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BIG FINANCIERS UNITE AND STOP FALLING STOCK MARKET

ALL NIGHT CONFERENCE BROUGHT ORDER FROM CHAOS

Many Millions Thrown to Support of Harriman Stocks Stayed Falling Market. Harriman Planned the Move.

Many Men Spoken of for Successor. Among Them President Lorce, Delaware & Hudson, Judge Lovett, J. Kruttschnitt and Others—J. C. Stubbs Says Roads Will Continue As Usual—Declined to Discuss Probable Successor—No Real Successor Possible, Says President Stock Exchange.

New York, Sept. 10.—Through a conference which lasted all night, millions of dollars were thrown into the stock market at the opening this morning. The tremendous support not only prevented a crash, but the market rose. Harriman interests under powerful support from all quarters rose in some instances as high as two and a half points. The successful turning of the crisis was the final mark of the genius of the master hand for Harriman on his deathbed ordered his death kept secret until the market closed and advised his lieutenants as to the best method of meeting the situation.

All Well in London.

London, Sept. 10.—American securities did not break today following Harriman's death. The American financiers in New York who came to the rescue of the market cabled London the result and the market is steady.

Harriman's Words Recalled.

New York, Sept. 10.—"The affairs of the Union and Southern Pacific railroads are so systematized that there won't be a hitch in the management of the two roads even in case of my death or in the absence of any officials." This was one of the very first statements made by Harriman on his return from Europe. This statement is remembered by financiers, but they are asking who is the man to step into Harriman's place. Among those prominently mentioned are L. F. Lorce, president of the Delaware & Hudson road, Judge Lovett, Julius Kruttschnitt and others. Harriman was the head of a pool owning many roads and the question is whether these men are big enough to hold the pool together. Many reports concerning Harriman's wealth are circulated and estimates range from a hundred millions to a hundred and fifty million.

Word from Stubbs.

Chicago, Sept. 10.—Traffic Director J. C. Stubbs of the Union Pacific, today issued the following: "No arrangements have been made for administering the Harriman properties other than in the accustomed manner. The organization will carry on the operation of the roads just the same as while Mr. Harriman was in Europe."

Who Will Succeed Him.

New York, Sept. 10.—The question uppermost in many Wall street minds tonight was as to the identity of Mr. Harriman's successor. The question was put to R. H. Thmas, president of the New York stock exchange. "There can be no real successor to Mr. Harriman," he said. "No one man has his peculiar gift or his remarkable genius as a railroad man. Not any one man, but many men will be required to take Mr. Harriman's place."

It is believed generally in financial circles that the interests now dominating the Harriman properties will continue to manage them along the lines laid down by the financier. Frederick D. Underwood, president of the Erie and L. F. Lorce, president of the Delaware & Hudson were mentioned as likely candidates for president of some of the more important Harriman lines.

New York, Sept. 10.—Although Mr. Harriman is dead his tremendous interests will be carried on without interruption. So firm is the foundation of his great constructive work in the railroad world and so thoroughly organized are his varied interests that no fear is felt in the financial world. It is in the west that Mr. Harriman leaves his greatest monument of railroad construction work, but here in New York, whence he directed his

great enterprises, his death was perhaps most keenly felt.

LIEUT. SUTTON'S BODY TO BE REBURIED

Washington, Sept. 10.—The body of Lieut. James Sutton of Portland, Oregon, who died from a revolver wound two years ago at Annapolis, and whose death was recently investigated by a board of inquiry, is to be disinterred next Monday at Arlington cemetery and an autopsy will be held and the mother, Raymond Spear of the navy department, Dr. Vaughn, a surgeon, and a priest, who will officiate when the body is reburied, will be present. The body will be reinterred on consecrated ground.

LITTLE CHILDREN BURNED TO DEATH

Minneapolis, Sept. 10.—John, five, Angel, four, and Robert, nine months old, were burned to death when the home of their father, Richard A. Walsh, a wealthy St. Paul resident was burned at Birchwood. The origin of the fire is unknown. The flames spread rapidly and prevented rescue of children.

PEACEMAKER WAS STABBED IN STOPPING BRAWL

Bellingham, Wash., Sept. 10.—Geo. Shoemaker, foreman of the Whatcom Falls Mill company, was stabbed by Hugh Finnan, a logger, shortly after midnight yesterday morning and died almost instantly. Finnan had been fighting with a stranger in a saloon on Dock street and Shoemaker acted as peacemaker and separated the men. The fighters went into the street, followed by the victim of the stabbing. Again Shoemaker attempted to separate the combatants, when Finnan made a quick thrust at him with an open pocket knife. Shoemaker staggered to the sidewalk, saying he was wounded. He died before aid could be summoned, the heart having been punctured by the knife blade. Finnan was arrested and admitted stabbing Shoemaker. The dead man leaves a widow and three children, the youngest a babe two weeks old.

RENA SPORTS WILL STOP 'WIRE LEAKS'

Ogden, Sept. 10.—Because Reno racing men insinuated that "good things were being put over in the California pool rooms, the local racing association announced this afternoon it would not permit the results of races to be sent over the wires until the last race is run. Every effort is being made to prevent information being sent out before the races are over.

MAYOR SIMON WANTS SPECIAL CHARTER ELECTION

Portland, Sept. 10.—Mayor Simon announced today he would favor the calling of a special election to permit a change in the municipal charter relative to laying water mains and the manner of paying for same, following popular clamor for better water facilities.

JAPANESE COMMISSION SEEING COLUMBIA RIVER

Portland, Sept. 10.—The Japanese industrial commission is out sight seeing on the Columbia today. They are visiting the waterfront and also the mills as far as St. Helens. They leave this evening at six o'clock for Spokane.

WILL SEEK ANOTHER CONTINENT FAR BEYOND THE NORTH POLE.

Victoria, Sept. 10.—Ernest Dekoven Leffingswell, who was a lieutenant in the Mikkelsen expedition to the polar seas, and is now heading his own expedition, is convinced there is a continent beyond Beaufort sea and proposes to circumnavigate and give the new continent to the world. Leffingswell is preparing to leave Point Barrow with one white man and a crew of natives in quest of the continent, according to Captain Porter, of a whaling fleet that arrived from Nome yesterday.

WAY MORE CLEAR FOR HILL LINE

BUT HARRIMAN LINES WILL BE EXTENDED

Every Foot of Track Proposed Will be Laid; Every Lawsuit Fought to Finish Says Harriman Lawyer.

Portland, Sept. 10.—The death of E. H. Harriman removed from the path of J. J. Hill the greatest opponent the empire builder has ever had in the northwest. It has thrown a heavy weight onto the Hill side of the scales in the battle for control of central Oregon and central California. It has given Hill an incalculable advantage in the northwest where a railroad war is predicted. Although Harriman's death would result in recession on the part of the Union Pacific system, its subsidiary western lines either in its operation or legal battles it will be followed by decided lack of impetus on the part of the renowned Harriman lines. As a leading legal adviser of the O. R. & N. said today: "The machine will go on irresistibly even though its principal parts are all worn and broken."

Continuing he said: "The machine will go. Every foot of track projected under the Harriman regime will be laid in control. Every lawsuit pending in the courts in which any Harriman friend is plaintiff or defendant will be fought to the end. Harriman did not know personally of the details of the so-called fight for control of central Oregon, although we feel the loss of such a man keenly."

NEWPORT PEOPLE WANT C. & E. FRANCHISE REVOKED

Newport, Or., Sept. 10.—A petition, it is reported, will shortly be circulated by citizens of Newport asking the city council to cancel the franchise given to the Corvallis & Eastern railroad in 1907, allowing it to put down a double track on Main street in Newport. This street follows the bay, and is the only possible entrance for a road into the city.

According to agreement, the railroad was to have built into the city within a year, and it now appears that the Corvallis & Eastern merely wanted to control the water front, a part of which was desired for a sawmill site by a large concern of which Mr. Stein, now a well-known business man in Portland, and formerly of Michigan, was the agent.

PREPARATIONS NEARLY COMPLETE FOR OPENING CITY'S SCHOOLS

Last night's meeting of the school board failed to materialize, but the members of the board will probably get together this evening at which time the position of assistant instructor in the science department will probably be filled. This is the only vacancy remaining in the staff of instructors. E. W. Brown of Kansas, having been elected to the head of this department.

The different school buildings throughout the city have been thoroughly renovated and everything is in readiness for the opening day, next Monday, so far as the buildings are concerned. A meeting of the teachers will be held in the city hall Saturday morning at 10 o'clock, at which time plans for the year's work will be discussed and preliminary arrangements for the opening will be made. In order to avoid the usual crush in the book stores on the opening day arrangements will be made for the pupils from two of the grade schools to go for their books in the forenoon and from the other two in the afternoon. The high school students will be expected to wait until after the pupils from the grade schools have been supplied. Classes in the first grade will be organized in each of the grade buildings and it is desired particularly that

COOK WANTED TO BEAT PEARY

EVOLVED PLAN TWO YEARS AGO

Peary Was Unaccompanied by Any White Man at North Pole, Same as Cook—Now Question of Veracity Between Two Explorers.

Sidney, N. S., Sept. 10.—A link in Cook's chain of evidence that he succeeded in reaching the pole was revealed today when Dr. E. B. Baldwin, the explorer, announced he had a letter in his possession from Cook proving that as early as three years ago Cook evolved a plan to beat Peary at his own game.

Peary Unaccompanied.

Washington, Sept. 10.—It is to be the undisputed word of one white man against another. It became known today that Peary was not accompanied by a white man when he reached the pole, same as Cook. Peary was accompanied by a negro and four Eskimos; Cook by two Eskimos. It is a question of veracity between the white men alone.

LOOKING FOR GOLD NEAR MT. ADAMS

Guilver, Wash., Sept. 10.—Mining excitement has taken hold of several settlers in Trout Lake valley and a company has been formed for the purpose of prospecting in the foothills of Mt. Adams, 75 miles northwest of this place.

On August 1, the prospecting company, composed of E. E. Wright, J. A. Winegartner, P. F. Ochs, P. J. Peterson and F. A. Schnieke, left Trout Lake for the "Niggerhead" district with pack horses laden with provisions and mining equipment. The three men first mentioned returned last week to Trout Lake enthusiastic over what they claim to be very rich "diggings" and are certain of success in their undertaking.

MARS IS INHABITED SCIENTISTS ARE SURE

Boston, Sept. 10.—That there is oxygen in the atmosphere of Mars has been discovered by Professor Percy Lowell, by means of a spectroscopic observation. With Dr. Lowell's proof of life supporting elements it is believed to be unnecessary to prove further that the planet is inhabited.

DEAD RAILWAY KING WILL HAVE SIMPLE FUNERAL

Interment At Arden Sunday Afternoon. Great Railway System Will Stop For One Minute During Ceremony.

Death Was Not Unexpected, But Occured at 1:30 Yesterday Instead of 3:35, According to Dead Man's Sister—Head Gardener, Head Carpenter and Others of Arden Will be Pallbearers—Orders Issued for all Harriman Steamships, Railways, Etc., Do Honor to Former Magnate's Memory.

(By staff correspondent United Press.)

Turners, N. Y., Sept. 10.—Without the pomp or ceremony that usually marks the interment of a monarch, E. H. Harriman will be laid at rest at five o'clock Sunday afternoon in the little country churchyard at Arden, beside the body of his first born who bore his name. The announcement is from the Chateau. Rev. J. Holmes McGuinness, rector of Johns church will officiate. A short service at the residence will be held at two o'clock. Then the cortege will go to the church yard. Only members of the family and friends will attend.

The pallbearers will be the head carpenter, head gardener and other heads of the estate at Arden. Honorary pallbearers will be chosen from many of Harriman's greatest financial friends.

Death a Mystery.

Turners, N. Y., Sept. 10.—The cause of Harriman's death will probably remain a mystery as the physicians and family refuse to give information and announced today that an autopsy would be permitted. The cancer talk has been revived by this great secrecy. It is known Harriman knew the end was near as he prepared papers.

All Wheels to Stop.

San Francisco, Sept. 10.—For one minute Sunday afternoon during the funeral of Harriman activities on all Harriman lines will cease. Every train, steamboat and telegraph instrument along 49,774 miles of the system will be silent while the dead chief is carried to his grave. Orders to this effect were issued today by Julius Kruttschnitt to all offices. All trains will stop at 3:30 Sunday, New York time. All propellers will cease to revolve and ships drift in midocean for sixty seconds. All offices of the system will remain closed tomorrow.

Editorial Comments.

Chicago, Sept. 10.—Practically all the newspapers editorialize about Harriman today. The Tribune said: "In the conspicuous field of his effort he was great man and a genius, but his methods such as bonding one road to control another were often questionable. His ambition was alarming." The News said: "Harriman's greatest work was in teaching the public that railroad management is not proper work for mediocre men, and wealthy figureheads." The Record-Herald said: "His ambition seemed insatiable." The Inter Ocean, "He was not always a great man, and not always a good man, but nevertheless he was a continual achiever."

Wheeler is Eulogistic.

San Francisco, Sept. 10.—Benjamin Ide Wheeler, president of the University of California, in paying a tribute to Harriman said: "Harriman everybody recognized as a great man, but I know him as a good man. He was a good father and husband. His home was his refuge, his comfort and delight. Once when the opposition was vexing him hard he said: 'Well they will never get Arden from me, and I don't care much for the rest.'"

Arden, N. Y., Sept. 10.—The time of Harriman's death was given out as 3:35 p. m., but Mrs. Mary Simons, sister of the dead man, said today that Harriman died at 1:30 p. m. Whether this apparent discrepancy 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.

(Continued on Page Five.)