

Oregonian



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PRICE FIVE CENTS.

OREGON TRUNK IS CENTER OF SYSTEM

Assurance Is Given of Many Feeders.

MAIN LINE TO BE EXTENDED

Lakeview and Prineville to Have Railway Connections.

MR. HILL ENTHUSIASTIC

Contented Settlers Not Expanse of Central Oregon Only Recently Opened—Cattle Trails Are Traversed by Autos.

BY R. G. CALLVERT.
KLAMATH LAKE, Or., May 18.—(Staff Correspondence).—The Oregon Trunk Line, now under construction from Celilo on the Columbia River to the north end of Klamath Indian reservation, is to be the "backbone" of the Hill system of railroads in Oregon. Branches are to be built wherever the traffic will justify them.

This, in brief, is the assurance that has been given the people of Interior Oregon by Louis W. Hill, president of the Great Northern, who has just completed his tour of that portion of the state.

With this statement as a basis and taking also into consideration Mr. Hill's enthusiastic comments on the country he has seen, the prediction is safe that not only will the east and west line be built through Oregon but there will be a Lakeview extension, a branch or a main line through Prineville and a continuation of the work now in progress to Klamath Falls. Yet it should be understood that the president of the Great Northern has carefully refrained from making any promises to the communities which he has visited.

Country Promising for Fruit.

The most promising fruit district of Central Oregon was traversed in a portion of the 170-mile journey Monday from Lakeview to Coquille. This district lies in the Chewaucan and Summer Lake valleys. The two valleys are practically one. In the northern end there is a low ridge on which there has been made a segregation of a 12,000-acre Carey-act project. Combined, the two valleys are nearly 50 miles long, the Chewaucan being taken up partly by a reclaimable marsh and Summer Lake Valley by the small village of Palsley, which with its streets shaded by big maples and other trees and its old buildings has the appearance of a town in one of the Eastern states.

In the two valleys, although the altitude ranges more than 400 feet, the fruit products are produced and the fruit products include grapes, pears, plums and all kinds of small fruit. Along the shores of Summer Lake are thousands of wild plum trees and for this fruit the settlers come even from as far as Burns, 120 miles away. The fruit products of the district are necessarily consumed by the small nearby markets, and when "nearby" is mentioned in that part of Central Oregon it includes Silver Lake, Palsley, Burns and Bend. Like the rest of Interior Oregon the main stand-by of the farmers is stock.

Country Like Garden.

In this little-known district one might think he was in another state. In the northern end of the Chewaucan Valley the elsewhere inevitable barbed wire fence disappears and board fences lining roads improved for their entire width take its place. Cultivated fields, meadows or orchards are on both sides of the road. Similar conditions prevail in Summer Lake Valley, with the difference that the cultivated land is a strip that lies between the water and high cliffs of rim rock. These cliffs are so high that in the middle of May the snow still remains in patches while in the valley there is Summer heat. Springs innumerable gush out and irrigate the fields and find their way into Summer Lake. These high cliffs have the name of Rim Rock Mountains or Winter Ridge and it is probably due to their heat holding properties that the Summer Lake Valley is so mild in its climate.

Summer Lake Is More or Less Alkaline.

On the western shore there are broad, glittering, white stretches of borax, which could be shipped out by the trail load without making an impression on the quantity of material there is there. Between this borax deposit and the eastern shore are more farms, the peculiarities of one of which are indicated by the name "Ranch of a Thousand Springs."

The route of the Hill party took the automobiles after leaving Summer Lake over a high ridge and down into Silver Lake Valley. If the Hill line to Lakeview serves the Summer Lake and Chewaucan valleys it will probably pass well to the east of Silver Lake, because of the topography of the country, and

ELY DROPS WITH FLYING MACHINE

CONTROL LOST FOR INSTANT, FALL FOLLOWS.

Plane Damaged to Extent of Several Broken Ribs and Battered Propeller, Aviator Unhurt.

ROSEBURG, Or., May 19.—(Special.)—On the last day of the aviation meet at Sutherlin, a partially wrecked flying machine paid for a moment's lost control on the part of the aviator, Eugene B. Ely. After rising to a considerable height, Ely attempted to soar in a circle back to the starting point. It appeared from the ground that he could not control the machine for just an instant. It tilted and then began to fall.

To drop where he would have meant a landing in the midst of the numerous buildings near the track. Therefore Ely tried to maneuver his craft so that he might get away from this danger. In this he was partly successful.

Although he continued to fall, he landed safely in the open and the damage to the machine consisted of several broken ribs and a battered propeller. This can be repaired in a few days, he says, and then the plane will be taken to Portland and thence East. Ely was unhurt. Great crowds of people gathered at Sutherlin today. In the morning the O. A. C. Cadet Band gave a concert and in the afternoon before the flight were various sports at E. B. White's racetrack, including horse races, foot races, high jumping and other events. Then came the flight, which started well. As soon as the plane was allowed to go it rose gracefully and soared away to the east, toward the Wattoe town. Then came the drop.

A dance closed the festivities tonight.

SIX BISHOPS CONSECRATED

St. Paul Ceremony Never Over-shadowed in Importance in U. S.

ST. PAUL, Minn., May 19.—With great solemnity and splendor, the six new bishops recently appointed by the Pope to fill vacant dioceses in the United States were consecrated today. The bishop of Ireland is metropolitan, were consecrated today. The bishops consecrated were: Rev. James O'Tooley, of Minneapolis, Bishop of Fargo, N. D.; Rev. John J. Lawler, Cathedral of St. Paul, auxiliary bishop of the archdiocese of St. Paul; Rev. Joseph F. Bruch, head of the missionary band in the archdiocese of St. Paul, bishop of Lead, S. D.; Archbishop Ireland was the consecrator, and was assisted by Bishop James McGolrick, of Duluth, and Rt. Rev. James Trebeck, of St. Cloud, Minn.

The ceremony has been observed only once in modern times in the Catholic Church—when the Pope himself consecrated 14 new French bishops—and was repeated only when Archbishop Ireland consecrated three bishops at one time. Eight hundred priests and 150 seminarians took part in the great procession. There was a public reception tonight.

FIVE BLOWN TO ATOMS

Explosion in Powder Works Shakes Nanaimo, B. C.

NANAIMO, B. C., May 19.—Five men were killed today by an explosion in the Hamilton powder works, four miles from this city. One of the dead is Bert Egan. The shock was felt here like an earthquake. The four buildings where the explosives were being held, were jarred by the shock and the doors slammed all around. This is the second explosion of this kind. The explosion took place while a quantity of nitro-glycerin and acid was being brought into the separator from the main building. The separator blew up with a terrific roar, being entirely demolished. All the five occupants were blown to pieces. Pieces of human flesh were found scattered among the wreckage over a radius of 100 yards. Superintendent Hall, of the Hamilton powder works, had left the separator just before the explosion and was but 100 yards away.

CROP CONDITIONS GOOD

Umatilla Irrigation Project Well Supplied With Water.

OREGONIAN NEWS BUREAU, Washington, May 19.—Weather conditions on the Umatilla irrigation project, Oregon, during April were favorable for the growth of crops. There were no severe winds. The maximum temperature was 66 degrees and the minimum 27 degrees. Cold Springs reservoir was kept well filled with an available capacity of about 82,000 acre feet. Sufficient water has been flowing in Umatilla River to supply all irrigation needs of the project and to make up any wastage in the reservoir by seepage and evaporation. Construction has been in progress on the drainage system near Hermiston and the manufacture of concrete pipe for the fourth and some small ditches for the third unit. The greater part of the water right charges due has been paid.

MARRIED WOMEN BARRED

Forest Grove Employs as Teachers Only Single Women.

FOREST GROVE, Or., May 19.—(Special.)—No married women will hereafter be employed as teachers in the public schools of Forest Grove. This is not because they have not done satisfactory work, but rather that the School Board has decided to employ only unmarried women and widows—women who make their own livelihood. The School Board of Directors has chosen the teaching staff for the coming school year and three married women were dropped.

COMET PROPHECIES MADE CHARILY NOW

Astronomers Wondering What Happened.

MYSTERY OF VISITOR DEEPENS

Earth's Passage Through Tail Regarded as Uncertain.

SPECULATION IS GENERAL

Explanation of Appendage Failing to Sweep Earth on Time Is That Curvature, or "Lag," Causes Streamer to Veer Away.

HALLEY'S COMET SETS TODAY AT 8:11 P. M.

Halley's comet sets today at 8:11 P. M.; tomorrow, 8:12 P. M. Sun sets 7:11. Comet's speed today is about 1619 miles a minute. Comet's distance from the earth, 14,500,000 miles and rapidly increasing. Comet's position directly north of Orion, where it was last autumn; right ascension, 5 hours 3 minutes 23 seconds; declination, 19 degrees 5 minutes north.

INDEX OF TODAY'S NEWS

The Weather.

YESTERDAY'S—Maximum temperature, 30 degrees; minimum, 46 degrees.

TODAY'S—Fair; northerly winds.

National.

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Taking testimony in Ballinger-Finchot hearing may end today. Page 2.

House debates tariff bill. Page 5.

Domestic.

Zion City again torn by factions contending for control of \$1,000,000 property. Page 1.

Socialist congress clashes over woman suffrage. Page 5.

George Westinghouse invents spring to take place of rubber tires. Page 5.

Sports.

Joe Thomas knocked out by Billy Papke in 16th round. Page 8.

Pacific Coast League results: Oakland 5, Portland 4; Sacramento 1, San Francisco 0; Vernon 5, Los Angeles 4. Page 8.

Johnson, satisfied with reduced weight, goes slower in training. Page 9.

Pacific Northwest.

Assurance given that Oregon Trunk will be supplied abundantly with feeding branches. Page 1.

Ely drops with his flying machine at Sutherlin, but is unhurt. Page 1.

Clergymen gathered at Athens for Caledonian picnic and games. Page 7.

Wife of Captain James Bravery as flames devour steamer J. Marhofer. Page 1.

Odd-fellow close convention in Eugene; will meet in Portland in 1911. Page 7.

Commercial and Marine.

Buyers lower bids on Willamette Valley flour. Page 21.

Few stocks offered for sale in Wall street. Page 21.

Bears are routed in Chicago wheat pit. Page 21.

Portland and Vicinity.

Dr. Jacob S. Gilmer, pioneer surgeon, dead at his home, aged 89. Page 13.

Insurgents satisfied with Scriber trial. Page 13.

O. R. & N. distributes Milo maize seed as experiment to increase crop yield. Page 14.

Devlin's suit against ex-bank officials will be taken up next Wednesday. Page 12.

Sewer "trust" cuts price of terra cotta pipe. Page 12.

Cometary interest now centers on what has happened to the tail. Page 1.

AUTO SPRING MAY CUT COST IN HALF

AIR DEVICE IS INVENTED BY GEORGE WESTINGHOUSE.

Rubber Tires May Be Taken From All Vehicles, if Success Is as Great as Expected.

PITTSBURG, Pa., May 19.—(Special.)—A new invention has just been completed by George Westinghouse. It is an air-spring, and by it Mr. Westinghouse says the expense of running all vehicles now rubber-tired will be decreased at least 60 per cent, since the rubber tire may now be dispensed with. It is said the new invention will ultimately reduce the price of automobiles one-half.

The new air-spring idea, which is now being tried out in Pittsburgh, is a series of plungers working on air cushions on the same principle as an elevator plunger. An air-spring is placed under each corner of the frame of an automobile and takes up the shock with greater ease than do rubber tires.

Each spring for an automobile is a cylinder about three inches in diameter and perhaps ten inches long, the plunger connected with the automobile frame working up and down as increasing or diminishing weight requires.

Inheritance Revenue Grows.

SALISBURY, Or., May 19.—(Special.)—The State Treasurer today received from the estate of Isaac White, of Multnomah County, \$5102.21 as inheritance tax. The inheritance tax law, which has been in force since 1905, has brought into the state treasury since January 1, 1910, \$26,230.32. The revenue from this source in 1909 was \$494.25. There has been a steady increase year by year since the law was enacted.

COMBINE ON BILL TALKED IN SENATE

Deal With Insurgents Now Most Likely.

RAILROAD ISSUE UNCERTAIN

Trade, Almost Made With Democrats, Falls Through.

EARLY VOTE IS DESIRED

Aldrich, After Busy Day, Hints at Arrangements to End Uncertainty—Cummins Pleads for Supervision of Schedules.

WASHINGTON, May 19.—Beginning today with a fair prospect of an agreement between the "regular" Republicans and the Democrats, which would permit an early vote upon the railroad bill, the Senate concluded today's session in a great uncertainty as to what will be the result during the consideration of the bill.

The day was full of consultation and the situation shifted many times. When adjournment was taken shortly after 4 o'clock there was more talk of an understanding between the regular and the insurgent Republicans than between the regulars and the Democrats.

The first reports of the day indicated the strong probability that the large majority of the Democrats, if not all of them, would agree to accept a proposition of the Republicans to strike out the last three sections of the bill relating to the capitalization of railroads as this arrangement was to have carried with it the adoption of an amendment presented by Senator Simmons to prohibit the lowering of railroad rates to destroy water competition and to give some advantage to the New Mexico and Arizona stockholders bill. In return the Democrats were expected to vote against most of the amendments to the railroad bill offered by the insurgents.

Democrats Far From Unanimous.

When this proposition was put in writing and Senator Johnston of Alabama began to circulate it on the minority side of the chamber he met with much opposition and before he had proceeded far his associates became convinced his party was by no means unanimous for the proposed compact.

Among those who refused to sign were Senators Bacon, Rayner, Frazier, Overman and Smith of South Carolina. They raised the objection the agreement would be construed as a surrender to the "Aldrich" Republicans. With such a large defection the movers for an agreement practically decided before the close of the day to refrain from further effort in that direction.

Cummins Has Floor.

The failure to put through this formal plan did not, however, cause complete discontinuance of efforts to bring the bill to an early vote. Senator Aldrich, the prime mover in this direction, was busy throughout the day. Just before the Senate adjourned he said some arrangements would be made insuring the passage of the bill at an early date. Senator Hale in an open talk in the Senate

(Concluded on Page 3.)

PRETTY GIRL DYED IN BATHING SUIT

COLOR WON'T COME OFF NECK SO SHE MISSES DANCE.

Stenographer May Sue Natatorium for Giving Her Costume Which Stains Body Blue.

SEATTLE, May 19.—(Special.)—Agatha Ford, a pretty stenographer who lives with her parents on Westlake avenue, threatens to make trouble for the proprietors of a local bathing pavilion for causing her to miss an important social engagement last night.

On invitation, she joined a bathing party yesterday afternoon and donned one of the suits regularly kept for hire. Following a two-hour splash, the young woman hurried to her dressing room.

"You certainly are the girl in blue," said Miss Ford's companion, as they began to disrobe.

One look in the mirror and Miss Ford wilted. Her pretty neck and shoulders were a deep blue from that unwashable bathing suit. The stain wouldn't come off. When she reached town she cancelled her dance engagement and when she got home she mournfully put away her pretty low-necked gown.

WATER HEARING IS SET

Vacation of Permit to Use Hetch-Hetchy Valley to Be Argued.

WASHINGTON, May 19.—Colonel Spencer Crowley, Lieutenant-Colonel John Biddle and Lieutenant-Colonel Harry Taylor, all engineer officers, have been appointed a board to meet in Washington within a week to attend the hearing before the Secretary of the Interior on the question of vacation of a permit to San Francisco to use the Hetch-Hetchy Valley for a water supply.

San Francisco is seeking to draw its water supply from the Hetch-Hetchy valley by throwing a dam across the valley. There is strong opposition to the scheme among realists and others, who allege making a reservoir out of the Hetch-Hetchy Valley would rob this country of one of its greatest scenic wonders.

Proceedings have been begun against the city of San Francisco to show cause why a permit to use the Hetch-Hetchy Valley should not be revoked and the Secretary of the Interior will give a hearing on the subject next week.

SCHOOL BOARD ARRESTED

Worker, Unpaid by Contractor, Gets Judgment Directors Won't Pay.

ABERDEEN, Wash., May 19.—(Special.)—H. W. Weathered, Albert Frank and Jacob Anderson, directors of School District 48, were yesterday arrested by Sheriff Ed Fayette on bench warrants issued by Judge Mason in the Superior Court, following a refusal of the trio to recognize a judgment secured against them by Hans Hanson, a carpenter.

The directors authorized the construction of a new school building and failed to require a bond of the contractor. Hanson was employed and the contractors failed to pay him. His judgment against the directors followed. It is estimated that the directors are liable for other claims of a similar nature unpaid by the contractor.

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WOMAN IS BRAVE AS VESSEL BURNS

Steamer Marhofer Is Lost Off Coast.

Crew of Twenty Reaches Shore in Small Boats.

NEWPORT, Or., May 19.—(Special.)—When flames were leaping from the hold of the steamer J. Marhofer yesterday afternoon and threatening to devour the 21 persons on board before the lifeboats could be launched, no one maintained more composure than Mrs. Gustave Peterson, wife of the gallant captain.

Members of the crew today had only words of praise for the plucky woman who wanted to stay beside her husband while he directed the beaching of the vessel and the lowering of the boats, but the captain finally persuaded her to leave in the first boat which put to shore.

Explosion Starts Fire.

During the long wait in the cold night air on the wooded beach Mrs. Peterson's cheering words encouraged the tired and hungry men. All members of the crew and the dead body of the steamer's cook were brought safely to Newport this afternoon.

Explosion Starts Fire.

Fire which destroyed the steamer started from the explosion of a gasoline torch in the engine-room during the watch of First Assistant Engineer James Jane. Chief Engineer George Hissler was on duty and asleep when the alarm was sounded.

Vessel Is Headed for Reef.

Hastening to the engine-room, he realized that it was impossible to save the vessel, and signalled the captain, who ordered the man at the wheel to head in shore. The vessel was about four miles distant, and the prow was directed toward a rock reef.

Two lifeboats were carried by the steamer, and these were ordered lowered. When the steamer hit the reef she listed to starboard, and this made disembarking easier.

Captain Is Last to Leave.

The first boat left the Marhofer 20 minutes after the fire had been discovered, carrying the captain's wife, 10 of the crew. The second boat was soon launched, and with a farewell glance at the doomed vessel, Captain Peterson started for the shore.

It was about 3:30 o'clock when the small boat carrying Captain Peterson put off for shore. In their hurry to escape any possible explosion the crew pushed away at rapid speed and ran broadside of a huge comb, which swamped the boat. The other boat came to their rescue, however, and with the exception of the cook, who later died as a result of exposure, there were no casualties. The cook had been severely burned before leaving the steamer.

The scene of the disaster was near the mouth of Fogarty Creek, about twenty miles north of Newport. Engineer Hastner and two other crew were sent to Newport for aid. They left about 5 o'clock yesterday afternoon. Exhausted, however, by the day's strain, they gave up the effort to reach Newport after walking 15 miles and stopped for the night at the Yaquina lighthouse. This morning they arrived at Newport, bringing the first intelligence of the disaster.

Automobiles and wagons at once started to bring in the survivors, who had spent the night in a deserted cabin.

In water ballast the J. Marhofer, Captain Peterson, left San Francisco for the Columbia River May 14. She was to load lumber at St. Helens and Oak Point for the return trip to the Bay City.

Recently the Marhofer was chartered by Beale Bros., of San Francisco, from the Olson & Mahony Company, the owners, for placing in the coastwise lumber trade. She was engaged for two years, bringing this service the steamer was coming to the river on her second trip. Her capacity was 750,000 feet of lumber.

The hull of the J. Marhofer was built at Aberdeen, Wash., in 1907, and her machinery was turned out by the Willamette Iron & Steel Works, of Portland. The same firm built the machinery for several other craft belonging to the Olson & Mahony Company. Her official trial trip was made in the Willamette, the Columbia River. The first cargo of lumber she carried was picked up at the local mill.

The steamer was 174.1 feet long, 37.6 feet beam and 11.8 feet depth of hold. She had a speed of about nine knots an hour. San Francisco was her home port and Oliver J. Olson the managing owner.

Less than two weeks ago the Marhofer was in the river. She took out a cargo of lumber, clearing May 7. She never met with a serious mishap during her three years of active service until now.

Los Angeles Brewers Strike.

LOS ANGELES, May 19.—Four hundred and fifty members of the International Brewery Workers' Union in this city went on strike today for increased pay. Every brewery in Los Angeles is affected.

METHODISTS EDIT PAPER

Neither Christ Nor Fiske Is Plagiarized in the Itemizer.

DALLAS, Or., May 19.—(Special.)—Neither Christ nor Fiske were victims of plagiarism in the issuance of the Itemizer this week by the Methodists of the city.

The paper appeared today on schedule and subject, having taken ashore several field guns and rapid fire.

AMERICAN JACKIES LAND

Gunboats Send Men to Protect Interests at Bluefields.

BLUEFIELDS, Nicaragua, May 19.—The United States gunboats Paducah and Dubuque landed 100 bluejackets here today to protect American interests in Bluefields and to prevent fighting within the town limits.

The American force is prepared for any emergency, having taken ashore several field guns and rapid fire.

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WEARY WILLIE—"GOSH! A FELLER MIGHT AS WELL BE WORKIN' AS DODGIN' WORK ALL THE TIME."

