



## EVERYBODY WANTS GELLO CHANNEL

### Inland Empire United in Demand.

## DESIRE CONTINUING CONTRACT

### With This Plan Construction Can Proceed.

## EXTEND PORTAGE RAILWAY

### Resolutions Set Forth This Extension Would Open Up Transportation at Greatly Reduced Cost. Noted Men Speak in Favor.

**THE DALLES, Or., Oct. 9.—(Special).—**Many residents of the Inland Empire are attending the meeting of the Open River Association here this afternoon and this evening to lend their voice to the demand for a channel for commerce round Cello Falls. They showed that the interior country wants the Cello Canal project put on a continuing contract basis, so that construction may proceed. They made evident also that their region wants the Cello Portage Railway extended to The Dalles, so as to improve the efficiency of that temporary avenue of transportation pending the completion of the \$4,500,000 canal. An extension of the portage will cost \$70,000 for an independent line with this city from Big Eddy, a distance of four miles, or for connections with the Dufur Railroad—\$40,000 for building about 2 1/2 miles of track.

### Speakers All Hopeful.

Senator Fulton, of Oregon, expressed the strong hope that the canal could be put on a continuing contract basis at the next session of Congress. Representative Jones, of Washington, spoke in Lewiston for an open river, according to a telegram from that city. Among other speakers were Miles C. Moore, of Walla Walla, who urged the need of electric railroad connections with the open river; Professor W. D. Loman, of the same city, who extolled the Columbia River as an avenue of commerce with the Orient across the Pacific, which he said was destined to become the greatest commercial ocean in the world.

H. M. Green, of La Crosse, told of the electric railway project between Pullman and La Crosse; Dr. N. J. Blalock, of Walla Walla, urged the raising of funds for building steamboats on the Upper Columbia; Frank Menefee, of The Dalles, spoke for the committee on ways and means for extending the Portage Railway and offered the two plans already mentioned.

### Everybody is Interested.

State Senator Stevenson of Garfield County, Washington, said the \$25,000 appropriation made by the Washington Legislature last winter for the improvement of the Snake and Columbia Rivers betokened the interest of that state in the open river movement. C. T. Greentanner, of Pasco, told of the interest taken by people of the interior. Captain W. A. Gray, of the same city, said the Upper Columbia needs five or ten new steamboats. H. M. Calk, of Portland, said the opening of waterways is necessary, else the freight of the country cannot be transported. W. H. Gaylord, of Portland, professed to represent capital that would build water or rail lines whenever it could be shown they would pay. The attendance represented men of Walla Walla, Kennewick, Pomeroy, Colfax, Lewiston, Baker City, Portland and Pendleton.

### Officers Are Re-elected.

The outgoing officers of the association were re-elected. The president is J. A. Smith, of Baker City; secretary, W. J. Mariner, of Blalock. Other members of the executive committee are: N. J. Blalock, of Walla Walla; Henry Hahn and A. H. Devera, of Portland; J. T. Peters, of The Dalles, and R. Schleicher, of Lewiston. The last named was added to the executive committee to give Idaho a representation.

The resolutions call for continuing the contract for the Cello canal, a broad policy of river and harbor improvement throughout the country, bonds for doing this work, if funds cannot be raised otherwise, and the extension of the Portage Railway. The resolutions express approval of the action taken by the Legislatures of Oregon and Washington and of help received from Governors and Members of Congress of those two states and Idaho. They also commended Roosevelt's attitude on river and harbor improvements.

The other resolutions were as follows: Whereas, the Columbia and Snake Rivers and their tributaries, together with some of the greatest natural avenues of transportation in the United States, draining over 200,000 square miles of fertile territory, and if properly improved, would forever furnish a route of rapid transportation for the people of this vast section of country, and

locks between Big Eddy and Cello on the Columbia River would at once open to navigation said water system from Presto Rapids on the Columbia and from Lewiston on the Snake to the sea and furnish water transportation through the heart of the Inland Empire in the States of Washington, Idaho and Oregon, and

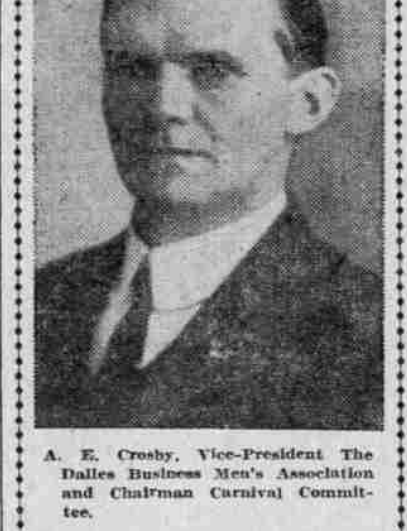
Whereas, such completion would instantaneously and automatically free the people of said section from the transportation conditions that now exist, and reduce the transportation tax now levied on what they produce to the extent of at least \$1,000,000 each year and result in incalculable advantage in opening up the country and including the building of tributary lines of railroads to the river, and

Whereas, the extension of the Portage Railway, now operated by the State of Oregon between Big Eddy and Cello, to The Dalles, would greatly increase its efficiency and furnish some relief to the producers and consumers tributary to said rivers, pending completion of said canal. First, now, therefore, be It

Resolved, that the Open River Association, a voluntary organization composed of citizens of the States of Washington, Idaho and Oregon, favor the placing of the improvements at the rivers and harbors of this country on the same basis as any other improvements of the same character, and favor the making of annual appropriations therefor, and respectfully request and urge the congresses of the United States to adopt the policy.

Second—If no other way for providing money for the improvement of said rivers and harbors can be found, then we favor a bond issue sufficient amount to complete all approved projects, similar in character to those issued for the building of the Panama Canal.

Third—We favor placing of the building



A. E. Crosby, Vice-President of the Dalles Chamber of Commerce and Chairman of the Canal Committee.

of the Cello Canal and locks on a continuing contract basis at the next session of Congress and call upon our Senators and Representatives in Congress to use every honorable effort to this end, pledging to do so until a supply from the people of the Pacific Northwest.

Fourth—We favor the extension of the Portage Railway from Big Eddy to The Dalles, and urge and request the next Legislature of the State of Oregon to make an appropriation for this purpose.

Fifth—We desire to express our satisfaction and approval of the support, the efforts of this association have received at the hands of the Washington and Oregon Legislatures in making appropriations for aid in the improvement of the rivers of the Northwest, and of the Governor of said states and of the members in Congress of the Northwest, who have shown they have all sided in this great work.

Sixth—We tender our unqualified support to the President of the United States and those associated with him, in his and their efforts to preserve and secure not only for the benefit of our country, but for the blessing God has placed in our hands in the waters of our country, which properly and wisely conserved will furnish a free people transportation, power and water for irrigation to the end of time.

These resolutions were submitted by J. N. Teal of Portland and favorably reported by a committee consisting of S. A. Leell, of Pendleton; Miles C. Moore, of Walla Walla, and M. Teal.

Among others than those already mentioned.

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## BLOCK ADVANCE IN LUMBER RATES

### Aitchison Gets Convention's Backing.

## AMEND HEPBURN RATE LAW

### No Advance Without Commissioner's Approval.

## MEANS FIGHT IN CONGRESS

### Convention of State Railroad Commissioners Makes Exception to Resolution in Response to Oregon Man's Urgent Plea.

**OREGONIAN NEWS BUREAU, Washington, Oct. 9.**—The National Association of Railway Commissioners, in session here today, adopted a resolution offered by State Railroad Commissioner Clyde B. Aitchison, of Oregon, advocating an amendment to the Interstate Commerce law which will make it impossible for railroads to raise their rates until after the Interstate Commerce Commission shall hold such new rates to be reasonable.

In effect, Mr. Aitchison's resolution provides that whenever a railroad proposes to increase an interstate rate, notice of the increase shall be furnished shippers, and they in turn shall have the privilege of entering a protest against that rate, if they deem it unreasonable. Whenever such protest is entered, the Interstate Commerce Commission shall give a hearing to determine the reasonableness of the new rate and unless the commission, after due hearing shall hold the rate to be reasonable, it shall not be enforced. No new rate against which protest is entered shall become effective unless held by the commission to be reasonable.

### Aitchison Speaks in Time.

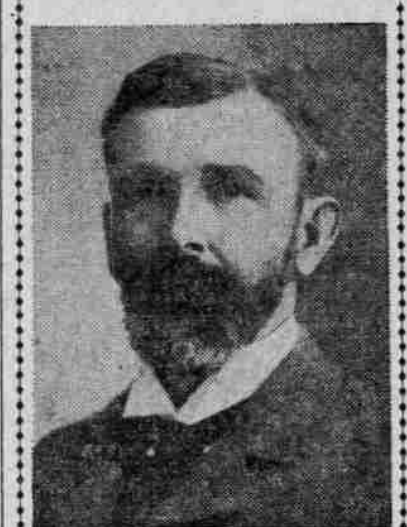
The convention was about to adopt a resolution declaring it useless to suggest any changes in the existing interstate commerce law until experience should develop its weaknesses, when Mr. Aitchison rose and informed his fellow-commissioners that the people of Oregon and the Pacific Coast in general had discovered one critical weakness in the law, namely, the provision permitting railroads to increase their rates after giving notice through the Interstate Commerce Commission.

He alluded to the increase in the lumber rate, which is soon to become effective. That rate, it is contended,

is unreasonable, yet, under the law as it stands, the railroads can enforce the higher rate, and shippers must pay it. They can, and propose to, enter complaint against the rate, but it is likely to be some time before the commission can pass upon its reasonableness. While it is true that shippers can recover the amount of increase, provided the rate is ultimately held unreasonable, yet, said Mr. Aitchison, there are many small shippers who will be driven out of business by this rate and they can never recover their losses.

### Only Way to Protect Shippers.

He argued that the law should be amended to prohibit the enforcement of such rates as this until after the commission could decide whether or not they are reasonable. Whenever any proposed rate is objectionable, he said, that rate should not be enforced until after the shippers complaining could be heard in their own behalf. If, after hearing the complaint, the commission should hold the new rate reasonable, it could then become effective, but, if the complainants could convince the



J. M. Patterson, Secretary Second Eastern Oregon Agricultural Society.

commission that the proposed rate was unreasonable, then the advance could not be made. That would obviate the refunding of excess freights in cases where rates were held unreasonable, and at the same time would apply protection to small shippers who have no resources under the existing law, if new rates force them to suspend.

There was very little opposition to Mr. Aitchison's resolution, a few Commissioners mildly arguing that no change should yet be urged in the interstate commerce law. When put to a vote, it carried by an overwhelming majority. This resolution expresses to Congress the opinion of the convention of State Railway Commissioners that the Hepburn law should be modified in this one respect, but in no other.

### Expects Fight With Railroads.

Mr. Aitchison expects his resolution will lead to considerable debate in Congress this coming session, and he expects the proposed amendment to the law will be vigorously resisted by the railroads, which can now raise their

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## CHICAGO VICTOR IN SECOND GAME

### Mullin's Erratic Pitching One Cause.

## TINKER WINS MUCH OF GLORY

### O'Leary Stops Further Scoring in Wondrous Way.

## KLING'S ACCURATE THROWS

### They Kill Three Detroit Men at First—Enormous Crowd Sees the Game and the Players Will Divide \$14,272.

**CHICAGO, Oct. 9.**—The Chicago National League team defeated the Detroit pennant-winner of the American League in the second game of the series for the world's championship this afternoon. The score was 3 to 1. Slow pitching and several slight accidents caused the contest to drag out over two hours, the delays trying the patience of the big crowd, which again filled almost every inch of seating room.

Mullin and Pfeister were the pitchers and Payne went behind the bat in place of Schmidt. Otherwise the teams lined up as on the previous day. Schmidt's retirement was primarily due to his inaccurate throwing, but in this respect the change brought small improvement, as the five stolen bases credited to the local team testify. Playing conditions were improved, while warm sunshine and the absence of the chilly breeze of the first day kept spectators and players in more comfort.

### Rossman's Hitting the Feature.

Rossman, whose hitting was the real feature of the contest, scored the first run of the contest in the second inning. He hit a grounder toward Tinker, which bounded away from the shortstop and rolled out to the left field, the batter making three bases on the hit. Coughlin struck out, but Payne lifted a short fly to left field, which Tinker might have captured, but left it to Sheekard. The ball fell safe and Rossman scored. Payne stole second, but O'Leary and Mullin could not bring him home.

Chicago tied the score in its half of the inning, while Mullin was giving a queer exhibition of poor and good pitching. Kling, Evers and Schulte

single in succession, filling the bases with none out. Right there Mullin suddenly regained control of his curves, striking out Pfeister and Slagle, while the best Sheekard could do was a puny grounder to Schaefer.

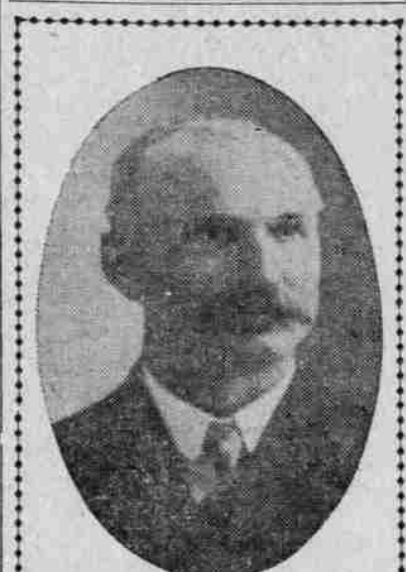
### Winning Runs in Fourth.

In each of the next three innings Detroit batsmen reached first base with none out, but poor baserunning and inability of the following batsmen to find openings in the Chicago defense stopped the rallies. Chicago missed a similar chance in the third, when a double play and a strikeout left runners on first and third.

The winning runs came in the fourth. Tinker's hit bounced off Mullin's glove. He went to second on a sacrifice and stole third. O'Leary fumbled Slagle's grounder, Tinker scoring. Slagle stole second and came the rest of the way on Sheekard's two-base hit past first base. After Chance had popped out, Sheekard was caught trying to steal third.

### O'Leary's Marvelous Feats.

After that feat fielding prevented



J. L. Kelly, Mayor of The Dalles, and President of the Second Eastern Oregon District Agricultural Society.

further scoring. O'Leary cut off two hits by marvelous stops and throws in the fifth, and he repeated the feat in the sixth. Sheekard caught a line drive of his shoe-tops in the seventh and the three Detroit runners who reached first base were cut down by Kling's fine throwing.

As in yesterday's game, a fast double play stopped an incipient rally in the last inning. This time, however, the visitors were the victims. Tinker stabbed and held Coughlin's hot liner and threw to Chance in time to double up Rossman, who had reached first on his fourth successive hit. Payne ended

## RESULTS OF PREVIOUS SERIES.

- 1903.**  
Oct. 1, at Boston, Pittsburgh, 7; Boston, 3. Phillips-Young.  
Oct. 2, at Boston, Boston, 3; Pittsburgh, 0. Dineen-Leaver and Vall.  
Oct. 3, at Boston, Pittsburgh, 4; Boston, 2. Phillips-Hughes and Young.  
Oct. 4, at Pittsburgh, Pittsburgh, 5; Boston, 4. Phillips-Dineen.  
Oct. 5, at Pittsburgh, Boston, 11; Pittsburgh, 2. Young-Kennedy and Thompson.  
Oct. 6, at Pittsburgh, Boston, 6; Pittsburgh, 3. Dineen-Leaver.  
Oct. 7, at Pittsburgh, Boston, 7; Pittsburgh, 3. Young-Phillips.  
Oct. 8, at Boston, Boston, 3; Pittsburgh, 0. Dineen-Phillips.  
Games won—Americans, 5; National, 2. Winning pitchers—Dineen, three games; Young, two games; Phillips, three games.

- 1905.**  
Oct. 9, at Philadelphia, New York, 3; Philadelphia, 0. Mathewson-Plank.  
Oct. 10, at New York, Philadelphia, 3; New York, 0. Bender-McGinty and Ames.  
Oct. 12, at Philadelphia, New York, 9; Philadelphia, 3. Mathewson-Cookley.  
Oct. 13, at New York, New York, 2; Philadelphia, 1. Mathewson-Bender.  
Oct. 14, at New York, New York, 2; Philadelphia, 0. Mathewson-Bender.  
Games won—National, 4; Americans, 2. Winning pitchers—Mathewson, three games; McGinty, one game; Bender, one game.

- 1906, All at Chicago.**  
Oct. 9, White Sox, 2; Cubs, 1. Altrock-Brown.  
Oct. 10, Cubs, 7; White Sox, 1. Reulbach-White and Owen.  
Oct. 11, White Sox, 3; Cubs, 0. Walsh-Pfeister.  
Oct. 12, Cubs, 1; White Sox, 0. Brown-Altrock.  
Oct. 13, White Sox, 4; Cubs, 4. Walsh and White-Reulbach, Pinner, and Overall.  
Oct. 14, White Sox, 3; Cubs, 3. White-Brown and Overall.  
Games won—Americans, 4; National, 2. Winning pitchers—Mathewson, three games; McGinty, one game; Bender, one game.

No world's series was played in 1904 between New York and Boston. Manager McGraw declining Manager Collins' challenge.

### the game with a little hit in front of the plate, which Kling threw to first.

### Receipts a Small Fortune.

The teams will play here again tomorrow, and then, unless a postponement or the game intervenes, will move to Detroit for two games, returning here Sunday.

The receipts for today's game, as announced by Secretary Bruce of the National Commission tonight, were \$24,450. The players will receive \$14,372.50 and each club is entitled to the extent of \$4,750.00. The National Commission gets \$2,643.

Hours before the gates were due to

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## TUCKER'S STORY LACKS COHERENCE

### Granite Suspect Questioned at Baker.

## HAS FORGOTTEN WHAT HE SAID

### Is Chronic Drunkard Weakened by His Vice.

## LIKELY TO BE RELEASED

### Shows Terror of Crowd Gathered to Receive Him at Baker—Was Not There at Time of the Murder.

**BAKER CITY, Or., Oct. 9.—(Special).—**Frank Tucker, the man who was arrested at Granite, Or., on suspicion of being connected with the Brown murder case, was brought to Baker City this evening and placed in the County Jail. He was examined by District Attorney Lomax in the presence of Sheriff Ed Rand and Chief of Police Jackson. He was brought from Granite to Sumpter by two Marshals, and at Sumpter was turned over to the custody of Deputy Sheriff Bert Caviness, who brought him to Baker City.

As the train neared Baker City, the man became very nervous and feared violence would be done him upon his arrival here. There was a large crowd at the depot to meet him, but no demonstration was made, because the majority knew from his story that the man could hardly have been connected with the case.

### Tucker a Chronic Drunk.

The man gave his name as Frank Tucker, and had been in Granite but a short time before he was taken in charge by the officers. He had been working at Tipton for the last two weeks, cutting wood, and had quit but a few days before and gone to Granite. While at work in the logging-camp he showed signs of being demented, and became such a nuisance that he was thrown out of the bunkhouse at least half a dozen times during his stay there. The men at the camp think that he is a harmless fellow who has become unwell, but has almost lost control of his faculties.

### Forgets Story He Told.

When questioned by Mr. Lomax concerning what he had said about the Brown case at Granite, the fellow said that he did not remember saying anything. He had been drinking heavily for some time and had lost all consciousness of where he was, what he was doing or what he was saying. The officers at Granite heard the man say that he knew all about the Brown case at Baker City, but that he wouldn't peach on the other two men, for they had caught a train and had got away to Cheyenne. They questioned him about the bomb and he said that it was made of nitro-glycerine and sawdust, and that he was within 40 feet of the bomb when it was exploded. This would have been almost impossible for the effects of the bomb were plainly noticeable 50 feet away.

### Will Probably Be Released.

Tucker did not tell a very frank or coherent story, but it was sufficient to make the officers believe that they had found a clue to the murder and they at once notified Mr. Rand in this city. He questioned the officers concerning the man, but they could not tell him much, so he had the man brought to this city to be examined.

### Dan Allen, the man who was arrested at Union on suspicion of having some knowledge of the case was yesterday released from custody.

### Swain in Charge of Case.

Captain W. S. Swain, of the Thiel detective agency, has been employed by the county to handle the case here and has been busy looking for some clue, but as yet has found nothing that points to anything definite. The only fact that is generally believed by the officers and the people is that three men were implicated in the murder and that one of them wore a kimono. Even the story of three men is only a supposition and something may turn up later entirely to upset this theory. Captain Swain has alleged that Governor Gooding sent his secretary and other Idaho officials here to hinder him in his work.

The officials of this city do not think that anything will be done soon by the officers, and many think that the guilty party or parties will never be known. The Sheriff has distributed posters all over the county advertising the \$10,000 reward for the capture of the assassins.

## SAYS WILSON FIRED BOMB

### Tucker Names Linn County Man as Brown's Assassin.

**SUMPTER, Or., Oct. 9.**—Frank Wilson, born and raised in Linn County, Or., and now a member of the Western Federation of Miners, is the probable assassin of ex-

(Concluded on Page 4.)

## LITTLE CARTOONS OF THE DAY'S NEWS

