TOLLS COMPROMISE BRUITED IN SENATE

Administration Leaders, However, Renew Declarations They Cannot Yield.

REPUBLICANS ARE ACTIVE

Effort Made to Solidify Minority on Grounds of Political Expediency—Five Democrats Opposed to President.

WASHINGTON, April 3.—The Panama Canal tolls exemption controversy has reached the simmering stage in the Senate, pending proposed compromises by the committee on interoceanic canals next week. Leaders on both sides continued their activities today, however, preparing for the final clash of the absorbing legislative battles.

Two salient points were emphasized in the undercurrent developments today. One was the concerted effort being made by Republican Senators to unite against the President's repeal policy on the ground of political expediency, and the other was the reinforced determination of Administration leaders to yeld to no compromise on the House bill providing for flat repeal of toll exemption for American ships.

Doubtful Ones Generally Oppose.

Among Republican Senators who have been classified as doubtful with regard to their intentions concerning the repeal there is a general tendency to line up against the President. Democratic Senators who are championing the President's cause assert they welcome this movement, confident that it can have no other effect than to solidify the Democrats and aid in assuring success for the Administration. These Democrats, while admitting that five of their number cannot be induced to abandon their opposition to the bill, insist there is every indication that all other majority Senators eventually will support the bill.

They also are assured of support for the measure by some of the Republican Senators, despite the effort of some of the minority to unite against the President.

Republican Aid Counted On.

Such Republicans as Senators Root, Lodge, Burton and McCumber are counted on as unalterably opposed to toll exemption for American ships, and with these votes the Administration leaders retain their confidence that nothing can prevent ultimate victory.

A bill authorizing the President to contract with American registered steamships and steamship lines using the Panama Canal was introduced today by Representative Edmonds, of Pennsylvania. Under the measure tolls on American ships would be remitted for a period of ten years, the amount of such tolls to be payable out of the Treasury every six months, and the American ships would be required to carry mails without charge to the Government.

Proof would be required that these vessels were not railroad-controlled. All agreements made with other parties or lines, including railroad lines, the bill provides, "shall be approved by the Department of Commerce, and all freight rates shall be posted with and subject to revision by the proper authorities."

These ships or lines would not be prohibited from pro-rating with all railroads on an equitable basis, but would be required to agree that in National emergencies they would be held at Federal disposal, to agree to give preference to goods made and produced in the United States. Tolls would be charged against any part of cargoes not originating in the United States or originating in South America and consigned to the United States.

FISHERMEN ARE FAVORED

Attorney-General of Idaho Gives Opinion on Trespass Land.

LEWISTON, Idaho, April 3.—(Special.)—During this month the fishing season in the state of Idaho is closed, excepting navigable streams, and the fish and game department is preparing to distribute a large number of young trout this season. Deputy Monroe is receiving applications for Central Idaho streams.

The Attorney-General's office has submitted an opinion that land owners have no right to prevent fishing in streams stocked by public funds, and that unless actual damage to the property is committed by the fisherman, the owner of the land has no recourse in the courts. It is further stated the strip of land between the high and low-water mark along navigable streams is public property and open to the public for use in connection with fishing and other pursuits.

LIST SAVES DOOMED SHIP

With Two Holes Stove in Hull Schooner's Cargo Shifts.

NEWPORT NEWS, Va., April 3.—When the steamer Robert M. Thompson was struck amidships yesterday off the Virginia Capes, by the schooner Augusta W. Snow, the impact shifted the coal in the steamer's bunkers and she listed so heavily that two holes ripped into the schooner's hull were lifted clear out of the water. But for that fact the steamer probably would have gone to the bottom.

She is awaiting repairs here today. The Snow was waterlogged and her crew was taken on the Thompson.

ALASKAN FISH MENACED

Government Urged to Take Quick Action to Prevent Slaughter.

WASHINGTON, April 3.—Delegate Wickersham, of Alaska, told the House territories committee today that unless quick action were taken by the Government to prevent ruthless slaughter of salmon in Alaskan waters there would not be a salmon left along the territory's coast.

He said the trap nets used on the Alaskan coast were so numerous that the poles looked like forests and the fishermen sallied out to sea in power boats to take the salmon before they get near the shore.

White Star Orders New Leviathan.

LIVERPOOL, April 3.—The White Star Line ordered today another huge passenger steamer for the service between Liverpool and New York. The new vessel is to displace 33,000 tons and is to be an improvement on the Adriatic type.

GRANDDAUGHTER OF TENTH PRESIDENT, WHO HAS BEEN REMOVED FROM POSTOFFICE SHE HELD 17 YEARS.

—Photograph by Underwood & Underwood.
MISS MATTIE R. TYLER.

MISS TYLER LOSES

Postmistress Victim of New Civil Service Regulation.

APPEAL IS MADE IN VAIN

Tenth President's Granddaughter Unable to Obtain Exception to Rule for Examination of Fourth-Class Postmasters.

WASHINGTON, April 3.—It is taken for granted in official Washington that Miss Mattie R. Tyler, formerly spinster postmistress at Courtland, Va., will not be reinstated in the office she held for 17 years and until she was removed a few days ago.

Miss Tyler is a victim of Postmaster-General Burleson's order for the examination of fourth-class postmasters under civil service rules. Not always has the applicant obtaining the highest rank been appointed, but it was required that the appointee should have passed some kind of examination at any rate. Miss Tyler did not attempt to pass the examination. She is 70 years old and has given satisfaction to the patrons of the office, and, though she admitted she might be a trifle rusty in some of the branches covered by the examination, she relied on the indorsement of those she served. All united in saying the work of the postoffice at Courtland was being kept up to the minute.

The Postmaster-General, however, was inexorable. Those who did not pass the required examination, he said, could not be appointed. No exception could be made. Precedent must not be set. Miss Tyler appealed to the President. He promised to "consider" her case. Meanwhile B. A. Williams, Postmaster-General Burleson's appointee, has taken office. This is taken here to mean that the President, after considering, has decided not to interfere with Mr. Burleson's rule.

Miss Tyler is 70 years old. The salary of the office is $650, which, she says, she needed to support herself and her sister. President McKinley appointed her in 1897. An effort to remove her in President Roosevelt's term of office failed.

FISHERMEN ARE ANGRY

NETS SEIZED AT NEWPORT AROUSE PROTEST FROM CITIZENS

Hard Work Is Declared Necessary to Earn Livelihood and Intent to Break Law Is Denied.

NEWPORT, Or., April 3.—(Special.)—Yaquina Bay fishermen, 25 in number, who support themselves and their families by catching crabs and flounders, also salmon in season, are discouraged by the present laws governing fishing.

A net was seized today by James Gatens, deputy game warden, and confiscated; a sample of another net used by J. T. Fuller was cut off by Mr. Gatens to be sent to the Master Fish Warden. The first net seized was in a slough where salmon never go, it is said, and there are no salmon in Yaquina Bay at this time of the year.

These men work day and night in rowboats. It is said it takes an entire day to accumulate enough fish to make wages. They catch only crabs and flounders and nets are used. The law says that they must use no nets which will hold salmon.

The Socialists took the opportunity offered by the gathering together of the fishermen to say what laws they would enact if they were put in office, and the meeting was rather demonstrative while it lasted. It is declared that no jury could be found in Newport that would convict a man for catching crabs or flounders with any kind of net, but the fishermen do not propose to be lawbreakers.

The fishermen ask for justice and a law which will not work hardship.

CELILO PLANT DAMAGED

GOVERNMENT MACHINE SHOP IS WIPED OUT AT LOSS OF $40,000.

Work Will Not Be Hampered, but Electrical Lighting Equipment May Not Be Restored.

THE DALLES, Or., April 3.—(Special.)—Starting at 5:30 P. M. today from an unknown cause, fire completely destroyed the machine shop on The Dalles-Celilo Canal works at Big Eddy, three miles east of this city. The loss totals $40,000. Much valuable machinery and tools were totally wrecked. A locomotive was the only thing in the entire building, which was 150x50 feet, that was saved.

No one was in the shop when the blaze started. Within ten minutes the entire structure was on fire. There was no hope of saving it and the Government workers directed all their efforts with the local firefighting system to saving the rock crusher and cement-mixing plant. Destruction of the rock crusher would have caused suspension of practically all canal work. No work will be stopped, as temporary machine and blacksmith shops will be erected at once.

All equipment in use on the canal work is in good repair, having been put in condition to last until high-water time, when most of the work will be halted necessarily.

Practically no wind was blowing today, which is unusual at Big Eddy. Had there been a high wind today, the whole camp at Big Eddy would have been destroyed.

The electric light plant was located in the machine shop and the camp is without electric lights, and probably will be from now on, as it would cost too much to install another plant for the remainder of the construction work.

FIELD TRAINING RESUMED

Twenty-First Infantry to Have Marches and Bayonet Practice.

VANCOUVER BARRACKS, Wash. April 3.—(Special.)—The field training of the Twenty-first Infantry in this post has been resumed and will be continued until November 1. A practice march in place of drill will be held once each week. At first, short, in light marching order, and gradually increased to at least 12 miles with full pack by August 1. The first six marches will be by company. In order to keep the men in training, at least 30 minutes in bayonet fencing will be required each week.

Parades will be held at 5:30 o'clock. The first battalion will parade on Mondays, the second on Tuesdays, the third on Thursdays and the regimental parade will be held on Fridays.

NEW CANDIDATE IN FIELD

St. Helens Aspirant for Mayoralty Makes Canvass With Handbills.

ST. HELENS, Or., April 3.—(Special.)—New spirit has been put into the city election that is to be held here next Monday, by the distribution today of handbills bearing a cut of candidate for Mayor, George F. Robertson and these principles: He stands for:

First—Clean business administration, sane progress, reduction of taxes.

Second—Law enforcement without fear, for all alike.

Third—Elimination of graft.

Fourth — Protection of property rights, without favor.

Fifth—Encouragement of business enterprises, organization of a Commercial Club, procuring of manufacturing industries.

Sixth—For a Greater St. Helens.

DALLAS ASKS FREE TOLL

Commercial Club Urges Oregon Delegation to Fight Repeal.

DALLAS, Or., April 3.—(Special.)—At its regular meeting held last night the Dallas Commercial Club went on record as strongly opposed to the repeal of the free tolls act. After considerable discussion the members were almost unanimous in condemning the threatened action of Congress.

A resolution was passed expressing the thanks of the club to the Oregon delegation in Congress, who had fought this repeal, and the committee on legislation and judiciary was instructed to telegraph the various Representatives in Washington to this effect and requesting them to continue the fight against the repeal.

BURNS KNOWS MURDERER

(Continued From First Page.)

duce "evidence" to convict Frank. Again, he said, reports that Frank was a man of abnormal characteristics had put public opinion strongly against him. His investigations, he said, convinced him that the reports were untrue.

No Mystery, Says Detective.

"There was no mystery about it at all," he said. "The tracks of the murderer were clear and there is no doubt now as to his identity. The story will all clear in a few days. I have reported to Frank's attorneys and it will be made public."

Hearing of the extraordinary motion for a new trial for Frank is set for April 16, the day preceding that on which the execution is to take place. Frank was superintendent of a pencil factory. The Phegan girl was found dead in a room in the plant, April 27, 1913. Frank was accused, arrested and convicted.

Eugenic Marriage Law Wanted.

BOSTON, April 3.—A bill to establish a eugenic marriage law was favorably reported by a legislative committee today. The measure is similar to the Wisconsin law and would require a physicial examination and certain tests by doctors before the issuance of a marriage license.

RAILWAY REVENUE IS EXAMINED FIRST

Commission to Decide Necessity for Increase Before Determining Method.

SIDE ISSUES ARE AVOIDED

Question What General Course Carriers May Pursue to Meet Situation May Be Subject of Further Hearings.

WASHINGTON, April 3.—Argument on the application of Eastern railroads for a 5 per cent increase in freight rates will begin before the Interstate Commerce Commission April 27 and briefs in the case must be on file one week earlier, April 20.

Chairman Harlan made this announcement today on the conclusion of presentation of testimony by the railroads in support of their application with a formal statement of the Commission's desire to expedite final disposition of the case.

The briefs and arguments will deal with the first of the two fundamental questions suggested in the Commission's order instituting the pending proceedings:

"Do the present rates of transportation yield adequate revenues to common carriers by railroads operating in official classification territory?"

Collateral Issues Set Aside.

All collateral questions and extraneous issues that have been injected into the proceedings will be put aside until this question has been determined. These subjects involve charges for spotting cars, pay for several services now performed by the carriers without charge, free lighterage and other similar questions.

If the Commission should decide that existing rates are adequate to the carriers' needs that will terminate the proceeding. If, however, it should be decided that present revenues of the railroads are not adequate, the second question, "If not, what general course may carriers pursue to meet the situation?" will be argued perhaps at a later time.

The real problem before the Commission, if it should find that present revenues are inadequate, is whether the additional needed revenue shall be raised by an advance in rates or at least in considerable part by a charge against shippers for services now rendered by the railroads free.

First Questions Closed.

"Our investigations under this first question," Chairman Harlan said, "are to be considered as having come to a close today, subject to the statement just made about exhibits called for and other matters."

If the Commission should decide that the railroads have established the necessity for additional income, the chairman explained, the Commission would proceed to determine how the additional income should be raised. This proceeding would involve the presentation of some arguments and, possibly, brief additional hearings upon some of the collateral questions.

FLORENCE TO BE HOST

FIRST WILLAMETTE PACIFIC EXCURSION TO BE FOR CARNIVAL.

Party From Eugene Will Attend Annual Rhododendron Celebration of Siuslaw District May 20-25.

EUGENE, Or., April 3.—(Special.)—The first excursion train ever run into the Siuslaw Valley over the new Willamette Pacific, according to present plans, will carry a band of Eugene Radiators, dressed in uniform, to participate in the annual Florence rhododendron carnival, from May 20 to May 25. Arrangements were made today between R. C. Wygant, of Florence, and the Willamette Pacific officials for train service.

The Eugene delegation will be carried to the end of the rails, which by the middle of May will be laid within a few miles of Mapleton. The Florence people will meet them with automobiles and take them to Mapleton and from Mapleton to Florence they will be carried in a specially chartered boat.

Elaborate plans are being made for the rhododendron carnival, an event which brings the entire Siuslaw Valley together once a year. Features scheduled include an electrical pageant on the water, boat races and the annual formalities with the election of a carnival queen.

The rhododendron carnival was established eight years ago in Florence. Each year it takes a different form. Last year it was an Indian potlatch. The year before "Neptune" came up out of the sea. The procedure this year has not yet been selected.

Until this year the entire Siuslaw district has been virtually isolated. The carnival has been one to bring together the citizens of the mountain and coast territory. This year, almost for the first time, it opens its festivities to the outside world.

STUBBLING GRAIN IS TRIED

Advantages and Disadvantages in Practice Are Shown.

LEWISTON, Idaho, April 3.—(Special.)—Some ranchers of this district are practicing the stubbling in of grain, and have met with various degrees of success. By stubbling in grain is meant the seeding of grain on fields that have not been plowed since the removal of the previous crop. There are apparent advantages and disadvantages in the practice. The advantages lie in the saving of time and equipment in plowing, in the plumper and better quality of keruels and in the larger area that may be covered.

The disadvantages are that the yields, on an average, are about one-third less, and occasionally both seed and labor are thrown away.

Centralia Programme Announced.

CENTRALIA, Wash., April 3.—(Special.)—Part of the programme was announced today for the state convention of charities and corrections, which will be held in Centralia on June 2, 3 and 4. Mayor Thompson will deliver the address of welcome, which will be responded to by Governor Lister. Other speakers that have been pledged are Mrs. La Mance, a National lecturer for the Women's Christian Temperance Union; E. E. Teachner, chairman of the Lewis County Commissioners; N. B. Coffman, a Chehalis banker, and Rabbi Koch, president of the conference. It is estimated that about 250 delegates will attend from all over the state.

CONFERENCE IS ON

United Evangelical Church in Session at Dallas.

BISHOP SWENGEL SPEAKS

"A Leader Must Know the Right and Defend It," Declares Visiting Ecclesiast From Pennsylvania.

DALLAS, Or., April 3.—(Special.)—The 26th session of the annual conference of the Oregon division of the United Evangelical Church was convened in the United Evangelical Church in this city yesterday morning at 9 o'clock, with Bishop U. F. Swengel, of Harrisburg, Pa., presiding.

After a devotional service, the Lord's supper was partaken of by the ministers, lay delegates and visitors present.

The conference went into executive session at 10:30 o'clock for the purpose of hearing reports from the various charges in the state. Besides Bishop Swengel and Presiding Elders C. C. Poling, of Portland, and S. S. Mumey, of Salem, 50 delegates answered the rollcall.

The afternoon session was taken up with reports of the work performed during the past year by the presiding elders and with other routine business, including the advancement to eldership of G. R. Stover. The principal business of the session was the selection of Corvallis as the meeting place for the 1915 conference, which was set for April 3.

The report of the joint commission providing for the federating of the educational activities of the three churches created considerable debate. The question was temporarily laid on the table and made a special order of business for Friday morning's executive session.

The afternoon session closed with an address by President Smith, of Philomath College.

Bishop Swengel, a man of marked ability, gave a short address, taking as his subject, "Leadership." He said in part:

"A leader must know the right, a leader must defend the right. In order to defend the right a leader must know the dangers, some of which are: Religion without the Holy Spirit, Christianity without Christ, pardon without repentance, salvation without the new birth, politics without God, heaven without hell. A leader must be a man of tact and courage."

The bishop closed by mentioning some of the rewards which compensate such a leader for his service.

COMMON-LAW WIDOW WINS

Ewald Estate Compromises on $300,000 Cash; $10,000 Yearly.

LOUISVILLE, Ky., April 3.—Compromise, by which Mrs. Ellen J. Golden, or Ewald, will receive $300,000 cash and $10,000 a year from the $4,000,000 estate of the late L. P. Ewald, was agreed on by opposing counsel today. The compromise is expected to end the suit for $1,750,000 in which the woman has attempted to prove herself the common-law widow of the eccentric Louisville millionaire.

The custody of the three children, to whom Ewald left his fortune, remains with the trust company as executor. Refusal of the trust company to award the children to their mother caused the failure of previous attempts to compromise the case.

It is expected that the court will enter an order adjudging Mrs. Golden the common-law wife of Ewald. Mrs. Golden, whom Ewald met in St. Louis in 1890, and with whom he lived in this city, sued for approximately $1,750,000 of the $4,000,000 estate as her dower right.

IMMIGRATION AID REMAINS

Railroads' Clearing-House at Ellis Island Not Opposed.

WASHINGTON, April 3.—The clearing-house maintained at the Ellis Island immigration station by the principal railroads running into New York for the purpose of facilitating the distribution of immigrants over the country will not be interfered with by the labor department.

Assistant Secretary Post made this announcement today in reply to an inquiry from the Interstate Commerce Commission whether the agreement between the railroads might be considered illegal. Steps are being taken by the department, however, to have railroads carrying immigrants from New York west through Chicago to agree to deliver the immigrants at the Chicago immigration station, which has been found almost useless under existing conditions.

COLD KEEPS BRYAN IN BED

Secretary of State Not Expected at Desk Until Monday.

WASHINGTON, April 3.—Secretary Bryan, who was unable to leave his bed today, was reported improved tonight. His physician has ordered a few days' rest, however, and he is not expected back at his desk until Monday.

The Secretary's illness was described as a heavy cold.

A lot of financial experts wear thin-soled shoes in Winter.