

ALL GO TOGETHER

Senate Rejects Amendments to Rate Bill.

LA FOLLETTE GETS ANGRY

Accuses Hale of Blocking His Work. Elkins Promises Employers' Liability Bill—Plan to Enlarge Commission.

WASHINGTON, May 14.—The session of the Senate today passed without an exciting incident and without the adoption of a single amendment to the railroad rate bill, notwithstanding that measure was under consideration practically all the time from the hour of convening 11 o'clock until adjournment at 5:15 P. M. The most characteristic feature of the day was the rejection of amendments. This was accomplished either by direct vote or by the process of voting on the table and one followed another in rapid succession.

Among the provisions thus adversely disposed of were several intended to fix the liability of railroad companies for injury to employees. The presentation of provisions intended to accomplish this purpose was the subject of bringing out a practically authoritative statement that the committee on interstate commerce will report the independent Harbinger bill on the subject which is now pending before it.

May Make New Commission. When the Senate adjourned, the eighth section, regulating the personnel of the Interstate Commerce Commission, was under consideration and adjournment was postponed to a somewhat earlier hour than usual in the hope that there could be prepared a more acceptable provision covering that subject than the Harbinger bill presented. Lodge offered a substitute for the pending section, providing for a new Commission of nine members, one from each of the judicial circuits, but indicated a willingness to accept modification suggested by Bailey, requiring the creation of nine transportation districts, with one member from each of them.

La Follette Sat Upon.

Daniel attempted to perfect his amendment, which was under consideration when the Senate adjourned Saturday. La Follette offered a substitute, making new evidence produced at a court review available to the Interstate Commerce Commission for 30 days, that the Commission might change its order if necessary. Hale had both amendments tabled, whereupon Daniel came forward with another amendment of a technical character, and Morgan introduced a substitute, on request of Daniel. Morgan temporarily withdrew his amendment, but the Daniel amendment profited nothing thereby, as Aldrich sent it to join the others on the table. Morgan's substitute again came to the front and was voted down, "four to seven," as Morgan claimed in demanding an aye and no vote.

Morgan's amendment calls for a jury trial in certain contingencies, and necessitates an appeal within 30 days. La Follette came forward with an amendment to the Interstate Commerce Commission to establish the fair value of every railroad, and with the assistance of Spooner, Morgan and Bacon succeeded in keeping it off the table for a time, a motion to table being voted down.

Wisconsin Man's Threat.

Clarke of Arkansas spoke in support of the amendment. When Clarke sat down, Hale was ready with his motion to table, but waited for La Follette to explain his amendment. The latter declared that Hale was always ready to table anything that he (La Follette) brought up, and as long as he remained in the Senate there would never be unanimous consent to table on similar propositions. The Wisconsin Senator thereupon explained that the Commission must be given power to ascertain the fair value of the railroads in order to correctly arrive at a just and reasonable rate. La Follette having concluded his amendment motion on the table, on motion of Hale, 40 to 21.

Foraker urged an amendment allowing any complainant to go directly into court if permission to do so were granted by the Commission. Foraker thought the Senate had improved the rate bill, but believed that it conferred legislative, judicial and executive powers on the Commission, thus rendering the bill unconstitutional. The amendment was defeated, 40 to 19.

An amendment providing that nothing in the rate bill should prevent any person from bringing suit in law or equity in any court against a common carrier was defeated on roll call, 35 to 41. La Follette advocated the compulsory installation of the block-signal system by law, to prevent accidents. The amendment was disagreed to, whereupon La Follette offered another amendment allowing employees of railroads to recover damages for injuries when the negligence of the common carrier was greater than that of the injured employee. La Follette expressed the opinion that the committee on interstate commerce had been negligent in dealing with the question.

Separate Bill on Accidents.

Elkins reminded La Follette that the committee on interstate commerce was considering the question of liability for presentation in a separate measure, but the Wisconsin Senator replied that the bill was not satisfactory, in as much as the committee amendment has the effect of evincing it. Elkins said in reply that the committee had been making such progress on the bill that he was hopeful of securing early action and he thought it much better to legislate in that way than in connection with the rate bill. After further debate the amendment was voted down, 48 to 41.

Proposes Nine Commissioners.

The eighth section, providing for the enlargement of the commission to seven members and fixing their salaries was then read, whereupon Lodge offered his substitute providing for an entirely new commission to be composed of nine members, one to be appointed from each of the United States circuit judicial districts. The substitute also increased the salaries of the commissioners from \$10,000 to \$12,000 a year. Bailey suggested that an improvement could be secured by dividing the country into nine transportation districts and Hale, who had been speaking in favor of the La Follette substitute, said he was willing to accept that modification. Lodge also approved Bailey's suggestion.

Foraker raised several objections to the substitute. He favored a reduction instead of an increase in the number of commissioners, asserting that an increase would result in increasing the delay in adjudication. The Lodge substitute was still being debated when the Senate went

into executive session and shortly afterward adjourned.

CANNOT REACH PRESIDENTS

Stickney Proposes Fine, Not Imprisonment for Rebaters.

WASHINGTON, May 14.—Senator Nelson today had read in the Senate the following telegram from the president of the Chicago Great Western Railway: "St. Paul, Minn., May 12, 1906.—Hon. Knute Nelson, United States Senate, Washington, D. C.: As you know, I am in full sympathy with the features of the amendment proposed to the interstate commerce act, but I desire to protest against the injustice of the proposed amendment imposing fines and imprisonment on officers and agents of railway companies for allowing rebates. Such penalties can never be inflicted upon presidents and high officials of 16,000 miles of railroads of this country who live in New York and do not deal directly with rates, while their demand for revenue will induce some freight agent on a salary of \$3000 or \$4000 a year to grant a rebate.

"Make the penalty as high as you please against the railway company. This is the only way to reach the rail way cars and grand dukes. The penalty of imprisonment was in existence many years, and only one man, a poor freight agent trying to support his family on a meager salary, was imprisoned. A. B. STICKNEY."

WANT TO ANSWER PEIRCE

Two More Discharged Consuls Will Defend Themselves.

WASHINGTON, May 14.—Two of the ex-consular officers beside Robert M. McWade, who were mentioned unfavorably in the famous "confidential report" of Assistant Secretary Peirce, have taken exception to the charges made against them and have appeared at the State Department to get an opportunity to clear themselves. They are Oscar F. Williams, formerly Consul at Singapore, and Richard F. Greener, who was commercial agent at Vladivostok. They will be permitted to make further representations.

CANNOT COLLECT REBATES.

Supreme Court Decides Against the Shippers Suing Railroads.

WASHINGTON, May 14.—The Supreme Court of the United States today, in deciding against Shipp and Dryden in their suit against the Texas & Pacific Railroad, lays down the law that a shipper who is promised a rate below the published tariff and in then charged the full published rate cannot recover the difference, as the action of the road in giving a rate below the tariff is contrary to the interstate commerce act.

Breaks Record for New Laws.

WASHINGTON, May 14.—The files of the index clerk at the State Department show that the first session of the 59th Congress has broken all records in the matter of completed legislation up to this moment, even ready more than 2000 laws have been enacted, which is between 700 and 800 more than in any preceding session up to the beginning of the month of May. The greater part of this mass of law was made up of bills of a private nature and only about 250 of the total enactments were general laws.

Will Double Alaska Cables.

WASHINGTON, May 14.—Orders have been issued by General Allen, the chief signal officer of the Army, for the installation of the duplex system on the Alaska cables. The commercial business of the cables has become so heavy that even by working night and day the operators are not able to handle all the dispatches. With the new system the capacity of the cables will be increased about 75 per cent.

Prays Against Muckrakers.

WASHINGTON, May 14.—Dr. Edward Everett Child, chaplain of the Senate, read to that body on its convening today this text from the Scriptures: "Blessed are ye when ye shall revile and persecute you, and say all manner of evil against you falsely for my sake."

Reorganizing Washington Schools.

WASHINGTON, May 14.—The House had under consideration today a bill relating to the government of the District of Columbia. It completed the bills reorganizing the Washington public school system, then adjourned to the beginning of the month of May. These bills will be taken up tomorrow.

Publishers Compliment President.

WASHINGTON, May 14.—Frederick Driscoll, of Chicago, on behalf of the American Newspaper Publishers' Association, today congratulated President Roosevelt for what the President has done for the principle of arbitration.

Two Washington Postmasters.

WASHINGTON, May 14.—The President today sent the following nominations to the Senate: Postmaster at Washington, F. W. France, Buckley; L. E. Hardy, Kent.

No Rereading in Traction Cases.

WASHINGTON, May 14.—The Supreme Court of the United States has denied the petition for a rehearing in the Chicago traction cases.

Senate Confirms Moonav.

WASHINGTON, May 14.—The Senate today confirmed D. L. Moonav, Postmaster at Baker City, Or.

Roosevelt Will Give Dinner.

WASHINGTON, May 14.—President Roosevelt will give a dinner on Thursday, May 24.

LEWIS RENEWS HIS SUIT

Appeals to the Supreme Court From Judge Humphrey's Order.

WASHINGTON, May 14.—James Hamilton Lewis, corporation counsel of the City of Chicago, today filed with the Supreme Court a petition for a writ of certiorari in the Alton (Illinois) debt case, which got Mr. Lewis into the trouble with Judge Humphrey of the Federal Court at Chicago. Judge Humphrey cited Mr. Lewis for contempt for taking the case into the state courts, while it was pending in the United States court.

Inquiry Into Coal Monopoly.

PHILADELPHIA, May 14.—(Special.)—The Interstate Commerce Commission will tomorrow resume its inquiry into the alleged close relations between railroads and big coal corporations. Nearly the entire time, it is expected, will be devoted to efforts to prove the ownership of stock in coal companies by officials of the Pennsylvania Railroad and discrimination in car distribution. The Baltimore & Ohio will also be put under microscopic examination.

SCARED BROTHERS

Democrats Dread Gompers-Hearst Alliance.

WOULD ELECT TO CONGRESS

Labor Candidates in New York-City May Lose Democrats Half Their Seats, if Threat Made Is Executed.

NEW YORK, May 14.—(Special.)—The

threat of President Samuel Gompers, of the American Federation of Labor, that workmen will run their own candidates for Congress this fall, has greatly worried the members of the local delegation.

It is openly admitted that the labor leaders have made a hard and fast agreement with the Hearst men, who will put on their independent ticket such men as may be picked out by the federation. In this way, of course, Hearst expects a solid labor vote for himself and the other state candidates who will run with him.

There are 11 Congressmen from Greater New York, not counting the Representative of the Suffolk County district (the part of Long Island outside of the city), and a Hearst-labor combination would pick more than half of them. Of the 11 members, 11 are lawyers, while the others are: Newspaper publisher, builder, no occupation, insurance broker and theatrical manager. The only one of the lot who is accepted as filling the labor men's requirements is Hearst, and he will not be a candidate for Congress this year.

How the Districts Stand.

George H. Lindsay, of the Second District (Brooklyn), who has served several terms, is a professional politician. He had nearly 600 majority in 1904, but last year Hearst carried his district for Mayor. Lindsay is a Democrat.

Charles T. Dunwell, Republican, has represented the Third District for two terms. His majority was 350 in 1904, and last district showed less sign of the Municipal Ownership wave than any other in Brooklyn. Mr. Dunwell is a lawyer. Neither he nor his friends are worried. Charles B. Law, Republican, and a lawyer, carried the Fourth in 2000. Hearst's plurality over McClellan in the same territory was 6500. Mr. Law does not like the outlook.

George E. Waldo, also a Republican and a lawyer, was swept in by the Roosevelt landslide in the Democratic fifth district. He has a very strong majority, and he hopes to get a larger majority. The Hearst men say they will win.

Calder Expects Victory.

William M. Calder, a Republican, and a builder by occupation, had 2000 majority in the Sixth. Hearst had 2500 over McClellan. Calder, however, expects victory.

In the Seventh, John J. Fitzgerald, Democrat and lawyer, won by over 10,000 two years ago. Hearst's majority in the same territory last year was 2000. It is a strong labor district, in fact the strongest in Brooklyn, and Fitzgerald is naturally worried.

The old New York City districts are from the Eighth to the Eighteenth inclusive. Timothy D. Sullivan, Democrat, who describes himself as a theatrical manager, had 10,000 two years ago. Hearst carried the Eighth in 2000. Sullivan is going to the State Senate this year. He is tired of Congress but declares that he will send a Democrat to Washington in his place, no matter what Gompers and Hearst may do.

Hearst May Name Successor.

Henry M. Goldfogel, lawyer and Democrat, represents the Tenth. His plurality was only 200. Hearst's plurality was 1000. The fight there will undoubtedly be interesting. It is the smallest district in the city in the point of votes cast, less than 15,000.

Hearst May Name Successor.

William Sulzer, Democrat and lawyer, is the standard-bearer in the Tenth. He won it by 4000, but Hearst led McClellan there by 2500. Still Hearst and Sulzer are friendly, and Sulzer has always posed as the "friend of the people." Next to Hearst he is the strongest man with labor in the city delegation.

William Randolph Hearst represents the Eleventh. He carried the Congressional district for Mayor by 1100. That causes some people to figure that he will name his own successor.

Bourke Cockran had 12,000 majority in the Twelfth. Hearst led McClellan there by 700. It is a strong labor district, too; in fact, almost solidly made up of workmen.

Herbert Parsons, Republican and lawyer, represents the "Silk Stocking" Thirteenth. His majority was 2822. McClellan led Hearst by nearly 10,000. Labor men are not seeking nomination there.

Charles A. Towne, ex-United States Senator from Minnesota, carried the Fourteenth in 1904 by 10,000. This district takes in part of Queens County and a strip along the East Side water front of New York. Hearst led McClellan there by 5000. Towne, however, says it is a matter of no consequence.

Jacob Van Vechten, Democrat, Republican and lawyer, carried the Fifteenth two years ago by 1500. It is a very much anti-Hearst district, as McClellan led there by 8000.

Jacob Ripstick, Jr., Democrat and brewer, represents the Sixteenth, which takes in the upper East Side. He had 4000 majority in 1904, but Hearst led McClellan there by 2000. Ripstick, who has been in Congress for eight years, frankly admits that he does not like the outlook at all.

William S. Bennet, Republican and lawyer, carried the Seventeenth by a plurality of 2828. Hearst was strong in that district. McClellan's plurality being only 1200, while Ivins was a very bad third.

Harper & Brothers

take pleasure in announcing the publication of a new novel by Mrs. Humphry Ward

Hewitt's Career

MRS. HUMPHRY WARD stands with Thomas Hardy and George Meredith in the front rank of living writers of fiction. Her novels are not among the books to be put aside after reading—they are books which demand a permanent place in the library.

Mrs. Ward's new novel is a story of a man dominated by ambition—a story of two women of strikingly contrasting types. It is the record of a struggle both material and moral—and it is one of those rare stories whose ending is not only happy and right, but logical and true to life.

of the explosion is not known. The isolation hospital, a small structure half a mile away, was wrecked. A panic occurred among the inmates of the town farm, but no one was hurt. The magazines were located on Success Hill, in the northern part of the city. The full force of the explosion was felt in the city proper, and apparently there is not a single large pane of plate-glass left in business buildings. As for private residences, few escaped without broken windows. The damage seems to be confined entirely to broken glass, and the Union Metallic Cartridge Company has given notice that property-owners will be compensated for damage of this nature.

Immediately after the explosion the people of Bridgeport believed that an earthquake had visited them, and the scene in the streets was exciting for hundreds of residents fled out of doors in their night clothes, carrying a few belongings. Mothers carried their crying infants and men ran frantically about making inquiries.

The city was early flooded with inquiries from other places where the disturbance had an even greater resonance. From all parts of the state came word that the explosion had been felt with force enough to awaken people from sound slumber.

NEW HAVEN, Conn., May 14.—Two shocks from the Bridgeport powder explosion were felt in this city distinctly. Windows rattled and in some houses dishes were shaken from shelves. It was at first thought here that the shocks were caused by an earthquake.

EASTPORT, L. I., May 14.—Two distinct shocks, coinciding in time to the Bridgeport explosions, and so violent as to send almost the entire population of this village into the streets in their night clothing, were felt here today. Houses were jarred, dishes rattled, beds shook and almost instantly every sort of domestic animal and fowl set up a racket which lasted half an hour.

WILL FIGHT IN COURTS

VOLIVA ENDS NEGOTIATIONS FOR PEACE WITH DOWIE.

Zion Leader Weary of Waiting for Prophet's Answer to Offer Threat of Receiver.

by Voliva, to begin bankruptcy proceedings against Dowie and to have a receiver appointed for Zion City industries.

Kaiser and Czar Will Meet. BERLIN, May 14.—A Koelnberg newspaper states that Emperor William will meet Emperor Nicholas near the Russian frontier the latter part of May.

RIOT IN STREETS OF ZION. Furlous Argument Ends in Assault on Advocate of Dowie.

CHICAGO, May 14.—Riots broke forth in Zion City today following the disorder which attended Dowie's effort to address his followers in Shiloh Tabernacle yesterday. Crowds numbering hundreds gathered in Shiloh boulevard near the general store this afternoon and engaged in a furious argument over the respective merits of their leaders and the questions at issue in the struggle of Dowie and Voliva for supremacy.

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Sale of Summer Waists. \$1.50 Lingerie Waists 98c. \$2.00 Lingerie Waists \$1.89. \$2.50 Lingerie Waists \$1.38. \$3.50 Lingerie Waists \$2.75. \$8.50 Novelty Net Waists \$4.75. \$35, \$37.50, \$40 Tailor-Made Suits \$24.75. Your choice at \$24.75 of our entire stock of newest Tailor-Made Suits, newest styles and materials; real value \$35.00 to \$40.00—a wonderful assortment to choose from.

Creme Wool Dress Goods. 50c All-Wool Creme Dress Goods \$39c. \$1.00 Creme Sicilians and Brilliantos, English Serge and Panamas \$79c. \$1.25 Creme Chiffon Panamas, Crepellas, Crepe Granite, Chiffon Mohairs, Yachting Serges, Silk Warp Eolienines, Crepe de Paris \$98c. \$1.50 and \$1.75 Creme English Serges, Chiffon Panamas and Whipcords, French Panamas and Coats, Shadow Check Voiles and Taffets \$1.39.

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