

71 MINERS LOSE LIVES

No Hope of Saving Men Who Were Entombed by Explosions in Mine at Hanna, Wyoming—Union Officers Aid Rescuers.

(United Press Leased Wire.) Hanna, Wyo., March 30.—Hope has been abandoned of saving any of the remaining 71 entombed miners, who may be alive in the burning mine No. 1, of the Union Pacific Coal company.

The flames render it impossible to enter the workings and in addition to this, no more rescue work is possible until miners are recruited from other towns.

All night long agonized wives and mothers and waiting little ones huddled about the shaft, hoping against hope that their loved ones had been spared, but they were doomed to disappointment.

Number of officials of the United Mineworkers arrived this morning from Salt Lake, to render aid to the mine officials and to look after the welfare of the bereaved families of the victims, as well as to assume charge of the affairs of the local union, all of whose officers were either killed in the two explosions or who are missing.

There is little doubt that the 18 men who were in the mine when the first explosion occurred, at 3:30 p. m. Saturday, are dead, and it is more than likely that every member of the rescue party of 43 was either killed outright by the second explosion, which took place at 10:30 p. m. Saturday, or are entombed beyond chance of rescue.

LAWYERS ARGUE FOR DAMAGE TO CARGO

Judge Wolverton Hears Case of Insurance Company Against Indrapura.

The case of the British & Foreign Marine Insurance company against the steamship Indrapura, of which the Portland-Asiatic Steamship company were the charterers, is being heard by Judge Wolverton in the United States court today. The case was before Judge Bellinger several years ago.

The case is the outgrowth of a fire in the Indrapura while in drydock at Hongkong in November, 1902, when a part of the cargo valued at \$16,000 was destroyed by fire. The insurance company denied the damages and is now suing the owners of the vessel on the grounds that the fire was due to negligence on the part of some of their employees.

C. E. S. Wood represents the insurance company, Thomas G. Greene the Portland-Asiatic Steamship company, and A. C. Spencer the owners of the vessel.

SAN FRANCISCO TRAIN MAKES HASTE SLOWLY

Some people are always hurrying and they are always late. It's the same with trains. The Frisco train was behind time today as usual.

- Northern Pacific No. 1, due at 7 o'clock, arrived on time.
- Southern Pacific No. 18, due at 7:55, arrived at 9:30.
- Southern Pacific No. 18, due at 11:30, arrived on time.
- O. R. & N. No. 3, due at 8 o'clock, arrived on time.
- O. R. & N. No. 5, due at 9:45, arrived on time.
- Astoria & Columbia No. 21, due at 12:15, arrived on time.

EAST SIDE CLUBS FAVOR MUNICIPAL LIGHT PLANT

Property Owners Assert Company Overcharges and Forces Consumers to Pay Exorbitant Rates for Putting in Wires—Company Says It Only Wants Money Back.

Municipal ownership of the city lighting plant was advocated at a recent meeting of the Willamette Improvement association and three of the east side progressive clubs, the Peninsular Improvement club, the University Park board of trade and the Willamette Improvement association will unite to induce the federated east side push clubs to boost the municipal lighting system.

While they hope for a municipally owned lighting plant for the future the quicker action than can give, however, they have united to demand that the Portland Railway, Light & Power company to give them what they think would be fairer rates, and they have secured an opinion from City Attorney Kavanaugh stating that the council had the power to regulate the charges for light.

According to the attendants at the Willamette Improvement association's meeting the principal trouble now is that the light company charges them exorbitant rates and charges some more than others. They claim that there is no fair fixed rule for the installation of lights and for a minimum charge.

W. A. Martin of 435 Pippin street is leading the campaign for cheaper service. Mr. Martin has secured affidavits from numerous light consumers and prospective ones, showing the difference in the prices charged for making connections and for supplying current. He has also secured the market price on wire, the approximate cost of labor and the reasonable rate which he thinks should be charged.

"In our particular case," said Mr. Martin, "the pole with the transformer at the corner of the corner of Pippin and Wabash avenues, J. K. Wentz lives in the fourth house from the corner of Wabash the distance of less than 1,000 feet from the transformer and only 75 feet from the nearest pole. They claimed it would cost \$24 for the installation of the wires and lights alone.

"To my house, in the same block, the distance from the transformer is 230 feet. They tripled the wire, it would take \$13.20 worth of wire at catalogue price. But 50 per cent discount, which would be given, would make the cost of that wire \$15.60. Then take \$5, which I understand is a fair charge for the labor, and \$1 for the fixtures, with enough to run reasonable meter, and the total cost could not be over \$23. Yet they would charge me \$4 a month minimum, or else \$15 to pay half the expenses of installation," and \$1 a month minimum.

Mr. Martin claims that other residents in that neighborhood have secured cheaper rates for current, although they have been farther away from the poles, and he has written the company to insert two poles at a cost of \$25 each to reach them.

PRETTY BADGES ARRIVE FOR USE OF CHUG-CART DRIVERS

Badges for licensed chauffeurs have arrived and can be obtained at the city auditor's office by chauffeurs who have passed the examination, before the automobile commission.

The badges are beauties and when the chauffeurs sail down the street in their "buss wagons" they will look like college youths decorated with class pins. The badges are of enamel and gold plate and are considered the prettiest badge ever purchased for city use.

Deputy City Auditor Joe Hutchinson who has charge of the work has sent out the license cards to owners with a copy of the automobile ordinance. The owners will have to sign the cards and return them to the auditor's office.

Altogether 72 chauffeurs have passed the examination and are entitled to badges. There are about 12 more applicants who will take the examination this week.

JAMES B. MALLOTT OF DAYTON DEAD

(Special Dispatch to The Journal.) Dayton, O., March 30.—James B. Mallott, a highly respected citizen of Dayton, died suddenly Saturday while sitting in his chair. He was born in Ohio in 1831, married in 1854 and in 1873 and came to Dayton in 1884. He is survived by five daughters, four of whom reside in Nebraska. The fifth is Nicholas of this place. He was a member of the Masonic order, the I. O. O. F. and the G. A. R. The funeral is to be held Thursday.

CIVIL SERVICE CALLS FOR MEN

The United States civil service commission announces the following vacancies to be filled by examinations May 6: Field assistant in biologic investigations (male); junior engineer, geological survey; chief engineer, class 3, coast and geodetic survey; laboratory assistant in wood chemistry (male); forestry service, department of agriculture; junior chemist, geological survey. Apply to Z. A. Leigh of the post-office department.

RAILROAD NOTES COMING DUE

Last year the Equitable loaned \$30,000,000 to its own policy holders on their policies. Of this amount \$18,000,000 was new loans and \$12,000,000 was in extensions of existing loans.

"Is the condition such as to warrant Oregon in believing that Harriman railroad construction projects suspended last fall will be resumed immediately?" was asked the financier.

"It is not," he replied. "In my judgment it will be some time before general resumption of these undertakings will come. While the suspension is only temporary, and these conditions are still temporary, it is necessary to work out of them. There is a very large amount of short time notes of the railroads to be taken care of. These notes were made for loans of from one to two years. They are coming due and must be met before any more railroad construction can be taken up."

Financial Condition Improves. He said the financial situation is better today than it was a month ago, and is picked up substantially. "If the American people would only economize some, and if those who spend the hundreds of millions of American money that is scattered through Europe every year would only cut off that habit and 'go American' first, the country would recover very much more rapidly. He urged that the American people have their own simple remedies and be resolute in using them, and best remedies for the ills of the money market.

He was not sure the "slow bell" would be sounded for a year on this class of business, but was disposed to believe that after eleven months the future would be clear, and definite programs would be made up by the railroad builders.

BUSINESS MEN

J. Campbell White Tells of Laymen's Movement to Aid Missions.

J. Campbell White of New York, the general secretary of the laymen's missionary movement is in the city and is to address a series of meetings in the city to the interest of this movement which is rapidly becoming world-wide.

"The whole idea of the movement," said Mr. White this morning, "is to increase the amount of money given to missionary enterprises and to place the whole thing on a business basis. For so long the women and the preachers have been pulling; now the business men are falling in and the result is a general spiritual awakening which is showing itself in a greatly increased offering for this cause."

"The laymen's movement has no board of control and handles no money. The object is not to divert in any way the funds of the churches, but to stimulate the interest in missionary enterprises. The world must be made to do it—it is the modern business man's way of taking hold of the question."

Mr. White and Spokane, the first two cities on the Pacific coast to hold this series of meetings, the average number church members giving in the year was \$50 cents. Spokane has now decided to do four times as much and Seattle five times as much. This only shows the hearty way in which the matter is being taken up throughout the country and indicates that the time is ripe for general cooperation.

An interesting feature of the movement was the offer recently made by 60 laymen to take out into the various counties and look over the ground. They went at their own expense, singly or in groups and visited different parts of the country, returning, are giving their personal, individual testimony to the necessity for more comprehensive and active interest in these men.

Mr. White is to meet the ministers of the city this afternoon at 2. The meeting is to be a banquet at the Portland for the ministers and laymen of the city to the number of about 30. Mr. White is to make a general address at the close of the dinner, to hear the speaking when he has a list of 100 names of men to be invited to a meeting for men at 8 o'clock a mass meeting for men at the White Temple addressed by Mr. White and others.

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EQUITABLE WILL MAKE

(Continued from Page One.) words, the money does not go out of the state.

"It does not take into account at all \$50,000,000 we have invested in the bonds of transcontinental roads, which are held in trust to serve the interests of the Pacific coast. There is no other way in which we can serve a community better than by assisting in the construction of railway lines, as transportation is absolutely necessary to develop the resources of a locality."

Arrange Loans in Oregon. Mr. Morton said the Equitable hopes to loan some money in Oregon, and also in California, but as to putting up with this state at the present time he asserted that it could not be done without working in some other community.

He said the Equitable has a large amount of money in San Francisco and the company will make some loans there this year. It will also favor Oregon to a considerable extent, although not as much as he was expected by the optimistic.

As to rates of interest, Mr. Morton said that the Equitable meets competition in placing loans at the current rates in any given locality. Whatever he meant by it may be that the Equitable does not go in roughshod and beat down the rates, but if money in a community is scarce and borrowers are sought for, the Equitable would not hesitate to drop under the prevailing rates charged in order to get the cream of the current business.

Chicago, March 30.—President Roosevelt, Governor Gooding of Idaho and other public officials have denounced W. D. Haywood, former secretary of the Western Federation of Miners, at a mass meeting of socialists yesterday.

Single Tax Discussion. Single tax will be discussed tonight at the meeting of the North Albina Push club in the hall on Albina avenue. H. D. Wagon, who has made considerable study of the single tax question, will speak in favor of the tax while other speakers will debate against the plans of Henry George.

RIGHT FOOD How the Baby Was Saved. "When our first baby came it was soon apparent that she could barely keep her milk and it became necessary to feed him artificial food. We tried everything recommended by our family doctor, but she continued several other physicians in succession.

"We experimented with nearly every artificial food, but could barely keep the baby at all and the age of five months he weighed no more than at birth. When eight months old he had gained very little and his stomach and bowels were in such a condition that we despaired of raising him.

"A chance acquaintance recommended Grape-Nuts, and we commenced feeding him on it, soaking it until soft in warm water, as milk would not stay on his stomach.

"From the very first we saw that we had found the right food at last and he began to improve immediately. We fed him on Grape-Nuts in this way and absolutely nothing else for several months, and he grew so fast and became so fat and strong that our friends were surprised and could scarcely believe it was the same child.

"He did not even begin to crawl or cut his teeth until after we put him on Grape-Nuts. Until that time he was weak and helpless and cried nearly all the time. Now he is a strong, bright, rosy-cheeked child of 3 1/2 years.

Names given by Postum Co., Battle Creek, Mich.: "The Road to Wellville," in page. "There's a Reason."

Having inherited the political instinct from his late father, Mr. Morton is interested in the political situation in the Pacific northwest, and does not fail to ask questions about the chances of Tom Lick and Harry for carrying this or that county or state. When he asked "How's politics?" the interviewer countered with a leading

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question about the New York candidates. "It will be nominated on the first ballot," was Mr. Morton's prompt reply.

Is it true that the New York Democratic managers have combined against Bryan? "I do not know. The first I heard of it was when the story appeared a day or two ago in the newspapers. There are quite a good many Democrats, you know, who do not care for Bryan."

Mr. Morton's itinerary provides for his departure tomorrow forenoon for upon to give Portland and Oregon more of his time. Today the following telegram was received from H. L. Powers of Lewiston by President Hodson of the Portland Commercial club:

"I can assure you that the people of Lewiston and Clarkston would appreciate the presence of Hon. Paul Morton as the guest of the Lewiston Commercial club on the evening of May 2, the occasion being the celebration of the annual Blossom Carnival and the opening of the direct rail connection between Portland and Lewiston. We desire to extend the warmest greetings of Lewiston and Clarkston with the apples, strawberries and prunes of Oregon. The date, as you know, is the 21st of the Portland business men's excursion."

Has Climbed From Bottom. Mr. Morton has a number of political acquaintances in Portland, but his oldest and closest friends are among the railroad men. He has for the larger part of his life worked in railroad business. Among his early friends were the officers of the Burlington & Missouri River railroad at Burlington, Iowa, in 1872. He went up the ladder rung next to the top in the railroad world, and he does not forget the friends made during the ascent.

Among his political friends, Mr. Morton was a vice-president of the general agent of the Burlington system in Chicago. Then he stepped into the position of assistant general freight agent, and from that to general freight agent.

He also served a term as general passenger agent for the Burlington before quitting that position in 1890 to become a member of the Colorado Fuel & Coal company, the Southern Iowa Railway and the Illinois Western railroad. Later he went to the position of vice-president of the Pullman company, from which position he was removed by President McKinley to become secretary of the navy.

He became president of the Equitable life association two years ago as a result of the upheaval in life insurance company financial methods. He is a native of Michigan, 6 feet and 2 inches high, slim built but with good breadth of shoulders and chest, complexion and mustache fair, alert and concentrated, manner plain and courteous, is 61 years old and does not look over 42.

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The Company's statement at the close of 1907 shows as follows:			
Assets	1907	1906	1905
Sales of gas in 1,000 cubic feet	\$12,800	418,128	348,014
Meters in use	80,661	17,091	13,800
Miles of mains (feet omitted)	908	178	158

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Fountain Pen—100 Tags	Leather Pocketbook—80 Tags	Pocket Knife—40 Tags
English Steel Razor—50 Tags	Steel Carving Set—200 Tags	Playing Cards—50 Tags
Gentleman's Watch—200 Tags	Best Steel Shears—75 Tags	60-yd. Fishing Reel—50 Tags

Many merchants have supplied themselves with presents with which to redeem tags. If you cannot have your tags redeemed at home, write us for catalog.

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