

MURPHY'S WAR ON MAYOR IS COSTLY

McClellan Retaliates on His Company.

ITS CREDIT AT BANKS IS GONE

All Officials Camp on Trail of Tammany Boss.

SOFT SNAPS TAKEN AWAY

Fight Has Cost Nearly \$2,000,000 and Big Contracts No Longer Go to Murphy's Company—Deprived of Dock Leases.

NEW YORK, Feb. 8.—(Special).—"Charles F. Murphy's warfare on Mayor McClellan has already cost him nearly \$2,000,000." This statement was made today by a city official who is in the Mayor's confidence and who knows of the battle that has been waged between Tammany Mayor and Tammany leader.

The first public hint of the matter came when a \$3000 check of the New York Contracting & Trucking Company, of which Murphy is the backer, was returned from the bank marked "No funds." Of course a plausible explanation was made, but the fact that one of the Murphy company's checks should be dishonored caused much comment. It develops that the New York Contracting & Trucking Company, formerly one of the most prosperous in the city, is really in a very bad way.

And it is only retribution that the very means by which it gained power are now being utilized to destroy it.

Snaps Lost Through Fight.

The company was formed shortly after McClellan took office in January, 1904. Having control of the "organization," Murphy was able to guarantee that work would not be interfered with by policemen or building or street inspectors; likewise, because of the organization, he was able to guarantee that other contractors would be interfered with if necessary. It was through this pull that he was able to gather in big contracts like the Pennsylvania tunnel work, the New York & New Haven improvement, the big improvement at Astoria, Long Island, and other kindred matters.

It was officially admitted at the office of the Contracting Company today that the New Haven contract had been given up.

"The road made us a handsome offer," was all that president John J. Murphy, brother of Charles F., would say on the subject.

The contract was for \$2,000,000, and men in the business declared that the profit of the Murphy firm would probably reach \$1,000,000.

Camp on Murphy's Trail.

Ever since Murphy and McClellan came to the parting of the ways, the New York Contracting & Trucking Company has been sailing on stormy seas. The police and Fire Department have camped on its trail and have insisted upon charges and alterations that have cost the company a good deal of money, and also sent back the work. In fact under the restrictive policy pursued, Murphy, from being the most favored contractor in the city, became the one whose wishes were least regarded.

Men with big contracts realize that to give the work to Murphy means that matters will be delayed, so far as it lies in the power of the city administration.

And it is an interesting fact that since Murphy aligned himself with Hearst, his firm has practically not received one bit of new work. The McClellanites are boasting that they have the support of financiers such as August Belmont, Thomas F. Ryan, E. H. Harriman and the Vanderbilts, and that so long as they are properly protected by the police, these magnates are pledged not to give one bit of work to Murphy.

Loses Fat Dock Leases.

The city administration is also sleeping on Murphy's corns in another unpleasant way. The New York Contracting & Trucking Company has long enjoyed a monopoly of many of the city docks, paying what everybody who knew, admitted to be ridiculously inadequate rentals.

Dock Commissioner Bessel, a firm friend of the Mayor, is now as busy as a bee, cancelling these leases and incidentally telling why he does it.

As an illustration of the "snaps" that Murphy had, the case of the Twenty-third-street pier can be cited. Murphy took a lease of this property through the Sinking Fund commission for \$1200 a year. Then he made a contract allowing the street-cleaning department to use it as a dump and charging the modest sum of \$12,000, ten times his rental, as a fee. In addition he had the use of the dock for his own business, and furthermore had contracts with numerous outside individuals and corporations. Mr. Bessel, with a great flourish of trumpets, has cancelled this lease. He says the city should get \$600 a month and in addition be allowed to use it free for the street-cleaning carts. Finally unless a satisfactory contract is made the city will retain possession itself.

Scattered about the city are half a dozen other piers which are controlled by the Murphy, and in each case proceedings are under way to cancel the leases.

"Murphy boasts he will ruin me politically, but I will ruin him financially," is a remark credited to McClellan. And it is an open secret that the Mayor would skip a meal any time to see Murphy lose money.

Fire Commissioner O'Brien is heartily siding McClellan in his work of vengeance. It is strange how frequently of late the fire department has been hampered by the way work is being carried on in Murphy contracts, and every time the improvements suggested have been carried into effect without delay. Four

police and firemen are always on hand to see that the city's orders are obeyed to the letter.

Murphy Helpless Against Mayor.

Murphy has naturally grown restive under this treatment, so original when applied to a Tammany boss, but what can he do? He is helpless and he knows it. But in the meantime he is doing all he can to hasten the proceedings which he hopes will oust George E. McClellan and seat William Randolph Hearst in the Mayor's chair. For until that happens the stock of the New York Contracting & Trucking Company is bound to be quoted away below par.

Judges Prove Very Costly.

Murphy, through his deal, elected 13 judges, nine of whom were his own selection. Based on the prediction that he is out \$2,000,000, each of these judges has cost him \$222,222. The term of a judge is 14 years at an annual salary of \$17,500. This makes the total salary \$245,000 apiece, or for the nine, \$2,205,000. So if the McClellan figures are correct, Murphy would only be even if he collected the salaries of all his judges and turned them over to the trucking firm.

And everybody knows that Supreme Court Justices would not stand for anything like that.

GIVE MINISTER BEATING

GUATEMALAN VENGEANCE MAY CAUSE ANOTHER WAR.

Rodriguez of Salvador Enraged Neighbor Republic by Denouncing Cabrera as a Savage.

SAN FRANCISCO, Feb. 8.—(Special).—Coinciding with the report from Mare Island that the Government has ordered the gunboat Yorktown to proceed to Central American waters in anticipation of a disturbance, there comes the news that feeling between Guatemala and Salvador has again reached the stage where hostilities are imminent. The immediate cause of the rupture between the two republics is the public thrashing given Dr. Salvador Rodriguez, the Minister of Salvador to Guatemala, by two brothers, Felix and Lorenzo Fonseca, prominent residents of Guatemala City.

The present trouble had its inception at the close of the recent war between the two nations, when ex-President Regalado, commander of the Salvadoran forces, was slain. To celebrate his victory, Rodriguez, of Guatemala, had the bells of Regalado taken to Guatemala City, where he gloried over it like an old-time barbarian chief. President Diaz, of Mexico, notified Cabrera to return the bells forthwith to Salvador.

The arrival of the remains at San Salvador was made the occasion of a national holiday. During a speech Rodriguez condemned Cabrera, "the savage monarch" of Guatemala. A short time later Rodriguez was appointed Minister to Guatemala. The Fonseca brothers sought to gain the favor of Cabrera and at a banquet at which considerable wine was served administered a terrific beating to the Salvadoran minister.

Salvador protested to Cabrera, who refused to interfere, and in consequence the relations between the two countries are extremely delicate.

EACH ROAD KILLS ITS MAN

St. Paul, Lake Shore and Burlington Have Train Wrecks.

CHICAGO, Feb. 8.—One trainman was killed and a dozen or more passengers injured, none seriously, when train No. 5 on the St. Paul Railroad collided today within the city limits with a switch engine carrying a train of empty passenger coaches.

CHICAGO, Feb. 8.—In a head-on collision today between two freight trains on the Chicago, Lake Shore & Eastern Railroad, at Ninety-fifth street and Ewing avenue, one trainman was killed and others fatally hurt. The accident was caused by a misunderstanding of signals.

PEORIA, Ill., Feb. 8.—A Chicago, Burlington & Quincy passenger train went through a switch in the yards here today. James Kinswetter, aged 48, of Peoria, who was standing near the track, was killed. Three trainmen were seriously hurt.

WEARY OF STORMY LIFE

Dr. Rickard Seeks to Annul Marriage With Campos' Daughter.

ST. PAUL, Feb. 8.—A Pioneer Press special from Sioux City, Ia., says: A suit to annul the marriage of Dr. George A. Rickard, of Sioux City, to the Countess of Bellina Bedella Predosa was started in the District Court today. The Countess is a daughter of Marshal Martinez Campos, ex-Governor General of Cuba under the Spanish rule. She claims to be a cousin of Count Boni de Castellane of Paris. She eloped from her ancestral home in Andalusia with an Italian Count, who deserted her in New York. She married Dr. Rickard in Chicago six years ago, and their domestic life has been stormy.

Dr. Rickard alleges that his wife's former husband, Count Herman Bellini Bedella Predosa of Italy is alive, and exhibits letters written by the Count to his wife since her second marriage. He seeks to have his marriage to the Countess annulled on the ground of fraud.

WANAMAKER IS HOMELESS

Country House Burned and Loss Reaches Nearly \$1,000,000.

PHILADELPHIA, Feb. 8.—Lyndhurst, the country home of John Wanamaker at Jenkintown, near this city, was completely destroyed by fire to-night. The loss will reach nearly \$1,000,000.

Vast Estate Goes to Institute.

NEW YORK, Feb. 8.—More than \$1,000,000 of the estate of Wallace C. Andrews, one of the original Standard Oil men, who perished with his wife in a fire in their home here in April, 1899, today was given by the appellate division of the Supreme Court to the Andrews Institute for Girls, of Willoughby, O.

Suicide Left Large Shortage.

MARTINEZ, Cal., Feb. 8.—A shortage of about \$15,000 has been discovered in the accounts of G. A. Wiley, late treasurer of Contra Costa County, who committed suicide on February 4.

Radway's Ready Relief instantly relieves colds, sore throat, bronchitis and all inflammations.

TAFT TALKS CANAL

Says General Public Prefers Contract System.

PROFITS OF CONTRACTOR

Under His Bid Olliver Would Get \$4,387,500 — Kirtredge Proposes to Give President Absolute Control—Shouts for Contract.

WASHINGTON, Feb. 8.—Secretary Taft appeared before the House committee on appropriations to explain the appropriation of \$25,000,000 which the Isthmian Canal Commission had asked to have included in the sundry civil appropriation bill. Much of the general discussion concerned the proposed canal contract, and Mr. Taft expressed the opinion that the public generally prefers the contract system, as it believes the Government can do work cheaper in that manner. However, the appropriation will not be effected through the failure to grant a contract.

The proposed appropriation is desired chiefly for the completion of the equipment on the isthmus, as the Government purposes furnishing the equipment to any contractor. It was explained by canal officials that the allowances for this purpose should be liberal.

Profit Olliver Would Make.

At the hearing it was said that under the percentage system the contractor would not get a percentage on the cost of supplies or equipment, but only on the estimated cost of labor, which has been estimated at \$5,000,000, on which basis W. J. Olliver would be paid \$4,387,500 by the Government in case the contract were to be awarded to him on his bid of 6.75 per cent, which he and his associates have submitted.

Neither Mr. Taft nor any of the canal officials discussed the question whether the contract would be awarded to Mr. Olliver and the contractors associated with him. Another hearing on the canal will be held tomorrow.

Absolute Power for President.

If a bill introduced by Senator Kirtredge today becomes a law, the President will have practically absolute control of the Panama Canal. The bill authorizes him to place the work in the hands of either an individual commissioner or a commission composed of three members and, in either case, the course is followed, the commissioner is to have all the power that the seven would have in the latter event. The President is to prescribe the compensation and other privileges. He is also given authority to appoint civil engineers or to select persons for any other class of work in connection with the canal and all are placed under the direction and control of the President.

Shouts for Contract System.

Chairman Shonts, of the Isthmian Canal Commission, today emphatically expressed himself in favor of digging the canal by contract.

REDUCED RATES FOR TROOPS

Senate Discusses Law to Compel Railroads to Yield.

WASHINGTON, Feb. 8.—The Senate today passed the Indian appropriation bill. Frazier made an address maintaining state's rights, after which the army appropriation bill, carrying a total of \$11,500,000 was taken up.

The Army measure was partly read for approval of committee amendments and adjournment was taken shortly before 5 o'clock, when it became apparent that considerable debate was to be occasioned by an amendment to permit the Government to receive reduced rates from the railroads for the transportation of troops and supplies for the Army and to allow Army officers and their families to accept free transportation. The adoption of this amendment would be a modification of the railroad rate bill passed at the last session of Congress.

Warren, in charge of the bill, gave notice that he would press its consideration tomorrow.

GETS EVEN WITH RAILROADS

Government Will Send Troops West at Colonist Rates.

OMAHA, Neb., Feb. 8.—The War Department has found a way to get even with the Union Pacific and Northwestern Railroads for refusing to haul the Tenth Cavalry from Nebraska to San Francisco at lower than tariff rates. Although the soldiers were scheduled to start on the journey on February 25, today orders were issued to hold the men until March 1, on which date colonial rates will go into effect on Western railroads and soldiers will be hauled at one-half the regular rate plus \$2.

BURKETT'S LEASING MEASURE

Would Give Cattleman Legal Right to Fence Range.

WASHINGTON, Feb. 8.—Senator Burkett, of Nebraska, has introduced an amendment to the agricultural appropriation bill designed to obviate the necessity of removing in many instances fences which now illegally inclose Government lands. It is certain that unless legislation is enacted at this session of Congress to provide for the leasing or otherwise disposing of grazing lands, the order recently issued by the President requiring the removal of all illegal fences inclosing Government land will have to be carried into effect during the coming Spring, to the great damage of range interests of the West.

It is believed by Senator Burkett, and his view it is said has the endorsement of Forester Pinchot and other influential officers of the Department, that the amendment proposed will provide means by which lands now inclosed may in a large part be leased by those having them, thus giving them legal instead of illegal use, and removing the necessity for taking down fences.

Burkett's amendment provides that the Secretary of Agriculture may regulate and control the grazing upon unappropriated, unreserved lands of the United States, under such rules and regulations as he may prescribe, and charge and collect reasonable fees for grazing thereon, receipts to be deposited in the treasury as a special fund from which shall be paid the expenses incurred in the regulation and protection of grazing lands and for the employment of such assistance as may be necessary to administer the act. It provides that after January 1, 1908,

It shall be unlawful to graze livestock upon public lands otherwise than as prescribed by the rules and regulations of the Secretary of Agriculture excepting that bona fide settlers or residents shall not be debarred from grazing livestock used for domestic purposes. The committee representing the livestock association of course will meet the public lands committee here Monday, and it is believed will frame a measure along the lines of the Burkett amendment for incorporation in the agricultural bill to provide for the removal of illegal fences which permit fences inclosing public lands to be maintained, and for a general system of leasing satisfactory to the livestock interests of the West.

DECORATE THE AMBASSADORS

Japan Would Show Gratitude for Service During War.

WASHINGTON, Feb. 8.—With an expression of its high appreciation of services rendered to Japan during its war with Russia, the Japanese Government has asked for permission to confer upon the American Ambassadors to Russia and Japan during the Russo-Japanese War various decorations, and the Secretary of State today forwarded the request to Congress.

With Secretary Root's letter there was a communication from Viscount Aoki, the Japanese Ambassador in Washington, expressing the desire of the Japanese Empire to award to Robert S. McCormick and George von L. Meyer, ex-American Ambassadors to Russia, and Lloyd C. Garrison, ex-American Minister to Japan, the first class of the Order of the Rising Sun.

WILL NOT RAISE SALARIES

Payne Dashes Hopes of Government Employes for Better Pay.

WASHINGTON, Feb. 8.—Chairman Payne of the House ways and means committee, after a visit to the President today, expressed the opinion that there was no chance at this session of Congress for the enactment of legislation increasing the compensation of Government employes, as is proposed in a bill now before Congress.

He declared there was no need of a blanket increase of salaries and that as a rule the Government employes were amply paid.

On Trail of Powder Trust.

WASHINGTON, Feb. 8.—Senator Kirtredge, chairman of the committee on patents, today made a favorable report on the House bill directing the Secretary of Commerce and Labor to investigate the granting of patents on inventions to persons employed by the United States Government. The inquiry is directed especially to patents on a smokeless powder.

Hearst's Anti-Bribery Bill.

WASHINGTON, Feb. 8.—Representative Hearst introduced a bill in the House today to prevent corrupt practices in the former by making bribery a felony and prescribing other safeguards for elections.

MAY BE SEEKING NEW JOB

HARRIMAN NAMES QUALIFICATIONS AS RAILROAD MAN.

Suggests He May Want Job on Interstate Commission—Cause of Car Shortage.

NEW YORK, Feb. 8.—Replying to questions about his health today, E. H. Harriman said: "Everything has been going along smoothly and they appear to be able to get along as well without me as with me. Why should I not stay at home altogether?"

"But I must work and soon I may be looking for a new job. My recommendations are many years of experience on many railroads in many railroad fields and, if they will raise the salary a bit, I may apply for a job on the Interstate Commerce Commission. Inasmuch as the Interstate Commerce Commission is to run all the roads, I think they ought to want me."

On the congestion of traffic on the railroads of the country Mr. Harriman said: "The railroads cannot build and supply cars for the shippers to use as storehouses. There are hardly enough cars for that. Yet the man to whom a load of freight is consigned thinks he ought to be privileged to use the car as a storehouse as long as he likes."

"Limit the time the service of a car can be used by a procrastinating shipper and much of the present trouble will disappear."

Dixie Makes Fast Time.

MIAMI, Fla., Feb. 8.—The feature today in the motorboat regatta was the fast running of Commodore Schroeder's Dixie, in a 20-mile event. Four racers started, the Mera, the Simplex, the Swallow and the Dixie, the latter being the scratch boat. The event was won by the Simplex, H. Broesel, Jr., of New York, in one hour, 7 minutes, 28 seconds.

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ASK TWO DREDGES

Fulton's Amendment to River and Harbor Bill.

SURVEY FOR SHIP CANAL

Piles Pushes Scheme to Connect Puget Sound and Gray's Harbor.

Only Northwest Wants Left Unprovided by House.

Witnesses in Hermann Trial.

NEW NORTHWEST POSTMASTERS.

House Threatens to Cut Off Offices Piles Wants Created.

OREGONIAN NEWS BUREAU, Washington, Feb. 8.—It is understood that the conference committee may kill Senator Piles' bill authorizing the appointment of two additional Circuit Judges for the ninth circuit. This bill was attached as a rider to a less important California bill, reported a few days ago, and the conference committee threatens to kill the rider.

There is a desire to force the Piles bill to stand upon its merits, and a strong disposition in the House to kill the bill entirely. If the bill falls, Judge Hanford, of Seattle, will get no promotion.

OREGONIAN NEWS BUREAU, Washington, Feb. 8.—Senator Fulton today proposed an amendment to the river and harbor bill authorizing the construction of two dredges, one for use in harbors along the Oregon coast and one for the Washington coast, each to cost \$100,000. The House bill provides for only one dredge for both states. The Senator believes one dredge insufficient, and Senator Piles, of the committee, will endeavor to have Mr. Fulton's amendment adopted.

This is the only amendment Mr. Fulton will ask for. When the river and harbor bill was before the House committee he frequently appeared before it and urged liberal appropriations. The committee finally consented to provide all appropriations that he requested except to give Oregon a dredge of its own. When the committee dealt so liberally with him the Senator assured Chairman Burton that he would offer no amendments in the Senate other than that which he proposed today. He made this agreement because he realized the importance of securing full appropriations in the original bill.

These items having been agreed to by

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OREGONIAN NEWS BUREAU, Washington, Feb. 8.—These postmasters have been appointed in Washington: Chard, Garfield County, Pina E. Burns, vice L. L. Cady, resigned; Kenmore, King County, Edward J. McMaster, vice William C. McMaster, resigned; Malama, Chehalis County, Jesse T. Jones, vice Alfred L. Smart, resigned; Myrtle, Clallam County, Emily Eacrott, vice M. E. E. Follow, resigned; Rayville, Chehalis County, Fannie E. Sexton, vice Ben C. Ziegler, resigned.

Oregon—Maclean, Marion County, Timothy S. Drake, vice R. W. Craig, resigned.

OREGONIAN NEWS BUREAU, Washington, Feb. 8.—Witnesses in the Hermann case are gathering in Washington preparatory to the trial that begins Monday. Thus far the witnesses summoned by the

Government from Oregon have failed to produce evidence that is considered of value by the District Attorney. Two who reported today told what they knew about Hermann's correspondence when Land Commissioner, and they were informed that their testimony might not be called for.

Diaz Intervenes to Keep Peace.

MEXICO CITY, Feb. 8.—The State Department has made public the following note: "President Diaz, acting on the direct suggestion of President Roosevelt, has sent a note to the governments of Costa Rica, Salvador and Guatemala asking them to use every effort to prevent an armed clash between Nicaragua and Honduras with the intimation that past treaties must be lived up to and that their disputes must be referred to an arbitration board."

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