

LONGSHOREMEN DECLARE BOYCOTT ON PORTLAND'S EMPLOYING STEVEDORES

FREIGHT BOYCOTTED BY LONGSHOREMEN

One Ounce Will Be Handled Except Intended for the Foreign Trade

Special meeting held last night at the Longshoremen's union, No. 100, declared a labor boycott on Brown & McCabe, Portland's only firm of stevedores, as well as on the members of the Exporters' association, means that the waterfront strike, for the first three weeks was directed against the handling of goods with the beginning of the fourth will spread to affect every ounce of goods consigned to or under contract from the Exporters' association, loaded or discharged under the name of Brown & McCabe. It is not expected that the boycott will affect the coastwise trade. The union of the longshoremen was part of a newly adopted plan to strike, the unionists, the men in the most vigorous manner. Had the grainhandlers, reported by the longshoremen already have lost their fight, they would have been up all the shipping of the longshoremen, beginning an early settlement. The advertising done by Brown & McCabe, and other stevedores, is being especially put on the minds of the longshoremen. It is expected that the boycott will not only affect the coastwise trade, but also the shipping of goods to and from the coast.

HEARST HAS REPUBLICANS FRIGHTENED

Gloomy Stories Told by President's Visitors of Party Prospects Among Farmers

(Washington Bureau of The Journal.) Washington, D. C., Oct. 13.—W. R. Hearst has at least scared the Republicans out of their wits. The president's news on an average one New York Republican a day. Each tells him a gloomy story about the outlook for the Republicans up-state. The farmers are tired of the position of both parties. One Republican of national prominence who was here today said: "I have been in New York, at the election were held under Hearst, would win. But he is getting weaker, and I believe he will be beaten." Hearst had even the semblance of a united Democratic backing for everybody agrees he would be inevitable. A great many politicians vibrate between New York and Washington. All tell a remarkable story of the tremendous popular enthusiasm at the Hearst meetings. The straight story, however, is that Hearst is developing qualities as a magnetic public speaker. The president is seriously concerned over the New York situation, inasmuch as Hughes was his candidate. He has heard stories of the remarkable indifference of some of the leading Republicans who resent his interference, and who seem to be conspiring for Hearst's success as a rebuke to the president's methods.

BIG STICK IS NOT SWUNG ON OCTOPUS

Quest for Scalp of Oil Trust by Government May End in Nothing. Up to President

(Washington Bureau of The Journal.) Washington, D. C., Oct. 13.—The quest of Garfield, commissioner of corporations, for the scalp of the Standard Oil company, may end in nothing. Moody, the attorney general, announced today that he was not going to be stamped into beginning suits against the Standard. He said the president had turned the case over to him and he would decide what to do before he goes out of office, January 1, next. But he insisted he would deliberate and not commence a suit unless fully warranted. Moody intends to practice law in Boston after the first of the year. Many believe there is a weakening of the administration fight on the Standard. Moody says the president has decided to follow his recommendation absolutely. The administration is in a hard pull to explain why it has not proceeded against the Standard Oil company as vigorously even as his state of Ohio in the Findlay case. No excuse for failure. There does not seem to be any excuse for the department of labor and commerce, or any department of the government, being surprised by the fact of the existence of foreign holding companies in the Standard Oil business. It is an open secret that the bureau of corporations sent agents to Europe probably a year ago to look into the Standard Oil business. It is a case either of failure to find out what was comparatively easy or the suppression of information that the department obtained. It is not believed here that the bureau of corporations could not find out what are the relations of Standard Oil to the foreign holding. One of the last excuses for the lack of prompt and vigorous action against

RICHEST GIRL WEDS



FRAULEIN KRUPP IS MARRIED TO YOUNG OFFICER

(Copyright, Hearst News Service, by Looney Wire to The Journal.) Essen, Prussia, Oct. 13.—Fraulein Bertha Krupp, the eldest daughter of Herr Von Krupp, the multi-millionaire gun manufacturer, and said to be the richest girl in the world, was married today to Lieutenant Gustav Von Hohen-Holbach. The ceremony was of a civil nature and took place at the office of the registrar of the village of Bredem, a few miles from Essen. A cousin of the bride, Arthur Krupp, and a brother of the bridegroom were the only persons present, the proceedings being strictly formal. The bride of today is undoubtedly the richest heiress in the world. By the will of her father, who died November

WILL BUILD CITY RIVAL TO SEATTLE

Hill Interests to Promote a New Town Across the Columbia River From Astoria

At Gray's bay, about 14 miles inside the mouth of the Columbia river and nearly opposite Astoria, James J. Hill will build a city. His agents are said to have bought lands in and about the town of Frankfort, and he will change its name to St. James. While this is not official, and speculators are not warranted in making immediate investments, the story comes from the sound that Mr. Hill has decided to erect at St. James a rival of Seattle. He says the Seattle realty boomers have made ground in their city too valuable for transshipment use. The present town of Frankfort is not a bustling place, although it is laid out in a new town, the bay on which it fronts has deep water and is an admirable place for the purposes attributed to Mr. Hill's railroad. There is 21 feet of water at the present time off Frankfort. Four miles below is Knappa-ton, a townsite principally owned by Dr. A. S. Nichols of Portland. For a time it was thought this point would be the one selected by the Hill road, but there were difficulties in the way, and they found Frankfort as well suited to their plans. The Hill plans are said to include great docks and what warehouses, elevators and switching yards. From this point it will be possible to dispatch ships loaded with grain from the inland empire, and lumber from the Columbia river mills, without taking it to the sound. The tonnage will "roll down hill" so to speak, in the cars of the Northern Pacific and Great Northern lines to the proposed point of export. It is said the scheme will not affect Portland's commercial prospects, as the commerce will practically be carried on here, and this will be the clearing point and the city to which the wealth and population will flow. St. James will be more than 100 miles closer to sea than the Portland docks. The Hill scheme will save all the tow-

BIG REALTY DEALS ARE ANNOUNCED

Board of Trade Will Have an Eight Story Building at Fourth and Oak Streets

One big deal closed which will call for a modern office building, the announcement of a new seven-story structure and the report of a remarkably large deal in downtown property, is the record of the realty market yesterday. The first of these was the leasing, or rather, a purchase contract, for the southeast corner of Fourth and Oak streets, adjoining the chamber of commerce, and on that site will be erected the board of trade building. It will be an eight-story structure of the first-class, either of reinforced concrete or steel frame. The details for the erection of the building and purchase of the property have been completed and the project is ably and sufficiently financed. While it will be known as the board of trade building, it will be built by a private corporation, and it is probable that the board of trade will make its home in the new structure. During the week, a charter was secured for the Board of Trade Building company. Yesterday afternoon the company met and organized, with E. L. Barnett as president and R. W. Wilbur, the attorney, as secretary and treasurer. The corner of Fourth and Oak streets had already been taken under contract, and that contract was transferred to the building company and it will go on record on Monday. No details of this contract are made public except that it runs for 20 years, and at the end of that period the entire property becomes the holding of the Board of Trade Building company. Preliminary plans have already been considered and these call for a building of at least eight stories high. Work on the structure will be started as soon as possible. The property is now under lease to a printing company and some other small business concerns, but the longest life of any of these leases is about three months, and it is believed they can be disposed of

SILENCE OF MRS. SNYDER IS BROKEN

Says She Believes That George Perry Murdered Her Husband to Protect Himself

There was only one motive for the murder of Carey M. Snyder, the mystery of whose death may yet be solved, and there is only one person who could have done the deed, according to Mrs. Madge Snyder, widow of the young man whose remains were found in a lonely thicket near Glenside two weeks ago. That person was George Perry, Mrs. Snyder believes, and the motive for the crime was to forever hush the story of his guilt in connection with the Forest Grove bank robbery. So she told District Attorney Harrison Allen, his deputy, T. H. Tongue, and Detective Vaughn during the secret inquisition at the Portland hotel yesterday afternoon. Mrs. Snyder's assertions are corroborated by A. L. Cooper of Kansas City, personal attorney for R. M. Snyder, father of the murdered man. In an interview with The Journal yesterday Mr. Cooper, who has consulted with both Mrs. Snyder and the dead man's father with reference to the case, said: "There was only one motive for the crime, and there is only one person who could have killed Carey Snyder. I will not say who the person was, or what the motive was, but Mrs. Snyder knows and she will tell." Believe Perry Guilty. When shown the attorney's statement last night, she expressed her belief in Perry's guilt, and said that, so far as she knew, there could have been no other motive than a desire on the part of the robbers of the bank to close the lips of one who knew of their guilt. At yesterday's inquisition Mrs. Snyder, whose sphyx-like silence during the past week has caused her end of

ATTEMPTS BURN PLANT IN FIVE HOURS

Efforts were made within five hours last night to destroy by fire the notable building of the G. W. Kredit Printing Co. at 49 First street. Detectives investigating the case, which time Murray Wade, the publishers of the Sketch, had the flames and telephoned a alarm to hose company No. 1, extinguished the fire with little loss incurred. A clock flames were discovered part of the building by Capt. Wade who lodges on the second floor broke into the establishment, and the flames and notified the man in that locality. Mr. Wade was notified, visited the plant and an investigation. The police told of the circumstance. At midnight, flames were seen from still another part of the building and an alarm from box 14, the fire department to the scene. The last fire amounted to several dollars. There was ample time for the work of an incendiary as were immediately arrested as came by Police Captain Wade. The three attempts previous to Mr. Kredit. Wade understood, he said, "why I should wish to destroy the building, and have incurred the no-one as far as I know, to think it is the work of who in some manner caused the building."

HEARST'S ENEMIES

New York, Oct. 13.—The Republicans are again showing fear of Hearst, due to the whirlwind campaign he is making throughout the farming section of the state. He has convinced his enemies that he has strength which cannot be ignored. The Evening Mail, an anti-Hearst organ, says today: "Reports that President Roosevelt has sounded the alarm against the apathy and political conditions in this state"

NO EXCUSE FOR FAILURE

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RAILROADS EVADE REGULATION OF RATES BY TREASON TO GOVERNMENT NOURISHING THEM

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Written for The Journal by C. P. Strain. There are two important obstacles in the way of rate regulation everywhere. They are: Railroad influence in politics. The law of interstate commerce. But these are not the only difficulties. Among others, having a powerful bearing upon the question, may be mentioned: Subsidized talent. Legal advantages of concentrated wealth. Talent, like commodities, is for sale. The highest cash bidder gets most of it in the end. It is true that public esteem appeals more strongly than money to some talented men. And upon this fact the future of free institutions largely depends. Monopolists enjoy immunity from the laws of competition. Being independent of them, their incomes do not depend upon the economic value of their services. It follows, therefore, that salaries paid by them are immune from the same laws. Corporations Subsidize Talent. Being able to do so, and finding profit in the practice, the monopolists have subsidized talent. They place upon their legal staff the expert of technicalities. They send to the lobby the master of intrigue. Thus they entoll brains and eloquence only to prostitute the government which nourishes them. The influence exerted by their munificent salaries does not end with mischief done by those under pay, but it provides a motive for all talent of easy morals, having financial aspirations, to acquiesce in the sins of monopoly, and thus promote it. Concentrated wealth possesses within itself, by reason of its size, a heavy advantage over moderate or small wealth. I may desire as a slipper to contest a rate, and I may discover on investigation that it will cost me \$1,000 to do so. I may be worth but \$5,000. I must, therefore, sacrifice 20 per cent of my fortune in the prosecution of my case. But the corporation is worth perhaps, \$80,000,000. The expense to it would be nothing. It could contest 50,000 such cases for 1 per cent of its wealth. Corporate wealth, being concentrated, possesses this advantage over private wealth, irrespective of judicial fairness. Public service corporations, being creatures of the law, and

C. P. STRAIN

Assessor of Umatilla county, who is writing a series of articles on Oregon railroads for The Journal. He has made a study of the subject and few men are better qualified to discuss the subject.

beneficiaries of the people's favor, are bound by the strongest ties of honor to respect the public will. But unmindful of this obligation, they introduce every artifice known to chicanery and intrigue to defeat it, when it happens to conflict with their interests. Cunning, subtle, sometimes audacious, they weave about the source of political power a web at once invisible and all but irresistible. I have not seen the full hideousness of their paraphernalia for official prostitution. But I have seen enough of it, so that I can imagine the rest. What I am about to say is not personal, nor is it meant to imply that all men enrolled on the railroads' registers yield to their machinations. But here is the scheme as far as I have seen it: They select the most popular physician at the county seat as their company physician. They select the most popular attorney as their local counsel. These may have little to do, but they are tendered free passes in addition to fees and retainers. Passes and Campaign Funds. Members of the legislature, county assessors, and members of the board of tax equalization, and all important executive and judicial officers are given passes. The railroad candidate for United States senator is supplied with plentiful funds for campaign purposes, and acts, when possible, in conjunction with the state central committee of the dominant party. Funds are supplied through this committee to all legislative candidates of his party who are willing to wear the senatorial collar of his choice, but denied to all others. I have not seen the whole performance of this last act. But I have seen enough to warrant me in making the charge. Spellbinders, organizers, and the rest are supplied with free passes. The railroads have reason to expect results from the foregoing preliminary work. But they do not always get them. When these preliminaries fail have reason to believe that they do, and personally know of one instance where they actually did, introduce methods, far from ethical, to accomplish their purpose. That railroad influence is a strong and vicious force in politics, I know from the standpoint of a recalcitrant assessor.

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