

GREAT SOUTHERN PLANS EXTENSION

Line to Run From Dufur to Juniper Flats.

COST WILL BE \$1,000,000

Work Announced to Begin Within 60 Days.

OBJECTIVE TERRITORY RICH

Railway Owned by Portland and The Dalles Men When Lengthened to Open Up Timber and Wheat Country.

Extension of the Great Southern Railroad from Dufur, its present terminus, to the west end of Juniper Flats, 40 miles south of Dufur, at an approximate expense of \$1,000,000 will be made before the end of the present year.

Surveys have been completed, plans have been made and bids for the construction work have been called for. Actual operations will start before the end of May.

The proposed extension is about 40 miles long and will tap one of the heaviest timbered belts in the state after passing through a territory that is rich in agricultural resources. The country in some places is very rugged, but engineers figure that the new piece of road can be built at an average expenditure of \$25,000 per mile. A number of Portland engineering and construction firms who intend to submit bids for the work have had men on the ground to estimate the cost.

Road Is Independent.

The Great Southern Railroad is entirely independent from any of the big systems. Local capital built the present line from The Dalles to Dufur three years ago and its operation since its completion has paid a good return on the investment. The Meier & Frank Company is heavily interested in the enterprise and together with John Helmrich, general manager of the road, however, unqualifiedly makes the assertion that there is enough timber there to operate a train of 100 cars every day for 50 years. While the timber resources are the heaviest in the present time, agriculture is expected to form an important item of freight after the country develops.

Timber Resources Undeveloped.

Even though a number of sawmills have operated in the affected section for several years, the timber resources have not been materially developed. Eight small logging roads have been built in this territory as an aid in transporting the timber to the outside world. These will be connected with the Great Southern. The mills themselves will be increased in capacity. Others will be erected. Most of the wooded regions are owned by private individuals, there being few if any big holdings in the district.

The road is standard gauge and well constructed. From The Dalles to Dufur it follows a gradually ascending grade. After leaving The Dalles it turns south, touching Boyd and Dufur and paralleling the new Oregon Trunk and the Deschutes line of the O-W-R & N. Co. While the Great Southern is about 300 feet above the Deschutes line, the others are down in the valley at the edge of the river. In conducting the Oregon Trunk many supplies were hauled over the Great Southern to Dufur and then taken by wagon to destination.

Road Runs Southerly.

The new extension will take a southerly direction after leaving Dufur and will approach the bluff overlooking the Deschutes River, near Shear's Bridge. From there it will operate as a logging town, near which it enters Tygh Valley, already famed as a fertile region in which both timber and agricultural opportunities are abundant. The present survey follows the general course of Tygh Creek and provides for a terminus at Wamic, also a logging town, approximately 40 miles by this route from Dufur.

"We expect to have dirt flying on the new road in less than 60 days," said Julius Meier, vice-president of the company, and one of the heaviest stockholders, last night. "We have asked for bids on the work, and expect to let a contract before the end of the month."

The completion of this line will bring all the Dufur Valley and most of the Tygh Valley into direct connection with Portland, giving quick mail, freight and passenger service into that region. It will add to a great degree in developing the agricultural possibilities of the country and in populating the fertile areas that have remained idle in past years.

BONES OF GIANTS UNCOVERED IN CAVE

CALIFORNIA UNIVERSITY FINDS PREHISTORIC REMAINS.

Human Jawbone and Arm Bones Chiseled Out of Rock, Which Holds Mastodon Tusks.

GEORGETOWN, Cal., April 10.—(Special.)—That human giants once inhabited this portion of Eldorado County is being proved by work that is being prosecuted by men in the employ of the University of California. Just how big these giants were will soon be known, as enough bones will be assembled shortly to make accurate measurements possible.

The university has just resumed its work of exploring the Hawver Cave near Cool, this county, and bones of prehistoric animals and human beings are being brought out daily. The bones are petrified and have to be chiseled out of the cement-like stratum in which they are imbedded. During the last week the explorers have brought out the tusks of a mastodon, an immense human jawbone and arm bones that must have been part of a prehistoric giant.

This cave is on the Flint place, which was purchased by the Mountain Quarries Company, and the railroad to these quarries will touch very near the cave, which is owned by the University of California.

STORM MAY DELAY WAGES

Lighthouse Keeper Cannot Be Reached to Take Official Oath.

There has been an assistant keeper assigned to duty at the Destruction Island Lighthouse who may have a weary term of service before he collects wages from Uncle Sam, as before provided in the regulations that entitle an employee of the Bureau of Light-houses to be paid his wages after the oath of allegiance and in advance of qualifying in that regard he must be on duty. The assistant was conveyed to his post last week, but before the tender could return a blow came up and it was impossible to reach the station.

An incident is talked of in the local office in which two men were sent to Scotch Cap, Alaska, and it was planned to take them to Unalaska after they had seen a few days' service, so that they could appear before a notary and take the oath. One succeeded in making the journey, but the other was prevented by reason of storms. The tender stood by until her coal supply ran short and then headed for Portland. Another attempt is being made to reach the islands in the morning, but the third vessel is reported in the morning being given an opportunity to take the oath, he was not paid until there were 18 months' wages due.

DUST FLIES AT PRISON

Governor Finds Guards' Rooms Untidy and Cleanup Begins.

SALEM, Or., April 10.—(Special.)—Small dust clouds at the penitentiary today are coupled with a visit made to that institution by Governor West yesterday, when he called the attention of the officials to the fact that some of the rooms occupied by the guards were of very untidy appearance and dust seemed to be lingering strongly about them. The Governor went to the institution ostensibly to investigate the question of improvements sanctioned by the Legislature, but during his visit took occasion carefully to inspect the rooms occupied by the guards.

It is declared by some that carpets on a few of the rooms have not been removed and cleaned since Superintendent James took charge eight years ago. This does not remain as a fact today, however, as a general cleaning is reported since the visit of the Governor Sunday.

30,000 VOLTS END LIFE

Wet Mortar Carries Current to Workmen on Narrow Ledge.

SEATTLE, Wash., April 10.—(Special.)—One man was instantly killed and 10 narrowly escaped death at 4 o'clock this afternoon when Harry Gillis, a metalworker, 31 years old, leaned against an iron cornice on the top of the Goom Dip building in new Chinatown, which had come into contact with a 30,000-volt wire of the municipal lighting plant.

Ten masons were standing along the top of the wall laying brick about 55 feet away from Gillis. The current passed through Gillis' body to the cornice and the men's wet mortar completed a circuit. They were all thrown from their feet by the shock, but none fell from the narrow ledge on which they stood.

Dazed and only partly conscious, they were rescued from their perilous positions by fellow-employees.

MRS. W. L. ELKINS TO WED

Widow of Millionaire Will Marry Philadelphia Lawyer.

PHILADELPHIA, Pa., April 10.—Announcement of the engagement of Mrs. Kate Felton Elkins, widow of the late William L. Elkins, Jr., of Philadelphia, to William Delaware Neilson, a prominent attorney, club and society man of this city, was made today. No date has been set for the wedding.

Mrs. Elkins, whose husband was a son of William L. Elkins, the Philadelphia traction magnate, and who became a widow nine years ago, is a daughter of ex-United States Senator Charles N. Felton, of California. Since her widowhood, Mrs. Elkins has been spending much of her time abroad and with her father in California. At present she is visiting friends in this city.

BULLETS WHIZ ON CHICAGO STREETS

Labor Union Factions Have Gun-Fights.

STREETCARS IN BATTLE ZONE

No Casualties Result From Teamsters' War, However.

POLICE SEEK SLUGGERS

While No Guns Are Fired in Plumbers - Steamfitters' Controversy, Man Is Pounded - Fitters Offer Reward for Bad Men.

CHICAGO, April 10.—(Special.)—Chicago's streets were converted into veritable battlegrounds today while rival factions of labor unions emptied revolvers at each other from behind barricades, telegraph poles and letterboxes. Streetcars filled with men and women and children passed through the fire zone as bullets whizzed across the street. One man took refuge by the end of a car while he emptied a revolver at the "enemy."

The worst battle occurred at West Eighteenth and South Clark streets, between rival factions of teamsters, between the H. J. Heinz Company. Five men, representing the Chicago Teamsters' Union, and an equal number representing the International Brotherhood of Teamsters, met near the barns of the men employed by the company.

Streetcars are halted. Motormen and conductors on West-ninth avenue and Halsted-street cars, fearing for their lives and those of their passengers, halted after the first fusillade of shots, and for several minutes traffic was interrupted.

When the police arrived, eye witnesses said that one man actively engaged in the shooting stepped on a streetcar, while another hung his revolver in a belt inside his coat (in front) and waited until the police searched him. The policemen felt his hip pockets and not finding a revolver, he was allowed to go.

In the plumbers-steamfitters' war no shooting was reported during the day, the only attack recorded being made on Eugene Kelley, a union steamfitter, who was hit over the head with a revolver in the hands of a member of the plumber faction.

\$1500 Rewards Out.

Rewards approximating \$1500 were offered by the Steamfitters' Union at its meeting tonight for the arrest and conviction of the slugs.

INDEX TO TODAY'S NEWS

The Weather. YESTERDAY'S—Maximum temperature, 48 degrees; minimum, 28 degrees. TODAY'S—Showers and warmer; south to west winds. Foreign. Irene Osmond, novelist, who is American wife of Englishman, wants divorce, delaying international marriage. Page 5. Republican outbreak occurs in Spain and occupation of Portugal is threatened. Page 5. Mexican rebels try to take Zacatecas, but are repulsed in street fight. Page 2. J. E. Morrison, of Deschutes Irrigation, organizes clubs to secure re-election. Page 3. Domestic. Remains of giants found in cave in California. Page 1. Labor union factions battle and bullets whiz on Chicago street. Page 1. Tom L. Johnson, single-taxer and 3-cent fare advocate, dies at Cleveland. Page 1. Mrs. Blanche Powell tells remarkable story of relations with Powell and Chisholm. Page 1. Man and girl in Los Angeles death pact still alive despite serious wounds. Page 1. Lumbermen granted rebidding by Governor Hay. Page 4. Frank W. Kettenschlag, Lewiston banker, must stand trial. Page 7. Bend shares in rush of colonists; now seeks to increase trade facilities. Page 16. Governor West's demand causes tilt with Alaska sweepstakes dog race nearing end. Page 9. Pacific Northwest. Twenty persons perish when Little Vancouver steamship founders. Page 1. Always land fraud case now up to United States Supreme Court. Page 6. Roosevelt, visiting Sand Point, Idaho, for first time in 25 years, finds thriving town has grown on his old trail. Page 7. Hill stocks and St. Paul advance because of Minnesota rate case decision. Page 21. S. Bears refuses to serve on Port of Portland commission. Page 20. New ship Yakima wool selling at low prices. Page 21. Wheat higher at Chicago on crop report. Page 21. Portland and Vicinity. Oregon United Evangelical Church conference makes appointments. Page 20. Burglars blow open safe in Macco's market and steal \$1400. Page 14. Chamber of Commerce urges all Oregon commercial bodies to support movement to settlement. Page 14. Court denies right of Inman-Poulsen Lumber company to private ownership of streets upon Warm Springs Indian Reservation. Page 14. Great Southern Railroad to extend line 40 miles beyond Dufur, tapping rich section. Page 1. Former owners of Vanderhill orchard at Hood River sue purchasers for \$30,000 said to be due. Page 12. George B. Collins, Journalist-at-Large, announces himself as candidate to succeed himself. Page 14. Colonial rush enormous in closing days of low rate period. Page 12. Lomhard and Werlein arrange to debate issue of campaign. Page 12. Ex-Governor Folk, of Missouri, says Democrats will elect next President. Page 5. Unusual weather for April is reported from all sections of state. Page 15. Representative of Chicago bond buyers appeals to Council Committee for return of check held by the city. Page 15. Many carpenters go on strike for closed shop and 84 for eight-hour day. Page 4. Ex-Governor Folk, of Missouri, says Democrats will elect next President. Page 5. Unusual weather for April is reported from all sections of state. Page 15.

LOCKED CARS ARE TABOO

Salem Council Scores Street Railway Company for Action.

SALEM, Or., April 10.—(Special.)—Following an article in The Oregonian today that a woman, who had been locked in a New Park-street car of the Portland Railway, Light & Power Company with a colored man, had demanded that she be released, an ordinance was introduced in the City Council tonight and immediately passed, prohibiting streetcar companies from locking the doors of their cars.

Manager Rollin K. Page, who has charge of the local affairs of the company, attempted to address the Council, but he was refused the floor.

SALEM, Or., April 10.—(Special.)—It has been repeatedly said that the on-ed is a rank failure as a student. This can be refuted at the university, for, according to Registrar Stone, the women are far superior in scholastic standing. To substantiate this fact Mr. Stone has compiled the necessary statistics to show that the women are better students than their colleagues.

Of the total enrollment at the university, 42.61 per cent are women students. Of the 55 students that were dropped from colleges last semester, owing to deficiency in college work, only nine were women, giving them a large margin for better scholarship. After the examining period had passed and the standings were computed it was found that 111 were placed on probation. As in the former case a small proportion of these were women, 27. Mr. Stone has also found that women receive a smaller number of the monthly conditions by a large majority of students.

After the classes have been thinned out the last two years of the college course show the men and women are more equal as to college standing.

Ho Boosts Single Tax.

In the '80s, with his brother, Albert, he came to Cleveland and became interested in the streetcar systems here.

TOM L. JOHNSON'S LAST FIGHT LOST

Stormy Petrel of Cleveland Is Dead.

YEAR'S ILLNESS COMES TO END

He Fought for Single Tax and Three-Cent Car Fare.

POLITICAL FIGHT HIS JOY

Beginning as Boy in Traction Office, Johnson Became Owner of Street Railways, Member of Congress and Mayor.

CLEVELAND, April 10.—Tom L. Johnson, twice Representative from the 21st Ohio district, four times Mayor of Cleveland, champion of 3-cent street railway fare and leading advocate of the single tax theory of the late Henry George, died here at 8:45 o'clock tonight, after a long illness. He was 67 years old.

Mr. Johnson had been ill for more than a year, but his condition was not thought serious until he suffered a relapse on Wednesday, March 15. He had been gaining strength ever since he came home after spending the summer on Nantucket Island.

On Saturday night, March 11, he left his apartments and attended a banquet of the Misl Prius Club, an organization of Cleveland lawyers. He remained there until 2 A. M. Sunday, and when he returned to his home he complained of not feeling well.

He Was Stormy Petrel.

The following Wednesday his condition was such that he was obliged to go to bed. From that day to the time of his death his condition was grave, though several times he rallied. Despite the fact that he realized that he had not long to live, he was cheerful and optimistic almost to the last.

Mr. Johnson once referred to himself in a public address as "a stormy petrel," and this metaphor aptly described his career. From the time he entered the offices of a Louisville street railway company as a boy of 15 until his defeat for a fifth term as Mayor of Cleveland on November 2, 1899, he was ever in the center of some storm, political or financial. He often said it was thus that he enjoyed himself best.

Johnson was born in Georgetown, Ky., July 13, 1844. He was christened Thomas Loftin, but he always preferred to call himself Tom L., and so he was known from boyhood. He started work in a Louisville traction office, and when still a youth, secured sufficient backing and bought a controlling interest in the Indianapolis Street Railway.

Ho Boosts Single Tax.

In the '80s, with his brother, Albert, he came to Cleveland and became interested in the streetcar systems here.

WEST HAS CLASH WITH MORRISON

GOVERNOR DEMANDS GUARANTEE FOR IRRIGATION OF LAND.

Morrison Calls Demand Reflection on Integrity and Leaves Board Meeting in Huff.

SALISBURY, Or., April 10.—(Special.)—A split between Governor West and J. E. Morrison, manager of the Deschutes Valley Land Company, occurred at a meeting of the Desert Land Board today, when the Governor insisted that the company should establish a guarantee trust fund of approximately \$100,000 to insure the completion of the project for the protection of the settlers. The project includes 31,000 acres and is located near La Pine.

The bill became so animated that Morrison left the room. Morrison objected to the suggestion of the Governor, saying that it was a reflection on his integrity. The Governor denied this, stating that his only object in demanding such a guarantee fund was as a cold-blooded proposition to protect the people who have been investing their money in the project.

"Under the law," stated the Governor after the meeting, "the land is not supposed to be sold until water is on it. This has been avoided by selling options. To live up to the spirit as well as to the letter of the law, I am anxious to see a guarantee fund established to insure the completion of the project."

Members of the Board state that the difficulty will undoubtedly be settled when the Board visits the project on its tour of the irrigation works in the state.

TRAIN HITS HUGE BOULDER

Southern Pacific Overland Barely Escapes Tumble Into Lake.

SACRAMENTO, Cal., April 10.—(Special.)—Word was received here from Truckee today that the eastbound overland passenger train, No. 9, of the Southern Pacific, while going at the speed of 25 miles an hour Saturday night, struck a three-ton boulder in rounding a curve in a snowdrift at Lakeview, where the track winds around the precipitous side of a mountain at the foot of which is Donner Lake.

No one was injured and the track was not damaged, but both locomotives pulling the train were badly damaged and rendered useless, being sent back to Sacramento shops today. All the steps on one side of the coaches were torn off. Other engines were sent out from Truckee to pull the train on to Sparks after a delay of four hours.

The boulder which caused the trouble had tumbled from the mountain side after a trackwalker had passed and several posts supporting the snowdrift. The locomotives crashed into it and shoved it to one side, but not far enough to miss the coaches. Had the track been damaged the train might have been thrown into the lake.

CO-EDS BEST STUDENTS

At Washington University Majority of Failures Are Men.

UNIVERSITY OF WASHINGTON, Seattle, April 10.—(Special.)—It has been repeatedly said that the on-ed is a rank failure as a student. This can be refuted at the university, for, according to Registrar Stone, the women are far superior in scholastic standing. To substantiate this fact Mr. Stone has compiled the necessary statistics to show that the women are better students than their colleagues.

Of the total enrollment at the university, 42.61 per cent are women students. Of the 55 students that were dropped from colleges last semester, owing to deficiency in college work, only nine were women, giving them a large margin for better scholarship. After the examining period had passed and the standings were computed it was found that 111 were placed on probation. As in the former case a small proportion of these were women, 27. Mr. Stone has also found that women receive a smaller number of the monthly conditions by a large majority of students.

After the classes have been thinned out the last two years of the college course show the men and women are more equal as to college standing.

IOWA IS BOUND TO ELECT

Joint Session All Night May Break Senatorial Deadlock.

DES MOINES, Ia., April 10.—That there will be a joint session of the Legislature Tuesday night to ballot the entire night in an effort to elect a United States Senator, provided there is no election on the 63d joint ballot at noon tomorrow, practically was decided tonight.

The decision to hold a night session was reached tonight after a session of the supporters of Judge Deemer, who, with the Democrats, hitherto have prevented any but the compulsory ballot at noon each day. Deemer's supporters declared tonight that it was probable they would agree to a joint session tomorrow night if an election were not obtained at noon.

MONEY BACKS UP PROMISE

Mayorality Candidate Puts Up \$2400 Forfeit for Dry Sunday.

ALTON, Ill., April 10.—Stephen Crawford, candidate for Mayor of Alton, today deposited \$2400 in an Alton bank as a pledge of good faith in case of election to the office if he fails to close saloons on Sunday, as he declares in his platform he will do.

SCORE PERISH AS SHIP GOES DOWN

Squall Founders Tiny Canadian Steamer.

PORTLAND GIRL AMONG DEAD

2 Sisters, Victims of Wreck, Had Brothers in Portland.

MOTHER AND BABE DROWN

Many on Shore, Powerless to Aid, See Ship's Company Clinging to Decks as Wooden Vessel Sinks Off Vancouver Island.

VICTIM'S BROTHER HERE. Dispatches from Victoria, B. C., early this morning state that the Misses Fenwick, lost in the wreck of the Iroquois, were sisters of Edwin T. Fenwick, 808 East Everett street, and Frank Fenwick, 31 East Fifty-second street, Portland. The second Fenwick girl drowned, whose Christian name was not given in the earlier dispatches, is said to be Mary Fenwick, who has been making her home with her brother Frank in Portland.

Neither of the Fenwicks could be reached this morning. Frank Fenwick is a fruitgrower and spends much of his time out of town, at his ranch. Edwin T. Fenwick is employed as statistician by the Portland Railway, Light & Power Company, and is prominent in the local cricket club.

When the little wooden steamer Iroquois, plying between Sidney, Vancouver Island, and the islands of the Gulf of Georgia, was capsized soon after leaving Sidney this morning, probably 20 lives were lost. It is not likely that the exact number who perished will ever be known. Four passengers and seven members of the crew were saved and six members of the crew and probably 14 passengers were drowned.

Following is a partial list of the dead: Passengers: Mrs. Houston and child. John Hyden. Miss Isabel Fenwick and her sister, of Victoria.

—Probst. Jan Baetaren, an Austrian. P. McPhillips, of Rosa Ruabon, Wales. Crew: A. Olsen, fireman. Herbert Hartnall, steward. D. N. Davidson, deckhand. A. G. Munro, purser. Two Chinese cooks.

Four Passengers Saved.

Following is a list of the saved: Passengers: H. S. Moss, Victoria. John Bennett, laborer bound for Henderson Island. Miss Marguerite Barton, schoolteacher, Victoria.

—H. J. Hartnall, the steward's brother. Crew: Captain A. A. Sears, master. J. Bister, mate. —Thompson, engineer. M. Phillips, deckhand. Two Indians and one half-breed.

The bodies of all the known dead have been recovered except those of Mrs. Houston and her son, the sister of Miss Isabel Fenwick, and D. N. Davidson, a deckhand. The Misses Fenwick had brothers in Portland, Or.

Today's disaster was in some respects a duplicate of the loss of the steamer Sechart off Beechey head, Vancouver Island, March 24, 1911, with 26 lives. The Iroquois was struck by a squall when a mile from shore between Coal Island and Roberts' Point.

Mother and Babe Drown.

Four persons with life buoys drifted ashore almost in the last stage of exhaustion, but all were resuscitated. They were Miss Barton, Moss, H. J. Hartnall and Bennett. Purser Munroe was among the drowned, and people struggling for their lives. Of the bodies which drifted ashore, many were equipped with life belts. A number of launches put off for the scene, but were unable to get near the wreck.

The first of the survivors to be landed was Captain Sears, of the wrecked boat, who, with the chief engineer and an Indian belonging to the crew, landed on Armstrong Point.

Fanned in the deckhouse of the boat, five or six women screamed in their terror while the sea broke in. Most of the women went down in the wreck. One elderly woman was seen helplessly lying on the cushions of the saloon seat. Two others were beating against the glass of the saloon windows when the survivors clambered out to struggle up the side to the deck.

Harry Hartnall, brother of the

(Concluded on Page 4.)

