

HOUSE HEAD OF PLAYING POLITICS

Hasty Action in Agitating Special Session to Mend Railroad Board Law.

STATE ATTORNEY PROTESTS

Endeavors to Persuade Governor Not to Issue Interview Suggesting Need for Special Session—Is Apprehensive of Courts.

OLYMPIA, Wash., Feb. 15.—(Special.)—Has Governor Mead set upon the decision of Federal Judge Hanford shearing the railroad commission of its rate-making powers as an opportunity to play shrewd politics?

This question is being asked quite generally in the state capital as a result of the interview given out by the Governor last night, in which he declared he was seriously considering the calling of an extra session of the Legislature to authorize an amendment to the Constitution removing the objection found by Judge Hanford to the creation of a rate-making railroad commission.

Attorney-General Protests.

The Mead interview was given out over the protest of the Attorney-General. He pointed out to both Governor Mead and to Chairman H. A. Fairchild of the commission that the decision of the state courts must prevail over the rulings of the Federal courts, and he expressed the fear that the placing of great importance upon the decision of Judge Hanford would embolden the Attorney-General's office in the further prosecution of the state's side of the railroad cases now pending in the state courts.

Mr. Fairchild advised Governor Mead to take the stand that he did and the interview was given out in the form of an authorized statement dictated to a stenographer by Mr. Fairchild and Governor Mead. The charge is broadly made at the state capital that they say in the decision a means for the Governor to make capital for his candidacy for re-election in Eastern Washington.

The same question that the State of Washington should adopt the system of Initiative and referendum, as set forth in article 4, section 1, state constitution of Oregon. Castle Rock supported the affirmative.

Hasty Action Not Justified.

The Attorney-General maintains that the mind of the court should be free from any possibility of influence of the state courts, and that the importance given the Federal court decision is unjustified. Attorney-General Atkinson and Assistant Attorney-General Rader, who are both emphatic in their opinion that the decision of Judge Hanford is no more than an incident in the thoroughness of the law in the courts.

BUSY DAY AT CONFERENCE

College Y. W. C. A. Delegates in Session at Walla Walla.

WALLA WALLA, Wash., Feb. 15.—(Special.)—Y. W. C. A. girls at the second day's sessions of the Eastern Student Conference today, considered the various problems of association work. Conferences were held on the work of the missionary, social, finance, collegiate and nominating committees as well as on Bible study and religious meetings. Rev. Paul Rader, of the Hassalo-street Congregational Church, was prominent on the programme. The conferences on methods were conducted by Miss Maude E. Ross, Y. W. C. A. secretary of the colleges of Idaho, Oregon and Washington. Miss Frances C. Gage and Mrs. Jessie M. Hoxenmyr, of Portland, both Y. W. C. A. secretaries, gave addresses. Additional delegates arrived today. The attendance at the sessions number about 75. Tomorrow's sessions will present in theory and demonstration the spirit of the association work.

DRUNKEN SAILOR WALKS CABLE

Trick Successful, but He Falls in Descent and Is Killed.

VICTORIA, B. C., Feb. 15.—At an early hour this morning an unknown seaman of the bark Hillston, discharging coal here, was killed in a dramatic manner in the presence of a large crowd watching him as he climbed the telegraph pole, from which he slipped and fell to the granite sidewalk. He was almost instantly killed.

Ties for Albany Railway.

ALBANY, Or., Feb. 15.—(Special.)—The first step toward the construction of the Albany electric railway was made yesterday when several loads of ties for the line were placed along Second street. The ties will soon be piled along the street ready for placing. The ties are being sawed at the local sawmill.

Board Vacancy Not Filled.

ALBANY, Or., Feb. 15.—(Special.)—No appointment has yet been made to fill the vacancy on the Board of County Commissioners, caused by the death of Commissioner Hiram R. Powell, of Brownville. It is understood that the

remaining members of the board, Judge C. H. Stewart and Commissioner T. J. Butler, will name a man from Brownville or that part of the county. Men prominently mentioned for the vacant place are D. H. Pierce of Rowland; R. E. Warner, C. H. Elsworth and W. J. Moore, all of Brownville.

Want Stock to Run at Large.

ALBANY, Or., Feb. 15.—(Special.)—It is running at large will again be voted on in Linn County in the coming election. Two years ago the question was before the electors and it was decided that stock could not run at large. This worked a hardship on people residing in the eastern part of the county where it is necessary to use the range and the law was not enforced in that part of the county at all. In the western portion of the county stock do not run at large anyway. But some people desire to vote on the question again, believing that the decision of the voters two years ago will be reversed.

Boxes Must Go at Yakima.

NORTH YAKIMA, Wash., Feb. 15.—(Special.)—Mayor Lombard has ordered the removal of all boxes from the restaurants of the city. This includes all apartments in public eating places with enclosures higher than three and one-half feet. By the same order the hotel and restaurant-keepers are forbidden to sell liquor in their places of business without the retail license. There is no likelihood of trouble over the enforcement of the order.

Castle Rock Loses Debate.

CASTLE ROCK, Wash., Feb. 15.—Last night the Castle Rock High School

SHIP TOTAL LOSS

Shore Strawn for Miles With Wreckage of Emily Reed.

CARGO CARRIED OUT TO SEA

Hardly Vestige of 2110 Tons of Coal Visible on Beach—Total List of Lost, Eleven—Survivors Are Comfortably Cared For.

Boxes Must Go at Yakima.

BAY CITY, Or., Feb. 15.—(Special.)—Wreckage from the ill-fated American ship Emily Reed, which was wrecked near the mouth of the Nehalem River at an early hour yesterday morning, lines the beach for two miles to the southward of the place where the vessel struck. The cargo of coal which the ship carried has been washed out to sea and hardly a trace of the 2110 tons which she had on board is visible. Both ship and cargo are a total loss. The total list of lost from the Emily Reed numbers 11. The name of the seaman which was not forwarded in the dispatch of yesterday is not known. He was a Russian and none of those saved

sing about the climate and its products. However, he was of the opinion that we might boost a little more than we have been doing. County Fruit Inspector Goodrich was present at the meeting and gave the fruitgrowers an instructive address upon caring for their orchards. He said that Oregon's cherries were destined to make for Oregon the same kind of a reputation that California's oranges had made for that state, but that cherry and apple orchards and goat pastures should be in no wise identical.

GOING AFTER THE FUEL TRUST

Seattle Prosecutor Will Convene Grand Jury if People Wish It.

SEATTLE, Wash., Feb. 15.—(Special.)—Seattle Prosecutor Attorney George F. Vandever, believing that it would be possible to secure evidence of a combine formed for the purpose of raising fuel prices, announced today that he made every effort to make a case under the common law against the coal operators who are forcing the people of King County to pay twice as much for fuel as legitimate profits warrant. "It would be doubtless difficult to at once obtain all the necessary evidence," said Vandever. "Retailers of the city are afraid to talk. We must depend for our evidence upon the testimony of the coal business is more or less independent of the alleged combine.

"I scarcely think that a grand jury will be necessary in order to obtain the testimony of the right men. I believe that when the people become aware that we are in earnest in our desire to prosecute any and all offenders under the common law we shall be given all the assistance necessary. If, however, a grand jury is

PUBLIC SAFETY OF COAST

Harriman Thinks More of Cutting Expenses Than Improving Old Tracks.

REMARKS OF OSWALD WEST

Oregon Railroad Commissioner Tells of Investigation Into Causes of Fatal Wreck Tuesday Night Near Forest Grove.

SALEM, Or., Feb. 15.—(Special.)—That the defect in the rail which caused the wreck of a passenger train at Forest Grove was such as could be discovered only by an expert, that the Railroad Commission has no funds for the employment of experts and that Mr. Harriman gives more thought to reduction of expenses than to the production of the lives of the traveling public, are assertions made today by Railroad Commissioner Oswald West in response to a request for a statement of what the Commission had already learned regarding the wreck and what the Railroad Commission had done in response to the fact that no funds are available for employment of experts, and then continued:

Inspection Only cursory.

"The commission made an inspection of the Yamhill division, Jefferson street crossing, last November. The inspection was made from the rear end of a caboose attached to a freight train. While an inspection of this kind gives some general idea of the condition of the tracks and the work being done, it is far from being thorough and does not permit such a careful examination as that which is required in the case of a passenger train. We found, however, that much work was being done on the bridges and trestles, and many ties were being replaced by new ones. The work was done in good condition, but the tracks out of Oswego needed ballast. Considerable work was being done with a view of straightening the track south of this point, and we believed the better policy to await the completion of the work which the company was doing before insisting on further inspections.

The only inspection of the West Side division, where the wreck occurred, was such as could be made from time to time from the rear end of a passenger train. The Commission has informed some months ago that new steel had been ordered for the purpose of relaying the 10 miles of this track and that the plates and other material were on the ground. The delay in getting the new steel was attributed to the great amount of work being done in the mills which were not furnishing the steel as fast as we believe that these new rails would be laid at an early date, but it is very evident that the work will be still further delayed unless the Commission takes some action in the matter.

"What caused the break in the rail I am unable to say. No one seems to know. They wear old rails and rails wear out like anything else. It is true that new rails break and in that event the company cannot be accused of negligence, but so long as old rails are used must bear the responsibility if breaks occur and cause accidents.

Filling Coffers and Graves.

"The roadbed and ties at the point where the wreck occurred appeared to be in good condition, in fact in far better condition than many other points on the line. The track at the point of the wreck had been put in good shape, and only the breaking of the rail could have caused the accident. It is true that a flaw in the rail it surely would have broken years ago. It doesn't seem possible that it would withstand the heavy traffic which has been passing over it for so long a time. It is a pity that when a light train was passing over it at low speed.

"The investigation showed that the section foreman on the line where the wreck occurred has seven miles of track to look after and has but three men in his gang. It is very evident that Mr. Harriman gives more thought to cutting down operating expenses than he does to the protection of the lives of the traveling public, and as long as this policy is allowed to continue we will have wrecks."

Saloon Cases Continued.

ABERDEEN, Wash., Feb. 15.—(Special.)—By agreement of attorneys today, the remainder of the cases against saloonkeepers charged with keeping their saloons open on Sunday were continued until February 26.

GIVEN PENSION INCREASE

Representative Ellis Is Notified of More Pay for Oregonians.

OREGONIAN NEWS BUREAU, Washington, Feb. 15.—Representative W. R. Ellis has been notified that the following persons received increase of pension under the act of February 6, 1908, during the past week. They will hereafter receive the following monthly allowances from the Government:

- Lewis Malcolm, Ramer, \$15; Rowley, Arleta, \$12; Edwin Loney, Redmond, \$12; John D. Clement, Canyon city, \$12; James Barton, Woodburn, \$12; William J. Russell, Condon, \$12; William M. Rutledge, Ironside, \$12; Thomas P. Grant, Smock, \$12; Perry G. Tefft, Seho, \$12; Thomas J. Grant, Smock, \$12; John Thomas, Madras, \$12; James G. Archer, Portland, \$12; James Williams, Madras, \$12; Frank J. Parker, Portland, \$12; James Barton, Woodburn, \$12; Edwin E. Coe, Portland, \$12; William Coulthart, Pauline, \$12; James Barton, Woodburn, \$12; Anna Edes, widow Philip Edes, Portland, \$12; Wade H. Duest, Mitchell, \$12; Alexander, Corvallis, \$12; William D. Tuller, \$12; Richard M. Johnson, Portland, \$12; James A. Sheffeld, Portland, \$12; James A. Sheffeld, Portland, \$12; Benjamin Gabriel, Bartlett, \$12; Charles Van Horn, Mount Vernon, \$12; Henry H. Arnold, \$12; William M. Aylen, Carson, \$12; James J. Aylen, Carson, \$12; Fred Niedermar, Portland, \$12; Andrew M. Conaty, Sampler, \$12.

HINCKLEYS ARE DIVORCED

Interlocutory Decree Given Lieutenant in California.

SAN FRANCISCO, Cal., Feb. 15.—(Special.)—An interlocutory decree of divorce was granted this afternoon by Judge T. J. Lennon, of San Rafael, to Lieutenant Harold D. Hinckley, of the revenue cutter Bear, who filed papers charging his wife, Alice, Gilman Hinckley, with desertion. Mrs. Hinckley did not appear in court to contest the case, the decree was granted without delay. The Hinckleys were married in Melrose, Mass., October 12, 1904, and shortly after came to the Coast. About a year ago, when Lieutenant Hinckley was with his ship on a northern cruise, Mrs. Hinckley took occasion to visit her home in Boston, and has been there ever since. The couple were prominent in social life at San Francisco, Astoria, Portland and Seattle, October 12, 1904, and shortly after came to the Coast. About a year ago, when Lieutenant Hinckley was with his ship on a northern cruise, Mrs. Hinckley took occasion to visit her home in Boston, and has been there ever since. 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