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WIN THE PEOPLE

New Policy of Railroads in Washington.

POLITICS TOO EXPENSIVE

Missionaries Will Try to Effect Change of Sentiment

AND CUT OFF LOBBYISTS' GRAFT

Purpose is to Convince People That Railroads Will Do Square Things Without Legal Compulsion and Thus Get Out of Politics.

The railroad companies in Washington propose to get out of politics as much as possible, and for that purpose will send missionaries among the people. Their argument is that a direct appeal for concessions on a business basis will bring results better than legislation. In support of this argument, they point to many voluntary concessions already made to the people. They hope to dispense with the aid of most of their expensive lobbyists by this means.

SEATTLE, March 27.—(Special).—The railroads are to endeavor, through the medium of a campaign of education, to break the backbone of the anti-railroad sentiment in this state. Unless the plans of the railroad managers miscarry, they will begin, within a comparatively short time, a systematic effort to create a feeling of friendship among the Eastern Washington farmers and to upset the opposition in other quarters. The railroads are anxious to convince the farmers and other patrons that they can accomplish more by a conference with the railroad managers than by endeavoring to force through the Legislature any inimical legislation. The railroads have established several precedents for this feeling and now intend to attempt to take advantage of them. The real reason for this action is easily explained. The railroads themselves are opposed to the policy of maintaining an expensive lobby at all times in order to protect themselves against legislative attacks. It costs money and a great deal of it in order to defeat anti-railroad legislation, and though the roads have been able to do so thus far, they are growing tired of the fight.

There has been no anti-railroad legislation passed since the Anderson freight rate bill reduced grain charges from \$5.25 per ton on a maximum haul in Washington. The Populist Legislature of 1897 passed a freight rate bill fixing the maximum charge at \$4.25, a reduction at the time of 25 cents per bushel on existing rates, but every one familiar with Washington politics knows the railroads, having complete control of the Senate, had agreed to the reduction and were even willing to consent to a still lower rate. This was not a real legislative reduction; it was merely a farcical performance on the part of the Populists to do something to explain their presence at Olympia. Then, too, there have been several bills passed affecting railroad interests, such as one which compelled the roads to protect frogs and switches. The railroads had already undertaken the work, so the bill went through. Then there was a bill compelling the roads to fence their rights of way. The railroads did not care particularly about this—it might as well have been passed a few years earlier. The railroads agreed four years ago to the passage of bills affecting their employees, but since the scope of the bills had to be general, other interests killed them.

Object to Being Forced. None of this legislation has really injured the railroads. They have not objected strongly to it, though of course the roads would have a little preferred if had not been passed. The railroads have always taken the position in this state that, no matter whether they intended to take a certain line of action or not, they did not propose to be forced to do so. They figured that if one bill declaring certain action must be taken was passed it would merely open the door to a flood of bills that seriously affected the railroad interests. Rather than take chances on the outcome, the railroad lobbyists have been instructed to kill off all dangerous looking legislation and to concede as little harmless lawmaking as possible.

The railroads have established a precedent for granting what the Legislatures have failed to give. For instance, after the session of 1899 fruit rates went down. Then six months after the same session the passenger rates were cut to 3 cents per mile. Repeated efforts had been made by the Legislatures to do this, but each effort had failed. Last Summer the railroads granted a reduction on wheat rates that meant a loss of \$2,000,000 to the lines interested. Politicians insisted that 30 per cent of the loss, if applied to lobby work, would have prevented a reduction of rates. But St. Paul had information showing the move could be justified for business reasons and the cut was made.

Since the adjournment of the last Legislature, a reduction of passenger rates has been made on the Spokane Falls & Northern and its branches, all Great Northern subsidiary lines, and another reduction is to be made. These reductions were promised to a State Senator, but since

the railroad had voted to spare in that body the concession was not made to gain new strength so much as to strengthen the feeling that the railroads would act fairly without legislative compulsion. Assistant General Superintendent Law, of the Northern Pacific, has just issued a circular to lumbermen announcing that all cars laden with lumber will be weighed at common points in this State and another legislative question has been settled outside the law-making shop.

Legislation Not Necessary. These precedents the railroads have established for the purpose of convincing the people that an appeal to the Legislature is unnecessary. There is no question but that the railroads would fight any move, no matter how justifiable it is, if proposed in the Legislature, even though it was intended to make the concession later. The roads want to manage their own affairs.

That is one of the strong reasons for the change in policy. Railroad politics are in new hands in the State of Washington and the new men in charge believe in keeping out of politics as much as possible. They realize that the roads cannot be entirely divorced from the fight, but they will make as much of a change as can be ordered with safety.

Within a comparatively short time it is planned that a systematic effort be made to convince the railroad patrons that the concessions they desire can be obtained by applying to the roads direct. It is planned that this doctrine shall be thoroughly instilled in the anti-railroad strongholds and to verify the truth of this contention the railroads will point to the precedents already established. There are several men in Eastern Washington, for instance, who have met the presidents of the Great Northern, Northern Pacific and O. R. & N., the three roads interested in Washington, and these men are impressed by the statements made to them that the railroad presidents were always willing to meet the farmers on a business basis. They are expected to aid in convincing other farmers that this feeling really exists.

Will Do Missionary Work. The backbone of the anti-railroad strength lies in Eastern Washington and among the other residents. It is to convince these men that legislative fights are unnecessary that the missionary work is planned. Coming into the state is a class of new settlers that is expected to fall in with the railroads' new policies. These newcomers have no actual knowledge of the earlier fight and can be argued with on the basis of present conditions. On the West Side the lumber interests are the ones which have been chiefly concerned in railroad fights. Since most of the lumber business is transacted under the rules of interstate commerce, the roads could not be reached by the lumbermen with very much effect. However, the railroads have been conceding several demands made by the lumbermen and pains have been taken to assure them that their interests will be fully protected. This is expected to be of aid to the roads. Of course the railroads do not intend to go out of politics, though it is believed the necessity for the maintenance of a strong lobby and interference in local affairs can be done away with to a great extent. The roads will endeavor to protect their interests without such an elaborate organization.

WORST HAS COME

Crevasse Lets Loose

Mississippi Flood.

MANY LIVES WILL BE LOST

Greenville Under Water and People Flee to Roofs.

WHOLE YAZOO DELTA FLOODED

Resistless Torrent Pours Through Break and Swamps Three Counties—Another Break Inundates Sugar Lands of Louisiana.

The worst fears have been realized by the flood in the Mississippi Valley. A huge crevasse has been made in the levee near Greenville, Miss., and has flooded that city and the whole Yazoo delta. People in Greenville are climbing to the roofs of their houses. Six lives are known to have been lost and many more are expected to perish. The damage to cotton crops will be enormous. Another crevasse has occurred at Hymella, La., flooding rich sugar lands, but herculean efforts are being made to close it.

GREENVILLE, Miss., March 27.—A volume of water 16 feet deep and over 600 feet in length is pouring steadily through a crevasse in the levee five miles south of here and is flooding thousands of acres of the finest farming land in the celebrated Yazoo belt. The break in the levee occurred at 11 o'clock this morning and the roar of the rushing waters can easily be heard in Greenville. Only 300 feet of the embankment gave way at first and a mighty effort was made by hundreds of laborers in charge of the Government engineers to check the flood by cribbing and sacking, but it was soon apparent that it was beyond human power to successfully combat the resistless fury of the current. An hour later it was seen that the ends of the levee on either side of the crevasse were melting fast, the force of the current cutting the embankment away as though it was built of sand. Tonight the backwater has reached this city, but it is believed there is no danger here from the flood, as the water will pass rapidly to the southward.

Worst Break in History. Major John M. Sears, who was in charge temporarily of the Government office here, stated tonight that the break is unquestionably the worst in the history of the levee system. He says that the entire delta, as far south as Vicksburg, will be flooded and the farming lands in Washington, Bolivar and Sharkey Counties will be under water for more than two weeks. This is the first break to be reported on the Mississippi side since the present rise began. Major Sears says a desperate struggle is being made to prevent the further widening of the breach. Reports from the interior are very meager, but it is believed the people were fully

prepared for a break, and the loss of life, if any, will be reduced to a minimum, though the loss of stock may be quite heavy. The damage to plantations and the interference with planting cannot be estimated. The situation at midnight grows worse for Greenville. Work on the protection levee through Main street has been abandoned and water has reached Washington avenue, the highest point in the city. Appeals for help have been coming in all night from the Tuxedo and Race Track Additions and relief boats are being sent to their relief. The news comes from these additions that people were seen clinging to roofs of houses and rafts to escape the rising waters.

Lives Lost in Greenville. Many lives have been reported lost, a woman and five children perishing in one house, but tomorrow will tell the fate of many poor unfortunates. The southern part of the city is entirely under water. Houses are filling and their inmates are securing rooms upstairs. By morning the water will be over all parts of the city unless another effort is made to build a protection.

The city is in total darkness, water putting out the fires in the electric light plants. All the convicts from Huntington came in at midnight and work will be resumed of throwing up a protection levee on Washington avenue or Main street. A train from Vicksburg reached here at 10 o'clock and reports that the water from the break has not yet reached Wilcox, its entire force seemingly being concentrated on Greenville. An effort will be made to send a train north tomorrow.

FIGHT TO CLOSE CREVASSE. Break Near Hymella Floods Rich Sugar Land of Louisiana. NEW ORLEANS, La., March 27.—Interest in the flood situation here today centered in the crevasse at Hymella, 40 miles above this city, and the disastrous crevasse reported south of Greenville. Cottonmen felt especially concerned with respect to the latter. While this break doubtless will cause a fall in the river in the vicinity of Greenville, and for a considerable distance south, the water which goes through must inevitably return to the Mississippi through the Yazoo, thus prolonging the period of high water south of that point. The day's developments at Hymella gave much encouragement. Under experienced crevasse fighters 200 laborers were put to work early in the forenoon, and tonight's activities were to the effect that if the work is not interrupted, the break will be closed by Sunday. The width of the crevasse is between 150 and 200 feet. A large area is already submerged, but if the efforts of the forces at work are successful, the water will quickly drain off. The crevasse is in the heart of one of the richest sugar districts of Louisiana. If it should get beyond control, many valuable plantations doubtless will be covered with water in a few days.

The Texas Pacific and Southern Pacific roads have not thus far been affected, but trouble is likely to occur if the crevasse is not closed. It is expected that the Illinois Central office that through traffic over the Mississippi Valley road will be suspended as a result of the disaster. The belief that the high water level was cut in order to relieve other sections is strong, and any attempt to repeat the action is likely to be followed by bloodshed. The river has fallen considerably in the immediate vicinity of Hymella, and the strain has been materially lessened on the levees on the east bank of the river.

CARNEGIE'S GREAT GIFT. Donates \$1,550,000 More for Pittsburg Libraries—Total is \$7,000,000. PITTSBURG, March 27.—Andrew Carnegie has added \$1,550,000 to his library donations in Pittsburg. Today he made it known that he would donate \$1,400,000 in addition to \$1,750,000 already given by him to provide a new and an addition to the present Carnegie Library and \$250,000 for the building of the East End branch library. This new gift of Mr. Carnegie makes his contribution to the greater institution \$7,000,000.

BOTH STAND PAT

Seattle Strike to Be Fought to a Finish.

MEDIATION IS A FAILURE

Furth Declares Union Will Not Be Recognized.

PREPARES BARRACKS FOR MEN

Few More Cars Run, Operated by Armed Special Policemen—Strikers May Stop Supply of Coal by Miners' Strike.

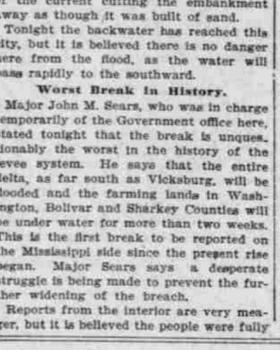
Both parties to the Seattle street-car strike stand firm and business is paralyzed. Business men tried to mediate yesterday, but President Furth declared the union would not be recognized, and the strikers declared they would strike till it was recognized. There was a slight increase in the number of cars operated, and the officials predict that this increase will continue. Barracks are being fitted up for the employees, and 15 of the latter have been sworn in as policemen and armed. The strikers say they have gained members and ride on cars to convert nonunion men. A strike of the miners at the Renton coal mine, which supplies the power-houses, is threatened.

SEATTLE, March 27.—The second day of the street-car strike was more free from scenes of disorder than the first. The drizzling rain made standing on the street unpleasant, and the crowds around Second avenue and Pike street were not nearly so large as the first day. The day closed with the situation unchanged. Both sides are "standing pat." The strikers say they have a trump card up their sleeve, which will be played in a day or two. The company officials say they are not playing cards, but are trying to operate street-cars. The big new paint shop at the corner of Seventh and Olive streets is being converted into a lodging-house, for the use of the men who want to work for the company. Complete arrangements for feeding and sleeping 200 men have been made, so that there is not the slightest indication of yielding an inch on the part of the company.

The strikers say that not a man has left their ranks since the strike was declared, and that they have added the names of several men who were running cars the first day of the strike. The courage of the striking carmen is high, and they cannot see how they can lose the fight. The officers of the company are not saying much, but every time men are procured

(Concluded on Second Page.)

CANDIDATE FOR CONGRESSIONAL NOMINATION IN FIRST DISTRICT



WILLIAM IRA VAWTER, OF MEDFORD.

MEDFORD, Or., March 27.—(Special).—William Ira Vawter, who will come before the Congressional convention at Eugene, April 8, as a successor of the late Hon. Thomas H. Tongue, is a prominent attorney, banker and business man of Jackson County.

He was born in Linn County in 1863, graduated from the Oregon State University in 1886, and the two years following his graduation he was principal of the public schools in Eugene. In 1888 he founded the Jackson County Bank at Medford, and has been connected with that institution ever since. He is one of the ablest and most successful attorneys in Southern Oregon, and has served as Mayor of this city. Otherwise, he has not held public office.

Mr. Vawter has always been active in Republican politics, and is in every way eminently fitted for the district's next Congressman. He is a man of genial personality, a pleasing and fluent speaker, and thoroughly in touch with the wants of the Northwest and Oregon.

DARE TO PRINT EVERYTHING
Women Undertake to Run Newspaper and Tell Exact Truth.

CHICAGO, March 27.—Plans are almost completed here for the launching of a daily newspaper, to be owned and operated exclusively by women and which shall "dare to print everything and anything exactly as it really is." A company has been formed with Mrs. Alice Blount at its head.

To Raise Head-Tax on Chinese. OTTAWA, Ont., March 27.—A bill increasing the head-tax on Chinese entering Canada from \$100 to \$200 was introduced in the House by Premier Laurier today and read for the first time. Sir Wilfrid states that as the Japanese government prohibits the emigration of Japanese into Canada, that settled the Japanese question.

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