

# The Oregonian

**PORTLAND, OREGON.**

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PORTLAND, WEDNESDAY, FEB. 2, 1910.

## THE FARMERS AND THEIR DAY.

It is edifying to note the attitude of farmer folk on the high cost of living. They are getting excellent prices, and rejoice in the fact. Indignant they are, moreover, towards those who would try to reduce the prices they get, by boycott, Federal intervention, or otherwise. Men who are in charge on the ranges, and men in the corn country who are feeding hogs for market and making good money, say the prices are very satisfactory to them. The women folk of the farm, who are looking after the poultry, raising out of their own gardens for new hats and gowns, are quite satisfied too, and the milkmen and butter-makers say that at last they are obtaining something for their labor and pains in taking care of their stock, getting up before daylight, milking, and to feed, and hustling off to make their deliveries before dawn, on wet, snowy or icy mornings.

It seems to be more agreeable to gather in the towns and complain of the high cost of subsistence, than to accept the life and labor of the farm, and share this prosperity of the farmer folk, now getting unusual prices for most of their products. James J. Hill is right, when he says that the "high prices of foodstuffs are due chiefly to the growing demand and consumption, with which production does not keep pace." Cold storage and other methods of preservation ought not to increase prices, but rather to reduce them. The surplus, or part of it, is taken up seasonably and kept for use when needed, so there would be scarcity for the products dealt with are of perishable kinds, and the natural effect of the processes of preservation should be to meet a demand when no reasonable supply is available. It is not in preservation of foodstuffs which, otherwise would perish? If people don't like the prices of cold storage stuffs, their remedy is to do without such stuffs, as they did very generally, before cold storage and the canning industry became popular.

There are two sides to high prices, all along the line. The extravagance of consumers is favorable to producers, and the disinclination to country work shortens steadily the old excess of the staple and the surplus. The farmers now are having their day; and their day will be a still better one, unless the disposition of people about the towns to work in the country shall improve.

## EDISON'S STORAGE BATTERY.

In the accounts of Mr. Edison's recent experiments, it is stated that, correct, he has finally solved the difficult problem of running streetcars cheaply and rapidly with storage batteries. The car used in the experiment was between seven and eight feet wide and twenty feet long, while it weighed only half as much as an ordinary trolley-car. The power was obtained through two motors of a little more than seven-horsepower each, worked by a storage battery. It is stated that the battery was maintained, and it is claimed that the battery needs recharging only at intervals of 150 miles. Stated otherwise, the new storage battery will run a car continuously for seven and one-half hours before its energy is exhausted.

Mr. Edison has been working at the problem of a cheap and efficient storage battery for some twenty years. Some time ago he announced that he had discovered what he was seeking, but it turned out that he had spoken prematurely. Difficulties still remained to be overcome, but he persevered in his researches and the chances are that his success is now complete. Theoretically the storage battery is not a commercial proposition, its purpose is to reverse the chemical processes which generate an electrical current in an ordinary galvanic cell. This is accomplished by passing a current through a series of properly prepared cells and electrodes. The electrodes are collected at the poles and, in their turn, maintain a difference of potential and cause a current to flow. All this is clear enough to anybody who knows how a galvanic cell appears, but the practical difficulties in the way of working out the theory have been very great.

The first storage battery was devised in 1801. It had silver or platinum electrodes immersed in a solution of common salt. Experimentally it was interesting, but it yielded too little and was too feeble and transitory to be useful. The same may be said of the "gas storage battery," which Sir William Grove constructed, in 1842. The invention was not commercially important until Gaston Plante thought of using lead electrodes in dilute sulphuric acid. This was in 1860, and since then progress in perfecting this storage battery has been continuous, though, in spite of everything, it has remained too cumbersome and expensive for common use. The curious reader will notice that the storage battery has both electrodes of the same metal. The ordinary, or primary, cell, using zinc one pole, say, and copper the other, has the essential structural difference between them.

In charging a Plante storage cell one of the electrodes becomes coated with a tenuous deposit of lead peroxide. The other receives a coat of metallic lead in an extraordinarily spongy condition. What originates the "electromotive force between them" is something of a mystery, but the osmotic theory, as it is called, is gaining ground. According to this, the ions of the peroxide and the spongy lead

strive to go into solution with the sulphuric acid. The energy which they set free in accomplishing this generates the current.

It is not yet made public just how Edison has improved the storage battery. He may have found some means of increasing its capacity or capacity of its efficiency. With a greater capacity it would produce more current, while occupying less space, which would be highly desirable. With greater efficiency it would work a larger proportion of the work consumed in charging it. This would also help to widen its commercial utility. There is a possibility, too, that Edison has replaced Plante's lead electrodes with some more efficient metal.

When the storage battery is perfected, so that it is compact and cheap, its industrial employment will be very extensive. Wherever power is required at a distance from a generating plant it will be available. This includes not only electric cars, but also manufacturing of many sorts and farms. An economical and not too bulky source of power would be a wonderful boon to farmers. In cities and villages the storage battery would abate the nuisance of trolley poles and wires. Evidently, therefore, if Mr. Edison's invention comes to the market, it is an industrial appliance of the highest importance.

## IT TELLS ITS OWN TALE.

The plurality primary, with direction of assembly, convention or party organization, is highly favorable to the minority party; therefore the politicians and newspapers of the minority party, who are naturally hostile to any attempt of the majority party to consult on party organization or to recommend nominations.

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## NEW HIGH SCHOOL NEEDED.

Taxpayers of Portland school district will vote today on the question of building a new high school on the West Side, to take the place of the antique structure at Fourteenth, between Adams and Bond streets. This is a needed addition to the city's high school facilities. Expenditures therefor of \$350,000 The Oregonian recommends as an important requirement of a fast-growing population on the West Side.

The East Side will always hold the majority of the city's high school students. So fast has the high school population of that side of the river grown that two high schools have had to be built there within a short time of each other. So fast has the population increased that it will have to be a third high school on the East Side.

But on the West Side, also, a large population and always will be, especially in the northern and the southern districts. This population will be increasingly dense on the West Side. The matter to be borne in mind is that large part of the city's permanent residence area is on the West Side and needs adequate school facilities.

The present high school for the West Side, built more than twenty-five years ago, is ill-suited to its purpose. Its heating and plumbing are poor, its ventilation is faulty and its many long stairways have made worry for the mothers of daughters for almost a generation.

## RECORD-BREAKING START.

Building permits, bank clearings, receipts and transfers, Postoffice receipts and even the ordinary mail pouch. Their fields and orchards and pastures teem with the promise of plenty. Developing these, they beckon free postal delivery and lo! it is with them, bearing the newspaper, the poultry and agricultural journal, illustrated seed catalogues andazines which disclose the wonders of the advertising world. It has thus come about that the regret that is felt for the passing of the country postoffice is limited to that which followed the passing of the town beads. It is that of association and tradition merely, and not of actual loss.

The list of names and unpaid claims of Oregon postmasters, dating back to the sixth and seventh decades of the past century, is largely a mortuary list. Some of these unpaid balances represent trifling sums—one as low as \$12; others represent sums with the holding of which must have pressed heavily on the postmaster's old-time masters. That of John M. Bacon, of Oregon City, for example, long since deceased, aggregated, between the years 1868 and 1872 \$912; that of his predecessor, W. S. Farlow, \$476. In nearly all the postmasters to whom the Government has long been a delinquent debtor are those of Eugene, Forest Grove, Lafayette, Corvallis, McMinnville, Astoria (a total of over \$1,800 being due to C. L. Parker, who was postmaster of the last-named city from 1864 to 1874, inclusively) and indeed every town, including East Portland, that made any pretension to importance during those far-away, uncertain years. These claims have been passed upon as valid, but the there yet remains an opportunity to

secure holdings in the greatest body of standing timber that can be found anywhere in the world.

This money percolates through hundreds of trade channels and sets in motion new industries and provides employment for a steadily increasing number of newcomers. The year 1909 opened with much more favorable conditions than prevailed in January, 1908, and the present year has shown a corresponding improvement over 1909. At no time in the history of the city and state has the outlook presented a rosier hue. It will require something far out of the ordinary to prevent a continuation of January's record-breaking business.

## AN ILL-ADVISED CHANGE.

An effort is being made in the East to have the meteorological charts of the Weather Bureau abandoned and the hydrographic charts substituted. This is a change which could not be accomplished without positive injury to the maritime interest. With all due respect for the excellent work of the hydrographic service and other branches of the Government work, it is doubtful if there is any other department that has equaled the excellent record of the Weather Bureau. The meteorological charts prepared by the Weather Bureau were all compiled from elaborate data collected by the bureau as a part of its regular work in forecasting the weather and locating the causes for meteorological disturbances.

Being at all times in the closest touch with the conditions that have a direct bearing on navigation, the Weather Bureau, with its able staff of professors and forecasters, is much better equipped to compile and arrange the data collected in its work, than would be possible for any other department not in daily and hourly touch with the changing conditions. The country suffers a distinct loss when the crop-reporting branch of the Weather Bureau was transferred to another department, as the advantage of a constant study of the elements which directly affect crop conditions was lost when the bureau was relieved of the work of preparing and publishing similar disadvantage would be encountered if this Eastern movement for abandonment of the meteorological charts of the Weather Bureau and substitution of the hydrographic charts were successful. The Weather Bureau collects all of the data which is of value on these charts, and its compilations of these data should be given preference over all others.

## THE COUNTRY POSTOFFICE THAT WAS.

The day is past wherein men desire the quietude of the water courses, the country crossroads or in the deserted village. Women took up the job for a time when men passed it by, but even they have come to refuse its empty honors and the meager pin-money which it offered. Hence starvation pay for public teaching, and the isolated school in the lonely lowland or the isolated mountain district, and the sad-faced preacher who breaks the bread of life, metaphorically speaking, to the children of the little schoolhouses on Sunday, with a sound with the piping triple of children voices on week-days. The rural free delivery has done it, say the oracles of progress, prosperity, beckoning to larger fields of endeavor, has done it, call out the heralds of a new era in exultant tones.

It is probable that a combination of these causes has led to the abolishment of the country postoffice. Wherever the rural post office is established, while in out-of-the-way places where the settlers forget to go to the postoffice, or going even occasionally return empty-handed, the office of the postmaster is at once unremunerative, almost useless and thankless. The situation, as developed by the inability of Representative McCredie, of Washington, to find men or women willing to accept commissions in many post-offices of his district is somewhat pathetic. He has taken in connection with the office-seeking matter, a very interesting and rewarding policy to which the establishment of hundreds of postoffices was due.

Dozens of these out-of-the-way localities, where a longer want the empty honor of postmaster, have been offered to those who exist in name only and pays next to nothing for their position. They have learned by experience that cheap politics is not a thing in which a man can engage with self-respect and honor. They have learned, moreover, that there are vast resources of agriculture, of dairying, of stock-raising, awaiting development, for the proceeds of which the market clamors for, and that the wages of an abounding prosperity enable consumers to pay.

Having learned these things, the cheap political office is no longer attractive to them. Busy men cannot afford to transfer their time waiting for the arrival of the letter mail pouch. Their fields and orchards and pastures teem with the promise of plenty. Developing these, they beckon free postal delivery and lo! it is with them, bearing the newspaper, the poultry and agricultural journal, illustrated seed catalogues andazines which disclose the wonders of the advertising world. It has thus come about that the regret that is felt for the passing of the country postoffice is limited to that which followed the passing of the town beads. It is that of association and tradition merely, and not of actual loss.

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They stand a somewhat formidable list, not only in Oregon, but in some twenty other states, in refutation of common and vainglorious boast that "Uncle Sam is a good paymaster."

Something more than 180 miners perished in the explosion and fire at Cherry, Ill., in November. To the widow of twenty-four of these, babies have been born since that date, thus replacing nearly half the lives lost in that disaster. Stunned and helpless, the mothers of these babes, in poor homes, many of which are doubtless already crowded with children, do not look upon the new arrivals as blessings, but as burdens added to those already too hard to bear. In evidence of this is the statement that the doctors are having hard work to prevent the sending away of these posthumous heirs to poverty and wretchedness, whose only chance of parental support during their helplessness years went out in the November disaster that made them fatherless before they saw the light. Even the natural instinct of the animal—instinct of motherhood has been stamped out in these suffering women and the added child is but an added burden which they would fain relinquish. The search would be long, indeed, which would disclose a fatherly hopelessness than that shown in the case of mothers, to whom the wall of the new-born infant brings terror and not joy. Pity, not censure, is their due.

Representative Foelker, of New York, is a brave man, or he has a constituency which does not belong to the Farmers' Union. Mr. Foelker has attempted to cause a reduction in the cost of living by placing beef, pork, mutton, and other meats on the free list. That measure is still in the list of meat-exporting countries. So long as there is a surplus for export to Europe, it would seem that there would not be much chance for the meat to be raised in this country. Still, the experiment might be tried, as every man connected with the meat industry, from the farmer who raises the animal to the butcher who sells at retail, has disclaimed all responsibility for the increased prices. Admission of free meat would mean a supply of the foreigners to a greater extent than the boycott has reduced the demand in this country. With the foreigner, high prices cause a slackening demand much sooner than would be the case in this country, and the purchasing power is so much greater.

It is becoming more and more clearly manifest that if the lion has a place in an animate nature that place is in the jungle, remote from the haunts of men. The water courses of the country have been seriously wounded by a cape lion in this city and five performing lions on a stage before a San Francisco audience varied the programme prepared for them by turning upon and beginning to tear a scenic painter. The fact that a lion is never at any time, without a moment's warning, end in the frightful laceration or certain death of the overbold trainer or incautious spectator.

Perhaps we may yet have an opportunity for shifting the "Yellow Peril" over to our neighbors. A member of the Provincial Parliament, at Victoria, is to offer a resolution prohibiting the holding of land in Canada by Japanese or Chinese. Both of these races are quite prominent factors in the industrial life of British Columbia and the feeling against them is steadily increasing. If the agitation of the whites is continued we may expect a more serious crisis than was threatened in California two years ago.

It seems that some of our orators and publicists hold the opinion that owners of property in Portland, whose lives have been spent here and whose efforts have contributed to the making of this city, are not entitled in justice and should not be entitled in law to the increase of values of the property they have acquired, but that these values should be confiscated for the benefit of loafers in search of a home. This appears to be an offer as one way to "reduce the cost of living."

The significance of a name is not always borne out in what happens to the owners of it. The name of the cashier of the First National Bank of Milwaukee, got away with a large sum of money from the bank. His friends got together and asked President Taft to pardon him, but the President apparently thought that Gott, who was coming to him, and declined to rescue him.

The wife of Eugene Field, Jr., has sued her temperamental husband for divorce because he persists in reading in bed at night. The offense is, of course, a serious one, but it might be worse. The son of a distinguished father might read in bed in the day time, and spend his evenings on the street corners, demanding a division of all the wealth.

Taft, it is said, rarely writes his speeches, even on important subjects. Roosevelt always did. The latter much disliked to attempt an offhand speech, and his most forceful blasts against the trusts, rich malcontents and undesirable citizens were always written.

Portland has seen the comet! In the words of John G. Saxe, it appears with ten billion million miles of head, Ten billion leagues of tail. Nothing like giving the imagination full play while we have a chance.

A bill has been introduced in Congress to place meats, and animals produced meats, on the free list. If that bill is passed, we shall hear what the livestock producers have to say about it.

A Louisville Councilman choked to death in a saloon on a piece of free-lunch meat. Served him right for trying to get even with the beef trust.

Earth, they say, will get a swish of the comet's tail May 19. That may do some good in fly time.

New York Morning Telegraph.

Sarah Bernhard will come here next November for a seventh and final tour of the United States.

She will be under the management of William F. Connor, who piloted her to New York a few years ago. She has heard in most of the pieces of her repertoire, including, it is believed and hoped, "Mignonne," a new ballet-fun given here in translation with Miss Maude Adams in the star part.

## INSURGENTS CANNOT BALK TAFT

Their Obstructive Attitude Bound to Arouse Indignation, Boston Globe.

The continued employment of obstructive methods in Congress by any group of representatives will not excite public indignation. On the contrary, such obstruction is apt to arouse indignation.

It is immaterial to the public if the rollings of Speaker Cannon displease a few members who belong to his political party. These disgruntled ones may continue to be known as insurgents, but they cannot gain anything politically by their actions. Nor can they interfere for any great length of time with the plans of President Taft.

The President is sure of the support of the country in his endeavor to secure the passage of legislation that is demanded by the states. This country must go forward and not backward. There must be prosperity instead of industrial depression.

Amendments to laws on such important subjects as the currency, tariff, interstate commerce, trusts, railroads, forestry, etc., must be made as soon as possible. Members of Congress, no matter what their political affiliations may be, cannot afford to ignore the wishes of all their constituents concerning these subjects.

If one body of Congressmen will not support the President, then at the election next Fall the voters will give him a new set of men. Congressmen, and citizens will not care what the politics of the new representatives may be. There is now a widespread sentiment in favor of a do-something Congress, and the passage of legislation intended to build up American industries of all kinds cannot be expected to remain in public life.

**WHY NOT CALL IT UTOPIA?**

**For in That Glorious New State Every Desire Will Be Satisfied.**

The Gold Hill York Times.

The Gold Hill York Times, in its editorial, blends its lute with the music of the Medford Mail-Tribune, the longest standing paper whose editorial is Siskiyou.

If Siskiyou proposed ever become Siskiyou in fact, the Crater Lake road will be built for the purpose of connecting the Federal building, and perhaps the state building, with the city of Medford. It is a political whim, and the call of public duty will surge strong in many breasts now performed by the Siskiyou.

Here, at last, reasons not vouchsafed for the jealous Portland Oregonian, for the New that threatens to itself into the center of the state. For the sake of the Crater Lake Road, the hopeful future capital, and the noble emotions of Oregon's patriots, fragments of Medford and California have been broken off, and are whirling by an irresistible attraction into the orbit of statehood.

What a glorious prospect! Six of Siskiyou's orchards, their rich mines, their fruitful valleys, their fertile fields, their tall timber will provide a safe refuge for recession, and that the Rogue River and its contiguous area will in due season blossom under a new and more sovereign name.

## BLAMES ALL ON WOMAN'S SKIRTS

If She Wore Trousers, Then No Car-Step Trouble.

PORTLAND, Feb. 1.—(To the Editor.) Why are the women complaining of the high cost of living? What's the matter with the steps, or rather, what's the matter with the women?

If there was anything seriously the matter with those car steps don't you suppose some man would have noticed it and raised a howl? He always does. Men were born howling and it is natural to him. I have a lurking suspicion that the trouble is not in the design of the steps, but in the style of women's dresses, and in the way they are worn. Watch a woman get on or off a car, and see what trouble she has with her skirts. Watch her try to run and see how quickly she will trip on her skirts and fall. Mark the trouble she has with her handkerchief and her pocketbook because they will slip out of her hands. Only lately I saw a woman get a bad fall as she alighted from a streetcar by catching the toe of her shoe on a car step. It is not immodest for women to wear trousers. It is common-sense.

T. J. PIERCE.

## HEIGHT OF TROLLEY CAR STEPS

**Service in Portland Entirely Satisfactory, Says One Woman.**

PORTLAND, Feb. 1.—(To the Editor.) Noticing of late the numerous "kicks" that have appeared in The Oregonian against the Portland streetcar system, I thought I have a few things to say in regard to the streetcar service in this city and suburbs for the last 14 years. Not only do I consider the service good in every respect, but a great deal better than in some cities of greater pretensions.

When I first knew Portland (being a woman, I will not state the number of years ago) the only transportation the city afforded was horse cars, half-hour service at that time, and strange as it may seem, at the present writing, complaints against the service were unknown.

Now the up-to-date patron is clamoring for heated cars, two-minute service, and last but not least, come the demands of the women for lowering of the car steps. As far as I am concerned, not being either young nor old, I am perfectly satisfied with the present style of car steps.

MRS. J. M. POSTER.

## ROAD HEADS FOR GOLDENDALE

**Toppenish, Simcoe & Western Will Tap Timber Belt.**

GOLDENDALE, Wash., Feb. 1.—(Special.)—People of Goldendale are rejoicing over the coming of the Simcoe & Western Railway. This road will be completed in a few days, and will tap the timber belt of Klickitat County. This belt contains 3,000,000 feet of timber, and is one of the richest in the Pacific Northwest.

Indications are that large mills will be built here for manufacturing this timber, for there is an abundance of natural power.

## STEAMER GOES IN SEARCH

**Dora Leaves for Far North to Find Delayed Farrallon.**

SEATTLE, Feb. 1.—The steamer Dora left Seattle today in search of the missing steamer Farrallon. The company's search party is now in the Sound, and is expected to return in a few days.

## Business and Politics.

Chicago News.

Guggenheims are after the West Virginia coalfields. Is a West Virginia Senatorship thrown in?

## DAMAGES SOUGHT FOR ARREST

**Isa E. B. Crosby Sues W. H. Maxwell, Who Obtained Warrant.**

Isa E. B. Crosby demands that W. H. Maxwell pay her \$5,000 because of her arrest in Seattle last November. She alleges, in a complaint filed against Maxwell in the Circuit Court yesterday, that she was obliged to keep her 8-year-old child with her in the Seattle City Jail two days, and that her property was lost.

Maxwell obtained a warrant against Crosby on the charge of harboring a fugitive. Crosby was arrested on the warrant and held in the Seattle City Jail for two days. She alleges that Maxwell, who is a prominent citizen, obtained the warrant without any legal basis, and that she was forced to pay the costs of her arrest and detention.

Mrs. Crosby explains that on May 15, 1908, she gave Maxwell her promissory note for \$5,000, with a mortgage upon her furniture. This note was payable in three months, but afterward was transferred for payment to a man named Pewtewer. She says that Maxwell released her from the obligation, and that on August 10, 1908, she moved to Seattle. When Pewtewer failed to pay, she says, Maxwell asked her to make payment, causing her arrest when she refused to do so. She says publication of the large charge in newspapers of Oregon and Washington has injured her reputation and caused her to suffer great mortification and mental anguish.

## MRS. NELLIE GADSBY WINS

**Daughter-in-Law's Suit Confined to Action for Divorce.**

Mrs. Nellie Gadsby, wife of Captain William Gadsby, is no longer a party to the divorce suit of her daughter-in-law, Mrs. Beatrice Gadsby. Judge Brongh allowed a motion filed by attorney Charles J. Schnabel, representing Walter M. Gadsby, to strike out the name of Mrs. Gadsby from the complaint relating to the divorce.

In bringing her divorce suit against Walter M. Gadsby, Mrs. Beatrice Gadsby had demanded that her husband promise her a house and lot as a wedding present, and that this home was given to her and her husband, although the deed was never made to them. Attorney Schnabel contended, and was upheld by Judge Brongh, that the action against the mother-in-law could not be properly included in a divorce complaint. Attorneys C. M. Ideman and Beach & Simon represent the plaintiff.

## REFORM SCHOOL IS AVOIDED

**Brongh Sentences Only One Boy, Who Violates Parole.**

Only one boy was sent to the Reform School by Judge Brongh last month, and he was a ward who had been released on parole and who had violated the conditions of his parole.

The school was closed for a second and subsequent offenses. Sixty-five cases were taken into the juvenile court in January. Of these 54 were boys and thirty-five were taken for a second and subsequent offenses.

There were 18 larceny cases, four of which were taken into the juvenile court. There were 14 cases of malicious mischief, one of immorality and three of cigarette smoking. In three cases of malicious mischief, the boys were taken to the reform school for parental neglect, immorality or separation was responsible for delinquency in nine cases. Twenty-nine children were placed on probation, 18 warned and discharged, four sent to the Frazer Detention Home and seven sent to other institutions.

## COAL SHOVELER BRINGS SUIT

**Fractured Rib and Crushed Foot Charged to Falling Chuck.**

Julius Anderson demands \$274 from Brown & McCabe because he alleges he was injured by a falling chuck while working for the latter firm. Anderson claims that he was working on a coal chute when a chuck fell on him, fracturing his rib and crushing his foot. He claims that he was unable to work for 60 days.

The injured man says he was shoveling coal into the afterhold when a chuck fell on him, fracturing his rib and crushing his foot. He declares this could have been prevented, except for the carelessness of the firm in leaving large pieces of coal on the floor portion of the between-deck after the workmen had lowered the coal into the hold of the vessel. He says he was earning \$4.50 a day at the time of the accident.

## BLANCHETTE TRIAL MARCH 4

Leon Blanchette, accused of voluntary manslaughter for shooting Caesar Bourgeois on New Year's day, was arraigned yesterday in the Circuit Court and entered a plea of not guilty. He is held in the city jail, and his trial will be held on March 4.

Blanchette is a French Canadian, and Bourgeois was a well-known local figure. The shooting occurred in the early hours of the morning, and the victim was killed instantly.

## CLEAN CHINATOWN SOUGHT

**Vancouver, B. C.'s Authorities Unite in Campaign for Sanitation.**

VANCOUVER, B. C., Feb. 1.—(Special.)—Unsanitary conditions which have accumulated in the buildings and under the streets of Chinatown in the past 15 years will be cleared away, if any statute can be framed so as to resist efforts of Chinese and the white owners to nullify the same.

All past efforts of the Building Inspector to condemn these buildings and of the health officer to compel a change of sanitary conditions have been in vain. An appeal to the courts in which the Chinese won. Now, however, Mayor Taylor has succeeded in uniting the various agencies of the city in a systematic campaign of cleaning the Oriental quarters which will be begun.

## SURVEY NOT FOR RAILROADS?

**Senator Bowerman Suggests Irrigation Works Are Being Planned.**

That the engineers whose presence in the John Day canyon was reported several weeks ago are more likely in the employ of the Government than of a private irrigation enterprise than in the service of any railroad company, is the opinion of Jay Bowerman, of Condon, who has been in the canyon.

"The route described as that followed by the surveying party," said Senator Bowerman yesterday, "is the same as the proposed route of the Reclamation Bureau for a project that would reclaim lands in the northern part of Morrow and Gilliam Counties and the lower Umatilla region in the Spring. It has been surveyed apparently runs into the John Day from the east, tunneling ridges between smaller canyons. The natural route for a railroad would be up the John Day from the mouth."

"The lands in the John Day canyon were withdrawn from entry four or five years ago. The Government has not considered distances up the stream. The river, although it runs low in the mid-summer and midwinter, has large flows in the Spring. By impounding of the waters, a sufficient quantity could be conserved for irrigating a large acreage. The settlers in the valley are imbued with the idea that a railroad up the river is planned, and, personally, I have no definite knowledge one way or the other."

## OPINIONS DIFFER ABOUT RATE

**Astoria Grain Tariff Decision Will Lead to New Contest.**

There is an apparent probability that the railroad will not get together on the establishment of a through rate for Astoria from the Eastern Washington and Oregon wheat-producing territory under the conditions imposed by the Interstate Commerce Commission in its decision on the 10-cent rate, yet concluded.

Whether this will result in a request that the Commission make a more specific order, or the taking of the ruling into the courts is a matter not yet concluded.

The traffic men of the railroads made parties to the hearing apparently do not concur in the decision of the Interstate Commerce Commission in the same way.

The Commission indicated decisively that it looked upon the additional rate of 10 cents as a hundred pounds, imposed on wheat shipments for the haul between Portland and Astoria, as excessive and fixed a rate equivalent to 4 1/2 cents additional to the proper ones. The decision announces that the Commission has pointed out where the fault lies and leaves it to the defendant railroads to adjust their rates to conform to the event of their failure to do so it will issue a further order.

The only rail route between Portland and Astoria is the Astoria & Columbia River Railroad, which is classed as an independent line, although its stock is owned by the Spokane, Portland and Astoria stock of which is owned by the Great Northern and Northern Pacific. Whether the rate for Astoria will be reduced to the rate for Portland, which is the rate for Astoria, is a matter of controversy. The Astoria & Columbia River road takes the view that the Commission has ordered a joint through rate established and that the rate for Astoria will be reduced to the rate for Portland, which is the rate for Astoria. The Spokane, Portland and Astoria stock of which is owned by the Great Northern and Northern Pacific, takes the view that the Commission has ordered a joint through rate established and that the rate for Astoria will be reduced to the rate for Portland, which is the rate for Astoria.

## CONSTRUCTION ENGINEER PREDICTS COMPLETION OF LINE THIS SUMMER.

That the Deschutes Railroad Company will be running trains into Madras by September 1, is the prediction made by H. J. Brandon, construction engineer, who is in Portland on his headquarters at Grassy Valley.

"We now have 33 miles of grade completed and 15 miles of track laid," said Mr. Brandon yesterday. "We are in progress on every one of the tunnels along the line. All of the work is covered by the completion of the line between the Warm Springs Indian Agency, and that will be covered within a short time."

The tracklaying near the mouth of the Deschutes River is delayed temporarily, according to Judge Twoby, head of the contracting firm, by bridge building. Now, it is reported, the bridge is completed, and the work will be resumed. The bridge is a wide, deep draw into the Deschutes from the east.

By the time the bridge is completed the entire work is divided into sub-contracts, and the construction of the line will be completed. The result is that the tracklaying must await the finalizing of the heavier work, which requires longer time.

## PRESIDENT FRENCH IS HOST

**Railroad Chief Gives Luncheon for J. G. Woodworth of St. Paul.**

George B. French, president of the Spokane, Portland & Seattle Railway, gave a luncheon for J. G. Woodworth, chief of the St. Paul, Tacoma, North Pacific, at the Hotel Vancouver yesterday noon in honor of J. G. Woodworth, of St. Paul, traffic manager of the Northern Pacific.

French, French, and one of the pleasurable features of the event was the presence of Francis B. Clarke, ex-president of the road, who retired on account of ill health. Mr. Clarke was congratulated on his recovery from his recent severe illness. In addition to Mr. French and Mr. Clarke, present were Mr. French were H. C. Nutt, of Tacoma, fourth vice-president of the Northern Pacific; M. J. Costello, of Seattle, assistant traffic manager of the Great Northern; Henry Blakely, of Tacoma, general freight agent of the Northern Pacific; John F. Stevens, president of the Oregon Electric; W. B. Josselyn, president of the Portland Railway, Light & Power Company; Guy W. Babot, manager of the Oregon Electric; A. D. Charlton, assistant general passenger agent of the Northern Pacific; General M. J. Ginn, of Seattle, general passenger agent of the Great Northern; F. H. Fogarty, assistant general freight agent of the Northern Pacific; General M. J. Ginn, of Seattle, general passenger agent of the Great Northern; J. C. Ainsworth and T. D. Wilcox.