



BILL IS DOOMED

House Committee Will Block Land Reforms.

MAXWELL TOLD TOO MUCH

Railroads Believed to Be Playing for Great Gain.

WANT MARKET FOR HOLDINGS

Lacey, Mondell and Other Men of Influence Are Now Willing to Let the Timber Act Stand for a Time.

- PUBLIC LANDS COMMITTEE. John F. Lacey, Iowa. Frank W. Mondell, Wyoming. James M. Miller, Kansas. James C. Needham, California. Eben W. Martin, South Dakota. Joseph W. Fordney, Michigan. Andrew J. Volstead, Minnesota. Philip Knopf, Illinois. George Shiras III, Pennsylvania. J. J. McCarthy, Nebraska. Francis M. Dixon, Montana. John L. Burnett, Alabama. George P. Foster, Illinois. William W. Tucker, Missouri. Carter Glass, Virginia. Bernard S. Hodder, New Mexico.

OREGONIAN NEWS BUREAU, Washington, D. C., April 20.—The House committee on public lands is to hold an executive session Friday to take action on the Senate bill repealing the timber and stone act and authorizing the sale of public timber to the best bidder. It has been apparent during the course of hearings that the House committee is overwhelmingly opposed to repealing the timber and stone act, and an adverse report is looked for which will mean no remedial land legislation this session.

A month ago there was a possibility that the House committee might report this bill, although a deal had been made between the Senate committee and the leading members of the House committee to quash the measure and prevent it getting before the House. At that time, it is said a majority of the members of the House committee favored the bill and stood ready to report it, if given an opportunity.

There has been great reversal of sentiment, however, due to the admissions made by George H. Maxwell, president of the National Irrigation Association. During the hearing on the bill he told the committee that transcontinental railroads and large holders of scrip had been contributing \$50,000 annually to maintain his association, and that these contributors looked to the organization to exert itself to secure the repeal of the timber and stone, desert land and homestead commutation laws.

This admission has been generally taken by members of the House to mean that these scrip-holders have been making systematic attempts to secure legislation which would compel persons seeking timber lands and large holdings of others to buy from the railroads or purchase blocks of scrip. In other words, members generally believe that the agitation for land reform is instigated entirely by the railroads and scrip-holders with a view to increasing the value of their lands and providing a ready market for them. So strong has become this belief that all chance of passing the Senate bill through the House, even if it could be reported, has been destroyed.

Chairman Lacey, Representative Mondell and other prominent and influential members of the House committee are de-

termined that the Senate bill shall not be reported, and their influence is such as to prevent action at this session, even though adverse sentiment had not grown up as a result of Maxwell's admissions.

IRRIGATION WORKS FOR IDAHO

Government Decides to Take in the Payette Valley Project.

OREGONIAN NEWS BUREAU, Washington, April 20.—The Government has finally decided to take up the Payette irrigation project, in Idaho, which contemplates the reclamation of 140,000 acres of land in Boise and Payette Valleys, by diverting the waters of Boise River. Examinations of this project have been under way for several years, and the department is now convinced that the project is feasible and can be carried out at a reasonable cost.

During the coming summer, final surveys will be made for canals and other works, and it is expected that contracts for the construction can be prepared and let by the end of the season.

The board of consulting engineers will consist of H. N. Savage, J. H. Quinton and W. H. Sanders which will soon examine the Umatilla and Malheur irrigation projects in Eastern Oregon to determine which of the two is the better adapted for Government construction. The report of this board is likely to lead to the formal adoption of one or the other of these projects.

Work on Postoffice Delayed.

OREGONIAN NEWS BUREAU, Washington, April 20.—Because of a desire to change the plans, work on the Portland Postoffice has been further delayed. A department agent at Seattle has been ordered to Portland to find out what alterations are desired, and report to the department.

Rural Mail for Waitsburg.

OREGONIAN NEWS BUREAU, Washington, April 20.—Rural free delivery service was today ordered established, May 16, at Waitsburg, Wash., with one carrier.

COURT TIES HANDS OF HILL.

Plan for Dissolving the Merger is Temporarily Restrained.

TRENTON, N. J., April 20.—Suit was begun in the United States Circuit Court for the New Jersey district against the Northern Securities Company, by E. H. Harriman, W. S. Pierce, the Oregon Short Line Railroad Company and the Equitable Trust Company of New York, trustees under the Oregon Short Line participation mortgage, to restrain the Northern Securities Company from carrying out the plan adopted by its directors for the distribution of the stocks of the Great Northern and Northern Pacific stocks held in the treasury of the defendant company. The facts in the case as recited by the bill of complaint cover substantially the same ground as the bill of complaint filed in the District of Minnesota, which was decided on Tuesday adversely to the Harriman interests.

Counsel for Harriman Confer.

NEW YORK, April 20.—A report was circulated today in this city to the effect that a new suit had been started against the Northern Securities Company, and that an order in the suit, signed by Justice Golercher, of the Supreme Court, had been issued returnable tomorrow. Justice Golercher said he had not signed any such order. This new suit was said to have been instituted by C. H. Verner, of Boston, who was interested in the suit brought by the Continental Securities Company, whose application for an injunction against tomorrow's meeting of the Northern Securities Company and against the announced method for distributing the holdings of railroad stocks was denied by Vice-Chancellor Bergen, in Jersey City, on Monday. It was later reported that copies of an order directing E. H. Harriman and the Union Pacific Railway to show cause why they should not refuse to accept the stock to be distributed to them under the Hill plan, were served upon the counsel for Harriman and upon the officers of the Northern Securities Company, who must also appear in the action. A conference of counsel on the Harriman side was held late in the afternoon at the office of Kahn, Loeb & Co. It was said afterward that no announcement was ready as to the plan of action to be taken.

WILL LOSE STATE

Murphy Sure Parker Can't Carry New York.

SAME IS TRUE OF HEARST

Boom for McClellan Is Making Great Headway.

HIS SUCCESS MEANS TROUBLE

Fornes Would Become Mayor and Tammany Could Not Control Him—Feeling of Sadness at the Hearst Headquarters.

NEW YORK, April 20.—(Special)—The Hearst boom is beginning to bag at the knees.

That's the way the situation looks to a man on the ground in the East. New York is on record for Parker and reports that reach here from other sections indicate that delegates Hearst has been relying on are preparing to drop into the Judge's political game bag.

Boss Murphy, of Tammany, continues to think the State Convention did wrong in declaring for Parker. Coming up from Atlantic City, in company with a number of newspaper men, he outlined the situation from his viewpoint with great apparent frankness.

"The facts in the case are just these," he said. "There is a possibility that the Democrats may win, but it can only be accomplished by taking advantage of everything that arises. At the present time there are only two candidates for the nomination. One is William Randolph Hearst and the other is Judge Parker. Neither of them could be elected, in my opinion, and I am absolutely certain that neither of them could carry New York. Democrats from other localities express a willingness to support any man who we present as the strongest man and the man who can carry New York State. If we nominate Parker, we must take the responsibility if he is defeated. The result would be that our reputation would be ruined, and the next time we presented a New Yorker we would have to combat prejudice and ridicule."

Denies He Made Deal With Hill.

Mr. Murphy declares absolutely that he has made no agreement with Hill concerning the Governorship, but it seems to be pretty clearly understood that Tammany will be asked to furnish the man. Whatever chance Parker might have to carry the state would be entirely lost unless Tammany gives him the heartiest kind of support, and a straight Hill ticket from start to finish would mean a fanatical scalp-dance in little old New York. Hill realizes it. Parker realizes it, and Murphy understands it.

This explains why the boom for Mayor McClellan is making great headway. Even the most bigoted Republicans admit he has given the city an admirable administration, and up to date the Tammany Tiger seems to have had his teeth drawn and his claws trimmed down. He has avoided the mistakes of the Low administration, but has prevented the wide-open town which gamblers and sports generally expected him to introduce.

Tammany men declare, however, that McClellan cannot take the nomination, for it would mean the elevation to the Mayorship of the president of the Board of Aldermen, who succeeds, under the charter, in case of a vacancy.

Now President J. V. Fornes is not a Tammany man. He was a reformer two years ago, did some grand and lofty tumbling last year and landed in office again, but as "Big Tim" Sullivan said the other day, "God knows what he is politically."

The Tammany crowd realize that they could not control him, and they don't know who would. They are afraid he would give them a lively year, mix everything up and cause defeat in 1906. Murphy, however, is a strong supporter of Mayor McClellan and is seemingly willing that the organization should take a chance, if it will redound to the advantage of his friend. Here is Murphy's "dream":

The Murphy Dream.

November, 1904—Mayor McClellan nominated and elected Governor. November, 1906—Governor McClellan re-elected. November, 1908—Governor McClellan elected President.

Murphy's friends, however, are telling him that Hill will never help him to carry out these schemes. Murphy does not trust Hill and he does not like him. In fact his language when he talks of the ex-United States Senator is more emphatic than polite. But he believes that Hill will have to "vote fair" if he wants to help along his friend Parker.

National Committeeman Norman M. Marcik declares that the National Convention will get over its work in a hurry. "Judge Parker's nomination is as certain as Roosevelt's," he declared. "It is as certain as anything in the future can be that he will be the nominee of the Democratic party. I wouldn't be surprised to see all opposition to him melt away. With New York in line the other states are getting in shape with gratifying promptness. The Hearst boom, which once looked formidable, is getting weaker every day. Hearst Boomers Mostly Reporters. Up at the Hoffman House, where the Hearst men hang out, there is a feeling of sadness. Still it has been one of the funniest campaigns that has ever been heard of. The men in charge of it are not practical politicians, in fact the greater proportion of them are men who have been drafted from the Hearst newspapers.

For example, a former city editor of the

New York American, Max Ihmsen, is in charge of the whole affair. His last address was Texas. Managing Editor Mooney is busy in Tennessee. Managing Editor Lawrence, of Chicago, has charge of the Indiana situation, and Publisher Nathan Cohen, of Das Morgen Journal, Hearst's New York German daily, assisted by James Farrelly, an extremely bright reporter, run the Hoffman House headquarters.

Their associates in the different states are largely reporters and discredited labor agitators. For example, in New Jersey an individual named Doolin was in charge, and the net result of his work was "nothing Doolin" principally, it is said, because of his personal unpopularity with men throughout the state.

There is an absolute lack of what politicians regard as necessary organization, and in almost every state the Hearst men have endeavored to form organizations and machines of their very own. This, of course, has made the machine men fight them whether they are opposed to Hearst or not, and it has caused him to lose a great many delegates which he might otherwise have counted on for himself.

Hearst clubs have been organized all over the country, but in this section of the United States their work has been absolutely without result. Hearst couldn't get a delegate from New York with an ax, and he knows it.

New York Papers Pound Boom.

All the New York newspapers have begun to pound the Hearst boom, and the Hearst papers respond with journalistic broadsides. The Times has been characterized as Belmont's paper, controlled by his tame O'Neil, a play on the publisher's name. Oswald Villard, of the Post, has been called "the son of a financial pirate who did what his father would never do, and the staid Brooklyn Eagle has come in for some choice remarks.

The Eagle responded by declaring that the man who really runs the Journal and has the brains is Arthur Brisbane, the editor, and gravely declaring that he, not Hearst, should be the candidate if the radicals are to control the convention. This mock boom has been taken up joyously by other publications, and the result is that Brisbane has been given a great deal of advertising that he does not care for.

The Hearst men still insist that they will be able to control the National Convention and nominate their man, although they admit that New York has given them a very bad black eye. Every morning the Hearst papers print a long list of "glorious victories," many of which they have to take back the next day. All in all, it is the most joyful kind of a campaign, but the Hearst boomers are beginning to fear that they will be out of work soon, perhaps even before the National Convention meets.

TRAINROBBER GET \$50,000.

Four Men Hold Up Mail Car on Trans-Caucasian Line.

TELERS, April 20.—A train on the Trans-Caucasian Railway was held up between Novosentak and Abasha by four armed men, who entered the mail car and, after binding the officials, escaped with registered letters and valuables worth \$50,000.

RATE DOWN AGAIN

Mr. Stubbs Yields Point to Lumbermen.

INDUSTRY WILL REVIVE

Southern Pacific Restores Rate of \$3.10 a Ton.

REJOICING UP THE VALLEY

Rail Shipments to California Coast Points Can Be Resumed—Booth-Kelly Company Prepares to Operate Full Capacity.

The most important result of the recent visit of Traffic Director J. C. Stubbs, of the Southern Pacific Company, is the reduction of the rate on lumber from points in Oregon to coast points in California to the former figure of \$3.10 per 100 pounds. In consequence of the raising of the rate some months ago to \$5 to all points which could be reached by water, there was a great reduction in the number of men employed both in the woods and the mills of a number of companies operating up the valley. When Mr. Stubbs was here a delegation of lumbermen waited on him and obtained from him a promise to restore the former rate. The good effect of this announcement is seen in the following dispatch from Eugene:

"Eugene, Or., April 20.—(Special)—Nothing has occurred for a long time which is so gratifying to the business interests of Lane County as the act of the Southern Pacific Company in restoring the rate of \$3.10 per ton on lumber from Willamette Valley points to San Francisco. Since the rate was raised last Fall to \$5 per ton, the vast lumbering interests of this county have been unable to operate the mills to anything like their full capacity, and as a result nearly every business has felt some depression.

"The Booth-Kelly Company, which a year ago was running a force of 1000 men in four large mills, has only been doing about one-third of its full business. Now this company announces that it will at once increase its output and put on its old force of operatives. The mills that are running now part time will run full time, and other mills will start as soon as

they can be had. Logging crews are to be put in the woods at once." "Nothing could be of greater benefit to Lane County than this restoration of former rates by the railroad."

HE WOULD LIKE TO KNOW.



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BLIZZARD RAGES IN ST. LOUIS.

Storm Begins With Sleet and the Temperature Drops Rapidly.

ST. LOUIS, April 20.—A severe storm raged here today, at times assuming the proportions of a blizzard. The storm began with a sleet storm, followed by a fall of 20 degrees of temperature. Following there was a snowfall of five inches. Street traffic was impeded and trains were late.

The snow prevented the games between St. Louis and Chicago National League teams, and St. Louis and Cleveland American League teams, scheduled for today. Five to seven inches of snow fell within a radius of 100 miles of St. Louis.

Snow in Kentucky.

LOUISVILLE, Ky., April 20.—Dispatches received report a heavy snowfall and damage to fruit in Western Kentucky. A snowfall at this time of the year in these localities is unprecedented.

Light Snow at Kansas City.

KANSAS CITY, April 20.—A light snow, accompanied by a fall in the temperature, fell in Northwestern Missouri today. Throughout Kansas there was a heavy rain, an inch of water falling.

Zero Weather in Vermont.

MONTPELIER, Vt., April 20.—Central and Northern Vermont are now covered as the result of a snow storm which began last night and still prevailed today. The mercury stands at zero.

Furious Snow Storm in New York.

OSWEGO, N. Y., April 20.—A furious snow storm with high winds and low temperature was raging in this section today. Blizzard conditions prevail throughout Northern New York.

Coldest April in Ten Years.

HAGERSTOWN, Md., April 20.—The coldest weather in April for ten years prevails in this section. Small streams were frozen over and wagons crossed on the ice.

Heaviest Snow in Thirty Years.

EVANSVILLE, Ind., April 20.—The heaviest snowfall in 30 years has delayed traffic today and all trains are late. At Rockport the fall of snow was four inches.

North Carolina Traffic Impeded.

CHARLOTTE, N. C., April 20.—A snow-storm today impeded street-cars and steam railroad traffic.

WILL LAY GREAT PIPE-LINE.

Standard Oil Company Will Build From Texas to New York.

CHICAGO, April 20.—The morning papers will announce that the Standard Oil Company has planned to lay a pipe line from Texas to New York, with branch lines radiating to the various oil fields. In this way the entire oil production of the United States is to be handled. As an adjunct to this enterprise refineries will be erected at convenient intervals. The cost of pumping oil is said to be about one-tenth of that of shipping it by rail.

ON THEIR FLANK

Japanese Ready to Advance on Russians.

SECOND ARMY SHOWS UP

Potsina Is the Point Where It Will Disembark.

ENEMY CAN CAUSE NO WORRY

Troops Will Be in a Good Position to Move on Mukden—Feng Hang Chen Will Be the Scene of a Great Battle.

SPECIAL CABLE TO THE LONDON TIMES AND PORTLAND OREGONIAN.

ST. PETERSBURG, April 21.—The subjoined telegram from General Kouropatkin received by the Czar yesterday has been made public. General Kashtalinsky reports as follows on April 19:

"All is quiet on the Yalu. The Japanese are throwing up intrenchments opposite Golutzky and further to the north. The numbers of Japanese troops are increasing. They are concentrating at Wiju and spreading north along the Yalu. "Cossack sentinels have observed the lights of Japanese transports near China Tai Te, opposite the village of Potsina, 25 versts west of Tatumkau. The vessels were anchored at a distance of 50 versts from the shore.

"According to dispatches from General Mitenchenko, Japanese ships were also seen near Sou Chou." The appearance of Japanese troops off Potsina is believed here to be the beginning of the oft-rumored attempt on the part of the enemy to inaugurate a flanking movement. If the troops are landed under the guns of warships, their landing cannot be prevented, and they will be in a position to threaten Mukden, where the Russian army headquarters are now located.

Military experts here have long regarded the vicinity of Potsina as the probable point of disembarkation of the second Japanese expedition. It is not far away from Taku Shan, 12 miles to the east, and connects by road with Port Arthur, 150 miles to the southwest, and Feng Huan Cheng, 50 miles to the northwest, where the Russians will make their first obstinate resistance.

Though the Japanese are building intrenchments on the Yalu, it is believed they will advance soon. The arrangement (Continued on Second Page.)

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