

result in voluntary pleas of guilty. And in every case, if the defendant knows that the state has an unbreakable grip, on him-a 'cinch.' as it is commonly called-his plea of guilty inures great-by to his benefit, for the reason that avery court will give the offender credit for avoiding, voluntarily, the

cial.)--R. P. Suider, a student in Tual-atin Academy, was awarded a gold medal in one of a series of declamation contests conducted under the auspices of the Young People's Missionary So-

time being disclosed by his successors

cial)-Though he will be 21 years old next July, had won the heart of a young woman from Portland, and had the price to pay for a license, the minisprice to pay for a license, the minis-ter's fee, and hire a taxicab to bring them across the Columbia River, a well-dressed young man was sorely dis-appointed when he learned that he neaded one thing more—a guardian. He is an orphan. When he was informed he had to have a guardian appointed, he went to see Judge McKenney about it, and he was informed that the fee would be few

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## Effect Good on Prisoners.

20 years.

All judges do so, and when, early in a term with a jall fall, the court states to a criminal that the court will hear in mind his plea of guilty, the criminal, on returning to the jail makes the fact nown to his follow-students, and the ffect is good. I know this to be the act, and systematically work along that line. All judges do so if they inderstand their business, and most of that line. them do. They soon learn to worl along that line anyhow. But under the new law how will it be? Not one will plead guilty, and every one will have to be tried.

OS ANGELES, April & --(Special.)-This week has been largely occu-pled by business matters, more es-pecially of transportation, and it is a noticension discussions come up here. Port-land. Seattle and Tacoma figure more largely than does San Francisco. Up to within comparatively recent times, whenever rates or other features of steamship lines or rallroads were con-week more other features of Two men are accused of a hold-up. Arraigned. One pleads guilty and ex-plains the occurrence to the court, who is satisfied that he was more or less an unwilling or unconscious participant in the robbery. The court believes him. The other stands trial, is convicted, was brutal in the extreme in the commission of the act. He is convicted, not of the crime with which he is charged, but of assault with intent to rob, and his sen-tence is what? The same as that of his co-defendant named in the indictment." steamship lines or railroads were considered. San Francisco was the only other point mentioned. Now, however, San Francisco seems to be entirely inci-dental-considered only a stopping place between Los Angeles and the Northern

In addition to changing the law as to indeterminate sentences, the Logis-inture also created a parole board of three members. It consists of the War-M. S. Bates, senior member of the shipping house of Bates & Chesebrough, general agents of the California & Atden of the penitentiary; John Minto, ex-postmaster of this city, and J. R. Linn, lantic Steamship Company, was in town early this week, and as usual, when he appears, transportation questions be-tween the Western and Eastern sides of of Salem, the latter two having been appointed by the Governor. It is the function of this board to hear and determine applications for pardon. It is contemplated that the consideration by the board of every case is to be in-fluenced by the history of the crime committed as shown by the testimony and the record of the convicted man during his term of incarceration.

# Penitentiary for Reform.

"The purpose of a penitentiary is reformation, it is not an institution for inflicting vindictive punishment," said a Portland lawyer, defending the change in the statute. "The records of our penitentiaries show that men sentenced to serve from one to five years usually prove the most hardened and dangerous charges. This is due to the fact that with so short a term o serve they realize the chances of educing their term of service by good behavior or through executive elemency is not very great. Long-term prisoners, however, as shown by the same prison 'We did not less much freight as

"But with the indeterminate sen-tence, what will be the result par-ficularly with the short-term men? The Reconcern knowledge that the period of their service will depend largely on their conduct after reaching the penitentiary will serve to bring out the better side of such men. If they truly reform and of such men. If they truly reform and become better men, why abould they not be released in the discretion of the parole board instead of being chilged to remain and complete the sentence of a specific term of years im-posed by the trial judge? On the other hand, if such a prisoner shows no inclination to mend his ways while in prison, it is within the province of the parole hoard to see that he serves the maximum sentence covering the par-ticular crime of which he was condeted.

victed. "In its operation, the change that has been made in the old law will serve to reform evil-doors. At least it will provide a way for men convicted of crime to repeat. If they are penitent, the good that is in them will assert itsaif. If it is genuine, and the mem-bers of the parole board will be able to determine, the interests of society

the Hillsboro Evangelical clety of Church, held here Friday night. He is the son of Rev. and Mrs. Ass Snider. at this city, formerly of Beaverton. PORTLAND ALWAYS CONSIDERED IN

Work is Opposed. "Every effort is being made by Can-ada and the Southern states," writes Mr.

Bates & Chesebrough Interests Plan Extension of Atlantic-Pacific Steamship Service-Portland Los Angeles Rail-

road Plans Discovered by Paper Published in Inyo County.

On this trip I shall visit all the ports between Puget Sound and the isth-mus and endeavor to ascertain just what the desires of the various places are in a traffic way and it is possible some means may be devised for im-

some means may be I think it inade-quate now, but we are willing to meet any additional demands that may be made upon us. And I am confident that considerable new traffic will be

developed, perhaps enough to justify our amplifying the California & At-

Freight is now being carried between the two coasts at a flat rate of #8 a ton, said Mr. Bates. This at present is

under the old agreement with the Pan-

ama Railroad, which provides for a 70 per cent and 30 per cent division

DISCUSSION OF RATE QUESTIONS

reached and quotations from now on

will gradually advance. With the hens laying well, chickens were put on the market and

the prices are therefore high. The market for ducks, geese and turkeys acts in sympathy with that for chick-

Butter is also plentiful and cheap, being 4 cents lower at wholesale than being 4 cents lower at wholesais than a year ago, but is selling at the same price as two years ago and 2½ cents higher than three years ago. The re-cent drop in butter was caused by California shippers invading this mar-Cheese is cheaper than a year ket ago because there is more of it in the East. The supply in Oregon is small, but local prices are affected by the Eastern market.

#### Pork Shows Decline.

In the meat line pork alone shows decline. This is also due to weakness in the East, where hogs are more plen-tiful and corn is cheap. Pork pro-ducts are, of course, lower. Beef, mut-ton and veal are selling at the same prices as last Spring. The higher prices of potatoes, onlons and apples are explained by the light-ness of supplies in the country. The This is also due to weakness trek across the great wilds of North-ern Nevada and Southern Idaho, ended at the summit of the White Mountains,

which guards the entrance to Owens River Valley at the north, there com-pleting the survey for the through Portland-Los Angeles Railroad. From

Pertiand-Los Angeles Rallroad. From the season for these great agricultural scalar for these great agricultural staples is practically at an end, and the farmers are realizing good prices on their small holdings. The only advance worth mentioning in groceries is in coffee. Great specs-lation in the New York, Havre and Brazillan markets, together with bull-time roop, have enabled the coffee magnates to put prices on a higher public, however, until a few days ago, when we are than for 20 years, but the in-flated nature of the guotations is shown by the gradual decline that is the guilter of the guilter the guilter of the these engineers has seen kept from the public, however, until a few days ago, when one of 'our town boys, who was their guest for over Sunday happened upon this information. The proposed line has been under discussion for years by the Harriman system officials as it will give the Short Line a direct routo from Portland to Los Angeles, via taking place in the primary markets. Sugar, tea and the principal articles in the canned goods list are unchanged in price, while rice and beans are much lower because they are more plenti-ful. Flour prices have followed the downward trend of wheat prices.

### Prices Generally Lower.

from Portland to Les Angeles, via Owenyo, thereby dispensing with the in-conveniences caused by snow sheds on the Bouthern Pacific, and the washouts on the San Pedro. In spite of the fluctuations, there is without doubt a general revision downward in the price of food prod-ucts of all kinds. How far the read-Los Angeles from the north than the present one. The maximum grade of this line is 1.75, while the maximum curvaucts of all almost how has the before-told by the dealers or manufacturers, but they realize that a lower level of prices will mean a sounder hasis of operations for all concerned and they ture has been reduced to 6 degrees. Some interesting and difficult engineer-ing feats have been encountered batween Tonopah Junction and Hammill. "The engineers who compose this party welcome the change.

The greater supply in most lines is, of course, due to production being stimulated by the high prices of the past few years.

\$5 Is Our Fee and the mail was informed that the fee would be \$5 and that an attorney would charge him at least ten dollars to make out

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tween the Western and Eastern sides of the country were predominent subjects of discussion. Mr. Bates declared that the recent rate war inaugurated by the Pacific Mail Steamship Company had proved a boomerang-instead of throt-tiling the competition of the California & Atlantic, it had worked altogether to the advantage of the other company. going to the line across the isthmus. The new division will become effective April 20, and the Panama Railroad will Navajo Launched on Time. receive as its portion 40 per cant of the through rate. The California & Atlantic fleet now includes the Lewis Mr. Bates was here to be present at the launching of the steamer Navajo, which will be added to the Pacific service Arlantic fiest now includes the Lewis Luckenbach, the San Matso and the Lyra, which are operated between Co-lon and New York, Philadelphia, Charleston and New Orleans in a dove-tailed swing service. These are the boats to the maintenance of which in the Atlantic service the Pacific Mail calling between Seattle, Portland, San Francisco, Los Angeles and Panama, as Francisco, Los Angeste and Faincisco. The soon as it is placed in commission. The Navajo was built and launched at the Craig Shipbuilding Yards, at Long Beach. It was completed on schedule time in spite of the efforts of the unions to force the company to relinquish its open-shop principles. The new vessel is a the Atlantic service the Pacific Mail

Company entered such a strenuous obshop principles. The new vessel is a 1000-ton steel steamer and will be placed New Railway Project Seen.

iantic service.

The Owens Valley Horald, a little weekly paper published at Bishop, Inyo County, Cal., has a remarkably inter-esting article on the survey for the Portland-to-Los Angeles Bailroad, Just completed, which took the Los Angeles papers and reading public by surprise. result of the rate war begun on us by the Pacific Mail Company," said Mr. Bates. "On the contrary, we gained a great deal of new business and friends untold. As soon as the purpose of the

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Tonopah Junction and Hammill. "The engineers who compose this party were the pick of the Oregon Short Line engineering department, all having ex-perience in heavy mountain railroading in the Deschutes River canyon in Oregon and the Boise canyon in Idaho. They will leave for Tucson, Ariz, in a few down where they will run preliminary