

GOVERNOR VETOES PORTLAND BILL

BAILEY STILL ALIVE

Commissioner Thomas Fails to Recognize Him.

NO GORE ON FLOOR OF HOUSE

Captain Spencer and His Fellow-Members of the Port of Portland Commission Breathe Anger and Much Denial.

SALEM, Or., Feb. 8.—(Special.)—With blood in their eyes and anger in their voices, E. W. Spencer and G. B. Thomas entered the portals of the Capitol today. They had been kicked out of the Port of Portland Commission and did not like the political boot that had lifted them off their feet.

Spencer brands as false the story told by Multnomah machine-workers that he desired his resignation from the commission to be pulled from under him, and Thomas declares that the tales told against his service on the board commission are naughty, untrue and malicious.

Arm in arm behind the two warriors, and pitched their tent in the lobby, and though awhile back they had been saying harsh things about each other—that was before a common foe had made them kin.

"I've been just as good a Mitchell man as any of 'em," quoth Captain Spencer, with indignation in his voice, "and I don't think I've been well treated."

"I never agreed to play the Matthews game," asserted Thomas, whose dejection comes from his refusal to stand in with the political organization, "and I don't think I've been well treated."

"I don't think I've been well treated," said Thomas sharply, and strode off in the direction of Representative Bailey, but Bailey says Thomas didn't arrive, or rather that he has been the straight arrow.

"If they'd say anything like that about me," proclaimed Spencer, "I'd use a big stick."

And the resentment of the two gentlemen was terrible to behold. They hinted at the most primitive when friends might be needed yet might not be had. The train will camp here several days or until things are "fixed," so that the Governor's veto of the bill appointing Senator Holman and Representative T. J. Crang on the board in their places shall be absolutely sure of being sustained by the Legislature.

The reason assigned by members of the Multnomah delegation for the dismissal of Captain Spencer was that he wished to be let out, unless the delegation should clean out the commission. Spencer, however, does not desire to go to that limit and therefore took Spencer at his word, yet why they should desire to clean him out is not the comprehension of Spencer's friends, or he has been one of their workers in the ranks.

"I didn't say I wished to be let out of the commission," remarked Spencer, "but I did say that I was unwilling to serve on the board as a cipher in a minority for two years longer. It was only fair that the side which had won the battle should control the commission. Spencer's friends should have a working majority of at least four of the seven members, but I don't see why I should have been thrown out."

Thomas has a kick of his own, but only a part of his force comes from the graft stories. The Multnomah machine is as potent as ever, and the story he tells is something in this wise:

Two years ago, just before Thomas was appointed by the Legislature, Jack Matthews summoned him to a conference, and the two fixed up a deal whereby Thomas was to go on the commission. "Organization" men say that Thomas pledged himself to stand on state occasions and there is corroborative evidence that he did make such promise, though he denies that he bound himself up body and hand.

When the commission started to organize Thomas found P. L. Willis slated for president, Madison Welch for engineer and B. D. Sigler for clerk, and this being the case he was unwilling to go along with the deal. Willis and Adams organized the commission.

Thomas says, "I was a candidate myself for president, and why not?" The upshot of the feud probably will be a veto from the Governor on the bill appointing Willis, Adams and Willis as the members of the Legislature should not accept appointments from that body to any office. Furthermore, opponents of the measure allege that O. R. & N. influences are seeking the changes in order to have an auxiliary in the commission for its navigational work.

TO CUT OFF DRAIN

Plan of Reformers of Normal School Policy.

WEAKEST OF THE FOUR

Senators Are Finding That the Cascade County Question Is Hindering the Reduction So Much Desired by Many.

SALEM, Or., Feb. 8.—(Special.)—Though Senator Miller's bill to abolish all the State Normal Schools and create a new one centrally located was defeated today, the fight for reform in the Normal School policy of the state has not ended.

The Senate committee on education has agreed to report favorably on Miller's bill to reduce the number of Normal Schools and this measure will come to a vote with some prospect of passing.

There were 12 votes in the Senate today in favor of abolishing the four Normal Schools and it is believed by friends of the measure that when the question is presented upon the discontinuance of only one, and that by first striking the Cascade, there will be no trouble in securing the other four votes necessary.

The Cascade County question is very seriously hindering the effort to reduce the number of Normal Schools and though it is difficult to see the connection between Normal Schools and county boundaries, some of the members of the Senate are finding out the connection.

For instance, some men who are interested in the defeat of the Cascade County bill feel the pressure brought to bear upon the Cascade County question is hindering the effort to reduce the number of Normal Schools.

Nevertheless those who are back of the move to cut out one Normal School feel that they can secure the necessary votes to pass the act to constitute a misdemeanor punishable by fine or imprisonment.

GRANGERS CLASH WITH HODSON Members in Columbia County Are Against Raise in Pay of Officers.

ST. HELENS, Or., Feb. 8.—(Special.)—Prominent Grangers for the County of Columbia met at Deer Island Saturday last with a very large attendance and class of candidates for the fifth degree.

One matter that came before the county organization was a letter from Senator Hodson, representing Multnomah, Washington and Columbia Counties.

It appears that total Grange located in the Columbia Valley, and the State Senator in regard to certain legislative matters, including a bill introduced by him for the purpose of raising the salaries of the officers of that county and protesting against the same.

Senator Hodson's reply was deemed to be arrogant and discourteous in the extreme. It was very curtly informed the Grange that he did not believe any member of that organization was as competent as himself to determine the wisdom of legislation affecting the entire state.

He informed the Grange that the salaries of the officers of Columbia County were disgracefully low and that he had secured the passage of a bill in the Senate providing for raising them and hoped it would be passed by the Legislature.

The bill raises the Clerk from \$1000 to \$1200; Deputy, \$900 to \$1000; Treasurer, \$700 to \$800; Assessor, \$600 to \$700. A resolution was also passed to send a copy direct to Representative Mayger to the effect that the Grange is opposed to raising any officer's salary during the term to which he is elected.

Grangers are in circulation throughout the county in line with this resolution and are being freely signed. It is believed that the bill will be passed by the Legislature.

DEMOCRATS TO LOSE CONTROL OF THE POLICE.

Bill Passes at Night Session After Sharp Debate Lasting About an Hour.

NEW ASTORIA CHARTER

Enforcement of Law, He Says, Will Be Made Much Easier.

SALEM, Or., Feb. 8.—(Special.)—Master Fish Warden Van Dusen is at the capital in the interest of fish legislation and says that there is a good prospect that the laws will be much better arranged by the present Legislature than they have been by any other.

When the bill appeared Mayor of Columbia stated that the Democrats would protest against its passage because their absolute control of the city would be mitigated by a new charter, and he was called for a call the House.

He reviewed the political history of Astoria and said that he fully understood orders had been given to Republicans to pass the bill.

"I don't take orders from any one," cried Bailey of Multnomah, and urged the passage of the bill.

After an hour's discussion the vote stood 29 yeas and 16 noes, the following voting: Barnes, Blakely, Burns of Clatsop, Burns of Coos, Caldwell, Carter, Cavender, Chamberlain, Cole, Givars, Fawcett, Flint, Kunev, Laws, Munkers, Smith of Josephine.

The Medford charter, the provision giving the City Council power to regulate liquor traffic and exempting the city from general laws of the state on the subject, passed by a large majority.

Several important fishery bills have already passed both houses—one to approve the fishery code and another to raise license for fishing gear, canneries and cold storage plants; one to repeal the law which protects black bass.

One of Senator Tuttle's bills, not yet passed by the Senate, appropriates \$50 for one gasoline patrolboat to add the Fish Warden to the law for another.

Another of Tuttle's bills, which has passed the Senate, provides that no salting shall be permitted within five miles of hatchery racks, nor within 60 feet of dams.

Some of the bills which have passed the Senate, provide that no salting shall be permitted within five miles of hatchery racks, nor within 60 feet of dams.

Some of the bills which have passed the Senate, provide that no salting shall be permitted within five miles of hatchery racks, nor within 60 feet of dams.

Some of the bills which have passed the Senate, provide that no salting shall be permitted within five miles of hatchery racks, nor within 60 feet of dams.

Some of the bills which have passed the Senate, provide that no salting shall be permitted within five miles of hatchery racks, nor within 60 feet of dams.

Some of the bills which have passed the Senate, provide that no salting shall be permitted within five miles of hatchery racks, nor within 60 feet of dams.

SOME FACES SEEN IN THE LOBBY

Courtesies of House Extended to Ex-Governor Gear and McKinley Mitchell.

REGULATION OF AUTO SPEED

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

REGULATION OF AUTO SPEED

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

REGULATION OF AUTO SPEED

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

SALEM, Or., Feb. 8.—(Special.)—The Senate committee on roads and highways has decided to report an automobile bill fixing a speed limit of eight miles an hour in cities, and this must be reduced to four miles at crossings.

PURE-FOOD BILL PASSES HOUSE

Amount of Solids in Condensed Milk Is Cut Down.

PURE-FOOD BILL PASSES HOUSE

SALEM, Or., Feb. 8.—(Special.)—Capitulation passed yesterday afternoon this afternoon with just one dissenting voice, that of Munkers of Linn. At the last moment the amount of solids in condensed milk was reduced from 24 to 22 percent, but otherwise the bill went through as previously summarized.

The salary of the State Dairy and Food Commissioner is heretofore to be raised to \$5000 a year, but for traveling expenses, and he is to be allowed one chemist deputy at \$1500 a year.

The provisions covering adulteration of foods and drinks are broad, and go much farther than those of the present law. Nearly every article of food from flour to jelly is considered, and drinks from cream to ready-made wine are covered.

As in the existing law, special attention is to be paid to the inspection of dairies and creameries. The Commissioner does not take effect until after the election of June, 1908. The Commissioner is given the power to appoint additional inspectors, but the salary of the Commissioner is to be \$5000 a year.

As in the existing law, special attention is to be paid to the inspection of dairies and creameries. The Commissioner does not take effect until after the election of June, 1908. The Commissioner is given the power to appoint additional inspectors, but the salary of the Commissioner is to be \$5000 a year.

As in the existing law, special attention is to be paid to the inspection of dairies and creameries. The Commissioner does not take effect until after the election of June, 1908. The Commissioner is given the power to appoint additional inspectors, but the salary of the Commissioner is to be \$5000 a year.

As in the existing law, special attention is to be paid to the inspection of dairies and creameries. The Commissioner does not take effect until after the election of June, 1908. The Commissioner is given the power to appoint additional inspectors, but the salary of the Commissioner is to be \$5000 a year.

As in the existing law, special attention is to be paid to the inspection of dairies and creameries. The Commissioner does not take effect until after the election of June, 1908. The Commissioner is given the power to appoint additional inspectors, but the salary of the Commissioner is to be \$5000 a year.

As in the existing law, special attention is to be paid to the inspection of dairies and creameries. The Commissioner does not take effect until after the election of June, 1908. The Commissioner is given the power to appoint additional inspectors, but the salary of the Commissioner is to be \$5000 a year.

As in the existing law, special attention is to be paid to the inspection of dairies and creameries. The Commissioner does not take effect until after the election of June, 1908. The Commissioner is given the power to appoint additional inspectors, but the salary of the Commissioner is to be \$5000 a year.

As in the existing law, special attention is to be paid to the inspection of dairies and creameries. The Commissioner does not take effect until after the election of June, 1908. The Commissioner is given the power to appoint additional inspectors, but the salary of the Commissioner is to be \$5000 a year.

As in the existing law, special attention is to be paid to the inspection of dairies and creameries. The Commissioner does not take effect until after the election of June, 1908. The Commissioner is given the power to appoint additional inspectors, but the salary of the Commissioner is to be \$5000 a year.

As in the existing law, special attention is to be paid to the inspection of dairies and creameries. The Commissioner does not take effect until after the election of June, 1908. The Commissioner is given the power to appoint additional inspectors, but the salary of the Commissioner is to be \$5000 a year.

As in the existing law, special attention is to be paid to the inspection of dairies and creameries. The Commissioner does not take effect until after the election of June, 1908. The Commissioner is given the power to appoint additional inspectors, but the salary of the Commissioner is to be \$5000 a year.

As in the existing law, special attention is to be paid to the inspection of dairies and creameries. The Commissioner does not take effect until after the election of June, 1908. The Commissioner is given the power to appoint additional inspectors, but the salary of the Commissioner is to be \$5000 a year.

RAILROAD BILL REVIVED

House Passes After Explanation of Two Principal Objections Have Been Given.

RAILROAD BILL REVIVED

SALEM, Or., Feb. 8.—(Special.)—The so-called Railroad Commission bill of Representative Killingsworth, of Multnomah, was reintroduced from the table of the House today, after arguments by its sponsor and "Bob" Smith passed the House by a vote of 24 to 18.

The bill, as passed, is not the original measure introduced by Killingsworth by request for the Multnomah Representative, but one which was introduced by its sponsor and "Bob" Smith passed the House by a vote of 24 to 18.

The bill, as passed, is not the original measure introduced by Killingsworth by request for the Multnomah Representative, but one which was introduced by its sponsor and "Bob" Smith passed the House by a vote of 24 to 18.

The bill, as passed, is not the original measure introduced by Killingsworth by request for the Multnomah Representative, but one which was introduced by its sponsor and "Bob" Smith passed the House by a vote of 24 to 18.

The bill, as passed, is not the original measure introduced by Killingsworth by request for the Multnomah Representative, but one which was introduced by its sponsor and "Bob" Smith passed the House by a vote of 24 to 18.

The bill, as passed, is not the original measure introduced by Killingsworth by request for the Multnomah Representative, but one which was introduced by its sponsor and "Bob" Smith passed the House by a vote of 24 to 18.

The bill, as passed, is not the original measure introduced by Killingsworth by request for the Multnomah Representative, but one which was introduced by its sponsor and "Bob" Smith passed the House by a vote of 24 to 18.

The bill, as passed, is not the original measure introduced by Killingsworth by request for the Multnomah Representative, but one which was introduced by its sponsor and "Bob" Smith passed the House by a vote of 24 to 18.

The bill, as passed, is not the original measure introduced by Killingsworth by request for the Multnomah Representative, but one which was introduced by its sponsor and "Bob" Smith passed the House by a vote of 24 to 18.

The bill, as passed, is not the original measure introduced by Killingsworth by request for the Multnomah Representative, but one which was introduced by its sponsor and "Bob" Smith passed the House by a vote of 24 to 18.

The bill, as passed, is not the original measure introduced by Killingsworth by request for the Multnomah Representative, but one which was introduced by its sponsor and "Bob" Smith passed the House by a vote of 24 to 18.

The bill, as passed, is not the original measure introduced by Killingsworth by request for the Multnomah Representative, but one which was introduced by its sponsor and "Bob" Smith passed the House by a vote of 24 to 18.

The bill, as passed, is not the original measure introduced by Killingsworth by request for the Multnomah Representative, but one which was introduced by its sponsor and "Bob" Smith passed the House by a vote of 24 to 18.

The bill, as passed, is not the original measure introduced by Killingsworth by request for the Multnomah Representative, but one which was introduced by its sponsor and "Bob" Smith passed the House by a vote of 24 to 18.

The bill, as passed, is not the original measure introduced by Killingsworth by request for the Multnomah Representative, but one which was introduced by its sponsor and "Bob" Smith passed the House by a vote of 24 to 18.