

AUSTRALIA USES ALL RED ROUTE

PRESS MATTER NOW GOING THIS WAY

Dr. Cunningham, of the Melbourne Argus, Returning to Antipodes by Canada.

(From Thursday's Daily.) Dr. E. S. Cunningham, editor of the Melbourne Argus, reached this city last night on his way home from the Imperial Press Conference.

Dr. Cunningham is one of the advance guard of Antipodean delegates who are now returning to their home land, most of them coming by Canada, in preference to the Suez route, which they always formerly employed.

The Argus editor was easily one of the very foremost of the overseas delegates, and on several occasions happily voiced the feelings of the delegates as their representative.

At Glasgow University he received the honorary degree of L.L.D. On the matter of employing the Pacific cable and of establishing a government owned Atlantic cable he was not at one with the Canadians and most of the other delegates taking the position that the government to establish an Atlantic cable would favor confiscation of existing interests.

However in the end he concurred with the remainder of the committee and on reaching here last night made the unexpected announcement to the Times that as a result of the conference he had decided to return to his home by the Canadian route.

He has spent several weeks in Canada fraternizing with the Canadian friends he met at the conference and was more enthusiastic the while over this route.

Of the old land, and of the impressions he formed there he spoke last night in enthusiastic terms. "I was rather surprised," he said, "to read the accounts of a Canadian delegate who was impressed by his visit to England as the mildest crowd. Why I see a great improvement in the condition of the masses since I was home ten years ago."

"In the public life of the country, the thing which I feel must make a deep impression on the colonial visitor is the recognition of merit, quite apart from all considerations of title or place, or power. In the present government we see men of humble birth like John Burns doing the work of the nation under national approbation, when any quantity of dukes and earls cannot 'catch a place' in the machinery of government."

"I was much attracted by Sir Edward Grey, and feel that in many respects he was the one public man who most appealed to me. An easy second place was Mr. Haldane, a wonderfully able man—one of the very biggest men in the country, and one whom we will hear more from in the future."

"Of the conference as a whole—with its round of charming entertainments, its unexcelled opportunities for meeting public men, with its unparalleled facilities of seeing the social, political, military and industrial life of the country, I cannot of course speak except in terms of the greatest appreciation and praise. It was one of those experiences which come to men but seldom, and rarely oftener than once in a life time. And not the least of its advantages was the chance which I had of meeting so many of the great men of the world, as of old."

LORD STRATHCONA ON WAY TO MONTREAL

High Commissioner Delighted With His Trip Through the West.

(Special to the Times.) Winnipeg, Sept. 9.—Lord Strathcona, High Commissioner for the Northwest Territories, returned to Montreal, whence he is to be accompanied by the Milbank Co.

WILL WORK FOR MERCHANT MARINE

LEAGUE HAS BEEN ORGANIZED AT SEATTLE

California Will Co-operate in Movement on Pacific Coast.

(Times Leased Wire.) Seattle, Wash., Sept. 9.—Following a dinner to John A. Penton, of Cleveland, secretary of the Merchant Marine League, by the trustees of the Chamber of Commerce at the Hotel Club last night, the Merchant Marine League of Seattle, having for its object the founding of an American merchant marine, was organized with E. C. Hughes president and J. H. McGraw, J. W. Clise and F. W. Baker vice-presidents.

The needs of the merchant marine were discussed by Hon. John L. Wilson, Congressman W. E. Humphrey, George H. Pippy, of San Francisco; E. C. Hughes and J. W. Clise.

Mr. Hughes said that American vessels have disappeared from the seas, and the question had resolved itself into one as to whether the commerce of the nation was to be carried under the American or foreign flag.

Congressman Humphrey said that this country had 200,000 tons less shipping than one hundred years ago, and that America had naval stations in Samoa and could not reach them except by foreign vessels.

Col. Pippy said that the assistance of San Francisco and California would be given freely in aid of the project to restore American merchant marine to its rightful position.

Washington, D. C., Sept. 9.—Consul-General Shanklin, of Mexico, has reported to the state department that a corporation of that city proposes to inaugurate a Pullman car service from Panama to Seattle. The service will be operated over the northern Pacific railway system, which is now being pushed on to Guadalupe.

COUNTY OFFICIAL ENDS HIS LIFE

W. E. Burnside Shoots Himself in Office at Port Angeles.

Port Angeles, Wash., Sept. 9.—W. E. Burnside, deputy county treasurer of Clallam county, is dead here to-day, having committed suicide by firing a pistol bullet through his brain some time after the close of business hours in his office on Tuesday night.

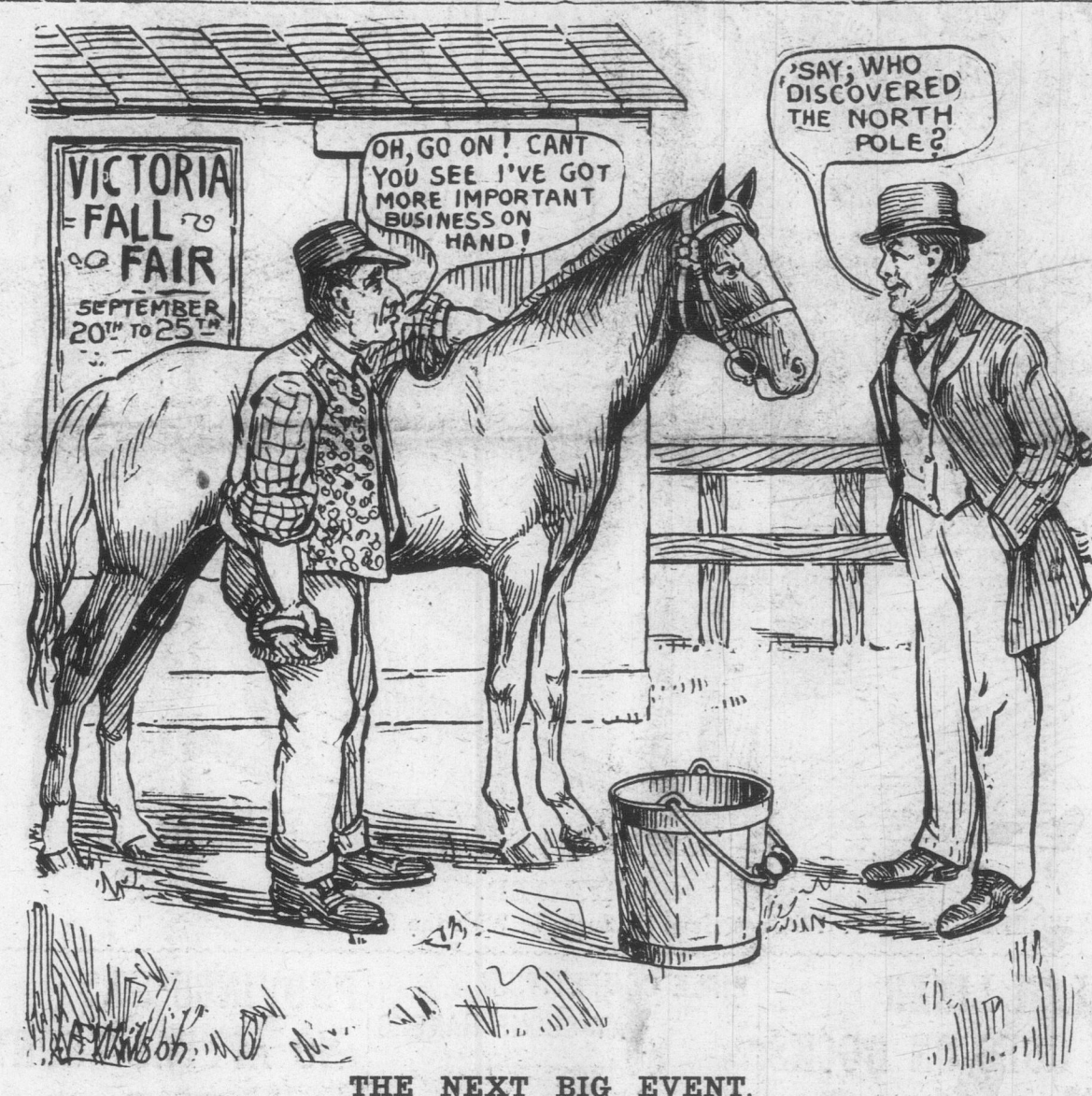
During the day before the tragedy, Burnside had made out several deeds, transferring his property to his wife, and these, together with a letter to Treasurer Pringle, giving some instructions as to the disposition of his estate, were left in an envelope in the officer's desk.

No cause can be assigned for the act by the friends of the dead man, other than a general depression of spirits that has been noted lately.

ALBERTA SPRING WHEAT. Movement of Crop Now On—Grades Number One.

Calgary, Alta., Sept. 9.—Two-thirds of this year's spring wheat inspected by Grain Inspector Hill, of Calgary, grades number one and weighs 63 pounds to the bushel. One sample weighed 64 pounds.

The movement of the crop has started in earnest. The Calgary Milling Company has secured between 25 and 30 cars of wheat which is now en route to Calgary. Several carloads of Bow Valley barley, weighing 54 pounds to the bushel, have been purchased by the Calgary Brewing Company at a price per bushel equal to the price paid for barley laid down in Fort William.



THE NEXT BIG EVENT.

SEATTLE SCENE OF DESTRUCTIVE FIRE

Property Valued at Nearly Two Hundred Thousand Dollars Destroyed.

(Times Leased Wire.) Seattle, Wash., Sept. 9.—A fire which destroyed over \$150,000 worth of property raged for hours this morning in the six-story Hallides building at the corner of Occidental avenue and King street, in the wholesale district of this city.

When first discovered dense volumes of smoke were belching from the windows on the top floor of the building. This space was occupied by the Agrut-ter-Grievold Company, manufacturers of electric supplies and the entire stock was soon destroyed.

The basement and first floor beneath the seat of the fire was occupied by J. T. Hartman & Co., wholesale hat dealers. The firm had just laid in its fall stock, valued at \$50,000.

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The flames again broke out with renewed vigor at 10 o'clock, but were brought under control shortly before noon when two water towers were brought into action and poured tons of water into the burning building.

TRADE COMMISSIONERS VISITING PORTLAND

Japanese Bankers and Merchants Guests of Chamber of Commerce.

(Times Leased Wire.) Portland, Ore., Sept. 9.—The Japanese industrial committee, comprising leading bankers and merchants of Japan and their representatives, arrived here to-day from Tacoma.

During the morning the men in the party were taken on sightseeing trips about the city under the guidance of local businessmen, while the women were the guests of society women of Portland on an automobile ride and at luncheon.

ENDS LIFE

Ayr, Ont., Sept. 9.—Agnes Scott committed suicide by hanging from an apple tree on the farm of her brother-in-law, Thomas Bartinheimer, near Wolfrton. She had been in poor health for some time.

MANY PEOPLE FACE STARVATION

HAVE BEEN DRIVEN FROM HOMES BY FLOODS

Number of Relief Expeditions Are Being Organized at Monterey.

(Times Leased Wire.) Monterey, Mexico, Sept. 9.—Believing that the people in the outlying districts are facing starvation and death as a result of the raging waters, several expeditions are being formed here to-day to go to their relief.

A priest from Arramberi also reports considerable suffering in his town. He says that the people are wandering about the country searching for food, and that the suffering has become acute.

MAURETANIA MAY SET NEW RECORD

Liner Will Probably Cut Two Hours From the Lucia's Time.

(Times Leased Wire.) New York, Sept. 9.—The liner Mauretania may succeed in lowering the four days' trans-Atlantic record established by the Lusitania by two hours this trip.

Chicago, Sept. 9.—Announcement is made to-day that the time of the Chicago, Milwaukee & St. Paul railway trains between Chicago and Omaha will be reduced two hours, beginning next Sunday.

DETROIT DOCTOR FACES SERIOUS CHARGE

Taken Into Custody in Connection With Murder of Girl.

(Times Leased Wire.) Detroit, Sept. 9.—Dr. George A. Fritch, a well-known practitioner of this city, was arrested last night in connection with the death of Miss Maybell Millman, of Ann Arbor, whose dismembered body was found in two sacks sunken in Ecorse creek.

ONTARIO LIBERALS

Toronto, Sept. 9.—At the annual meeting of the Reform Association of Ontario yesterday it was decided to hold a great Liberal convention for the purpose of laying down a platform for the party.

THREE EMPIRE EDITORS

An Interesting Group Taken by Flashlight in the Office of the London Chronicle

Robt. Donald, editor of the London Chronicle, on the left, and Mr. J. A. Macdonald, of the Toronto Globe, on the right. Dr. E. S. Cunningham, of the Melbourne Argus, who reached Victoria last night homeward bound, is in the centre.

PEARY'S TRIP OVER POLAR ICE

FAST TIME MADE BY THE EXPLORER

Averaged Over Thirty-One Miles a Day on His Return Journey.

(By Anthony Fiala, Brooklyn member of the Baldwin Polar expedition of 1901-2, and commander of the Baldwin-Zeigler expedition of 1903-4. Written exclusively for the United Press Association, copyrighted 1909 by the United Press Association.) New York, Sept. 9.—Commander Peary's preliminary story first brings the news of success in reaching Cape Sheridan, Grantland, September 1st, 1908. Here the expedition wintered, and the Roosevelt was given advantage of the high northern bases.

From Columbia he makes a wonderful journey north. From there on, though his story is simply a statement of dates, it is very interesting and tells of passing the records of other explorers. Peary speaks much of open water, but does not tell the method of crossing these leads.

He left Columbia in March and was delayed by open water from the 4th to the 15th. The time lost at this stage was very valuable to him, as it occurred at the best sledding season. On March 11th he crossed the 84th parallel.

On March 15th he encountered another open lead. He evidently did not delay there very long for he crossed the 85th parallel three days later. Then with a burst of speed he crossed the 86th parallel on March 22nd.

Peary again encountered open leads from March 23rd to March 25th, and the following day crossed the 87th parallel.

On the very next day he passed his own record made in April, 1902. On March 27th and 28th he encountered another open lead. He must have encountered another lead on the 29th, but with the tremendous speed he must have been making succeeded in crossing the 88th parallel four days later.

On the return trip the speed seems to have been wonderful. He left the Pole on April 7th and reached Cape Columbia April 23rd, 400 miles as the crow flies. When one considers the moving and shifting of the ice curves and the necessary difficulty he had to overcome to avoid obstacles, this distance is considerably increased.

PASSENGER TRAIN AND SWITCH ENGINE COLLIDE

Two Men Killed and Three Others Injured in Wreck at Missoula.

(Times Leased Wire.) Missoula, Mont., Sept. 9.—Two men were killed, three trainmen were injured and two engines and a box car were wrecked as a result of a head-on collision in the Missoula yards yesterday afternoon between the second section of Northern Pacific passenger train No. 3 and a switch engine.

E. H. HARRIMAN DIED TO-DAY

HAD BEEN IN FAILING HEALTH FOR OVER YEAR

Sketch of Career of Railway Magnate—His Fights For Power.

(Times Leased Wire.) Arden, N. Y., Sept. 9.—After lingering at the lowest ebb of life following a relapse after his desperate efforts to regain his health, E. H. Harriman, the railroad king, succumbed to-day to the illness which sent him to Europe this summer in a fruitless search for health.

For days the death watch had been kept upon the chateau here, but the doctors and members of the family have constantly held back all the news that could be withheld.

The news of the railroad king's death was first made known through the offices of the Union Pacific railroad in New York City.

The Union Pacific has a direct wire connection with the Harriman chateau and the officials in New York have kept in constant touch with the condition of the dying magnate.

It is reported that Harriman died earlier in the day and the news was withheld until after the stock market closed.

The official announcement was not made, however, until 3:55 o'clock and at that time the New York exchange had been closed 55 minutes.

Edward Henry Harriman was born February 24th, 1848, at Hampton, L. I. He was the second son in a family of six children. His father was Rev. Orlando Harriman, an Episcopal minister.

While still in his teens, young Harriman went into Wall street as a broker's clerk. He set into learning the Wall street game. It was in the early 70's. His teachers were Jay Gould and Jim Fiske, and Jay Cook. So young Harriman was soon trading on the floor—for his customers, for himself.

Within ten or fifteen years he had made good. He had made his million, had won the respect of Wm. K. Vanderbilt and Stuyvesant Fish. He established his own brokerage and banking house, the E. H. Harriman Company. He was studying railroads—studying them as a business proposition.

He already was looking westward with his eyes on the entrenched wealth as yet undeveloped. He became friendly, but not a friend, with Stuyvesant Fish, who had admitted his ability and had him made a director of the Illinois Central, then a struggling road of 2,000 miles. Till 1887, when Fish became president, which was Harriman vice-president, the broker was completing his "education."

Fish was content to build up the Illinois Central, but his vice-president was looking far beyond. He had his eyes on the west first. His opportunity came in 1889 in the purchase of the Chicago and Alton. The Alton, though in bad condition physically, was a great money maker.

Surprising the Goulds and Standard Oil, Harriman met the supposedly impossible demands of President Blackstone by paying \$45,000,000 in cold cash for the Chicago & Alton, and the same time won the title of "the great borrower." The issue of bonds and won back \$20,000,000 of the purchase price.

Then he went after Union Pacific, which had "gone to seed," owing the government fifty-two millions. Harriman bought it for fifty-eight millions and went about curing its ills like the marvelous railroad doctor that he was.