

GOOD EVENING

THE WEATHER.

Fair; minimum temperature tonight about 30 degrees; northeasterly winds

VOL. V. NO. 7.

PORTLAND, OREGON, WEDNESDAY EVENING, MARCH 14, 1906.—TWELVE PAGES.

PRICE TWO CENTS. ON TRAINS AND NEWS STANDS, FIVE CENTS.

NO LINE SHOULD HAVE EXCLUSIVE RIGHTS ON FRONT STREET

City's Interests Will Be Fatally Imperiled Unless Free Transit For All Is Permitted

"JOKERS" ARE APPARENT

One, Which Astonished Attorney for United Railways, Would Give That Line Monopoly in One Section.

CLEAR LIGHT THROWN ON TRACTION MIDDLE

Exposition of Conditions Grouped About the Demands of the Two Leading Corporations Which Seek to Use City's Busiest Streets for Railway Purposes.

Under the proposed franchise of the United Railways company it would be in the power of that corporation to exclude absolutely the Willamette Valley Traction company from Front and Water streets. Careful examination of the ordinance which will be considered by the city council tomorrow afternoon, and which have been recommended by the street and judiciary committees, establishes this fact beyond question. If the city should grant the franchise therefore that is asked by the United Railways, the result might be to give that company the virtual monopoly of the entire length of Front and Water streets.

In fairness to the United Railways, it may be assumed that there was no intention in framing the ordinance to monopolize the streets named, nevertheless the power to do so is clearly conferred by the proposed franchise.

This possibility of the exclusion of the Willamette Valley company from the streets named is the fact that there is not a line in the franchise of the United Railways compelling it to lay tracks to the south end of Water street, which point in the northern terminus of the city to the junction of Front and Water streets, which is the south end of Water street. From that point north, over the entire length of Water and Front streets, a distance of 8,560 feet, the United Railways would have the right to lay tracks, while the Willamette Valley company is given only the right to operate cars over such tracks as its rival may lay.

Could Bar Out Rival.

If the United Railways should elect to build on only a portion of Front or Water street the Willamette company would have no power to complete the line by building over the remainder of the streets. All it can do is to run cars on such tracks as the other company sees fit to build. The United Railways would have the right to lay track on Front and Water streets to within a block of the point where the Willamette franchise ends and there stop short. Nothing in the ordinance compels the United Railways to build over the entire length of Front and Water streets. It may build on as much or as little of the streets as it sees fit.

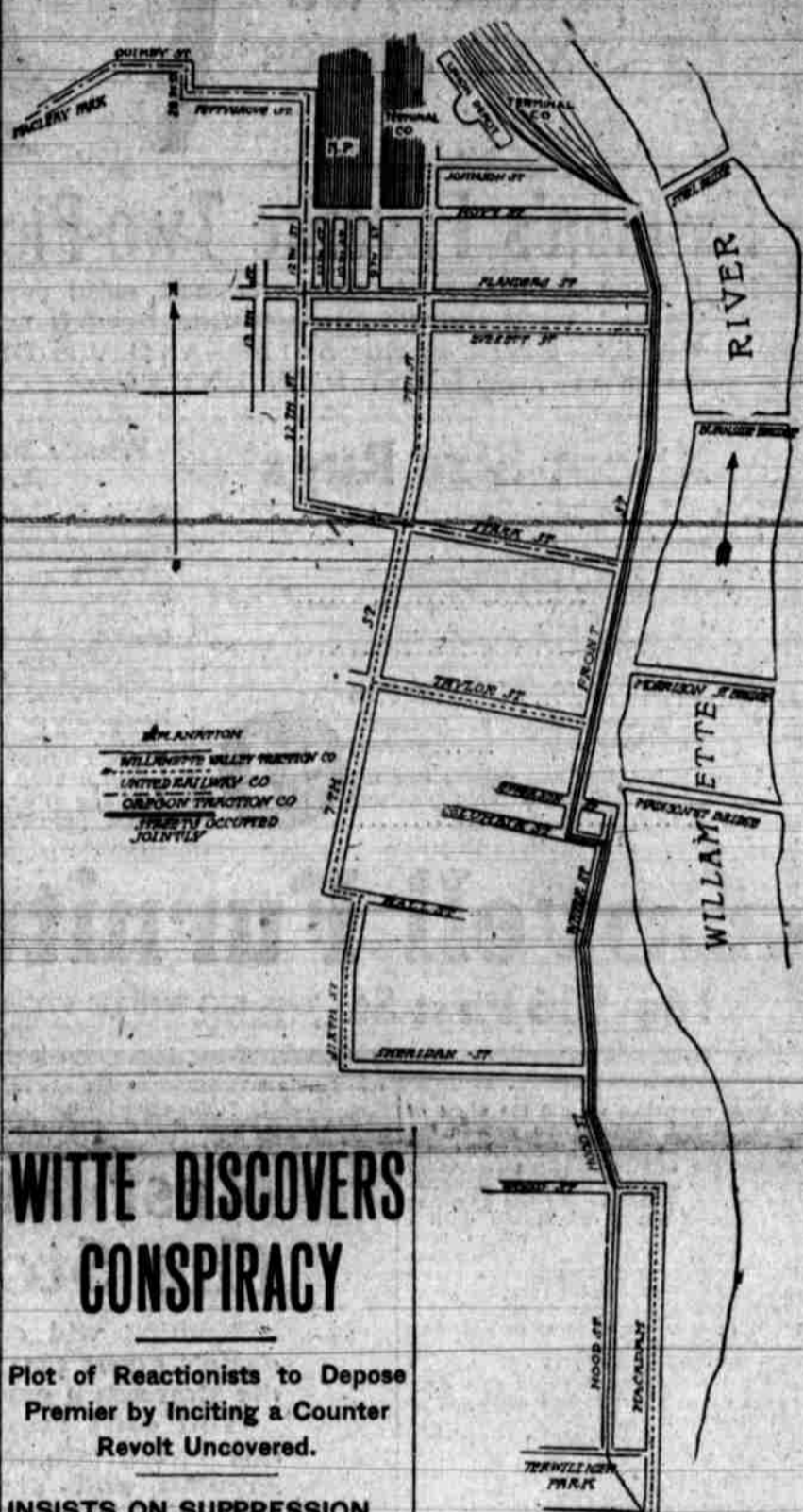
The effect of leaving a gap in the line at the point where the Willamette franchise ends would be to exclude that company altogether from Front and Water streets. The United Railways would be in possession of both streets under a 25-year franchise, with a virtual monopoly which could not be assailed.

When the attention of W. T. Muir, attorney for the United Railways, was called to this matter this morning he expressed surprise, saying that he had not been aware that it was in the power of the United Railways to exclude the Willamette Valley company from Front and Water streets.

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OREGON JOURNAL GIRLS FORM A VOLCANO CLUB

(Journal Special Service.) Honolulu, March 14.—Organizing a volcano club at the brink of a blazing cauldron of nature, surrounded by the darkness of night from the rest of the world, is the rather weird and original experience of a party of young women who have been visiting the Hawaiian Islands. They are known as the Oregon Journal girls and have been visiting the islands for the past three weeks. On last Thursday night the party left the volcano house, on the brink of the big crater, Kilauea, and went down into the crater, over across the lava beds to the edge of Halemauau, the deepest pit, where the fires of Madame Pele, the Hawaiian fire goddess, never cool. The Oregon party called the organization "The Oregon Volcano Club."



WITTE DISCOVERS CONSPIRACY

Plot of Reactionists to Depose Premier by Inciting a Counter Revolt Uncovered.

INSISTS ON SUPPRESSION OF THE BLACK HUNDRED

Liberal Candidates Elected to Popular Assembly Are Railroaded to Siberia—People Are Now Afraid to Vote.

(Journal Special Service.) St. Petersburg, March 14.—Conspiracy among reactionaries to oppose Count Witte by inciting a counter revolution has been discovered. Witte at today's cabinet meeting insisted upon the suppression of the Black Hundred. The conspirators include Trepot, Vonderlaundt, Durnovo and others of the highest officials. The plan of the reactionaries is to provoke riots and Jewish massacres, in order to justify to the czar the necessity of still more repressive measures, and set at naught the liberal manifesto of October.

Witte's opponents in the cabinet control the governors-general throughout the empire and through them the soldiers. Meantime the proletariat is organizing another general strike. An outbreak about Easter seems certain.

The election of representative assembly is proceeding but slowly. People generally are afraid to vote. Many of the Liberals elected have been immediately banished to Siberia. The violent policy of the reactionists is rapidly alienating from the government all classes of support except the extreme loyalists.

The Warsaw Socialists today issue a decree denouncing the election as a farce and declaring that revolutionists "must fight mercilessly in the spring to gain their ends before May 1."

Rumors of another railroad strike are current. The government is taking exceptional precautions, troops being centered at Moscow to take the place of the strikers in case they go out. Military trains are held in readiness to proceed in any direction.

The report that the officers of the First regiment, with their artillery of the palace guards, resigned in a body when ordered to participate in the pacification of the Baltic provinces, is confirmed today. The officers resigned their commissions rather than conduct the campaign of slaughter outlined by the government.

Tremendous outcry throughout the empire against the arbitrary acts of the military in arresting citizens and holding them without trial and exiling them without a hearing has caused the issuance of a circular by governors-general instructing them that persons taken into custody for political offenses must be given a hearing within 24 hours of their arrest. More than 70,000 persons have been arrested since the government began its campaign against the revolutionists.

Reports from southern Russia state that the peasants are again selling land and refusing to work for proprietors. In many provinces peasants have taken possession of the estates and are sowing the land for themselves.

WILL REQUIRE UPPER DECK

Practically Certain That Port of Portland Commission Will Compel Provision for Vehicle and Car Traffic.

PART OF PROPOSED SYSTEM OF DRIVES

Steel Bridge, Commissioners Urge, Is Already Overcrowded and It Would Be Fatal Mistake to Permit Another Structure Without Provision to Relieve It.

It is practically certain that the Port of Portland commission will stand immovable in favor of requiring the Northern Pacific and Great Northern railway companies to build an upper deck to the proposed Willamette river bridge, for the vehicle and streetcar traffic of the future between Portland and the peninsula. The attitude of the commission on other questions is conjectural. The railroad companies are opposed to such a deck, and prefer to have a bridge that will be devoted exclusively to railroad business, despite the fact that a large revenue might ultimately be derived from the county and from streetcar companies. No date has been fixed for a conference between the commission and the companies on the provisions that are set forth in the commission's terms of acquiescence. Should the commission adhere to the stand it has taken with reference to the upper deck, such action would mean that Multnomah county would become an important factor, as it is in the steel bridge. The county would be called upon to make a contract to use the bridge at a fixed revenue and to build approaches at both ends aggregating 4,400 feet, including a high viaduct across the entire width of the Hill lines on the west side to a connection with Linnton boulevard.

Part of Boulevard. Such a route would, it is said, become a part of the great system of drives and car roads now proposed by the initiative committee of one hundred toward beautifying Portland and making it attractive to tourists. A member of the commission said:

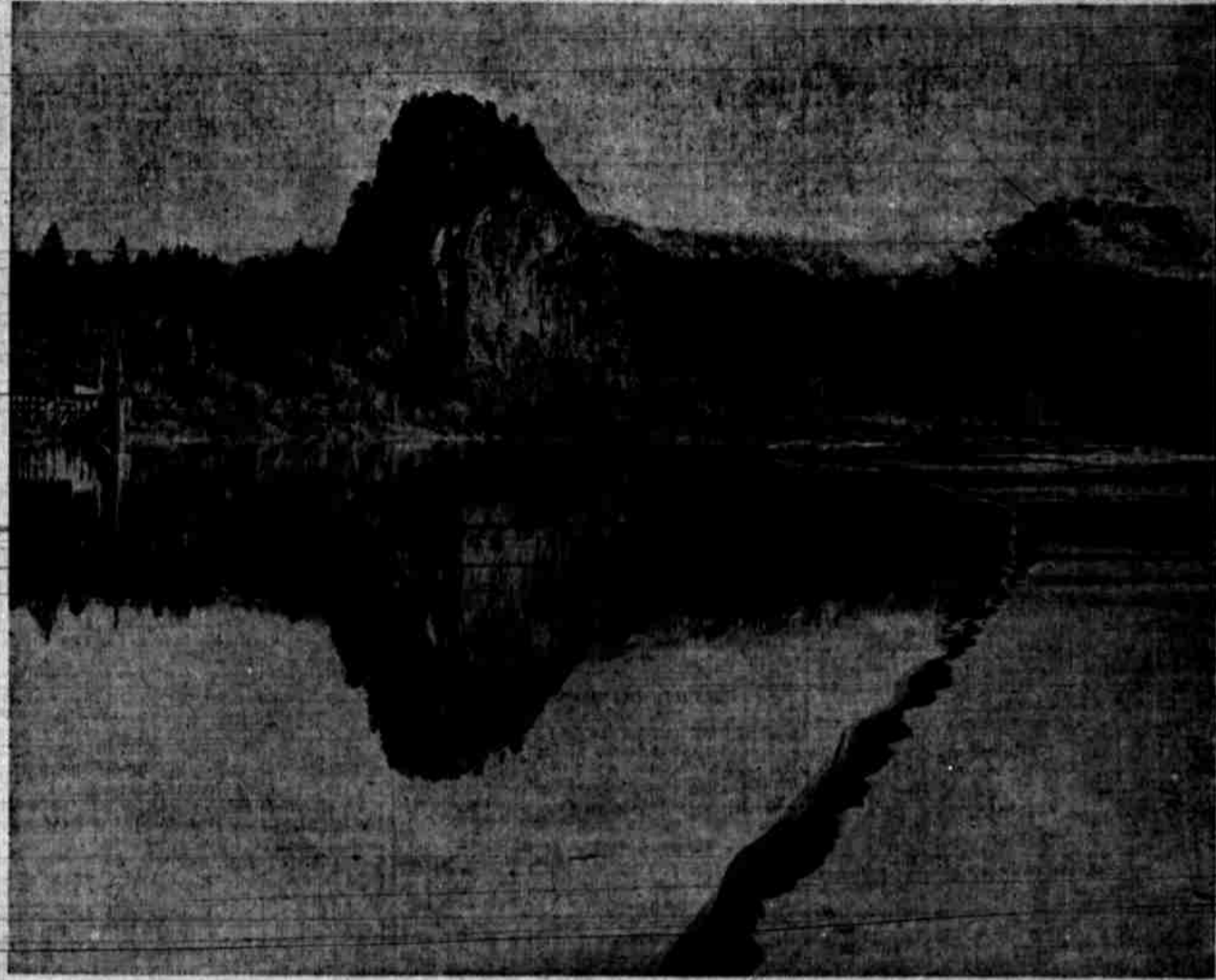
"It is immaterial whether the county or the city does these things immediately. The idea of the commission is to provide for the future, in recommending plans for the proposed bridge of the Hill lines. Since the bridge is to be regarded as no serious obstruction in the harbor, we believe it should be built in such a manner that the public will derive actual use from it. The bridge would serve as a further link between the business center of the city and the rapidly growing peninsula, where in a few years there will be thousands of people. The steel bridge is already congested, and further facilities for crossing by the public are needed. It would be a fatal mistake to permit another bridge to span the harbor unless the general public were able to have some use of it. I am satisfied the commission will stand firm for an upper deck and I believe the railroad companies will accept the requirement."

Object to Towboat Provision. There is a feeling in the commission that the proposed clause requiring the railroad companies to furnish, on demand, towboats to bring ships or rafts through the bridge, is not a reasonable requirement in its present terms. It is said such a provision would open a great opportunity for graft. It is further pointed out that if such requirements were made in connection with the new bridge the same law should govern at all the other bridges.

It is argued that any regulation or charge regarding towage through the bridge of the Hill lines could not be justly imposed unless the Harriman bridge were subjected to the same requirements. This provision is mooted question among members of the commission. They would like to see such a provision made to govern both the railroad bridges, in the hope that it would be sufficient to remove all possible cause for discrimination by ship owners against this port.

Companies Complacent. Other clauses in the recommendations of the commission are said to embrace no cause for serious dispute between the city and the railroad companies. The companies, while wishing to avoid every burdensome regulation and every restriction to free and exclusive use of the bridge for railroad purposes, are believed to be willing to concede every other point raised in the controversy. They have already indicated to the commission that they are willing to contribute liberally toward the cost of dredging the river in the neighborhood of the bridge. At the coming conference this matter will be threshed into a definite proposition, and the companies will probably favor payment by them of a specific sum annually toward the cost and leave the matter of dredging to the city.

CLOSING ARGUMENTS IN BEEF TRUST CASE. Chicago, March 14.—In the packers' case today, United States Attorney Morrison argued, declaring that the packers did not claim immunity at the time of the investigation.



Castle Rock, the Gibraltar of the Columbia River, Which Is Threatened With Devastation.

PRICE MAY SOLVE SCHEME TO BLAST 4 GIANT ENGINES KUHN MYSTERY CASTLE ROCK IN COLLISION

District Attorney Manning Is Told That Cash Will Locate Murderer.

MRS. KUHN AT ONCE OFFERS A REWARD

However No Information Has Yet Been Divulged—Woman Who Was in Place on Night of Shooting Telephones That She Has Information.

A price for their information has been demanded by persons claiming to know the identity and location of the murderer of Julius Kuhn, the east side saloon man who was mysteriously shot down in his saloon on February 17 last. Though the persons profess to know of a confession made by the murderer to a close friend and to stand in a position to clear up the mystery, they have given the district attorney to understand that they will not tell what they know unless assured that they will receive a reward. Mr. Manning was informed that detectives working on the case have been in possession of the facts relative to the confession of the murderer and have had him shadowed for some time past, but delayed the arrest in the hope that a reward would be offered. After Mrs. Kuhn, in the office of Mr. Manning, yesterday afternoon announced her willingness to offer a reward, the informers hesitated still. They wanted to wait until the proffer was published. Since that was done the district attorney has not been able to see the persons claiming to possess the information. They told him that if the proper reward was offered an arrest would be made.

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Party of Surveyors Camped Near Monolith Second in Size to Gibraltar.

HISTORIC LANDMARK FOR BUILDING STONE

Was Discovered by Lewis and Clark and by Them Called Pilot or Beacon Rock—First Scaled by Frank J. Smith.

With the view of blasting the gigantic boulder into fragments, a party of surveyors is camped near Castle Rock for the purpose of ascertaining the dimensions of what is said to be the largest rock in the world with the exception of Gibraltar, which commands the entrance to the Mediterranean sea. The party is in the employ of Daniel Kerns of this city. Mr. Kerns denies that he has the contract for destroying the historic landmark, which for centuries was a lookout station for Indian tribes, and answered a somewhat similar purpose for Lewis and Clark on their journey of exploration. However, it has been rumored for months that the huge rock is to be blown away, and the presence of a surveying party at this time has revived interest in the venerable landmark. It is said that stone is to be taken from its sides for the erection of several buildings in Portland. Covering an area of 13-14 acres at its base and towering to a height of 1,140 feet, the huge stone stands as one of the most conspicuous scenic attractions along the Columbia. It rises near the water's edge and is separate and aloof from the hills and cliffs which

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During Fiercest Storm in Twenty Years Short Line Locomotives Crash Together.

FIREMAN IS HURLED INTO FLAMING COAL

One Dead and Several Injured—Passengers Compelled to Go to Bed to Keep Warm—Snow Up to Car Windows—Traffic Delayed.

(Special Dispatch to The Journal.) Butte, Mont., March 14.—During the fiercest storm that has raged along the line in 20 years four giant locomotives of the Oregon Short Line crashed together a short distance this side of Humphrey, killing Fireman S. J. Lucas and painfully injuring a number of trainmen and occupants of passenger coaches. Lucas was hurled headlong against the door of the firebox and was buried beneath a mass of flaming coal. When rescued his face and head were charred almost beyond recognition. Engineer Erickson escaped, leaping through a cab window. He was painfully cut about the hands and arms, but was otherwise uninjured. Conductor John Quinn suffered a bruised head. Baggageman Fitzpatrick sustained a scalp wound. The passengers on the northbound train escaped without injury, although many were severely shaken up. The engines were going as doubleheaders, because of the deep snow, and owing to the fact that the water tank at Mondak was frozen two engines left that point for the next tank, thinking

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Is There Anything Unfair or Unreasonable About This Proposition?

The carrier circulation of The Daily Journal in Portland exceeds that of each of its contemporaries by several thousand, as much as three thousand in one case and more than two thousand in the other. This is a pleasing condition to the Journal, but it creates considerable ill-will and some display of feeling on the part of our esteemed evening contemporary, which gives expression to its thoughts in some inflammable language and it even resorts to vituperation. Now, The Journal believes in a "square deal" and possibly the offended one is entitled to like treatment. So, in order that the newspaper game be played fair and above board the publisher of The Journal, in all kindness to its contemporary, that seems so shallow that it cannot hide its indignation and regret, suggests that a circulation investigation committee be selected, The Journal's esteemed contemporaries, or the newspaper twins, to select one member thereof. The Journal one and these two select one other, the three to make a canvass of the circulation of the morning paper and its evening edition and of The Journal, and the paper found to have the smallest circulation in the city of Portland and the state of Oregon to pay the whole expense of the canvass. Thus it will be proved to the advertiser and the public which paper has the largest circulation and who the "liar" is that is doing the figuring with the view of getting money from the advertiser under false pretenses. The Journal knows it has the largest bona fide paid circulation in city and state and is willing to submit to any fair test to prove it. The Journal's contemporaries must have an insight into the truth of this paper's statements or they would fall over one another to accept its challenge, which is offered under the conviction that it is about as frank and fair.