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THE FIRST NATIONAL BANK OF KALISPELL

KALISPELL, MONTANA
D. R. PEELER, Pres., F. J. LEBERT, V. Pres., R. E. WEBSTER, Cash., W. D. LAWSON, A. Cash.
Transacts a general banking business. Drafts issued, available in all cities of the United States and Europe, Hong Kong and Manila. Collections made on favorable terms.

LADD & TILTON, Bankers

Portland, Oregon
Established in 1859. Transact a general banking business. Interest allowed on time deposits. Collections made at all points on favorable terms. Letters of credit issued available in Europe and the Eastern States. Sight Exchange and Telegraphic Transfers sold on New York, Washington, Chicago, St. Louis, Denver, Omaha, San Francisco and various points in Oregon, Washington, Idaho, Montana and British Columbia. Exchange sold on London, Paris, Berlin, Frankfurt and Hong Kong.

UNITED STATES NATIONAL BANK OF PORTLAND, OREGON.

J. C. AINSWORTH, President. W. B. AYER, Vice-President. R. W. SCHMEER, Cashier.
Transacts a general banking business. Drafts issued, available in all cities of the United States and Europe, Hong Kong and Manila. Collections made on favorable terms.

THE PENINSULA BANK ST. JOHNS, ORE.

Capital, fully paid up, \$25,000.00. Surplus and undivided profits, \$3,000.00.
Comenced Business June 5, 1905.
OFFICERS: J. W. FORDNEY, President; R. T. PLATT, Vice President; C. A. WOOD, Cashier.

FIRST NATIONAL BANK OF PORTLAND OREGON

Capital, \$500,000
Surplus, \$1,000,000 Deposits, \$13,000,000

FIRST NATIONAL BANK of North Yakima, Wash.

Capital and Surplus \$150,000 00
UNITED STATES DEPOSITORY
W. M. LADD, CHAS. CARPENTER, W. L. STEINWEG, A. B. CLINE
President Vice Pres. Cashier Assistant Cashier

FIRST NATIONAL BANK

Wallis Wallis, Washington. (First National Bank in the State.)
Transacts a General Banking Business.
CAPITAL \$100,000. SURPLUS \$100,000.

THE NATIONAL BANK OF COMMERCE TACOMA, WASH.

UNITED STATES DEPOSITORY
Capital \$500,000. Surplus \$500,000
SAVINGS DEPARTMENT
OFFICERS—Chester Thorne, President; Arthur Albertson, Vice President and Cashier; Frederick A. Rice, Assistant Cashier; Delbert A. Young, Assistant Cashier.

THE FIDELITY TRUST COMPANY BANK

General Banking CAPITAL AND SURPLUS, \$350,000 Safe Deposit Vaults
SAVINGS DEPARTMENT: Interest at the Rate of 3 per cent per Annum, Credited Semi-Annually
TACOMA, WASHINGTON
ALFRED COOLIDGE, Pres. A. F. McCLAIN, Vice Pres. AARON KUHN, Vice Pres.
CHAS. E. SCRIBER, Cashier. D. C. WOODWARD, Asst. Cashier.

THE COLFAX NATIONAL BANK of Colfax Wash.

Capital, \$120,000.00
Transacts a general banking business. Special facilities for handling Eastern Washington and Idaho items.

VANCOUVER NATIONAL BANK Vancouver, Wash.

Leading Financial Institution in Southwestern Washington
UNITED STATES DEPOSITORY
CAPITAL, \$50,000 SURPLUS, \$50,000 ASSETS, \$1,000,000
LEVI ANKENY, President; E. G. CRAWFORD, Vice President; W. P. CONNWAY, Cashier

THE FIRST NATIONAL BANK

Moorehead, Minnesota
JOHN LAMB, DAVID ASKEGAARD, LEW A. HUNTON, ARTHUR H. COSTAIN,
President Vice President Cashier Asst. Cashier

FIRST NATIONAL BANK of East Grand Forks, Minn.

Farm Loans Negotiated. Fire and Cyclone Insurance Written. Does a General Banking Business.
Capital, \$50,000 E. ARNESEN, Pres. G. R. JACOBI, Cashier

THE FIRST NATIONAL BANK OF DULUTH, MINNESOTA.

CAPITAL \$500,000 SURPLUS \$725,000
U. S. Government Depository.
GEORGE PALMER, F. L. MEYERS, GEO. L. CLEAVER, W. L. BRENNHOLTZ
President Cashier Asst. Cashier Asst. Cashier

La Grande National Bank LA GRANDE OREGON

Capital and Surplus, \$120,000
DIRECTORS: J. M. Berry, A. B. Conley, F. J. Holmes, F. M. Byrkit, F. L. Meyers, Geo. L. Cleaver, Geo. Palmer.

The Merchants National Bank

Of St. Paul, Minnesota
UNITED STATES DEPOSITORY
Capital, \$1,000,000.00 Surplus, \$500,000.00
Transacts a general banking business. Correspondence invited

WILLAMETTE

Our new plant on Front St., between Seventeenth and Nineteenth Sts., is the most modern Engineering Plant on the Pacific Coast. Work placed with us will be executed with efficiency and despatch.

NEWS OF THE WEEK

In a Condensed Form for Our Busy Readers.

HAPPENINGS OF TWO CONTINENTS

A Resume of the Less Important but Not Less Interesting Events of the Past Week.

Floods in Nebraska have blocked railway traffic.
Castro has caused the wholesale arrest of suspected enemies.
The British cabinet has announced the first step towards Irish home rule.
Senator Knox, of Pennsylvania, defends Smoot's right to a seat in the senate.
The Massachusetts legislature has petitioned congress to revise the present tariff laws.
The Thaw trial has been postponed on account of the death of the wife of one of the jurors.

Trouble with employees has caused all papers in Butte and Anaconda to suspend and in a statement the publishers declare they will not issue another paper until the men give in.
Hermann's original letters have been admitted as evidence in his letter book trial. Postponement has also been granted to give further time for the defense to prepare for the admission of these letters.

Kuropatkin says he met defeat at the hands of the Japanese because his general disobeyed orders. He makes a ghastly contrast between Japanese valor and efficiency and Russian indifference and incompetence.
Ex-Governor Higgins, of New York, is dead.

A new Santo Domingo treaty has been sent to the senate.
Roosevelt has a way to settle the Japanese trouble and will call on congress for help.

The British parliament is open. The king's speech foreshadows war between the two houses.
Jerome will attempt to send Thaw to an insane asylum if he escapes conviction for killing White.

Fourteen persons were injured by a freight train on the Northern Pacific crashing into a passenger train near Seattle.
The San Francisco unions which struck against the street car company will win their point through an arbitration board.

The Hermann jury is almost complete. This is for the trial of the representative for burning letter books while in the general land office.
In twelve states Lincoln's birthday is a legal holiday and February 12 was appropriately remembered. The states are: New York, Colorado, Connecticut, Delaware, Illinois, Massachusetts, Minnesota, New Jersey, North Dakota, Pennsylvania, Washington, and Wyoming.

Nicaragua is preparing to invade Honduras.
A revolt against the government is on in Persia.

Ex-Governor Higgins, of New York, is again failing in health.
Boers are gradually securing control of the Transvaal parliament.

A Clinton, N. C., grand jury has indicted a number of county officials for embezzlement.
The break in the Colorado river has been closed and no water is now going into the Salton Sink.

Great Northern and Northern Pacific traffic is still badly crippled between Spokane and the Sound.
Venezuelan officials are accused of grafting by an American. Parades has begun his revolution on Castro.

The Canadian Pacific has just declared a dividend of 2 per cent for the half year ending last December.
The United States Circuit court at San Francisco has just put an end to another get-rich-quick concern, the Cumulative Trust Co., of Washington.

The Minnesota attorney general has commenced proceedings to compel 10 railroads in that state to adopt a reduction in freight rates ordered by the State Railroad commission.
Baton Rouge, La., has a case similar to the Thaw shooting.
The house committee has a substitute for Roosevelt's plan of leasing coal land.

The South Carolina legislature has passed a bill to discontinue the state liquor dispensary.
Russian authorities have arrested a number of girls attending a seminary for complicity in riotous acts.

MOST LIBERAL IN HISTORY.

River and Harbor Bill Gives Almost All Northwest Asked.

Washington, Feb. 15.—Never before in the history of rivers and harbors legislation has any congress dealt so liberally with the Pacific Northwest as the present congress will do in the pending river and harbor bill. Not only is the aggregate appropriation larger than ever before, but the appropriations more nearly approximate the estimates of the engineers. This is in a very large measure due to the remarkably efficient work of Representative Jones, of Washington, who is on the river and harbor committee as representative of his own and neighboring states. Mr. Jones was in a position to do things, and his accomplishments speak for themselves. Indeed the house has been so very liberal that the senate has nothing left to do, unless it be to raise a few appropriations that fall below the house figures, and it is doubtful if many such increases can be secured, for in every instance where the house cut the estimates on Oregon and Washington projects it was for some specific and very good reason.

In his work in committee Mr. Jones had the active support of Senator Fulton, and the Oregon senator did everything that a man not a member of the committee could do to aid in getting liberal recognition for Oregon and Columbia river projects. There was absolute harmony throughout, and the two men worked together to a common end.
The effectiveness of Mr. Jones' work is found in the figures themselves. The total amount recommended by the engineers for Oregon and Washington projects was \$5,110,244; the total appropriation carried by the house bill is \$4,670,244, a difference of \$440,000. The reductions were on the Celilo canal, \$150,000 being taken from the amount recommended and given to the upper river, for which a new project was recommended late in December; on the Willamette and Columbia rivers below Portland, where \$150,000 was deducted because Portland business men had assured the committee that a new taxation district was to be formed to raise money to aid in this improvement; and the Cascade locks on the Columbia river, where \$105,000 was recommended for grading and filling behind the completed locks. The committee felt that this work was not urgent, as the canal lock is itself completed.

With these exceptions, the house bill provides the amounts recommended by the engineers, and in the case of Coquille river the committee appropriates \$60,000 when only \$40,000 was asked by the War department. The \$60,000 will complete this project, as shown by the figures of the local engineers, so the committee decided to clear up the whole matter at one time.
The following table gives the various projects and the amounts appropriated by the house bill:
Mouth of Columbia river, \$2,450,244; Dalles-Celilo canal, \$600,000; rivers, Portland to sea, \$300,000; Columbia between Celilo and mouth of Snake river, \$120,000; Upper Columbia, between Wenatchee and Bridgeport, \$42,000; Upper Columbia and Snake, \$10,000; Coquille river, \$60,000; Coos river, \$3,000; dredge, Oregon and Washington coast harbors, \$100,000; Tillamook bay, \$10,000; improvement of Upper Willamette, \$60,000; Clatskanie, \$500; Cowitz and Lewis rivers, \$50,000; Willapa harbor, \$25,000; Gray's harbor, \$60,000; Gray's inner harbor, \$177,000; Gray's river, \$2,500; Puget sound and tributaries (dredging) \$75,000; Lake Washington canal, \$10,000; Swinomish slough, \$75,000; Okanogan and Pend d'Oreille, \$20,000.

Two Dead, 1,000 Homeless.

Pine Bluff, Arkansas, Feb. 15.—Notwithstanding the rumors in regard to the loss of life as a result of a fire which last night destroyed 90 cottages and residences, three hotels, the Carr memorial church and fully 200 barns and outhouses, entailing a loss of \$200,000, so far as can be learned only two persons lost their lives. They were John Springer, a foreman in the Cotton Belt railroad yard, and a man named Reed, who is said to have gone into a burning building while intoxicated. Nearly 1,000 people are homeless.
Finds Huge Spot on Sun.
Pittsburg, Feb. 15.—Professor John M. Brashear, of the Alleghany observatory, announces the discovery of one of the greatest sunspots ever brought to the attention of astronomers. He says as a result electrical disturbances will be experienced throughout the country tomorrow night. The spot can be seen through smoked glass, but the scientist adds that it is one of the most active of solar spots. Its approximate length is said to be 150,000 miles and 20,000 miles wide, covering an area of about 3,500,000 square miles.

Treaty for Prohibition in Africa.

Washington, Feb. 15.—The senate committee on foreign relations today authorized a favorable report on a general treaty with the powers looking to the suppression of the liquor traffic in Africa by enforcing a prohibitive tariff.

MAKE SHIPPERS PAY

Railroads Will Raise Money by Raising Rates.

Chicago, Feb. 14.—Railroads of the entire country are preparing to make general increases in freight rates which will bring them several hundred million dollars added revenue annually.

CANNOT FIND SALE FOR BONDS

Committees Working on New Tariffs Which Abolish Commodity Rates and Make Advances.

Chicago, Feb. 14.—Railroads of the entire country are preparing to make general increases in freight rates which will bring them several hundred million dollars added revenue annually.
In Chicago conferences are being held between the highest traffic men of both Eastern and Western roads with a view to eliminating hundreds of rates which are known as "commodity rates" and to compel shippers to submit everything to classification rates, which are substantially higher. The preliminary work is being done by committees representing both sections of the country and the real magnitude of the increases and of the general move for more revenue will not be known until these committees make their report, which may not come before June.

The plan for a general increase in rates is due to the alarm which is felt in Wall street and among the stockholders and directors of all railroads over the growing difficulty in securing money with which to make needed improvements, build extensions and provide equipment and facilities for carrying the traffic of the country.
It was stated today that more than \$1,800,000,000 had been appropriated by the railroads for these purposes, but that it is impossible to float the securities in any of the markets of the world. Accordingly the railway presidents and the men who control the transportation facilities of the country have come to the conclusion that the only way to raise the necessary money is to increase the price of what they have to sell, which is transportation.

In some way it is expected that many hundred articles which are now transported on "commodity rates" will be restored to the classification, which will operate to increase the rates from three to fifty, and in some cases even 100 per cent. In connection with the elimination of many commodity rates, it is stated that all of the lines have agreed that uniform classification would be a good thing, as the shippers, desire it. When this is finally obtained, it may be found that the classification rates on many articles have been increased.
At present fully 75 per cent of the tonnage of the country is carried on "commodity rates," which are very much under the corresponding classification rates. All of the heavy tonnage, such as flour, grain, iron, steel, coal, are moved on the lower rates.

ORDERS NEW VENIRE.

Jury Panel in Adams Case Exhausted Second Day.

Wallace, Idaho, Feb. 13.—At the close of the second day of the trial of Steve Adams for the murder of Fred Tyler, 34 testamens had been examined, exhausting the panel and the court had ordered the summoning of a new venire. Eleven jurors remained in the jury box and the defense still retains the right to four peremptory challenges and the state one.
When the court ordered a new venire Attorney E. F. Richardson, counsel for the defense, made an affidavit that the sheriff is biased, and asked that a special commission be appointed to summon the venire. In his affidavit it is alleged that Angus Sutherland, whose term as sheriff expired last month, was made sheriff in 1899 during the labor troubles by the Mine Owners' association, and that as sheriff he cannot serve two consecutive terms. The present sheriff, William Bailey, was nominated with the understanding that Sutherland should still be in complete control under the direction of the corporation hostile to the Western Federation of Miners. A session was held last night to decide the point.

TURN DOWN LEASING PLAN.

House Committee Proposes a Slight Change in Coal Land Law.

Washington, Feb. 14.—A compromise of the coal land bill was finally agreed upon today by the house committee on public lands and recommended for a favorable report. It falls far short of the program President Roosevelt outlined for the withdrawal of all coal land from entry and the leasing of such land, instead of selling it.
In the bill agreed upon the coal land is reserved under the same restrictions as land entered under laws other than coal land laws, with the exception of homesteads, the patents for which are issued without commutation.
To encourage the development of coal land in the Rocky Mountain states, the bill largely increases the amount of coal land which may be taken by one corporation. It provides that an association of four persons may be granted patents on 2,560 acres of coal land after having expended \$10,000 for improvements. The bill permits an association of four persons to receive patents for 1,280 acres after \$5,000 has been expended in improvements.

BOUND FAST BY RED TAPE.

Down Timber Goes to Waste Because Law Forbids Sale.

Washington, Feb. 13.—There's money going to waste in Klickitat county owing to departmental methods and red tape, as well as to the fact of there being no law under which action can be taken. Last spring a severe storm passed through this country, felling an immense number of trees, practically all the timber in two townships being razed. This timber is on the ground, is rapidly bluing and unless something is done by which it can be utilized it soon will be worthless for lumber purposes. There is a sale for this timber, but the lumber companies are afraid to touch it, as the homesteaders upon whose land it is lying have not in all cases commuted their claims and if they should abandon them after selling the down timber, the buyer might be placed in a very embarrassing position.

TRAVELERS REBEL AT FOOD.

Leavenworth, Wash., Feb. 13.—Another trainload of passengers arrived here today, making about 600 stranded at this place. Conditions in the day coaches are terrible. The railroad is giving two meals a day, and the food is revolting. Passengers will not patronize the dining cars unless allowed to order their dinner in preference to the meal handed them. The large ice-house at the depot was wrecked today, the roof caving in from the weight of snow. A Japanese was buried in the debris and sustained a broken arm.

DEMURRAGE BILL PASSED.

Pierre, S. D., Feb. 13.—The house today passed the reciprocal demurrage bill. The bill to prohibit corporations to contribute to campaign funds was passed. Another bill approved by the house prohibits "treating" in saloons. All these measures have passed the senate and new go to the governor.

COLLISION DURING BLIZZARD

Believed 175 Lives Were Lost—Many of Them Froze.

Block Island, R. I., Feb. 13.—A marine disaster with appalling loss of life and entailing suffering almost beyond the limit of human endurance came to light today, when a life boat of the Joy line steamer Larchmont, bound from Providence to New York, drifted into Block Island harbor.
In the boat were several bodies of men who had died from the effects of long hours of exposure to a death-dealing temperature. In the boat also were 11 men whose suffering was so intense that they seemed oblivious to the fact that death was in their midst and they had escaped only by virtue of their ability to withstand the rigor of zero weather in an open boat at sea.

The boat brought a tale of disaster that has rarely been equaled in New England waters, and it is believed that, when the final outcome is known, it will be found that not less than 150 lives were lost. Following closely in the wake of the solitary lifeboat came bodies, lifeboats and rafts, cast on the beach by the angry waves.
Owing to the condition of the survivors it was impossible to get from them an estimate of the loss of life. From 150 to 175 persons went to their death, and at a late hour tonight it was believed that the latter figures are nearer correct.
The cause of the accident has not been satisfactorily explained. It occurred just off Watch Hill about 11 o'clock last night, when the three masted schooner Harry Knowlton, bound from South Amboy for Boston with a cargo of coal, crashed into the steamer's port amidships. Captain McVey, of the Larchmont, declares that the Knowlton suddenly swerved from her course, luffed up into the wind and crashed into his vessel. Captain Haley of the Knowlton asserts that the steamer did not give his vessel sufficient sea room.

CONCESSION ON LAND ORDER.

Washington, Feb. 14.—President Roosevelt today told Representative Stevenson, of Minnesota, that he had made a modification of his suspension order of January 25, relating to entries on public land, which would except from the operations of the order all homesteaded proofs on ceded Indian land where there are deferred payments. The exceptions made by the president do not, in the opinion of the representative of the Northwest, go far enough and they will continue in their efforts to obtain further concessions.

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EIGHT-HOUR DAY FOR DISPATCHERS.

Jefferson, Mo., Feb. 14.—The house today passed the bill applying the eight-hour law to all train dispatchers and telegraphers who handle the running of railroad trains.