

DRIVE LAST SPIKE ON NEW HILL ROAD

Ceremony Marks Completion of Railway.

EXCURSION FROM VANCOUVER

Special Carries Crowd of 500 to Scene of Exercises.

GALA DAY ON NORTH BANK

First Passenger Train Over the New Railway Greeted With Cheers All Along the Line—Road Completed Eastward to Pasco.

FACTS ABOUT SPOKANE, PORTLAND & SEATTLE RAILWAY.

Driving of golden spike yesterday marks completion of road from Pasco to Vancouver, Wash., a distance of 221 miles.

By June trains will run into Portland over bridge across the Columbia and Willamette and by the end of the year the line will be completed eastward to Spokane, a distance of 360 miles.

Cost of the line will be about \$40,000,000.

Maximum grade on new line is two-tenths of one per cent; maximum curvature is three per cent.

Building of new line was announced by James H. Hill, at a banquet given him at the American Inn during the Lewis and Clark Exposition; work was begun the following year, 1904.

In the presence of 500 cheering people who traveled 50 miles to witness the ceremony, the golden spike was driven in the North Bank road yesterday afternoon.

The exercises were held at Sheridan's Point, three miles west of Stevenson, Wash., and although they occupied but a few minutes, were impressive.

The driving home of the golden spike was regarded by the spectators as signaling the dawn of a new epoch in the railroad history of the Pacific Coast. When the last stroke of the gilded hammer used in the ceremony died away, cheer after cheer was rung into the air and went ringing up into the mountain fastnesses of the Columbia gorge.

The gray old mountains that looked down on the coming of the tiny canoes of Lewis and Clark, over 100 years ago, stand all around the spot where the last spike was driven yesterday. Almost on the very place where the last rail was laid, an old blockhouse, erected by pioneers, without the aid of the new railway, and after it had served its purpose, was washed away by a flood in the Columbia River.

Special Train From Vancouver.

The special train that was run to Lyle yesterday over the new Spokane, Portland & Seattle Railway was made up at Vancouver, and the people who attended the ceremony of driving the spike were guests of the business interests of Vancouver and the new railroad. The excursionists were officials of Vancouver and Clark County, besides prominent business men and railroad officials of Portland and Vancouver. The excursion was a complete success in every way and the first passenger train to run over the western end of the new road made the trip on schedule time.

It was a gala day for the whole North Bank country. Every village the line passes through, as well as every farmhouse the new road passes, was decorated with flags, and the people stood at the side of the track waving flags and cheering as the train sped by. Every mill and factory and every steamer passed on the run of the special train welcomed the new railroad line with blasts from whistles. Some of the towns had anticipated the arrival of the train by having the school children drawn up in line on either side of the track, and as the train pulled into the station the children waved a welcome with flags.

Locomotive Gaily Decorated.

Engine No. 494, that pulled the train of ten coaches, was gaily decorated with flags and bunting. On the pilot of the locomotive was a banner bearing the words, "Hurrah for the North Bank." On the first and last coaches of the train were banners proclaiming the significance of the opening of the new railroad. "Whooop" was the cry from the head of deep water and the grain port of the world," was the legend on these banners. The train was in charge of conductor J. A. Buckley, and Engineer C. O. Fryholm was at the throttle. The arrangements were such that the special was run to the minute on the schedule mapped out for it and in places the train developed a speed of 40 miles an hour on the new track just completed, something that is considered remarkable under the circumstances.

The special train pulled out of Vancouver promptly on time at 9 A. M., followed by the cheers of the people of that city. Camas was the first stop, 25 minutes being allowed the excursionists to go through the pulp and paper mills of the Crown-Columbia Pulp & Paper Company. This proved an interesting sight, for it was the first glimpse many had had of paper manufacture. The Third Cavalry Band, from Vancouver Barracks, got out at Camas and played a number

of airs, as was done at every city where the train stopped.

Train Welcomed at Every Town.

At Washougal the school children were drawn up in line to welcome the excursion, and waved flags as the train came to a stop. At Stevenson the visitors had the warm welcome of the people, and at Bingen, where a short stop was made, apples from the celebrated White Salmon district were carried into the train and given to the excursionists. At Lyle there was a street parade, headed by the band, and again apples were distributed to the visitors.

The driving of the golden spike took place on the trip up the river, the train being halted at Sheridan's Point for the purpose. E. E. Beard, editor of the Vancouver Columbian, was master of ceremonies and held the golden spike that was to be the final bond linking the inland Empire with the cities of the seaboard. He introduced Mayor Green, of Vancouver, who said:

"This is an epoch in the history of this state. What does the completion of this railway mean to Vancouver? It means to us what the completion of the O. R. & N. meant to Portland, when that road was opened 20 years ago. The O. R. & N. built Portland and this road will build Vancouver in the next 20 years. Vancouver will be greater than Portland and that city will be only the Oakland to our own San Francisco. Every pound of freight from the inland Empire to the sea will pass over this new road and come into Vancouver. Our city will no longer be the back door of Portland, but will be the front door and Portland will have to take a back seat."

Address by George H. Himes.

George H. Himes, secretary of the Oregon Historical Society, was introduced and dwelt on the historic significance of driving the golden spike of the new road where the pioneers took refuge from the attacks of the Indians. He said:

"It is not my purpose to give any attention to the events which in due course have made possible the enterprise which we see today, but to recall briefly some of the dreadful scenes that the first settlers at the Cascades were forced to endure 82 years ago this month.

It is not possible to estimate with any accuracy the number of settlers scattered along both sides of the river between Vancouver and The Dalles in the year 1826, but it is nearly as can be judged that 100 including women and children and the remains of the Indian and White Salmon settlements. The settlement at White Salmon was destroyed early in March, 1827, by a house burning, but no one was killed, so far as I know, the settlers finding a haven of safety at The Dalles, although they were not far from the Cascades, to visit friends by the name of Kootenai, of whom more will be given a little later.

"The 'Middle' blockhouse spoken of was built by Captain Wallen, United States Army, in November, 1825, and in March, 1827, was carried by a sergeant and eight men. About a mile and a half above the Bradford brothers were building a train road and had a number of men employed. About 8:30 o'clock Wednesday, March 1, 1827, the Indians suddenly attacked by 200 or 300 Kikletat and Yakima Indians, one workman being killed, a number wounded at the first. The remainder sought refuge as best they could, all but three in the Bradford store, and returned the fire at every convenient opportunity, fortunately having nine United States rifles, with an abundant supply of ammunition.

The fighting lasted the best part of three days, the block house also having been attacked, and most of the houses in the vicinity having been burned. At one time there were 40 men, women and children in the Bradford store, four women and 18 men that could fight, and 15 wounded men and children. Every device that the Indians could employ was used to set fire to the store, or break into it, but without avail, owing to the vigilance of the defenders.

At length, couriers to Fort Dalles and Fort Vancouver, having managed to get through the Indian lines, Lieutenant Sheridan, at the head of 40 regulars, appeared from Fort Vancouver, and on the second day, with a volunteer, and attacked the Indians. At first they were too much for his force, and kept him on the defensive. The next day, however, reinforcements from Fort Dalles arrived and began a vigorous onslaught upon the Indians, the result of which was victory on the part of the whites, nine of the Indians being killed, and the remainder being captured and hung. Altogether there were 17 whites killed, three of whom United States soldiers, and 12 wounded, one of these dying from his wounds afterwards.

The squad of soldiers in the block house defended it successfully against five times their number and received the thanks of General Winfield Scott, commanding the United States Army, from headquarters in New York, in general orders, which particularly mentioned Sergeant M. Kelly.

(Concluded on Page 10.)

RESTORE NEGROES TO PLACE IN ARMY

Roosevelt Asks Congress for Law.

THEIR DISCHARGE JUSTIFIED

Time for Re-enlisting Should Be Extended.

MESSAGE SENT TO SENATE

Brownsville Soldiers Who Disprove Complicity in Riot to Be Reinstated—Tillman Takes a Filing at President.

WASHINGTON, March 11.—President Roosevelt today, in a special message to the Senate, calls attention to the fact that the Senate committee has found that the charges of participation in the Brownsville riot, which caused him to dismiss Companies B, C and D of the Twenty-fifth Infantry, were substantiated, and asks the Senate to pass a special law extending for one year the time within which those who establish their innocence may be reinstated. Such a bill will be introduced. The following is the text of the President's message:

Reinstate Innocent Soldiers.

On December 12, 1906, the Secretary of War, by my direction, issued the following order:

"Applications to re-enlist from former members of companies B, C and D, Twenty-fifth Infantry, who were discharged under the provisions of special order No. 206, War Department, November 9, 1906, must be made in writing and be accompanied by such evidence, also in writing, as the applicant may desire to submit to show that he was neither implicated in the riot on Brownsville, Texas, on the night of August 13, 1906, nor withheld any evidence that might lead to the discovery of the perpetrators thereof."

Proceedings were made under this order, but shortly thereafter an investigation was directed by the Senate and the proceedings under the order were stopped. The Senate committee entrusted with the work has now completed the investigation and finds that the facts upon which my order of discharging of November 9, 1906, was based are substantiated by the evidence. The testimony secured by the committee is, therefore, now available, and I desire to revise the order of December 12, 1906, and to have it carried out in whatever shape may be necessary to achieve its purpose therein set forth, any additional evidence being taken which may be of aid in the ascertainment of the truth.

Extend Time for Re-enlistment.

The time limit during which it was possible to reinstate any individual soldier in connection with the terms of this order has, however, expired. I therefore recommend the passage of a law extending this time limit for one year and permitting the reinstatement by direction of the President of any man who in his judgment shall appear now to be within the class whose discharge was deemed necessary in order to maintain the discipline and morale of the Army.

The majority report of the Senate committee contended that the shooting was done by some members of the Twenty-fifth Infantry, though the testimony fails to identify the particular participants. It states, despite considerable contradic-

tory testimony, the majority's case is proved.

The principal minority report, presented by Scott, recommends that the negro soldiers be restored, as it has been impossible to ascertain who did the shooting.

Foraker and Buckley turned in a supplemental report declaring that the testimony of eye-witnesses against the negro soldiers is unreliable, and the weight of evidence shows that none of the negro soldiers participated.

Tillman Gets in a Dig.

A supplemental report by Warren, Lodge, Warner and Dupont declares the evidence shows the assault was perpetrated by members of the battalion, but that it is reasonable to believe that all the soldiers were not concerned, and recommends restoration of all rights and privileges to the innocent men. This and the Foraker report include remedial bills.

After the reports had been read, Tillman expressed the desire that all of



The Late R. R. Thompson.

them might be printed as one document and that the President's message "taking back" his order of discharge should be printed with them. He said he wanted the entire report for the benefit of the "niggers."

Warren stated that the military committee was preparing a bill restoring the rights of the discharged soldiers, authorizing their re-enlistment and providing pay from the time of their re-enlistment.

Cuberson inquired why legislation was necessary to permit the President to reinstate the soldiers, and Warren, chairman of the committee, replied that the President had no authority to restore them with all rights and privileges, after 90 days, and for that purpose the proposed legislation would have to be enacted.

LETTER-CARRIERS WIN OUT

HOUSE VOTES TO PROVIDE \$1000 SALARIES.

Committee on Postoffice Appropriation Raises Protest, but is Overruled by Members.

WASHINGTON, March 11.—Determined and persistent assaults on the postoffice appropriation bill in the House today resulted in amplification of that measure in many important parts, despite the

(Concluded on Page 2.)

FLEET REACHES MAGDALENA BAY

Arrives at the Practice Ground Before Time.

POINT LOMA GETS WIRELESS

Short Rest for Men Before Target Practice.

SHIPS TO SHOOT BY FOURS

California Ports Rejoice in Itinerary that Includes Them All and Prepare for the Receptions With Renewed Vigor.

FLEET REPORTED OFF MAGDALENA.

SAN DIEGO, March 11.—Admiral Evans reported off Magdalena, according to a wireless dispatch just received at Point Loma.

SAN DIEGO, March 11.—The American battleship fleet, under command of Rear-Admiral Robley D. Evans, is tonight less than 20 miles south of Magdalena Bay, Lower California, and should put into that island-protected harbor late tomorrow afternoon. No report of the fleet's arrival will be available, however, even for the Department at Washington, until some time during tomorrow night or Friday morning.

The Navy wireless station at Point Loma, which is equipped with the strongest of instruments and is in charge of the most capable of the Navy's operators, has never been able to communicate with a vessel at Magdalena Bay until well after the setting of the sun. The best work is done after midnight. It is explained that the light waves during the day overcome the other impulses of the wireless in long-distance efforts and that communication by day is seldom maintained over a space of more than 300 miles. Magdalena Bay is 620 miles in an airline from San Diego.

The Point Loma wireless station, which is just across an arm of the bay from this city, was in communication with the fleet early this morning and had again exchanged signals with the flagship Connecticut late tonight. The exact position of the vessels was not indicated in the earlier dispatches, which were of a strictly confidential nature and in cipher, but the ships are said to be maintaining a 10½-knot speed and this, it is estimated here, would bring them late today to within less than 30 miles of the Magdalena goal.

The men of the battleship crews probably will be given a day or two of rest after the long run from Callao, Peru, which was left February 2, before the strenuous work of target practice is taken up. The ships will take their turns at the targets in divisions, of which there are four, comprising four vessels each. It will rest with Admiral Evans as to

whether the divisions are sent to the range in regular order or as circumstances dictate.

Divide Into Four Commands.

The Admiral himself has command of the first division, which includes the Connecticut, Kansas, Vermont and Louisiana. Admiral Emery is in command of the second division, composed of the Georgia, New Jersey, Rhode Island and Virginia. Admiral C. M. Thomas, the second squadron commander, who acted as many of the South American shore functions as the representative of Admiral Evans, is also commander of the third division of the fleet. His flagship is the Minnesota, and the remaining members of the division are the sister ships Ohio, Maine and Missouri. The fourth division is commanded by Rear-Admiral Sperry, whose flag floats from the Alabama. The Illinois, Kentucky and Kearsarge complete the command.

The second target practice work will be done with only four ships of the fleet at one time, but after it is completed will come the battle tactics and fleet maneuvers with every ship in line.

Coast Cities Rejoice.

California's Coast cities were gratified today over the announcement of the tentative partial itinerary of the fleet from Magdalena to San Francisco. Various rumors had come to the Coast saying that this or that city might be cut off the visiting list. The official declaration that stops would be made at San Diego, San Pedro (Los Angeles), Santa Barbara and Santa Cruz, came as a grateful reassurance from the Navy Department and plans for the various receptions are being forward with renewed vigor on the part of the various city committees that have them in charge. The enthusiasm of the people knows no bounds and all are looking forward to the visit of the fleet as notable events in the history of the Pacific Coast.

ITINERARY FOR SQUADRON

WILL VISIT ALL CALIFORNIA COAST CITIES.

Grand Review in San Francisco Bay Announced to Take Place on May 8.

WASHINGTON, March 11.—A partial itinerary for the battleship fleet after finishing target practice at Magdalena Bay was announced today by the Navy Department. It includes visits to San Diego (Coronado), Santa Barbara, San Pedro, Santa Cruz and San Francisco, arriving at the latter place on May 5.

The announcement says that the plans for the future movements of all vessels of both the Atlantic and Pacific fleets after the naval review at San Francisco have not as yet been made. The grand review of the ships of the Atlantic and Pacific fleets in the Bay of San Francisco will take place on May 4.

The following statements accompanied the announcement of the itinerary:

As soon as the Commander-in-Chief is able to determine definitely the date upon which the target practice at Magdalena Bay will be completed, the department will be informed as to the itinerary. The Commander-in-Chief will also telegraph to the Governor of California the date of his arrival at San Diego and telegraph the Masters of the ports to be visited the date of his arrival at each port, and the length of the stay at the port named is left to the discretion of the Commander-in-Chief. The date of arrival in San Francisco, however, is fixed at May 5, 1908.

It is the intention of the department to assemble both the Atlantic and Pacific fleets at San Francisco in May, at which time the Secretary of the Navy will review the combined fleet. The Yorktown will be reviewing ship and will be anchored off the Oakland pier ready to receive the Secretary of the Navy at the time of the review. The Pacific fleet will arrive at San Francisco on May 5. The review will take place on May 8. After the Secretary of the Navy has reviewed the fleet and the Yorktown has anchored at the head of the line, the flag and commanding officers of both fleets will be

(Concluded on Page 4.)

REBATES GIVEN TO CANNING TRUST

Luce Tells How Fruit-growers Lose.

HARRIMAN'S MAN IS CANDID

"Presumed Canner Would Act Honestly," He Says.

KEPT THE RATES SECRET

Helped New Industries by Cutting Rates Without the Knowledge of Competitors—Threw Gaff into the Oregon Boxmakers.

SAN FRANCISCO, March 11.—Frank Adams, who says that the Southern Pacific Railroad gave rebates equal to one-half the rate to fruit canners and left it to the honesty of the canners to give the growers the benefit thereof were made by G. W. Luce, general freight agent of the Southern Pacific, before the State Railroad Commission today.

Referring to the special rate charged the California Fruit Canners' Association on shipments of fruit from the growers or from the dryers to the packing house, Mr. Luce said he thought the growers got some advantage out of the refund, directly or indirectly, but he did not know.

Canner Gets the Rebate.

"Is it not a fact," asked Attorney-General Webb, "that when the farmer brought his fruit to the nearest Southern Pacific station and there shipped it to the packing house of the California Fruit Canners' Association, the rebate on the freight amounting to one-half the charge, would be paid by the railroad company to the canning company and the producer knew nothing about it? In other words, the grower believed the canning company was paying twice as much freight as it really was?"

"I presumed the canning company would act honestly with the growers," replied Mr. Luce. "It is true the farmers had no way of knowing there was an inside rate unless the canners' association told them, but very few farmers sold direct to the canners. They generally dealt with the dryers, and the dryers sold to the canners. But I believe that the freight rate made no difference any way to the growers, if the price he received would be governed by the market conditions."

Why Rates Are Secret.

Replying to further questions, Mr. Luce said that the Southern Pacific Railroad never discriminated between

(Concluded on Page 3.)

CONTENTS TODAY'S PAPER

The Weather.

YESTERDAY'S—Maximum temperature, 87 degrees; minimum, 49 degrees.

TODAY'S—Showers; westerly winds.

Foreign.

China stands firm against Japan's demands. Page 2.

Russia seeking friendship of Japan. Page 3.

National.

Fleet arrives at Magdalena Bay. Page 1.

Itinerary of fleet on Pacific Coast. Page 1.

Roosevelt asks extension of time for reinstating negro soldiers. Page 1.

Letter-carriers win fight for higher salary. Page 1.

Harriman secretly fighting land-grant resolution. Page 3.

Roosevelt orders inquiry into laws against stock gambling. Page 3.

Commander Key shows more neglect of Navy Department. Page 2.

Politics.

Nebraska Republican Convention overwhelms for Taft. Page 10.

Oklahoma Republicans instructed for Taft. Page 1.

Domestic.

Pittsburg preacher marries former sweetheart under sensational circumstances. Page 2.

Millionaires who feel pinch of poverty offer rights for \$10. Page 1.

Suit for divorce begun by Evelyn Thaw. Page 2.

Sport.

Portland wine ball game with White Sox. Page 4.

Kenneth Fenton awarded putting cup at Stanford. Page 10.

Pacific Coast.

President of defunct Forest Grove bank brings suit against former cashier for \$25,000. Page 10.

Two killed in hotel fire in Cashimnet, Wash. Page 10.

Widely Lewiston man beaten by waiter. Death of R. B. Thompson, founder of Oregon Steam Navigation Company. Page 4.

Los Angeles land-fraud trial. Page 4.

Ruef's release may follow Schmitz. Page 4.

Luce makes frank admission of rebating on Southern Pacific. Page 4.

Portland and Vicinity.

Golden spike driven on North Bank Railroad near Stevenson, Wash. Page 1.

Democrats in danger of losing place in primary election. Page 12.

Idleman Republicans find alleged joker in Hodson. Page 10.

Immediate passage of South Portland Packing-house ordinance blocked. Page 11.

United Railways Company gets franchise. Page 11.

St. Patrick's day programme ready. Page 10.

Councilman Manette puts liquor license committee on grill. Page 10.

Lane County jury returns record-breaking personal injury case verdict. Page 10.

Commercial and Marine.

Japanese onions ordered for Alaska trade. Page 17.

Sharp fluctuations in Chicago wheat market. Page 17.

Dull campaign started in stock market. Page 17.

British bark Crown of Germany clears for Europe with a full cargo of wheat. Page 16.



SCENE AT DRIVING OF LAST SPIKE ON NORTH BANK ROAD.

The exercises accompanying the driving of the last spike were listened to by the 500 passengers on the special train. Before the spike was driven, George H. Himes and a number of others made short speeches of felicitation upon the successful completion of the road. The accompanying cut shows the crowd as Mr. Himes is speaking. He is standing on the exact spot where the last spike was driven soon after he finished speaking. Sheridan's Point, where the picture was taken, is between the upper and lower cascades in the Columbia River. The picture shows the excursionists perched on the high ground at one side of the track in order to hear the speeches and see the driving of the spike. A shower occurred as Mr. Himes was speaking, but the crowd braved the drops of rain to see the driving of the spike.