

COMING HIS WAY
Corbett Has Two More Votes From Hermann.

McQUEENE AND HEMENWAY

Republican Minority Has Made No Reply to the Ultimatum of the Majority, and It Will Make None.

SALEM, Or., Feb. 20.—The press of legislative business today completely sidetracked the Senatorial contest. Senator Corbett's gain of two votes was the event of the day...

MR. CORBETT GAINS TWO. The Majority Candidate Has a Total of Thirty-four.

SALEM, Or., Feb. 20.—The joint ballot for United States Senator showed a gain for Corbett of two votes...

As the roll was being called, and the name of Hemenway was read, with out any display, he cast his vote for Mr. Corbett...

The ballot voted for United States Senator was as follows: Corbett 31, Hemenway 27, R. D. Inman 25, George H. Wainwright 22, A. G. Bennett 1.

McQueene Gives Reasons.

Representative McQueene, who today voted for Mr. Corbett, made the following statement of his reasons to the assembly...

Mr. Hemenway and I represent a part of the state (Lane County) where the sentiment is very favorable to Mr. Hermann for United States Senator...

Representative McQueene and I have been acting together in this matter," said Mr. Hemenway. "We have consulted constantly about our constituents, and to the state, when we reached a conclusion to move, we voted together for Mr. Corbett."

No Result in Nebraska.

LINCOLN, Neb., Feb. 20.—The Republican Senatorial caucus took five ballots to-night without result and adjourned until next Monday...

Vote in Montana.

HELENA, Mont., Feb. 20.—The vote on Senator today was: Conrad 2, MacIntosh 2, Kennedy 1, Cooper 1, Clancy 1, Coburn 1.

REIMBURSEMENT OF VOLUNTEERS House at Salem Has Concurred in Senate Amendments.

SALEM, Or., Feb. 20.—The House this morning concurred in the Senate amendments to House bill 113, providing for the reimbursement of money to members of the Second Oregon Regiment and Battery...

Section 2. In the event of any decrease of any entitled man, the voucher for the amount paid by him for state clothing shall be issued by the Adjutant-General in the name and to his wife, and in the event of soldiers having no wife, to his children, if any, and if neither wife nor children, to his father, if living...

HOUSE AND SENATE DISAGREE.

Amendments of Former to Monument Bill Not Passed.

SALEM, Feb. 20.—There is a deadlock between the House and Senate on the monument fund bill. When the bill appropriating \$500 for the erection of a monument came from the House this morning, it was amended by the House...

Cartoonist Homer Davenport

"Not Without Honor—In His Own Country," says the cartoonist Homer Davenport, who has been in the Valley for some time...

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and there is an implied contract that they shall not be diverted. Senators Hunt, Kuykendall, Smith and Baker and Mulkey agreed in this view, taking occasion to enlarge the valor and heroism of the members of the Grand Army, Indian War and Mexican War Veterans, and expressing their willingness otherwise to show their appreciation of their services. The Senate refused to concur.

The House this afternoon refused to recede from its amendments. Montague claimed it would be an invidious distinction to leave out the clerical soldiers and recognize only the younger ones.

McCracken stated that the amendment was necessary as H. W. Scott, treasurer of the monument fund, stated he could not, as a custodian of the subscription fund in his hands, turn the money over for the construction of a monument different in purpose from that for which the subscriptions had been solicited.

STUART'S CATARRH TABLETS. The vote on the motion for the House to recede from the amendments to the appointed Poorman and Montague as a conference committee to meet with a similar committee to be appointed by the Senate.

PASSED THE HOUSE.

Bill Fixing Compensation of County Commissioners.

SALEM, Or., Feb. 20.—House bill 47, fixing the compensation of County Commissioners, passed the House today. Rice sought to have the bill referred, so as to change the compensation of the Douglas County Commissioners.

The bill had been re-referred half a dozen times. After the bill was referred, it was voted down. Rice claimed the act of injustice to raise the salary of the Commissioners of the county he represented. "It is not fair for the House to say we must pay more to our Commissioners than the people want to pay them. I protest against the passage of this bill," he said.

Under the bill passed the compensation of County Commissioners is as follows: "That each of the Commissioners of the County Court in the several counties within this state shall receive as compensation for each day employed in the transaction of county business a per diem of \$4, except in the Counties of Lake, Klamath, Jackson, Yamhill, Gilliam, Coos, Curry and Douglas, where they shall receive \$4 per day, and in the Counties of Union, Multnomah, Grant, Wasco, Marion and Morrow, where they shall receive \$5 per day for every day employed in the transaction of county business."

The bill exempts Multnomah County from its operation.

Close Vote.

When the roll was called it was discovered that a number of the members were absent, and as the vote progressed it showed it was very close, with a chance of defeat. After the roll had been called there were just 30 votes in its favor, one less than a constitutional majority. Just then Miller of Gilliam appeared within the bar of the House, and asking permission to speak, he said: "Mr. Speaker, I wish to be recorded as voting aye on this bill."

He did so, and saved the bill, much to the disgust of Rice, but to the evident pleasure of those interested in the passage of the bill.

PASSED BOTH HOUSES.

Act of 1808 Creating Separate Board of County Commissioners.

SALEM, Feb. 20.—The Multnomah Citizens' delegation scored an important victory in the House at the afternoon session by forcing consideration of the bill introduced by Driscoll repealing the act of 1808 creating a separate Board of County Commissioners. The bill was in some danger of being among the left-overs at the close of the session, and refusal of the House to make the bill a special order for today did not brighten its chances.

During the noon recess a deal was made with Whitney, leader of the Democratic majority, to create a deadlock. He did not feel that the state should adjourn without naming a Senator. Mr. Corbett has been for some days the candidate of the Republican majority. The Republicans have been voting for a man who has made an earnest endeavor to hold a caucus on terms perfectly fair and under conditions that ought to be entirely acceptable to all Republicans. The majority has refused to go into caucus and we do not feel that the state should vote longer in lending our support and votes to their tactics. We have joined the majority because we believe it is the proper and correct way to settle the Senatorial question."

"Representative McQueene and I have been acting together in this matter," said Mr. Hemenway. "We have consulted constantly about our constituents, and to the state, when we reached a conclusion to move, we voted together for Mr. Corbett."

When the bill reached the Senate in evening session, Senator Smith wanted immediate action. Senator Joseph objected, but was overruled by the decision of the Senate to suspend the rules. Senator Smith declared that the measure had been fought harder and by more disreputable methods than any other measure before the Legislature.

The Senatorial caucus took five ballots to-night without result and adjourned until next Monday. The last ballot was: Thompson 21, McKinjohn 21, Curtis 15, Howsater 10, Martin 9, Hinshaw 6, Harlan 2, Cronise 5.

Notes of Astoria.

ASTORIA, Or., Feb. 20.—The steamer Jeanie is loading here enough shooks to make 150,000 salmon cases. They are for the Alaska canneries of the Pacific Steam Whaling Company and are being purchased by the Astoria Box Company and the Neacanicum Spruce Lumber Company.

The run of steelheads in the river continues better than usual at this time of the year and the fleet of boats has been largely increased during the past week. The catch does not equal the demand, although the price still remains at 40 cents. The chinooks are beginning to get more plentiful, but not in sufficient quantities to establish a regular market price.

Since Lindenburger & Alter commenced the construction of their cold storage plant they have decided to make it more extensive than at first intended. The main building is to be enlarged and a building erected adjoining to contain the ice-making machinery.

Bridge Washed Out.

WILLAMOOK, Or., Feb. 20.—The Kelches River bridge was washed out, thus putting a stop to travel from the north.

Orphan Bill Made a Special Order for Friday.

SALEM, Or., Feb. 20.—When the House convened this morning the members were confronted with five special orders on bills that had secured right of way over the regular order. The first related to roads and highways, the bill amending the Bancroft street improvement bonding act was scheduled to follow; then the bill of Rice of Douglas, fixing the time of holding courts in the Second Judicial District, succeeded by the measure fixing the compensation of County Commissioners, and winding up with Orton's bill amending the present pilotage law.

Immediately following the opening prayer by Rev. Dr. Shupp, and dispensing with the reading of the Journal of yesterday, Hahn of Clatsop gained the floor and moved for House bill 288 and Senate bill 48, amending chapters of Seaside and Astoria. He made a special order for 8:30 this evening. Driscoll of Multnomah moved to amend so as to include all charter bills, to which Roberts objected and wanted the special order to be confined to House charter bills only. Miller of Gilliam opposed the consideration of Senate bills, as he had endeavored to secure consideration of an important bill that had passed the Senate, but had been ruled out by the speaker's decision that no Senate bills could be considered until Thursday.

Story opposed the amendment, including all charter bills, as it would be giving too much time to consideration of Senate bills, while there was a stack of House bills awaiting attention. He thought the House had given away enough, and it was time to pay some attention to House bills. Schumann announced that there was

SECRET NO LONGER Changes in Portland Charter at Last Revealed.

THE TAX LEVY WILL BE 8 MILLS

Moneys May Be Transferred From General to Special Fund—Council May License Trades and Callings.

SALEM, Feb. 20.—The following is a complete statement of the changes in the proposed Portland charter:

The office of Mayor-City Attorney, Auditor, City Engineer or Treasurer shall be deemed vacant whenever the incumbent thereof shall be absent for a period of 15 days; provided the Common Council may grant leave of absence not exceeding 30 days. The duration of time fixed in the present charter is 20 and 60 days.

The tax levy is fixed at 8 mills, with the right to have the mill rate raised, so as to change the general to the special fund. The proposition to provide an extra one-fourth mill for the street repair fund was reconsidered, as it was decided that one-fourth of a mill, with moneys raised from vehicle licenses, will be enough.

Subdivision 13, relating to the appointment of a harbor-master by the Mayor, is stricken out.

To subdivision 23 is added a provision giving the Council power to describe the kind of rails to be laid down by street railway companies; also, to tax telegraph street-car, street railroad and traction lines.

To subdivision 32 is added a clause providing for appeals by defendants from conviction in the Municipal Court for violation of any city ordinance, by means of an appeal from a Justice Court in state cases.

Licensees.

The license section is changed so that it provides that the Council has power to license certain enumerated trades and callings for the "purpose of revenue." This change meets the recent decision of the courts.

The Council is authorized to license bicycles to obtain revenue to build city paths.

The Harbor-master and Health Officer, now appointed by the Mayor, are placed under the control of the Board of Police and Fire Commissioners.

Salaries.

Section 52 is amended so as to allow the City Attorney only one deputy, at \$1200 per year, and a stenographer, at \$600 per year, to take effect immediately. This does away with one deputy, and reduces the salary of the other \$50 per month.

The salary of the City Engineer is fixed at \$2400; three deputies are to receive not more than \$1200 per annum, and the remainder not to exceed \$800.

The Clerk of the Municipal Court is also made the Clerk of the Chief of Police, and one clerk is provided for the Joint Board of Police and Fire Commissioners, whose duties and compensation have a clerk. The new board shall appoint.

The salary of the Chief of the Fire Department is fixed at \$1800, instead of \$2000. The salaries of District Engineer and Superintendent of the Fire Alarm and City Telegraph, are reduced from \$1500 to \$1200, and the salary of the driver of the supply wagon is reduced to \$750, from \$850.

Street Improvements.

To section 131, concerning street improvements, is added the following: "Provided, that upon receipt of a certified copy of such ordinance, the Board of Public Works, whenever the character and quality of the material to be used or the manner of the proposed improvement or work shall be deemed by the Board of Public Works to be of such character as to require the attention of the Board of Public Works shall be empowered to return such ordinance to the Council, pointing out in writing its objections to the same, thereupon such proceedings under such ordinance shall cease."

Section 171 provides that the Board of Public Works is to be named in this act, and elected in 1902. It is understood that the present board will be retained, but the names have not yet been inserted, and this may or may not be done.

Board of Public Works.

Section 175 provides that the Board of Public Works shall appoint the Superintendent of the Street Cleaning and Sprinkling Department.

Water Committee.

The water committee is left in the hands of the Legislature. The only name now inserted in the charter as a member of the water committee is William M. Ladd. The others are to be filled in. The salary of the clerk is reduced from \$500 to \$100. The City Treasurer is made the treasurer of the water committee, without any additional compensation. Mr. A. Lewis is the present treasurer. There is also an insertion making the Commissioners financially responsible for their acts.

The following part of the section concerning the right of the city to provide its own electric light plant is stricken out: "And all necessary plants and facilities for furnishing light and lighting the streets and public buildings of the city, therein and elsewhere."

The Police and Fire Commission is abolished, with authority to reorganize these departments and remove and appoint all members of the same. The salary of the Chief of Police is reduced from \$2400 to \$1800 per annum. The new board is not yet named in the charter. The board mentioned in this connection are C. E. S. Wood and W. E. Robertson.

IN THE HOUSE.

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one important charter bill to be considered—the Portland charter—and he wanted it to come up.

Roberts withdrew his amendment, and then the motion of Hahn, as amended by Driscoll, was carried, making all charter bills a special order for this evening.

Under the road and highway bills, special order, the following measures were disposed of: House bill 22, by Roberts—Repealing act prohibiting the driving of stock on public highways; passed. House bill 15, by Kirk—Providing for the erection of telephone poles on county roads; passed.

House bill 205, by Mattoon—Providing for the collection of road poll tax. The bill failed to pass.

House bill 28, by Pearce—Making streets and alleys in incorporation of special highways. The bill failed to pass.

House bill 294, by McCracken—Constituting Vancouver avenue a county road; passed.

House bill 5, by Rice—Fixing the time of holding courts in the Second Judicial District, was called up under special order and passed.

The House concurred in the Senate amendments to House bill 110, for the protection of game.

Senate bill 130, providing for protection of orphans, was made a special order for Feb. 21 at 9:15 A. M.

Senate bill 22, providing for the state water supply, was made a special order for Thursday at 2:30.

House bill 27, fixing the boundary between Multnomah and Columbia Counties, was made a special order for Thursday at 2:30 A. M.

Heitkemper introduced a resolution that each member have the privilege of calling for the resolution to be taken on a three-fourths vote.

Robert rose to a point of order that the resolution proposed to change a House rule, which could not be done without one day's notice. The speaker ruled the point of order well taken, and Roberts then offered a resolution as a substitute for the resolution proposed by Heitkemper. The latter accepted the substitute, which was then laid on the table until Thursday evening.

Another resolution was introduced limiting the time for debate in the House to not more than five minutes. Barrett, Hume and Harris opposed the resolution and it was vigorously voted down.

The report of the joint committee to investigate the management of the Blind School was read and adopted.

The House then for the first time in the day reached the regular order of business—third reading of House bills.

House bill 292, by Story, amending act regulating the sale of state lands, was considered in committee of the whole, such course being necessary owing to a defect in the present law which the bill proposed to amend. The bill provides that in case of clerical errors being made in the execution of deeds to state lands the State Board can execute a corrected deed. The bill was passed favorably in the House at the third time and passed.

House bill No. 183, by Driscoll, to repeal the law creating a separate board of County Commissioners for Multnomah County, was passed.

IN THE SENATE.

House Bill Passed for Consolidation of Multnomah Offices.

SALEM, Feb. 20.—The Senate was called to order at 2:30 P. M.

House bill 126, by Harris, to punish destruction of boundary marks on mining claims, was passed.

House bill 111, by Poorman, to reimburse the salaries of Multnomah volunteers to the amount of \$12,000, was passed.

House bill 36, Poorman's new military code, was passed.

House bill 24, by Story, amending the act for the relief of indigent soldiers, was passed.

House bill 103, by Heitkemper, to protect union labels, was passed.

House bill 42, by Nottingham, consolidating the duties of the Circuit Court, Clerk of the County Court and Recorder of Conveyances, was passed.

House bill 18, by Colvig, fixing the time of court in the First Judicial District, was passed.

Senate bill 119, by Kuykendall, relating to filing reports of state officers, was passed.

Senate bill 112, apportionment bill, as amended, was called up by Senator Hunt, and, after being read the third time, was on motion of Senator Hunt, laid on the table. The bill is dead.

THE PILOT BILL DEFEATED HOUSE REJECTED IT BY VOTE OF 45 TO 13.

The Bill Was Exposed as a Graft Measure, Pure and Simple—Had Scant Support.

SALEM, Or., Feb. 20.—The compulsory bill embraced in a measure introduced by Orton of Multnomah, and known as House bill No. 191, was killed today. It came to have its fate decided by a special order, at the opening of the session after the noon recess. The bill was reported back to the House without recommendation of the commerce committee, Poorman and Thompson of Multnomah not favoring the measure.

The bill was called for third reading, after which McCracken, taking the floor, said he was very sorry that such a bill should have been presented in the House. "It is," said he, "a graft pure and simple. It is a graft being worked through this House by the pilots, and there is no other merit in the measure. The Port of Portland has expended over \$700,000 in improving the Columbia River so as to reduce the expense of ships coming to Portland. Mr. McCracken then showed what work had been accomplished in this direction and closed by earnestly urging the members to vote against the bill.

Colvig of Josephine said he had been requested to represent the pilots on the floor. He made a labored effort to show the existence of something that did not in reality exist. He sought to show that the pilots were not the real grafters in the case, and was reaping the rewards formerly going to the pilots. The pilots demanded that the business be referred to them. While Mr. Colvig was saying that, he was interrupted by Captain Gray, the King of the pilot lobby, who has been constant in his attendance on the Legislature during the session. Colvig presented a petition alleged to be signed by the pilots, and of ship's masters favoring compulsory pilotage.

Mr. McCracken asked the date of the petition and Mr. Colvig, after consulting with his committee, said that the petition was dated in 1890 or '91.

Mr. Colvig made a special plea for the protection of pilots who braved the terrors of the sea daily.

Mr. Colvig asked what possible effect the petitions presented by Colvig might have had by showing it was not signed by any shipowner, but by some masters who were very ignorant of the law. There is no danger in the river traffic that would compel compulsory pilotage there, and the history of the past two years shows the wisdom of keeping the present law. The O. & N. Company is interested in our commerce because it is interested in the upbuilding of the state. These pilots are in a very peculiar position. They come before the State of Oregon and say a law must be passed which will give employment. If this proposed bill would be productive of such good results, where are the business men of Portland, the grain shippers on the Columbia, who would not be pleased to have such a law? This is a vicious law. It is a bad one, and should not be passed."

Mr. Nottingham added: "I made it a special business to visit all the grain elevators in Oregon and regard to the bill: I could not find a word of encouragement for it. They all said the present law gave better service and was less expensive than under compulsory pilotage."

The members of the committee had had full opportunity to examine into the merits of the bill. The result of the vote was 45 yeas and 13 nays. There is no danger in the river traffic that would compel compulsory pilotage there, and the history of the past two years shows the wisdom of keeping the present law. The O. & N. Company is interested in our commerce because it is interested in the upbuilding of the state. These pilots are in a very peculiar position. They come before the State of Oregon and say a law must be passed which will give employment. If this proposed bill would be productive of such good results, where are the business men of Portland, the grain shippers on the Columbia, who would not be pleased to have such a law? This is a vicious law. It is a bad one, and should not be passed."

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