

SPOKANE HEARING NEARING AN END

Portland Jobbers Will
Testify Today.

COMMISSIONER'S SESSION HERE

Case Most Important Now
Pending Before Tribunal.

VITAL QUESTIONS RAISED

Victory for Inland Empire Metrop-
olitan Before Interstate Commerce
Court Would Mean Entire Re-
adjustment of Tariffs.

Before Commissioner C. A. Prouty, sitting as the Interstate Commerce Commission this morning in the Federal Court, will begin the final hearing of the Spokane terminal rate case. The complaint that is being investigated is said to be the most important before the Commission. The decision will be eagerly awaited by many Western cities that are not seaports, for similar complaints will probably be filed by them should Spokane win its case. It is generally understood that the outcome of the pending case will be a general revision of rates if Spokane wins, while rates to Coast cities will continue to be lower than those of the interior if the Commission decides against Spokane.

The Railroad Commissions of Montana and Washington will watch the case closely, for both states are directly interested. Eastern Washington and Montana are allied with Spokane, while Western Washington is joining hands with Portland and San Francisco.

The Portland Hotel is crowded with railroad officials from Hill headquarters at St. Paul and the Sound, while attorneys and representatives of the jobbing interests at San Francisco are also here to attend the session. The length of the hearing is not known. It will probably continue for not less than three days.

Some of the Big Guns.
Brooks Adams, of Boston, is attorney in charge of Spokane's case. He is assisted by H. M. Stephens, Corporation Counsel of Spokane, and Alex Winston, his assistant. Three witnesses from Spokane will be available if needed to rebut the testimony introduced by the Portland jobbers.

Portland wholesale merchants will take the stand against Spokane's contentions for lower rates from the East. J. N. Teal, attorney for the Portland jobbers, will call W. A. Meers, secretary of the North Pacific Coast Jobbers' Association; Henry Hahn, president of Adams & Co.; T. D. Honeyman, president of the Honeyman Hardware Company; L. A. Lewis, president of Allen & Lewis; Alfred F. Biles, manager for W. P. Fuller & Co.; C. D. Brunn, secretary and treasurer of the Blake-McFall Company; George W. Lawrence, president of the George Lawrence Company; A. H. Breyman, secretary of the Breyman Lumber Company, and others as witnesses.

These merchants will tell what they know about the shipment of goods from the Atlantic Coast by water, showing that the alleged "water competition," which is apparently the peg upon which the Portland jobbers are willing to hang their whole case, is not a myth and actually exists. The witnesses are men who ship quantities of stocks by vessels from the East, and they will explain to what extent the steamers and sailing ships compete with the railways for this business.

Why Case Is Important.
"The case has an important bearing upon the rate question throughout the West," said Mr. Teal. "It involves tariffs, terminal rates and all that goes with rate making. Interior cities throughout the West are, of course, interested in the outcome."

Commissioner Prouty arrived yesterday and enjoyed the sunshine while looking around the city. He will conduct the hearing unassisted by a lawyer, as it is only at investigations where cross-questioning is necessary to bring out the evidence that an attorney representing the Commission appears at a hearing. Commissioner Prouty is unable to tell just how long the Portland session will be. He expects at the conclusion of the Spokane case to take up a postponed hearing here on the rates affecting the shipment of corn and its products from Kansas City to the Coast.

California Is Represented.
California jobbers are well represented here by Colonel H. D. Loveland, president of the Pacific Coast Jobbers & Manufacturers' Association, and Seth Mann, attorney for that body, both of San Francisco. These men are lending all possible assistance in defending the present rates from charges adverse to the Coast distribution centers. Nevada cities are understood to be awaiting the outcome of the Spokane case before filing a similar complaint with the object of securing a part of San Francisco's jobbing trade.

"I think the Spokane attorneys are willing to withdraw the contention that water competition is not effective and admit that it is a factor in keeping down railroad rates to points reached by both railroads and water lines," said Attorney Mann in discussing the position San Francisco takes. "We shall contend," he

continued, "that any reduction of rates to Spokane, if allowed, should not be confined to that point, but that the whole system of rate making should receive consideration and that east-bound distributive rates out of the Coast cities should be reduced in at least the same ratio as any reductions that may be granted to the City of Spokane from the East."

Reduction Not Justified.
"There is nothing in the situation as presented in the Spokane case by the City of Spokane which justifies any reduction of interstate rates at that point which are not equally the subject of consideration at Coast points. The Coast cities maintain that even at the present time their rights with respect to distributive rates are not granted to them by the railroads. The reduction of rates at Spokane would accentuate this injustice and deprive the Coast of further distributive territory."

"The Coast cities claim their trade relations to the territory involved in the Spokane case should not be a one-sided decision which would look only to the interests of Spokane and would at the same time do injustice to the great majority of the people of the West and the Northwest."

What Spokane Contends.
"One of the Spokane attorneys said that his city's position is that water competition is an element in rate making can not be denied, but they are not by any means satisfied as to the extent of water competition in the case at issue."

"A certain amount of goods to this Coast will, of course, be shipped by water," he said, "but the quantity shipped in that way is comparatively insignificant in relation to that brought by rail. While there is water competition to some degree, we take the stand it is not material whether there is or is not water competition."

"We contend we pay an excessive rate and we claim the railroads can reduce our present charges and still make plenty of money."

"This is not a jobbers' fight. We regard it as more important that a large number of people in the interior have cheaper rates than that a few jobbers shall make a lot of money."

The first hearing in the Spokane case was held in Spokane last January. A second session followed in Chicago in March. Today's session will open the third of the hearings and probably the last.

Recalls Hill's Promise.
Spokane has already succeeded in getting into the evidence the fact that when the Great Northern was built, J. J. Hill applied to the city for free right-of-way through the municipality. These were given him. The property handed over to the railroad was valued at that time at \$400,000 and is today easily worth \$1,000,000. At a public meeting at that time, Mr. Hill addressed the citizens and assured them that in return for their gift, he would give them low rates from the East to any city to the south or west. Because Spokane rates are higher than those to Seattle, Tacoma, Portland and San Francisco, the interior city has brought up this promise, made years ago.

Prominent railroad officials who are in Portland will doubtless testify in regard to the cost of rebuilding the transcontinental lines. Testimony of this kind relating to the Northern Pacific was taken at the Chicago hearing. It is believed the railroads desire to show the cost of building the lines in order to establish the showing that the charges are not excessive. Spokane will contend that the cost of rebuilding the transcontinental lines today, when materials, labor and property are so high, would be twice that of the original construction and that charges for freight should be based on the first cost rather than on estimates of the duplication of the lines.

Some of the Officials.
Ben Campbell, traffic manager of the Great Northern; W. W. Broughton, freight traffic manager; A. L. Craig, passenger traffic manager; H. M. Adams, assistant traffic manager; L. C. Gilman, counsel for the Hill lines; J. G. Woodworth, traffic manager for the Northern Pacific; Henry Blakely, general Western freight agent, and Northern Pacific attorneys Cannon and Donnelly, of Spokane and Butte, are among the railroaders who were docking in all day yesterday. Even more officials may arrive today to attend the hearing and give testimony if needed.

Colonel Loveland, who is also president of the Trans-Mississippi Commercial Congress is likely to be called on as a witness to tell of the interests of the Pacific Coast Jobbers' and Manufacturers' Association in maintaining the present rates.

"He said: 'This is not a fight on Spokane. Our action is simply for the purpose of maintaining the rights of the Coast.' Local railroad officials will be prominent among those in the courtroom today. Traffic officials of the Harriman lines in the Northwest and W. W. Cotton, counsel for the Harriman interests, are expected to take part in the case, while L. C. Gilman, attorney for the Hill interests, will also question witnesses."

HARRIMAN WILL HAVE LESS POWER

No Longer to Be Absolute Head of System.

DIRECTORS TO TAKE A HAND

Title of President to Be Vested
in New Board of Control.

O'BRIEN TO GO FORWARD

Will Be Made President of O. R. &
N. System—New Men Will Share
Responsibility With Harriman
in the Road's Management.

OMAHA, Neb., April 14.—(Special.)—A strong impression prevails among railroad men that E. H. Harriman will not be re-elected to the position of president of the several roads in the system which bears his name. This does not mean that he is to retire or that he is in any sense losing his control of the immense properties which he has controlled so long and so successfully.

While no announcement of the fact has been made and none is looked for in the immediate future, it is a matter of common talk that after the next annual meeting of the different roads, the title of president will be held by the present vice-president and that Mr. Harriman will become chairman of the board of directors. Under this plan A. L. Mohler will become president of the Union Pacific, E. B. Calvin of the Southern Pacific, W. H. Barnard of the Oregon Short Line and J. P. O'Brien of the Oregon Railroad and Navigation Company.

The plan is similar to that now in effect on the Gould system. It will give a greater individuality to each of the separate roads, while at the same time maintaining the present harmony of management. Together with the change in the executive heads of the roads, a strengthening of the boards of directors is looked for by the addition of new men who would share with Mr. Harriman the increased responsibilities which have come with the great growth of the system under his management.

ROOSEVELT ON ARBOR DAY

CHILDREN CAN LEARN LESSON

TREE PLANTING.

People Must Not Live for Present
Alone—Forests Must Be Preserved
for the Future.

WASHINGTON, April 14.—(Special.)—President Roosevelt has addressed "To the school children of the United States" a message on the subject of Arbor Day.

"Arbor Day is now observed in every state in our Union, mainly in the schools. At various times you give a day or part of a day to special exercises and perhaps to actual tree planting, in recognition of the importance of trees to us as a Nation and of what they need in adornment, comfort and useful products."

"It is well that you should celebrate your Arbor Day thoughtfully, for within your lifetime the Nation's need of trees will become serious. We of an older generation can get along with what we have, though outgrowing hardship; but in your full manhood and womanhood you will want what nature once so bountifully supplied and man so thoughtlessly destroyed; and because of that you will reach out for what we have wasted. For the Nation, as for the man or woman and the boy or girl, the road to success is the right use of what we have and the improvement of present opportunity. If you neglect to prepare yourself now for the duties and responsibilities that will fall on you later, if you do not learn the things which you will need to know when your school days are over, you will suffer the consequences. So any nation which in its youth lives only for the day, reaps without sowing, and consumes without husbanding, must expect the penalty of the prodigal, whose labor could with difficulty find him the bare means of life."

"A people without children would face a hopeless future; a country without trees is almost as hopeless. A true forest is not merely a storehouse full of wood, but, as it were, a factory of wood, and at the same time a reservoir of water. When you help to preserve our forests or to plant new ones, you are acting the part of good citizens. The value of forestry services therefore to be taught in the schools. If your Arbor Day exercises help you to realize what benefits each one of you receive from the forests and how by your assistance these benefits may continue, they will serve a good end."

THEODORE ROOSEVELT.

SMOKES WHILE HE DIES

Man Cuts His Throat, Then Smokes
as Life-Blood Ebbs.

EAST ST. LOUIS, Ill., April 14.—Despondent because his wife had recently left him, Charles Lough, a Hungarian, today cut his throat with a razor and then smoked cigars for two hours until he finally fell over dead from loss of blood. Lough was employed in a rolling mill, and it was stated, the comments of his fellow workmen con-

EVENTS OF COMING WEEK

Meeting of Peace Congress.

The most important event of the week will be the first National Arbitration and Peace Congress of America, which will be held in New York on Monday, Tuesday and Wednesday. The delegates include representatives of the United States to The Hague conference, Federal and state judges, United States Senators, Representatives, Governors, members of State Legislatures, Mayors of many large cities, representatives of leading religious, patriotic and philanthropic organizations, editors, business men and labor leaders.

Andrew Carnegie, president of the congress will preside. Secretary of State Elihu Root, Governor Hughes and Mayor McCall will speak on Monday evening. International views of the peace movement will be expressed Monday evening by Baron Deschamps of Belgium, Hugo Munsterberg of Germany, Sir Robert Cranston and W. T. Stead of Great Britain, and Secretary of Commerce and Labor Oscar Straus.

The commercial, industrial and agricultural aspects of the peace movement will be considered at a meeting Tuesday, when there will be addresses by Secretary Straus and others.

On Wednesday afternoon the legislative and judicial aspects of the peace movement will be considered and addresses will be delivered by William J. Bryan, John Sharp Williams and others. About 1500 delegates have accepted invitations to attend the various sessions.

New York Racing Season.
The horse racing season at the New York tracks will be opened Monday at Aqueduct track. The Carter \$10,000 handicap will be the feature of the first day.

About 300 delegates are expected to attend the meeting of the National Publicity Bill Organization in New York Tuesday. William J. Bryan, Samuel Gompers and others are expected to speak.

Premiers of almost all the British colonies have arrived in London to attend the fourth colonial conference which will assemble April 15. Among the chief questions to be discussed are a project providing for a permanent council, preferential trade between the colonies and Great Britain, immigration and imperial defense schemes.

Evacuation of Manchuria.
The evacuation of Manchuria by the Russian and Japanese troops and the restoration of the Panama Canal, as provided for by the treaty of Portsmouth, will be completed April 15.

King Edward will meet King Victor Emmanuel of Italy, April 15, at Gastein near the Swiss frontier.

Pope Pius has decided to hold a consistory April 15, when several cardinals are to be created.

On April 15, changes in the local government of the Panama Canal, which will abolish all the municipal governments now in existence and result in the harmonizing of the various parts of the zone, will become effective.

cerning his wife's departure drove him to despair. He was an inveterate smoker and although he almost decapitated himself with the razor, he smoked until he was dead.

SHOOTING AT TROUTDALE

"Kid" Hutton Fires Twice at Bar-
tender and Escapes.

TROUTDALE, Ore., April 14.—(Special.)—Two shots were fired in a saloon here tonight, nearly resulting in the death of Hans Moritz, a bartender. The shots were fired by "Kid" Hutton, who escaped before he could be arrested. Moritz was injured although the attack upon him was at close range.

Last night the two men quarreled and tonight Hutton, bent on ending the dispute, entered Larsson's saloon where Moritz is employed. He fired the two shots and then driven away by Moritz and his companions.

Sheriff Stevens was notified of the shooting and came out from Portland. He made no arrests as it was believed Hutton escaped on a eastbound freight. Hutton has the reputation of an all-round bad man.



JAMES H. ECKELS, CONTROLLER OF CURRENCY DURING CLEVELAND'S ADMINISTRATION, DIED OF HEART DISEASE YESTERDAY.

COUNTRY OPPOSED TO ANY CHANGE

Indorses Policies of the
President.

HE WILL NAME NEXT NOMINEE

Opponents Have No Strong
Man to Select.

FAIRBANKS HAS NO SHOW

If Republicans Do Not Insist on
Roosevelt Running Again They
Will Choose Leader Who
Will Continue Work.

OREGONIAN NEWS BUREAU, Wash-
ington, April 14.—The anti-Roosevelt Republicans, not particularly the Wall Street element, but men who are primarily politicians, men who have declared that the country has had enough of Roosevelt's policies, have evidently not stopped to consider where they are going to find a candidate strong enough to win the nomination at the hands of the national convention in 1908. Some of these men, and notably ex-Senator Thurston, have declared that it is time for a change; they declare that the country is tired of Roosevelt's ideas and Roosevelt's methods, and want to get back to the methods and policies of McKinley. As they express it, the country wants to drop the radical and take up the conservative.

Of course declarations such as these either come from lack of comprehension, or are put forth for an ulterior purpose. But granting these men speak truthfully, or according to their best knowledge and belief, where are they going to find a candidate of the McKinley type who is willing to drop the reforms inaugurated, and drop back into the easy-going methods of McKinley? Foraker is not such a man, to be sure. Cannon is not of that type. Fairbanks comes nearer filling the bill than any man now in the field, and if elected would probably give an administration very like that of McKinley.

Will Not Name Fairbanks.
Presuming Fairbanks is the ideal candidate of these men, and presuming he is groomed as the candidate of the anti-Roosevelt wing of the party, how far would he get with the next convention, assuming that public confidence in Roosevelt is as strong next Summer as it is today? The best politicians concede that Roosevelt will dominate the Republican convention of 1908, unless something unforeseen should arise to shake the faith of the people.

With Roosevelt in control, Fairbanks would stand no chance of nomination. Roosevelt is not favorable to the nomination of Fairbanks and never was. What is more, he never will be, for Fairbanks is the antithesis of Roosevelt, and is the last man among the Presidential possibilities to carry out Roosevelt's policies.

No one acquainted with Fairbanks believes for a minute that the pursuit of the railroads would be kept up after he entered the White House. No one believes that he would strain every nerve to prosecute the violators of the interstate commerce law. No one believes that Fairbanks would bother himself about the enforcement of the laws for the regulation of corporations.

No one believes that Fairbanks would have either the nerve or the desire to stand between the people and Wall Street.

Fairbanks is too thin to act as buffer, and he is too fond of his elongated anatomy to have it further squeezed. Fairbanks would be an "easy" President. And that is just why he is not apt to be nominated.

If Fairbanks could not be nominated, no other representative of the McKinley Republicans could be named. Fairbanks is far and away the strongest man of that wing today, and he has a start over all others that would make certain his nomination should the McKinley Republicans control the convention. But there is nothing on the present political horizon to show that the rank and file of the Republican party are tired of Roosevelt's policies. The opposing element thought to defeat Roosevelt by conspiracy, but that plan was exposed, and immediately killed.

Then some of the more reputable men in the party, Thurston, for instance, were put forward to advocate a change from Roosevelt's methods to those of his predecessor. Thurston said he found signs of discontent with present policies, but who knows what inspired Thurston to make such a statement? It is strange that Thurston should find those signs at a time when the rest of the party, not affiliated with Wall street, was finding nothing but indications of enthusiastic approval of the course of the President. It will take a bigger man than Thurston to lead the bolt from Roosevelt.

Roosevelt Gaining Strength.

As has been stated in these dispatches before, there is only one thing that is going to turn the people from Roosevelt's policies, and that is to shake public confidence in the President. No President in the previous history of the country had so firm a hold on public confidence as Roosevelt, and his strength is greater today than ever before. Every turn he makes adds to his strength. Every time he drives the probe deeper into the side of some law-breaking corporation or some Wall street magnate, the public looks on and applauds.

The public likes that sort of thing. The public has suffered because of the utter disregard that has been shown for the law by the very persons and corporations the President is pursuing. And as long as the President keeps at the good work it is reasonable to suppose that the public will stand by him. That, at any rate, is current opinion in Washington.

Vain to Pick Man Now.

Before the anti-Roosevelt Republicans pick a man for the nomination in 1908 they would better bring about general discontent with Roosevelt's policies, for unless they can do this, all efforts looking to the selection of a candidate will be in vain. As things stand now Roosevelt will virtually have the convention in the palm of his hand, and if the convention, in a fit of enthusiasm, does not force another nomination on Mr. Roosevelt, it will certainly respect his wishes and nominate him. As for the anti-Roosevelt man whose nomination will bear the hearty endorsement of the President. As stated above, Fairbanks is not such a man; neither is any man of the McKinley type. As President Roosevelt would say, "Fairbanks is a political mollycoddle, and this is not the age of mollycoddles in American politics."

It may be that ex-Senator Thurston was merely seeking a little notoriety. He has been out of the limelight for a long time; most people had forgotten there was such a man. Nebraska had forgotten him. It may be that he contemplates establishing a residence in some other state, and desires, before doing so, to remind the people that he is still on earth. But if that was his motive, he took a peculiar theme. Or, again, Thurston may just "want to be different." It all amounts to the same in the end.

Club Plans Annual Meeting.

The annual meeting of the St. Johns Commercial Club will be held next Wednesday night at the office of the president, D. C. Rogers. Election of officers is to be had. Mr. Rogers has declined re-election as president, and an effort is being made to secure some other prominent business man to take the place. Several have been mentioned, but difficulty is being experienced to getting the consent of any one to accept.

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TEMBLOR ROCKS CITY OF MEXICO

Shock Lasts More Than
Four Minutes.

PEOPLE DRIVEN FROM HOUSES

Cracks in Pavements and
Walls Collapse.

WORST SHOCK SINCE 1882

Although Communication Is Largely
Cut Off It Is Known That the
Earthquake Was Very Severe
in Cities Further South.

CITY OF MEXICO, April 14.—An earthquake lasting four and a half minutes startled this city tonight. The earth rocked in a long swinging motion, terrifying the inhabitants but doing no damage so far as can be learned at this city. Clocks stopped at 11:34 P. M. (Mexican time) and the perceptible motion of the earth ceased at 11:39. The telegraph wires were put out of commission and for a short time the city was in darkness owing to the failure of the electric lights. The asphalt on one of the principal business streets of the city was cracked open for a distance of 10 yards. People fled from their houses into the streets.

Representatives of the Associated Press made rapid searches over the city but nothing beyond cracked walls and small fissures in the pavements could be found. At the police stations no deaths had been reported up to 12:40 A. M. A wall on Santiago street collapsed killing a number of horses and wounding five men.

Panic Feared for Time.

No reports have yet come from the American colony but it is not believed that serious damage was sustained there, although the houses, unlike those in the old section of the city, are not built to withstand earthquake shocks. At the time of the first shock the cafes and theaters were filled and for a time a panic was feared, but owing to the peculiarly steady swinging motion of the earth the crowds fled the buildings in comparative order. The shock was preceded by two bright electric flashes which lit up the sky to the northwest of the city. Up to this time the property loss is reported as very small. A number of walls in substantial buildings collapsed.

Refuse to Enter Houses.

A representative of El Diario, a morning paper, held a watch during the shock and says the earth rocked for fully four and one-half minutes. The city is comparatively quiet, although the streets are yet thronged with people, many refusing to enter their houses through fear of a more severe shock to come.

The official record of the meteorological bureau gave the duration of the shock as four minutes. The movement was from east to west in an oval shape. The needs first described ten centimeters and later 21, then it swung completely out of the dial, leaving the exact strength of the shock a matter of conjecture. The observer declared that the center of the shock was probably to the southward, and it is feared that towns in that region may have suffered.

Shock Along Coast.

Not a station of the fire department received a call. One freak of the earthquake was recorded. A driver of a circus wagon who was taking paraphernalia to a near-by railway station was thrown from his seat by the force of the shock. He was uninjured beyond a bruise received, but all of the animals he was driving were killed.

Telegraphic communication as far south as the cities of Oaxaca and San Juan Bautista has been established, but beyond the report that the shock was very heavy in that region and along the Gulf coast nothing more was learned. From the City of Vera Cruz, south of there, the shock is reported to have been severe. At the meteorological bureau it was said the shock was the heaviest experienced since 1882. From what is known at this time, the shock extended from the City of San Luis Potosi on north to Oaxaca on the south a distance of 500 miles.

MEN SCALDED TO DEATH

Explosion on Dredge Boat Kills
Two and Injures Eight Others.

KEY WEST, Fla., April 14.—An explosion which occurred on the dredge George W. Allen, engaged in extensive work on the Florida East Coast Railroad at Key West, early today, caused the death of two Spaniards and injured eight others. Four of the injured were badly scalded on the hands and face. A tube in the boiler burst, the escaping steam blowing open the furnace doors and throwing live coals and steam on the two men who were killed.

Jury in Bribe Case Can't Agree.

LITTLE ROCK, Ark., April 14.—After being out for 36 hours in the case of ex-State Senator Covington, charged with accepting a bribe, the jury reported a disagreement and was discharged. Covington is an ex-President of the Senate.