmly, frankly and clearly. If he has anything to say he says it in the same manner in which he wants you to talk to him.

At 10:10 he bade The Star man good bye, swung easily aboard the train, which was even then under motion, and Chas. M. Schwab, perhaps the greatest industrial organizer the world has ever known, had ended his first brief visit to Seattle and was off for the Eeast.

CHAS. M. SCHWAB.

SENATOR PLATT IS NO LONGER THE BOSS IN NEW YORK.—News Item.

FIGHTING IS SAID TO HAVE BEGUN

REPORT RECEIVED FROMUKDEN SAYS JAPANESE OPENED HOSTILITIES YESTRDAY AFTERNOON, MAKING FIVE SEPARATE ATTACKS ON RUSSIAN FRONT AND FLANK

ST. PETERSBURG, SEPT. 30. —AN OFFICIAL DISPATCH TODAY STATES THAT A GENERAL ASSAULT WAS MADE ON THE DEFENSES OF PORT ARTHUR FROM SEPTEMBER 20 TO 25 INCLUSIVE, AND IT WAS E VERYWHERE REPULSED.

ROME, Sept. 30—The Agenzia Libra has a dispatch from Mukden reporting that the battle about that place was begun yesterday evening. The Japanese opened the hostilities by delivering five separate attacks on the enemy at points along the Russian front and flank.

HARBIN, Sept. 30.—There is no change in the situation about Mukden. The Russian cavalry dispersed two parties of Japanese, taking some cattle. The main body of the Japanese is south of the branch railway and is moving eastward. No Japanese have advanced north of Davan. A considerable force is holding Syuobai.

JAPS NOW READY FOR BATTLE

MUKDEN, Sept. 30.—Preparations for an active forward movement of the Japanese now seem completed and the battle is imminent. Kuropatkin reviewed several detachments of troops just arrived and conferred the St. George cross on 18 officers for gallant services in the battle of Liao Yang.

GRANT WILL PATROL

Mayor Ballinger today received a dispatch from the treasury department at Washington stating that the revenue cutter Grant, Captain Tozier, would be ordered to do patrol duty in the bay on launching day, October 7.

The revenue cutter Grant is now at Port Townsend and Captain Tozier has been informed of the order, but Mayor Ballinger had received no word from him in reply this afternoon.

BLOWN UP

Russian Torpedo Boat Which Japs Took from Chefoo Harbor Sank Before It Reached Japanese Port

(By Scripps News Ass'n.)

VLADIVOSTOK, Sept. 30.—The Danish commander of a lightship near Bouxiere island reports that the Russian torpedo boat Ryesshitelni, which the Japanese took from Chefoo with the object of conveying it to Bouslire, sank near the islands. Before sinking the powder magazine on board exploded. Thirty Japanese perished in the explosion.