



NEW OFFICES MAY BE MADE

Snug Jobs for Somebody if Bills are Passed.

SENATE IS GENEROUS

Measure Makes Provision for Assistants for Attorney General.

BILL FOR STATE EXAMINER

Senator Booth is for Expert Accountant, Salary Not Yet Fixed, and Assistants at Rate of Four Dollars a Day.

SALEM, Jan. 17.—Creation of patronage is the object of two Senate bills. Senator Smith, of Marion, introduced a bill, No. 59, under the title of "an act to define additional duties of the attorney-general." This bill goes on for several pages providing for the collection of delinquent annual license fees due from corporations. One of the closing paragraphs provides for two assistants to the attorney-general, one with a salary of \$2,400 a year and the other carrying a salary of \$1,800 a year.

These assistants are to be appointed by the attorney-general. A few years ago there was so little for the attorney-general to do that there was some talk of abolishing the office.

Senator Booth has introduced the same bill he offered at the last session. This measure is to create the office of state examiner, whose duty it shall be to formulate a correct system of accounting which shall be uniformly used in all counties and state offices. The salary is left blank, but it is provided that the state examiner's traveling and hotel expenses shall be paid, and that whenever necessary he shall employ clerical aid as he requires, paying each assistant \$4 a day.

The governor has the appointing of the state examiner and can remove him from office at any time.

This state examiner would do the work which special committees generally attend to during a session of the legislature—auditing the accounts of the state institutions and state offices. In the past there have been special committees to investigate the offices and establishments maintained by state funds. These committees are provided with a corps of special clerks who are paid the highest salary and who perform their duties in a perfunctory manner. They are supposed, within a week or ten days to go through all the accounts of each office which have accumulated during the preceding two years.

It was openly stated by Senator Kay that these special investigation committees were a farce. His opinion was concurred in by Senator Johnson and others, and the belief was expressed that the time has come to abolish the old system of "investigations" which did not investigate, but which rolled up large clerical bills. For this reason the resolution introduced for the purpose of having the familiar special committees appointed were voted down, at the suggestion of Senator Kay's committee on resolutions.

NEXT IN PORTLAND.

Interstate Commerce Commission Closes Hearing at Spokane.

SPOKANE, Jan. 17.—In concluding the Spokane end of the hearing of the

application of this city for improved freight rates today, Interstate Commerce Commissioner Prouty ruled that further testimony be taken at Portland April 15, and in so ruling said the case was of no much importance that its scope extended far beyond Spokane. He said every community in the intermountain district from Spokane to the Mexican border faced practically the same problem. During the examination of General Freight Agent Miller of the O. R. & N., the admission was brought forth that lower rates on certain commodities had not been established until the Spokane manufactured product had begun to be important. Miller also admitted that the railroad had made a reasonable profit under the lower rate. The effort of Counsel Adams for Spokane to have stricken from the complaint the section referring to water competition on the ground that Spokane did not care whether its allegation that the railroads could successfully compete with sea-going traffic is true, was denied by the commission.

END NOT YET.

Controversy Over Discharge of Black Troops Receives Fresh Impetus.

WASHINGTON, Jan. 17.—The legal phase of the President's discharge of the colored troops was again injected into the controversy in the Senate today by a notice of amendment to the Foraker compromise resolution, which Senator Blackburn said he should press. Foraker, who had concluded his argument, at once declared his opposition to the amendment, which in substance injects into the resolution a disavowal of any suggestion that the President's authority to discharge the troops is questioned. Foraker discussed the power of the executive, holding that the affray at Brownsville ought to be investigated simply as to facts and the question of power should be determined later. If it should arise as a result of the inquiry. He reviewed his previous utterances, maintaining the same position in every respect. He replied to the arguments which had been made since his first speeches, especially those of Senators Spooner and Knox. He defended the Twenty-fifth infantry, reviewing the "escapades" it is charged with, expressing astonishment that the record furnished by the War Department in this particular was not complete, and stating that in response to his request, it had been supplemented by information decidedly favorable to the regiment. Consideration of the resolution was deferred until Monday, at the conclusion of Foraker's address. Republican leaders accept the Blackburn amendment as a political move, and most of them express the opinion that it is the result of a Democratic conference. This Blackburn denies, but says with apparent confidence that it will have the support of Democratic senators. Blackburn says he will press the vote. The Republicans are trying to get a unanimous agreement to lay the amendment on the table, but some senators shows a disinclination to pursue that course, as they fear it would be construed as a reflection on the President. Several senators favor a suggestion made by Aldrich which in the language of a Western senator, would "denaturize" the Blackburn provision. For the present, however, it is the intention of the Republicans to hold back debate and await developments. They express confidence in being able to shape the matter so it will embarrass the Democrats more than the Republicans. Tillman does not stand with the supporters of the Blackburn amendment.

COLUMBIA BLOCKED.

Ice Has Now Practically Closed Navigation to Inland Points.

PORTLAND, Jan. 17.—Though two large tramp steamships succeeded in completing the run from Astoria to Portland yesterday, the Columbia in many places is blocked with ice. After being sheathed in iron and making two ineffectual attempts to cut her way through the floes, the steamer Alliance has returned to Astoria to await an improvement in the conditions.

COMMON-POINT RATE ON GRAIN IS AVAILABLE

Astoria has the Power to Enforce It's Application to This Territory.

INTER-STATE COMMISSION PROVISION AT HAND

Amendment of June Last Renders the Matter Simply One of Local Initiative--Ways and Means Plainly Prescribed and Requires but a Determined Show of Interest.

ANY CIVIC BODY MAY INVOKE OPERATION OF THE EDICT

IT IS NOW UP TO THE COMMON COUNCIL, THE CHAMBER OF COMMERCE OR OTHER REPRESENTATIVE BODY OF CITIZENS, TO SET THE MATTER AFOOT AND URGE THE PLEA BEFORE INTERSTATE COMMERCE COMMISSION.

For years this port has been coldly denied the common-point rate on grain. Has been deliberately overlooked, ignored, repudiated and turned down!

This has contributed immensely to the deflection of rightful and valuable business and profits away from this place and has thrust Astoria, with all her practical and exceptional commercial facilities in the background of the Northwest.

It has been done wilfully and systematically, at the behest of the jobbers and brokers and transportation men of Portland and the Sound Cities, and has been met with easy and complacent readiness by the Oregon Railroad & Navigation Company, in chief, and its allied lines, in sequence and allegiance that has never varied for an hour.

Astoria has fought, faithfully and interminably this raw discrimination against her; in season and out, but always against the domination of the metropolises and its unvarying success in influencing the management of the O. R. & N. The trouble has always been that her fight was carried on upon a basis of logical equity, without specific weapons of attack or defense. Now the situation is entirely remodeled and her equality before the law gives assurance of all, once so brutally disclaimed.

But, whatever the reason for her failure, there is no room for another moment's delay in righting the long-borne deprivation. It is wholly and conclusively within the power of the city to demand and obtain the advantage and recognition so purposely refused her, and it lies directly within the compass of her Chamber of Commerce, primarily, to go after the things that are hers and never relinquish, for a moment, the right that cannot be longer withheld.

The O. R. & N. is the principal factor in this outrage and it is against that Portland-nursing combination that the fight must be directed. There must be no half-way measures about the preliminary work; it must be carefully planned and scrupulously directed, and if there is an ounce of justice in the new law of Interstate Commerce set out at length below, then the day of contradiction and despoliation is past for Astoria; for this corporation can, and must be forced to, give the common-point rate on the grain of Montana, Idaho and Washington to this point, BOTH BY ITS RAIL AND WATER LINES. There is no ambiguity in the text of the law; it is as plain as simple, applicable English can make it, and all that is needed is a positive, uncompromising use of the edict by the people of this city through one or more of its representative civic bodies, including the common council,

with an unflinching pressure for its speedy application. Following is the text of the sections which hold the explicit remedy and its reading will instantly demonstrate to the most obtuse the extraordinary element of relief lying ready at hand:

Sec. 13. That any person, firm, corporation, or association, or any mercantile, agricultural, or manufacturing society, or any body politic or municipal organization complaining of anything done or omitted to be done by any common carrier subject to the provisions of this Act in contravention of the provisions thereof, may apply to said Commission by petition, which shall briefly state the facts; whereupon a statement of the charges thus made shall be forwarded by the Commission to such common carrier, who shall be called upon to satisfy the complaint or to answer the same in writing within a reasonable time, to be specified by the Commission. If such common carrier, within the time specified, shall make reparation for the injury alleged to have been done, said carrier shall be relieved of liability to the complainant only for the particular violation of law thus complained of. If such carrier shall not satisfy the complainant within the time specified, or there shall appear to be any reasonable ground for investigating said complaint, it shall be the duty of the Commission to investigate the matters complained of in such manner as it by such means as it shall deem proper.

Sec. 15. (As amended June 29, 1906.) That the Commission is authorized and empowered, and it shall be its duty, whenever, after full hearing upon a complaint made as provided in section thirteen of this Act, or upon complaint of any common carrier, it shall be of the opinion that any of the rates or charges whatsoever, demanded, charged, or collected by any common carrier or carriers, subject to the provisions of this Act, for the transportation of persons or property as defined in the first section of this Act, or that any regulations or practices whatsoever of such carrier or carriers affecting such rates, are unjust or unreasonable, or unjustly discriminatory, or unduly preferential or prejudicial, or otherwise in violation of any of the provisions of this Act, to determine and prescribe what will be the just and reasonable rate or rates, charge or charges, to be thereafter observed in such case as the maximum to be charged; and what regulation or practice in respect to such transportation is just, fair, and reasonable to be thereafter followed; and to make an order that the carrier shall cease and desist from such violation, to the extent to which the Commission find the same to exist, and shall not thereafter publish, demand, or collect any rate or

charge for such transportation in excess of the maximum rate or charge so prescribed, and shall conform to the regulation or practice so prescribed. All orders of the Commission, except orders for the payment of money, shall take effect within such reasonable time, not less than thirty days, and shall continue in force for such period of time, not exceeding two years, as shall be prescribed in the order of the Commission, unless the same shall be suspended or modified or set aside by the commission or be suspended or set aside by a court of competent jurisdiction. Whenever the carrier or carriers, in obedience to such order of the Commission or otherwise, in respect to joint rates, fares, or charges, shall fail to agree among themselves upon the apportionment or division thereof, the Commission may after hearing make a supplemental order prescribing the just and reasonable proportion of such joint rate to be received by each carrier party thereto, which order shall take effect as a part of the original order.

The commission may also after hearing on a complaint, establish through routes and joint rates as the maximum to be charged and prescribe the division of such rates as hereinbefore provided, and the terms and conditions under which such through routes shall be operated, when that may be necessary to give effect to any provision of this Act, and the carriers complained of have refused or neglected to voluntarily establish such through routes and joint rates, provided no reasonable or satisfactory through route exists and this provision shall apply when one of the connecting carriers is a water line.

If the owner of property transported under this Act directly or indirectly renders any service connected with such transportation, or furnishes any instrumentality used therein, the charge and allowance therefore shall be no more than is just and reasonable, and the Commission may, after hearing on a complaint, determine what is a reasonable charge as the maximum to be paid by the carrier or carriers for the service so rendered or for the use of the instrumentality so furnished, and fix the same by appropriate order, which order shall have the same force and effect and be enforced in like manner as the orders above provided for in this section.

The foregoing enumeration of powers shall not exclude any power which the Commission would otherwise have in the making of an order under the provisions of this Act."

STORM SLOWS TRAINS.

Chicago Elevated Road Cars Delayed by Snow and Ice.

CHICAGO, Jan. 17.—The storm which has been central in the Southwest for a number of days, struck Chicago last night, beginning with sleet and turning later to snow and rain. Telegraph service west and south of Chicago was interrupted part of the night. The sleet caused delays on the elevated roads, but the surface lines experienced little trouble, because the "ice cutters" on the trolley wires cut through the coating of ice on wires and made contact possible.

The heavens were lighted by brilliant flashes of electricity as trains on the elevated roads struggled against the sleet. A thin coating of ice formed over the third rail and the flashes resulted. Only slow progress could be made on all the roads.

ORANGE OUTGO.

California Shortage in Shipments is Shown to be Considerable.

LOS ANGELES, Jan. 17.—The Times has collected statistics showing that the shipments of oranges from here to date number 2,025 carloads. Eliminating lemons, the shortage in shipments this year compared with last is 1,994 carloads. However, there are not fewer cars of oranges to ship to market than there were on the corresponding day a year ago. The Times says 22,000 carloads are going out and \$16,000,000 will come to the growers. Frost has done practically no harm and the quality of the fruit is fine.

HAINES IS TROUBLED

Deal With Democrats is Embarassing.

MADE BIG PROMISES

Revelment of Pledges Puts New President in Bad Light.

WILL HE FOLLOW AGREEMENT?

Charges Are Made That He Pledged Committeeships and Promised to Support Governor's Veto— Democrats Pleased.

SALEM, Ore., Jan. 17.—Dissensions are rife in the Senate as a result of the expose made of the deal between the Democratic Senators and the Haines faction.

According to one authority Hodson offered the Democrats anything they wanted. He told them to take what they desired, as he had made no pledges and he could, therefore, come through with whatever was asked. He also offered them, besides representation on the various committees, a share in the patronage of the Senate desk clerks.

Pressing him still further, Hodson was asked if he would agree to sustain the governor's vetoes. At this the Multnomah senator balked. He hesitated a moment, stepped back and finally said yes. Further, he promised to put the agreement in writing and have it signed.

There is but one veto measure in which the Democrats are particular interested. This is the one vetoing the measure creating a Board of Control, a measure stripping all patronage from the governor. This veto has not yet been sent in, but it is said to be in preparation.

The announcement of the committees by President Haines will demonstrate to the Democrats, the Republicans and the public, how much the Democrats have gained by their breaking into the Republican pasture.

With many if not most of the real facts of the transaction known to the public the question of what Haines under the circumstances will do is one of lively interest. Will he throw down the Democrats to save his own face? This would be the first thought. But on second thought, suppose he should throw down his Democratic allies, where does he find himself after the organization? He would have the organization all right, but where would be his power and how could he turn a legislative wheel? In order to sustain himself he would be obliged to either rely upon the Democrats or the Hodson followers, and perhaps make a new deal all around with much of his patronage already disposed of beyond his power to recall.

Altogether there are likely to be things doing in the near future in the neighborhood of the Senate chamber at Salem.

AID FOR KINGSTON.

WASHINGTON, Jan. 17.—The House today resumed the consideration of the District of Columbia appropriation bill under the five-minute rule. During the day an emergency bill was passed for the relief of sufferers from the earthquake in Jamaica, clothing the President with power to send a supply ship to the relief of the stricken inhabitants.