

THREEFOLD BOON IS THE RESERVE

Forester Pinchot Justifies President's Extension Order of March Fourth.

MILLION-ACRE EXTENSION WAS ALWAYS OVERGRAZED

Now to Be Pastured for Permanency. Ranchers to Have Water for Crops, and Timber Thieves Are Thwarted.

(Washington Bureau of The Journal.) Washington, March 11.—Detailed information regarding the additions to the Blue mountain forest reserve proclaimed March 4 has been supplied by Forester Pinchot. Approximately an area of 1,000,000 acres was added. Mr. Pinchot says that while these additional lands are practically all covered with valuable forest growth, they also contain much good pasture for many sheep and cattle.

"In the past," he said, "they have been heavily overgrazed, seriously affecting the water supply for irrigation in the valleys below."

"Under the regulations of the department of agriculture the maximum of sheep and cattle will be permitted to graze on these lands, and still the water supply will be conserved and the permanency of the range will be safeguarded. The addition of these lands to the forest reserve will prevent monopoly of the timber lands, protect the sources of water and assure stockmen permanent range for their livestock."

This reserve is the one now before the district court in Washington in the Hermann trial and is famous for the alleged frauds connected with its creation.

Mr. Pinchot asserts that he is certain that in 10 years every stockman in eastern Oregon will endorse the forest reserve policy, because it will have conserved the range and insured feed for the stock where it was rapidly being destroyed by overgrazing.

JEROME IS THWARTED

(Continued from Page One.)

"In the suit brought by Ethel Thomas were papers served on Thaw."

Delmas read from the records of the case, showing that when the court had ruled that the truth or falsity of Evelyn's story was not at issue, it could be considered only as to its effect upon Thaw's mind.

The records showed that Delmas at that time, had said that Thaw was perfectly willing the state should go into the truth of Evelyn's story.

Judge Sustains Delmas' Objections.

"And now you object," said Jerome. Delmas read from Jerome's statement that it was the law that prevented him going into the case and that he had to try the case according to law.

Jerome then said that he did not wish to attack Evelyn's story, but merely wished to show that Thaw had knowledge of the story two years previous to killing White.

Fitzgerald sustained Delmas' objection to the question.

Delmas then Longfellow Out.

A moment later Delmas again blocked Jerome.

"During the course of the Thomas litigation did you come into possession of any letters in the handwriting of the defendant?" asked Jerome.

Delmas objected and was sustained, but the question was again put, in a different form.

Delmas insisted that the matter Jerome was trying to bring out did not come under rebuttal testimony, as the letters were written before June, 1903, when Evelyn told Thaw her story and when the latter is said to have suffered his first "brain storm."

Delmas insisted that the evidence had no place in the hearing.

"Then in that case every fact in the testimony relating to the defendant prior to June, 1903, ought to be stricken from the record," said Jerome.

Delmas said he was willing.

Jerome was taken by surprise. He recovered, however, and declared this would rule out the defense's hypothetical question on which Thaw's experts based their opinion of insanity. Delmas would not agree to this, and both attorneys dropped the subject as dangerous.

When Jerome tried to renew his question about the letters Delmas raised the point that any knowledge Longfellow might have with regard to the Thomas suit or the letters reached him in his capacity as Thaw's attorney, and was therefore privileged. He was sustained.

Jerome was careful thereupon to emphasize to the jury the fact that the defense was resorting to its privilege to block inquiry and turned the examination into another channel.

Coroner and Police Testimony.

Longfellow was excused. Dr. Lehane, the coroner's physician, who performed the autopsy on White's body, was called.

Lehane's appearance was for a very brief period.

Officers Wright and McCarthy of the Tenderloin police station testified that they considered Thaw sane after his

arrest. Captain Hodgkins, who was in charge of the Tenderloin station the night of the killing, was the first witness this afternoon.

Mummet Affidavit Again.

During the examination of Longfellow a struggle followed the question by Jerome, "Did you receive a telephone message from Evelyn, from Hummel's office?"

It was apparent Jerome was trying to lead up to the famous Hummel affidavit, in which Evelyn is alleged to have sworn to abuses of her by Thaw while they were in Europe. Delmas quickly blocked the question. He wished to know how such testimony could be introduced in rebuttal.

Jerome sprung a big surprise in his argument by declaring he proposed to show the Hummel affidavit had not been destroyed, as Evelyn testified, but had been taken by Evelyn to Longfellow. Jerome explained that he was thus laying a basis to get in secondary evidence as to the contents of this affidavit. If he could trace the document to Thaw's lawyer, where he could not hope to obtain it, secondary evidence as to its contents would be admissible.

Thaw's lawyers showed surprise at the sudden turn Jerome took, since, when Hummel was on the stand two weeks ago, Jerome's questions indicated his intention to prove the destruction of the affidavit as a basis for introducing a copy. This change of course, surprised every one. Delmas fought hard, insisting that its only purpose could be to impeach the truth of the story told to Thaw by Evelyn in Paris in 1902, and this was forbidden. Longfellow admitted that he received several telephone messages from Evelyn.

"Did any of these messages relate to this affidavit?"

Delmas objected. The court decided the witness might answer, yes or no. "No," then said Longfellow.

Jerome took a new turn, to bring out the affidavit. He presented a copy to Longfellow for identification. "I never saw it before," said Longfellow.

Delmas stated that the lawyers for the defense did not have the original affidavit.

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stood, however, that little success was met with, as the demand in Vancouver is equal to the output of its mills. It is estimated by the contracting buildings that nearly 3,000 men connected with the building trades will be out of work by March 25, unless the strikers and millowners come to a speedy settlement.

SYMPATHY FOR STRIKERS

Freighthandlers Friendly, but Will Not Leave American Federation.

At a meeting of the Freighthandlers' union yesterday afternoon, resolutions were adopted expressing sympathy with the striking mill workers. A resolution endorsing President Gram of the Oregon Federation of Labor for his alleged hostile attitude toward the strikers was squelched, as was also a movement to pull the union out of the American Federation of Labor and join the Industrial Workers of the World.

Resolutions relating to the strike were warmly debated. Gram was strongly criticized from the floor, but when his friends announced that he had repudiated the interview published in an evening paper, the resolutions of censure were voted down by a large majority. The resolutions of sympathy for the strikers were adopted by a practically unanimous vote. The union also instructed its members not to take the places of any of the strikers. The Freighthandlers' union is a body of over 300 men.

Deposits Greatly Mill.

The strike situation, as far as the number of men out and the number of mills closed are concerned, remains the same today as yesterday. The mill of the Linton Box & Lumber company resumed business today in a somewhat crippled condition. The mill of Pittock & Leadbetter, at Vancouver, which was to resume operations today, failed to do so.

The owners of the Linton mill applied to Sheriff Stevens for police protection and the latter this morning appointed Frank Lewis, B. F. Boswick, Charles Jordan and J. J. Jackson special deputy sheriffs to guard the mill. No trouble is likely to occur, as the company are daily cautioned by their leaders to observe the laws and to commit no acts of violence or trespass. It is probable that the Linton mill will be able to continue to run indefinitely. The company owns many of the houses in which the workmen live.

Joining the Union.

The strikers report that a branch union consisting of 64 members was organized by Organizer Elton at Linton yesterday. At Vancouver 26 recruits were secured yesterday. They will be organized into a branch of the Seattle local tonight. Vancouver teamsters have asked to be taken into the Industrial Workers of the World, and that labor body will assist in organizing them. The veneer workers, who walked out of the St. Johns plant last week, were organized yesterday at a meeting at 309 Davis street.

The only incident of importance at strike headquarters this morning was the enrolling of six men who had been persuaded to leave the mill of the Peninsula Lumber company. This mill employs about 120 men; the number of desertions so far have amounted to 25.

Mayor May Arbitrate.

No steps toward having the trouble settled by arbitration have yet been taken by either the strikers or their employers. Since Saturday night Mayor Lane has been spoken of as an arbitrator, but no action has been made to him by either side.

"I do not know if they wish me to act as arbitrator or not," said the mayor, when he was asked of the report this morning. "I believe both sides ought to be compelled to arbitrate. Arbitration should be compulsory and it and all the derivatives of the word should form a part of the law of the country. Then we should have more happiness and less trouble."

GASOLINE LAW

(Continued from Page One.)

by a Journal representative he was emphatic in his declaration that a permit for the storage of such a large quantity of gasoline had never been issued by him or Chief Campbell.

"Had we known that Becker stored so much gasoline in the place," said Roberts, "he would have been ordered to immediately remove the combustible. The great number of other matters coming up, such as the investigation of the trees, schools and churches, in addition to the regular routine business has made it impossible for either Chief Campbell or myself to inspect the garage throughout the city. It has been our intention for some time past to have a special ordinance passed regulating places of this character."

New Ordinance Shows.

The ordinance specifically provides that gasoline cannot be stored in any quantity without first securing a permit signed by the chief of the fire department and myself. The law also makes it plain that in no case can over 100 gallons of the combustible be kept in any frame building in the city, and where a larger quantity is stored the structure must be fire brick. The fire marshal is the sole judge of the conditions under which gasoline can be stored and handled.

"It shows gross carelessness, in my opinion, on the part of Becker to have

LAY ROUTE FOR THE SPEEDWAY

Autoists Determined to Have Boulevard That Will Be Credit to Portland.

OREGON CITY ALL THE WAY TO ST. JOHNS

From Portland Along Riverside Drive to City by Falls, Along Oregon City Road to Powell Valley Road, Then Along Boulevards.

Automobile enthusiasts, who are as enthusiastic over the construction of better roads as they are over their car wagons, will give the matter of constructing a touring route around Portland no little discussion at their meeting in the Commercial club Tuesday evening when they hold their annual election. The most serviceable kind of a road will be decided upon at that time and when all views on the subject have been freely aired, it is probable that definite plans of action will be decided upon.

Auto drivers are determined that some few miles at least of road in the immediate vicinity of Portland shall be completed this season and placed in condition for touring.

Various routes have been suggested, but the one that meets with the greatest approval and for the construction and maintenance of which a strong effort will be made has been named the Oregon City-St. Johns circle, or the line of travel can be reversed to suit the occasion and then becomes known as the St. Johns-Oregon City loop.

Route as Planned.

As planned and suggested by members of the Portland Automobile club the route follows out from Portland over Riverside road to Oregon City, crosses the bridge there, thence down the Oregon City or Multnomah hall road to Powell valley road, down the latter to East Twelfth street, west on Holladay avenue to Union avenue, thence to Portland boulevard, thence to Williams boulevard out to St. Johns, across the ferry to Clatsop, thence along St. Helens road to Portland.

This route can be reversed and autoists can leave Portland and take the down river St. Helens road to Clatsop, making the latter place the first stop, but either one way or the other the route is looked upon by members of the club as the one for which they will strive. The line of travel would be about 60 miles in length and would be a scenic pleasure from beginning to end.

Blumauer Wants Out.

Sol Blumauer, former president of the Portland Automobile club, said this morning that he was firm in his belief that an old road would be the only solution to the dust problem, and that he was going to work to have that feature adopted. He is highly in favor, however, of any work which will put the roads in condition for touring, but holds to the old idea in the belief that it will prove to be the perfecting touch.

Isaac N. Lipman is another, good road and good streets enthusiast who will put his shoulder to any proposition that is feasible and brings about a radical change in present conditions. "I don't own an automobile," he better that morning, "but I believe in better roads, and if Portland is as great as she claims to be she ought to have not only better roads surrounding the city, but better streets and better sidewalks right here in town. I'm heartily in favor of the efforts being put forth by the club."

Other members and outsiders express much the same opinion and the local automobile organization is in high spirits over the prospect and assurance of the right kind of backing when they start their campaign to better conditions and provide a touring route.

so much gasoline in his establishment and made the fire risk very great. Three garages in this neighborhood have their policies to handle certain amounts of gasoline. In the event that the policy holder carries more than provided in the permit and a fire occurs, it invalidates the insurance.

Chief of Police Grimsbacher states that the police department is expected to enforce the gasoline ordinance and intends to issue an order requiring all patrolmen to make inspections of garages on their beats. A number of cases of gasoline being stored in the automobile liveries and with over 100 gallons of gasoline stored below the occupants of these places are consequently placed in great danger.

TEXAS PRINTERS HOLD FIRST ANNUAL SESSION

(Journal Special Service.) Waco, Tex., March 11.—The Employment Commercial and Job Printers' association of Texas, which was organized at Houston last fall, began its first annual meeting here today. Members from many parts of the state were present this morning when the gathering was opened with addresses of welcome by Mayor Baker and several local representatives of the trade. The greetings were followed by the address of the president, T. W. Perkins of McKinney. A business session was held this afternoon, to be followed by a banquet and entertainment this evening. The meeting will continue over tomorrow.

KNOXVILLE VOTES ON THE LIQUOR QUESTION

Knoxville, Tenn., March 11.—Whether the city of Knoxville shall be wet or dry is to be decided by the voters at the polls today. The campaign to decide the fate of the saloons has been

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in progress for some weeks and has been one of the most active and interesting political contests in the history of the city. The prohibition element has been making a whirlwind fight, sending out tons of literature and holding nightly mass meetings with prominent speakers from this and other states. Both sides appear confident of victory.

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NEBRASKA RAILROADS CONTEST LOW FARE LAW

(Journal Special Service.) Omaha, Neb., March 11.—Railroads in Nebraska are preparing to contest the validity of the 2-cent railroad fare law in the courts. The objection that is urged against the law is that it is unconstitutional and therefore unconstitutional. A test suit will be brought as soon as the railroads can formulate their plans.

FOUR MEET DEATH IN FIRES AT BROOKLYN

(Journal Special Service.) New York, March 11.—Four people were burned to death in Brooklyn today. Three perished in a tenement and a woman was cremated in a fire her home. The dead are: Ida Bingham, Mary Bingham, Brigitte Bingham, and Anna Tichet. Pietro Panatier, fatally injured in the tenement fire.

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