ALBANY'S CREAMERY IS RAZED BY FIRE

Total Loss Estimated to Be Around $25,000.

PLANT MAY BE REBUILT

Co-operative Association's Institution One of Largest and Best Equipped in Valley.

ALBANY, Or., May 1.—(Special.)—The creamery of the Albany Creamery association, which was one of the largest and best equipped plants of the kind in the Willamette valley and which was the largest co-operative creamery in Oregon, was destroyed by fire this morning. With the loss on some of the equipment and supplies not fully determined, it was estimated that the total loss would reach $25,000 and might exceed that figure. Insurance of $9000 was carried.

It is practically certain that the plant will be rebuilt as soon as possible.

The fire razed the entire plant, except the extreme east end of the building. The central portion of the building was entirely destroyed. All of the eastern portion of the plant was burned except the refrigerator. The outside of the big storage room is burned so badly though that it was a total loss.

Company Records Safe.

The only property removed from the burning plant were some cans and some cream. Seven thousand pounds of butter were in the refrigerator and probably will be saved. If the butter was damaged it will make the loss from $2000 to $2500 greater than now estimated.

A large quantity of cream, as well as supplies of various kinds, were lost. Some of the machinery may be salvaged. The safe and records of the company were not damaged.

The fire was discovered shortly before 6 o'clock this morning. Its origin was not known. Frank Froman, night watchman at the plant, went off duty at 4:45 this morning. Just an hour later the fire started. It originated just under the roof and near the east end of the building. This is the opposite end of the building from the boiler room. It was presumed defective wiring was the cause.

Plant Run Since 1895.

The Albany Creamery association was organized in 1895 and had operated the plant ever since. The first plant was built on the site of the structure burned today, but it was enlarged two or three times.

The association is composed of farmers residing in Linn county and was organized and had been maintained as a co-operative institution. Unlike most co-operative companies it has been a success from the start. Its careful management resulted in the development of one of this city's leading enterprises. The plant was doing a large business.

C. L. Shaw of this city is president of the association and Wayne F. Dawson of Albany secretary and manager of the plant. In addition to these two officers, the directors of the association are J. D. Isom of Albany, Henry Freerksen of Shedd, J. H. Scott of Tangent and Isaac Whealdon of Plainview.

MAY FETE ON 5 AND 6

McMinnville College Prepares for Elaborate Festivities.

McMINNVILLE COLLEGE, McMinnville, Or., May 1.—(Special.)—Preparations are well under way for the annual May-day festivities May 5-6, which will be the banner campus event of the entire college year. All classes will close on the afternoon of May 4, and will not resume until May 9.

The entire day Thursday will be given over to cleaning up the campus, the athletic field and the tennis courts and arranging stands and a platform for the coronation exercises. Students and faculty, according to established custom, will join in the work, and white collars will be taboo for the day.

Miss Mildred Christenson of Portland will be crowned Queen Mildred I Friday morning. A baseball game and a tennis tournament with teams from Pacific college will be held in the afternoon. Other entertainment features will include a play by the dramatic club of the preparatory department Thursday night, and an operetta by the girls' glee club Friday night.

The court, as chosen by Miss Christenson, follows: Professor L. S. Shumaker, bishop; Avard Whitman, herald; Elizabeth Pangborn, maid of honor, and Esther Telcher, Beth Stewart, Alma Carstens, Mary Louise Andrews, Mary Ballard and Myrtle Ballard, maids; William Swift, Ben Larson, Edwin Kratt, Russell Elliott, Orin Wilson and Kenneth Riley, guards, and Alex Rhine and Jesse Manley, jesters.

Continued rain may cause the postponement of the event.

MRS. L. V. JENKINS IS LOW

Transfusion of Blood Pronounced Success by Physicians.

Mrs. L. V. Jenkins, wife of the chief of police, was still in a critical condition from pneumonia at St. Vincent's hospital last night and attending physicians said she had but a fighting chance for recovery.

Because of her extremely low vitality and feeble heart action it became necessary again yesterday to transfuse additional blood into her veins. Shelley Ingle, police patrolman, submitted to the transfusion operation which physicians pronounced a success. This is the second blood transfusion operation to which Ingle has submitted in an effort to save the life of Mrs. Jenkins.

Chief Jenkins is speeding to Portland from the east and will arrive here at 7:30 o'clock tonight. He is being kept in touch with Mrs. Jenkins' condition by hourly telegrams sent by Inspector Klingensmith.

Chief Jenkins was intercepted at Jamestown, N. D., while en route to New York when Mrs. Jenkins took a sudden relapse Saturday morning.

Obituary.

ALBANY, Or., May 1.—(Special.)—The funeral of Joseph Marion DuPee, 67, who died yesterday morning at the home of his son, A. W. DuPee, in this city, was held this afternoon at the Fisher-Braden chapel. Rev. T. J. McCrossan, pastor of the United Presbyterian church, conducted the services and burial was in the Knox Butte cemetery. He had resided near Albany nine years. He is survived by four children: A. W. DuPee of Albany, Miss Hazel Gore of Portland, Mrs. Dan Molver of Coquille, Or., and Miss Lucile DuPee of San Francisco.

NORTH BEND, Or., May 1.—(Special.)—Word was received here last night of the death of Mrs. L. J. Simpson at Burlingame, Cal. Mrs. Simpson went to California last fall in the hope that the change of climate would have a beneficial effect on her health, but although she seemed improved for a time she suffered several relapses and the last one resulted in her death. Funeral arrangements have not been announced.

Funeral services of Albert J. Ray, prominent business man and hop dealer, who died at his home at Hillsdale Friday, will be held at the Unitarian church, Broadway and Yamhill street, at 3 P. M. today. Rev. W. G. Eliot Jr., will conduct the services. Interment will be in the family plot at Riverview cemetery.

H. A. Swart, G. A. Nichols, R. M. Newcomb, E. E. Crabb, R. J. Buckley and S. E. Stratton will act as pallbearers. The body will lie in state at Skewes' undertaking parlors, Third and Clay streets, until 2 P. M.

SUBSCRIBERS TO THE COMMUNITY CHEST.

The April and May installments of your subscription to the community chest are due May 1. Please pay by check if practicable. Make checks payable to Edward Cookingham, treasurer, and mail to community chest headquarters, Sixth and Morrison streets. Make cash payments there also.

EDWARD COOKINGHAM,
Treasurer.

EAGLE BOAT 38 IS HERE

NEW NAVAL TRAINING SHIP IN PORT FROM SAN FRANCISCO.

Rough Weather Forces Craft to Put To Off Oregon Coast on Saturday Night.

Eagleboat No. 38, Portland's new naval training ship, arrived in the harbor from San Francisco yesterday afternoon manned by a crew of naval reserve men from Portland and vicinity, and tied up at the dock at the foot of Jefferson street at 5 o'clock. Officers of the vessel reported a good voyage up. The entire crew arrived in good spirits.

Captain J. Speier, harbormaster, met the eagle boat in his launch and assisted in getting her moored at the dock.

Lieutenant-Commander John A. Beckwith, commander of the Portland sub-district of the naval reserve force, and Lieutenant-Commander Frederick K. Elder of the navy recruiting station, met the vessel at Astoria and came up the river on her.

A large crowd met the vessel at the dock.

The Eagle boat left San Francisco Thursday morning, and the boys reported encountering some heavy weather on the way up which tested the sea-going qualities of the ship and made veterans out of the amateur sailors in the crew.

Off the Oregon coast Saturday night the boat encountered a 50-mile gale and Lieutenant St. Clair, who was in command, was compelled to put to and wait until yesterday morning to make the mouth of the river.

The boat made the first start for Portland three weeks ago under the command of Lieutenant-Commander Beckwith. After getting 250 miles from San Francisco the vessel developed engine trouble and it was necessary to put back for repairs. Lieutenant-Commander Beckwith then returned to Portland and left the ship in charge of Lieutenant St. Clair.

The vessel was put in shape for service by a crew of Oregon reservists under the leadership of Ensign Nicholas and Lieutenant St. Clair.

PAPER MILL CUTS PAY

125 Men in Salem Plant Affected by Wage Reduction.

SALEM, Or., May 1.—(Special.)—Reductions of approximately 20 per cent in the wages of the employes of the Oregon Pulp & Paper company, with headquarters in Salem, was announced by officials of the corporation today. The reductions will effect about 125 men and will amount to about $100 per day. The present daily payroll aggregates $500.

Under the new scale of wages the minimum compensation will be reduced from $4.32 to $3.46 a day. Some of the men in the plant have been receiving as high as $7.50 for eight hours' work.

It was said today that the men had accepted the new scale, which is in line with the wages recently established by many other paper manufacturing concerns throughout the country.

Wallace Eakin Better.

ALBANY, Or., May 1.—(Special.)—Wallace Eakin, city editor of the Albany Daily Democrat, who has been in St. Mary's hospital here for four weeks recovering from an operation for appendicitis, has recovered sufficiently so that it was possible to remove him from the hospital yesterday. He will not be able to return to work for some time. In the meantime he will visit Mrs. Eakin, who is ill in a Portland sanitarium, and his parents, Circuit Judge and Mrs. Eakin, at Astoria.

SOUND WILL FIGHT RATE CASE DECISION

Seattle, Tacoma, Everett to Ask Suspension of Tariff.

HIGH COURT MAY DECIDE

Shippers Challenge Commerce Commission's Right to Increase Intrastate Rates.

SEATTLE, Wash., May 1.—(Special.)—Shippers of Seattle, Tacoma and Everett will fight the interstate commerce commission's Columbia basin rate case decision to a finish. They will challenge in the supreme court, is necessary, the power of the commission to order a 5 per cent increase in the intrastate railroad rates between Puget sound and southeastern Washington to help create a 10 per cent differential in favor of Portland in that city's southeastern Washington rates.

This decision was reached last night when representatives of the Puget sound shippers conferred in Seattle with E. V. Kuykendall, director of the Washington state department of public works, and F. R. Spinting, one of his department lieutenants. Representatives of the Puget sound cities asked the state department to assist them in continuing their fight to nullify the decision.

Suspension Order to Be Asked.

As a result of the conference it was agreed that as soon as the railroads file the revised tariffs that will create the 10 per cent differential in favor of Portland, the Puget sound, through their commercial organizations and shippers' associations, will apply to the state department of public works for an order suspending the proposed increase in the Puget sound-southeastern Washington rates and calling upon the carriers to show cause why the suspension should not be made permanent.

This action will put it up to the carriers to defend the proposed rate increase before the state department and if the department rules that the increase is not justified and makes the rate suspension permanent, the carriers will receive the support of the state department in any fight they may be compelled to make in the courts to enjoin the interstate commerce commission from forcing them to comply with its Columbia basin ruling.

Fight Hinges on Law.

Resultant litigation would bring squarely before the federal courts the question whether the interstate commerce commission has authority to fix or alter intrastate railroad rates arbitrarily.

It is on this still undecided question of the constitutional law that the fight to be made by the Puget Sound cities hinges. The federal courts have had the question before them, but never in a form as clean-cut as it is presented in the Columbia basin case, said Puget Sound representatives.

In the Columbia basin case, in which the interstate commerce commission recently refused to grant the Puget sound cities a rehearing, the commission decided last November on an application filed by Portland shippers, supported by the Oregon state public service commission, that a differential of 10 per cent in favor of Portland and against the Puget Sound cities in rates into the territory south of the Snake river must be established by the railroads. This action was based principally on the ground that Portland had a somewhat shorter haul.

The commission held that the southeastern Washington rates should not be blanketed and that Portland should have a lower rate than the sound cities, where for years the rates had been on a parity.

The Puget sound shippers, represented by the chambers of commerce of Seattle and Tacoma, the mechants' exchanges of both cities, the port of Seattle and what was then the state public service commission, protested, contending that a departure from the rate blanketing system would disrupt the existing rate structure in the Pacific northwest.

Consideration Is Refused.

Both at the hearing of the case and on the petition for a rehearing the interstate commerce commission refused to consider this aspect of the case.

In its decision the interstate commerce commission held that in establishing the 10 per cent differential in favor of Portland the railroads entering southeastern Washington from Portland should make a 5 per cent reduction in their rates, while the roads entering the same territory from Puget sound should make a 5 per cent increase in their rates.

In laying their case before the state department of public works last night the shippers informed the state officials that while they did not dispute the power of the interstate commerce commission to lower the Portland-southeastern Washington rates, since they were interstate, they did dispute and would challenge the commission's right to increase the Puget sound-southeastern Washington rates since they are entirely intrastate.

The purpose of the conference was to ascertain whether the state department would entertain a petition to suspend the increased intrastate rates when they were filed by the carriers. The answer was satisfactory and the shippers thereupon announced their intention to ask the suspension.

It is still uncertain when the carriers will file the new tariffs, but it is expected that the action will be taken within the next 30 days.

41 MEN ARE SENTENCED

Judge Blames Low Wages for Express Company Conspiracy.

MACON, Ga., May 1.—In sentencing 41 men, 36 of whom were found guilty and five of whom pleaded guilty to charges of conspiracy to rob the American Railway Express company of $1,000,000, Federal Judge Evans declared today that the conspiracy was brought about because "the express company did not pay the messengers sufficient wages."

Judge Evans declined to hear pleas for leniency from lawyers. He gave penitentiary sentences to 13.

GRAND JUROR IS LATE

John Roberts Walked 16 Miles to Attend Sessions.

ALBANY, Or., May 1.—(Special.)—John Roberts of Foster walked 16 miles yesterday afternoon and then rode 33 miles in order to be present at a meeting of the Linn county grand jury here today. The session of the grand jury was delayed one day on account of the fact that Roberts had not received word of the date of meeting.

Roberts resides in the Big Bottom country, 16 miles northeast of Foster. The other grand jurors assembled at the courthouse yesterday, but Roberts was missing.

Court Convenes Today.

ALBANY, Or., May 1.—(Special.)—Judge Kelly will convene the May term of state circuit court for Linn county here tomorrow morning. Fronf present indications the trial docket for this term will be very light, and only a few cases will be heard. The March term was one of the heaviest held here in many years.

RAILWAY TO EXTEND LINE

Expenditure of Millions Depends on Continued Peace in Mexico.

EL PASO, Tex., May 1.—A. De Bernardi, vice-president and general manager of the Kansas City, Mexico & Orient Railway company, who returned today from a two weeks' inspection trip over the Orient lines in Mexico, said the company is contemplating the expenditure of $20,000,000 to $35,000,000 to complete the line from Kansas City to the Gulf of California.

The proposed expenditure, Mr. De Bernardi said, is conditioned on the continuation of the present peaceful conditions in Mexico. The Orient is now in operation from Wichita, Kan., to Alpine, Tex.

Taxis to Be Forum Topic.

The taxicab and for-hire situation in Portland will be discussed at the members' forum of the Chamber of Commerce today at noon. Speakers will include Mayor Baker and Commissioners Bigelow and Barbur.