CALIFORNIA SOLONS SEE MALFEASANCE

Secretary of State Jordan Accused by Committee of Legislature.

$7700 IN FEES SOUGHT

Official's Son and Stenographer Are Involved in Alleged Sales of Daily Reports and Concealment of Original Records.

SACRAMENTO, Cal., May 10.—Malfeasance in office is the charge made today against Frank C. Jordan, Secretary of State of California, in a unanimous report of the joint legislative committee which investigated the payment of fees into his department. The committee reported this morning and recommends that the case be put in the hands of the Attorney-General.

The collection of money for copies of automobile registrations furnished to insurance companies and others during the time Jordan has been at the head of the department is the basis of the finding against him.

Irregularity Pointed Out.

According to the report, the investigation brought out the fact htat at least $7700 was collected in this manner during the 16 months of Jordan's incumbency, and that none of it was turned into the state treasury, where it should properly have gone.

The committee report declares that Mrs. Anita A. Brewer, stenographer in Secretary Jordan's office, sold carbon copies of daily reports she made on behalf of the Secretary of State to the State Controller, and that the practice was carried on "with the knowledge and consent of Frank C. Jordan, who, in some instances, solicited certain persons or corporations to purchase said reports."

The information furnished in this way, the report says, was valuable to those who were willing to pay for it, only when obtained on the day that the applications for motor licenses were filed, and it is charged that the original records were taken by Mrs. Brewer into the private office of Secretary Jordan on the day that they were filed, in order that the public might not see them.

Jordan's Son Involved.

Similar conditions obtained in the branch office of the registration bureau in Los Angeles, conducted by Jordan's son, Frank M. Jordan, where approximately $2100 was collected in a similar manner, according to the report.

No action was taken on the report in either house. It was ordered printed in the journals of the Senate and the Assembly and will be considered tomorrow. Late today the Board of Control, which also made an investigation into the affairs of Secretary Jordan's office, will report its findings to the Governor. After reading the report of the legislative committee, Secretary Jordan said:

"My friends may rest assured that I will be ready to meet any legal steps that may be taken in this matter, and I do not fear the outcome. The testimony does not warrant the conclusions of the committee, and statements made in the report are not warranted by the records."

SHIPPERS DEMAND CHOICE

(Continued From First Page.)

association want competition eliminated in that way," replied Mr. Donaldson.

Mr. Scandrett inquired at length regarding the history and purposes of the Lumbermen's Association and Mr. Donaldson told him that one purpose was to co-operate in securing redress "in matters like this."

"Have you any other purpose than to harrass the railroads?" Mr. Scandrett asked.

"I don't like the term 'harrass,'" replied the witness. "We intend, though, at all times to defend ourselves from railroad encroachment."

"Well, is your object then to eliminate competition?"

"Not that I know of."

"It isn't to increase competition, is it?"

"I hope not."

"There are two reasons, then, for contesting this case," suggested Mr. Scandrett, "the matter of service and the market for car material."

"There is the further reason of wanting through rates. We think every available route between two given points should be left open to the shipper."

Importance of Industry Given.

To show the importance of the lumber industry in the Northwest, Joseph N. Teal, attorney for the protestants, asked Mr. Donaldson to state the annual production of lumber in Oregon and Washington, which the witness said is 4,000,000,000 feet, or 160,000 cars. Of this aggregate, approximately 120,000 cars move by rail. Eighty per cent of Oregon's tonnage, he said, consists of forest products. Fully 84,000 people of the state are employed in the lumber industry.

J. H. Lothrop, traffic manager for the Portland Chamber of Commerce, said that his organization objects to the gateway order on the grounds that it wants all possible competitive routes to remain open to shippers. He said that some of the Colorado roads are contemplating cancelling the through rates to and from the Northwest if the Commission allows the gateways to close, but would not give the authority for his statement.

J. C. Robinson, traffic manager for the Northwest Fruit Exchange, explained that fruit must have a wide range of market and that by closing the Denver gateway the fruit industry of the Northwest will be deprived of a market at many points east of that city. He said that it is essential to the fruit industry that through rates be continued in effect so that "tramp" cars may be allowed to move from point to point until their contents are sold.

All the witnesses said that the roads east of the Missouri River will be unwilling to furnish cars for the Northwest unless they get the long haul. This condition, they declared, will bring about car shortages.

W. H. Garrett, of Omaha, assistant general freight agent for the Union Pacific, testified yesterday morning, giving as the reason for closing the Denver gateway the belief of the Harriman officials that they are entitled to the long haul on all business which they originate or for which they furnish the market. He said that superior service can be rendered the shippers if they are not required to interchange cars at points intermediate their termini.

For the purpose of showing that if the Harriman lines are justified in closing the gateways at Denver and other points they also would be justified in closing them at Council Bluffs and Kansas City, Mr. Teal read into the record, from the Union Pacific annual reports, the statements that the Oregon Short Line owns $32,334,200 in preferred and $7,206,400 in common stock of the Baltimore & Ohio; that the Union Pacific owns $10,343,100 of Chicago & Alton stock and $22,500,000 of Illinois Central stock and that the Oregon Short Line owns $17,857,100 of New York Central stock.

Inasmuch as the relationship between the Union Pacific, Oregon Short Line and O.-W. R. & N. Company is affected only through stock ownerships, he contended, the ownership of stock in these Eastern roads would make possible a closed through route from the Atlantic to the Pacific.

At a brief session last night S. V. Carey, Assistant Attorney-General for the State of Washington, introduced witnesses to show that the lumber interests of that state are vitally affected by closing the Spokane and Silver Bow gateways.

Before the session closed Clyde B. Aitchison, State Railroad Commissioner for Oregon, said, as a matter of record, that the Oregon Commission is opposed to the closing on the theory that it wants all through routes to remain open. He said that he spoke in like effect on authority for the Washington Public Service Commission.

FESTIVAL FUND GROWS

CONTRIBUTIONS AMOUNT TO $1850 IN THREE DAYS.

Many More Subscriptions Needed to Make Up $20,000—Property Owners to Respond.

Many generous contributions for the Rose Festival fund were received through the Royal Rosarians' efforts yesterday and the total secured in the last three days aggregates $1850.50. But it is apparent that many more subscriptions must be made before the deficit of $20,000 is overcome.

The most substantial amount received yesterday was $300 from the estate of Henry Failing. L. Q. Swetland, with a $100 check, took second place for the day's campaign.

It is understood that many of the large property owners in the city contemplate contributing to the fund in just proportion to their holdings.

Letters received in the last few days indicate that California people are coming in train loads to attend the festival. Not only the organized parties that will come to take part in the parades and to provide part of the entertainment have arranged to attend, but hundreds of private individuals and parties of lesser volume will be attracted. The various steamship lines already are making reservations for travel to Portland from the South in the period preceding the festival week.

Here is the list of those whose subscriptions were received yesterday:

Previously acknowledged	$1,245.50
Estate of Henry Failing	300.00
L. Q. Swetland	100.00
Pierce Arrow Sales Co.	50.00
Fisk Rubber Co.	25.00
International Motor Co.	25.00
Marx & Bloch	25.00
Fred A. Dundee	10.00
Repub. Rubber Co. of California	10.00
United Auto Co.	10.00
A. H. Harding	5.00
J. F. Sinnott	5.00
John J. Zimmer	5.00
Total	$1,850.50

BIG MILL TO RESUME

CARLTON LUMBER COMPANY BUYING MUCH MACHINERY.

Phillip Buehner, of Portland, Is to Direct Operations of Company's Mills—Big Payroll Assured.

CARLTON, Or., May 10.—(Special.)—W. B. Dennis, secretary of the Carlton Consolidated Lumber Company, has announced that their big sawmill that has been lying dormant for so long will resume operations by the first of July. A new corporation has been formed and will have charge of the manufacturing of the lumber, the new corporation being the Carlton Fir Lumber Company, which will be managed by Phillip Buehner, of Portland, who has long been identified with the management of the Eastern & Western Lumber Company, of Portland.

The operation of the plant in the woods will be continued by the Carlton Consolidated Lumber Company as formerly and the Carlton & Coast Railroad will be under the present management.

The railroad company has completed the survey of a three-mile extension to the road which takes it into the heart of a heavy body of timber. Work on this extension will commence immediately. The old Carlton company has placed orders for a large amount of additional equipment for the camps and railroad, including several large donkey engines, locomotives and logging cars.

The mill is one of the most modern on the Coast and has a capacity of 100,000 feet every 10 hours. When all the plants are in full operation it will require about 250 men, this in itself is an item of no small importance to the present residents o fCarlton, who have long waited the time when this large plant would resume operations.

FIRST NIGHT TRAIN GOES

Portland Business Men Guests on Initial Run to Grays Harbor.

ABERDEEN, Wash., May 10.—(Special.)—Headed by officials of the O.-W. R. & N., a party of Portland business men reached this city early this morning on the first night train ever run between Grays Harbor and outside points. Those in the party were C. C. Chapman manager of the Portland Commercial Club; W. H. McVay, manager of the credit department Marshall-Wells Hardware Company; George Armstrong, manager of paint department W. P. Fuller & Co.; A. Lincoln, Northwest manager of Pullman Palace Car Company and representing the O.-W. R. & N.; R. B. Miller, traffic manager; J. D. Stack, assistant general superintendent, and C. L. Smith, agriculturist.

The service properly began tonight, and will be between Portland and Puget Sound points and Aberdeen. The Portland men declared that they looked for closer commercial relations between Portland and this section hereafter.

FALLS CITY FIRE COSTLY

Stock Valued at $20,000 Hit by Blaze Late at Night.

FALLS CITY, Or., May 10.—(Special.)—The Mahr store was destroyed by fire here late today. Though there was a stock valued at $20,000, it is not known whether this will be a total loss.

Up to a late hour it could not be learned as to the insurance on the establishment, if any.

The store is owned by G. C. Mahr and Gideon Sowers.

PUBLIC LANDS NOT AVAILABLE TO POOR

Borah Finds Little Chance of Relieving Congestion of Large Cities.

HARDSHIPS ARE MUTUAL

Persons on Public Domain Suffer Almost Equally With Those Who Are Chafing in Overcrowded Centers of Population.

OREGONIAN NEWS BUREAU, Washington, May 10.—The administration of the public land laws is scathingly arraigned in a letter written by Senator Borah, of Idaho, to Samuel Friedman, chairman of the American Anti-Congestion League of New York City. Knowing the Senator's interest in developing the West, Mr. Friedman wrote him asking his co-operation in the work of the league in diverting to western lands thousands of people now crowded into the large and congested cities of the East. The Senator, in reply, assures Mr. Friedman that it is useless to take up his plan until such time as the theoretical conservationists untie the resources of the West and provide some place and means for the settler to make a nome. His letter is as follows:

"I am in receipt of your letter in which you describe the condition of the congested districts in New York City and ask for assistance to send these people into the states that they may aid in 'developing the large tracts of uncultivated lands.' I certainly sympathize with these poor people. I have seen enough of their condition to know how miserable it is. I am more than willing to give any aid I can in a practical way to relieve the situation.

Poor People's Chances Small.

"But in dealing with so serious a matter we ought to be practical as well as sympathetic. I doubt very much whether, under present conditions, it would be wise to send these poor people into the West to aid in developing the large tracts of uncultivated lands.

"The situation in which we find ourselves in the West at the present time does not justify us in transporting poor people to public lands. It requires, under the present administration of public land laws, men of wealth to get a home on the public domain. I do not desire you to understand that I am writing this letter in a spirit of captious levity, but New York City and other Eastern cities are greatly 'congested' with a class of people who have been actively engaged in tying up the public lands of the West for the last 10 years. Thousands and thousands of acres of agricultural lands are in the reserves, and as a practical proposition are not open to settlement.

"While the law technically permits settlement, the operation and administration of the law is such as wholly to discourage people from the attempt. It has come to be that every man who undertakes to acquire a piece of public land is looked on with suspicion, impeded and embarrassed by procrastination, technical objections and strained construction of the law. Hundreds of settlers on our public domain are enduring hardships almost equal to those of your own people, and for the sole reason that the Government of the United States, instead of aiding and assisting the bona fide settler, throws about him almost every conceivable embarrassment.

People Driven to Canada.

"My files are full of letters from homesteaders who are at a loss to know how they shall ever be able to acquire title and stand out against this delay and constant embarrassment.

"Statistics show that at least 100,000 of our people are going into Canada every year for no reason, in my judgment, other than the manner in which our public land laws are administered. It may be that we are approaching a change. It may be that the East, in her congested condition, will see the common sense and common justice of opening up the public lands to every bona fide settler, every man who goes there in good faith to acquire and make a home, and to aid him instead of retard him in his effort.

"If the new era is at hand, then I can say to you that you can find homes for thousands of your people upon lands which will make most desirable farms and upon which families may be reared with accompanying prosperity and happiness. But before you send your friends West, out of mercy to them I suggest that you join with some of us in an effort to stop this everlasting hounding of people who are in good faith trying to settle up the now worthless lands of the West."

CANAL COSTS $1,000,000

TEEL IRRIGATION PROJECT TO BE 20 MILES LONG.

Plans and Specifications of Proposed Work Filed With State Engineer at Salem.

SALEM, Or., May 10.—(Special.)—W. B. Hinkle, engineer, and J. T. Hinkle, lawyer for the Teel Irrigation District, today filed plans and specifications of the proposed work with State Engineer Lewis.

The property to be irrigated comprises 20,000 acres in Umatilla County. It is planned to build a canal 20 miles long, a dam 90 feet and a tunnel two miles long. The water will be taken from Camas Creek and its tributaries.

The cost has been estimated at $1,000,000, and bonds for that amount will be issued. Mr. Lewis will make an examination of the plans and specifications at once, and it is probable they will be approved by him. An election of the landowners in the district, all of whom favor the proposition, will be called to obtain their approval of the proposed bond issue.

The property has been subdivided, the tracts varying from 40 to 300 acres each. There are 100 property-owners in the district.

EXCURSION RATES.

Low round trip rates to Eastern points will be in effect by the Canadian Pacific lines May 28 to September 30. Plan your trip now. Ticket office Third and Pine. **

The British Postoffice savings bank has more than 12 million accounts, one-fourth being inactive.

Featuring Newest Apparel

For Ladies and Misses

OUR ladies' shop specializes in fine suits, coats and dresses made by men tailors. Every fashionable and worthy fabric is shown here in abundant variety. The styles are those prescribed by Eastern designers and the tailoring is of the best. Every lady or miss who intends to buy new garments for Spring and Summer wear should see this beautiful collection. You are courteously invited.

Suits $19.50 Upwards
Coats $15.00 Upwards
Dresses $9.85 Upwards

We have just nine models in semi-tailored suits of broche silks and silk poplins in new blue shades. The regular prices are $59.50, $62.50 and $64.50, no two models being alike. We give you an opportunity to secure one of these charming garments for only $49.50. No charge for alterations. Displayed in Fourth-street window.

Ladies' Shop, Entire Third Floor—Elevator

BEN SELLING LEADING CLOTHIER

Morrison Street at Fourth

BOARD CANCELS ORDER

CENTRAL OREGON IRRIGATION COMPANY OWN TRUSTEE.

With $40,000 in Fund State Body Permits Firm to Expend Such Sums as Necessary.

SALEM, Or., May 10.—(Special.)—The State Desert Land Board today concelled an order made some time ago providing for a trustee for the guarantee fund given by the Central Oregon Irrigation Company for the completion of the North Canal in the territory.

The $40,000 in this fund hereafter will be in the custody of the board. The object in abrogating the order for a trustee was to save money. Olaf Lauregaard, engineer for the company, discussed with the board plans for beginning the work.

The project will cost $450,000, and the law providing for it becomes effective June 3. The meeting was held to perfect an organization so work might be started at that time and the improvement pushed to completion.

AGED VETERAN MISSING

Police Search for H. S. Holloway, of Woods, Who Carried Money.

Missing two weeks, with apparently no clew to his whereabouts, H. S. Holloway, 70 years old, a Civil War veteran, who came to Portland from Woods, Tillamook County, is being sought by the police, to whom reports of his disappearance were made yesterday.

Holloway, who arrived in Portland April 21, brought with him 100 pounds of smoked salmon, which he deposited in a livery stable for storage, later selling some of it. The next day he left, supposedly for Salem, to collect a $300 debt. He had considerable money on his person.

The hunt was complicated by an inaccurate address. He told Mrs. J. Cook, of 208 Park street, that he had been staying in a hotel at First and Main streets. Employes of the hotel deny that he had stopped there. His salmon is still in storage and no effort has been made to claim it.

NEW DAILY IS ANNOUNCED

E. D. Griffin Will Establish Afternoon Paper at Clarkston.

LEWISTON, Idaho, May 10.—(Special.)—Announcement was made today by E. D. Griffin that Monday afternoon, May 19, the first issue of the Clarkston Evening Herald will be published and will be continued as a daily with the exception of Sunday. The paper will be in size six columns, eight pages, and will be independent in politics. The paper will use a telegraphic report.

The Lewiston office of the paper will be in charge of D. W. Greenburg, formerly managing editor of the Lewiston Evening Teller.

Pe Ell Tribune Appears.

CENTRALIA, Wash., May 10.—(Special.)—The pe Ell Tribune, edited by G. E. Simmons, a former publisher of a paper at Bothell, Wash., made its first appearance Wednesday. The paper takes the place of the Enterprise, which was sold at a Sheriff's sale recently, and is the only publication on the South Bend branch of the Northern Pacific between Chehalis and Raymond.

State government annually costs New York $6.57 per capita.

Feet Tired—So Tired?

TIZ Makes Sick Feet Well No Matter What Ails Them.

Send at Once for Free Trial Package.

TIZ acts at once and makes tired, aching, swollen feet remarkably fresh and sore proof.

It's the sure remedy, you know, for everything that gets the matter with your feet. It's for sore feet and for sweaty, bad-smelling feet, and for corns, calluses and bunions, too.

"For years I have been troubled with sore and tender feet; suffered intense pains. Have had the assistance of physicians without relief. I bought a box of TIZ, which worked a perfect cure, as it has with a great many of my friends. I would not be without it."—A. F. Dreutzer, Chicago.

TIZ is not a powder. Powders and other foot remedies clog up the pores. TIZ draws out all poisonous exudations which bring on soreness of the feet, and is the only remedy that does.

You'll never limp again or draw up your face in pain, and you'll forget about your corns, bunions and calluses. You'll feel like a new person. There are two kinds of people in the world—those that get what they want, and those that get what some one else wants to give them. Be firm—when you ask for TIZ, get it and laugh at the substitute.

TIZ is for sale at all drug stores, department and general stores at 25 cents per box, or it will be sent you direct, if you wish. Money back if TIZ doesn't do all we say. For a free trial package write today to Walter Luther Dodge & Co., Chicago, Ill.

DR. GUNN'S IMPROVED LIVER PILLS

Cure Constipation, Biliousness, Sick Headache, Sour Stomach and Indigestion by making the liver more active and the bowels regular. They are a perfect After-Dinner Pill and one taken after meals will relieve that bloated, distressed feeling without pain or griping. 25c. a Box. SEND POSTAL FOR SAMPLES. Dr. Bosanko Co. 224 N. 10th St. Philadelphia, Pa.

Owing to the Hundreds Turned Away The

Peoples Theater

Will Run

The Enormous Matchless 4 Reel Success

TIGRIS TODAY

10c—Any Seat—10c

Show Changed Tomorrow

CANADIAN PACIFIC RAILWAY

Traveling a Pleasure

Why dread a transcontinental trip? Such a trip can be made with comfort and pleasure

Nowhere else in America—old globe trotters say nowhere else in the world—is there a scenic tour to compare with the Canadian Pacific.

This is **the only transcontinental line without a desert**, the only streak of wonder-trail on earth where chain after chain of mountains merge. It's the birthplace of the hills, and Cascades, Sierras, Rockies, Selkirks, Spillemachene, Ottertail, Beaverfoot and Van Horne Ranges merge and lap for 700 miles of wonderland.

The high standard of its service, coupled with the above facts, has made the Canadian Pacific the **Popular Route** across the continent.

For rates, descriptive matter and full particulars apply at Third and Pine (Multnomah Hotel Bldg.) or address

FRANK R. JOHNSON, G. A. P. D., Portland, Or.