

JOYS AND GLOOMS—By Tom Powers.



ASTORIANS SEIZE CHANCE FOR LARGE TERMINAL RATES

Portland Would Be Helped Not Hindered, Declare Leading Business Men, Who Ask This City to Help Campaign.

(Special to The Journal.) Astoria, Or., March 23.—Great satisfaction is being expressed by citizens from all walks of life in this city, because of the editorial in a recent issue of the Oregon Daily Journal urging terminal rates for Astoria. Leading Astorians are confident the campaign will result ultimately in securing a common point rate to Astoria.

B. F. Stone, president of the Astoria Chamber of Commerce, and general manager of S. Elmore & Co., which has big steamship and shipping interests, said: "Our argument which was presented to the Interstate Commerce commission, demanding a common point rate to Astoria is unchanged. Action will be taken in regard to this matter by the Chamber of Commerce at its next regular meeting, March 25. The fact that friendly aid is extended, and the advantages of the lower harbor are appreciated, in connection with the increase in tonnage from Puget sound, compared with the decrease in tonnage from the Columbia river, strengthens Astoria's position."

Joseph M. Anderson, former vice president of the Chamber of Commerce, now a member of the executive committee and cashier of the Scandinavian American Savings bank, said: "I know of no reason why the common point rate should not be granted Astoria. We are at the water, and on account of the down hill haul all the way, the railroads can reach this port as cheaply, if not more cheaply than they can any other point on the shipping here and develop all Oregon. It would pull a lot of stuff that is now going on to Puget sound and Seattle. In developing Oregon, the railroad would benefit itself by the general prosperity of the country in which it is operating. It is well known fact that a because it is the business and financial center for this section of the world, Astoria is her gateway and she should throw it wide open."

C. F. Lester, a member of the Port of Astoria commission and a prominent business man, said: "Astoria should have the benefit of the common point rate. I thought that the business interests of Portland were making a great mistake in resisting this undeniably just demand, for while Astoria might build up by shipping, the greater part of the business would be done in Portland and Portland would do the main part of the business for the whole northwest. Instead of driving the business to the sound, as it has in the past, Portland should help Astoria and this would inevitably lead to the doing of the larger part of the financial business in Portland."

Frank Patton, cashier of the Astoria Savings bank, spoke from experience as chairman of the committee that fought out the first rate case. "I am confident I am glad to see that our common point rate is inevitable," he said, "and I am glad to see that our Portland paper has the courage to tell the truth about this matter. The Columbia river is Portland's royal road to fortune and Astoria is the gateway, so that when Portland closes that gate, she closes her own commercial highway. Portland would benefit more from a square deal with Astoria than this city would itself. Get the shipping to come into the mouth of the Columbia river. That's all we want, that's all that Oregon wants. Portland has 300,000 people, Astoria has 1,000,000. When Astoria makes a dollar, Portland will make \$10."

William A. Sherman, a prominent business man, and member of the executive committee of the Chamber of Commerce, said: "The reason why Astoria shouldn't have the common point rate as well as any other coast city, this city is notoriously discriminated against on the grain rate. The granting of the rate would be mutually beneficial to Portland and Astoria as through the shipping point. When the rate opens, the shipping will go to San Francisco and Seattle, and it will go to Astoria if this city gets a square deal on freight rates. Portland needs Astoria. Portland should regard Astoria as her own lower harbor and as a part of herself. It will be to Portland's interests to get in and help Astoria to secure its rate before the opening of the Panama canal, because she'll certainly reap her share of the benefits."

Judge C. J. Trechard, secretary of the Chamber of Commerce, said: "We here

RESULT OF DAKOTA PRIMARY EXPECTED

Roosevelt Representative Says La Follette Vote Due to Views on Reciprocity.

R. T. Hudson, a special representative from the national Roosevelt headquarters in Chicago, is in Portland today, infusing new courage in the ranks of the ex-president's supporters. He came from Washington, where he assisted in the formation of a new Roosevelt organization for the state.

The North Dakota result, says Mr. Hudson, was expected, and is the outcome of opposition to reciprocity with Canada, in which La Follette's position was so strongly in accord with the views of the Dakota farmers. "That result was practically conceded," said Hudson. "We knew La Follette was strong there. I do not think the Taft people voted for La Follette. The small Taft vote represented the president's strength."

Mr. Hudson says the outlook for Roosevelt is "most encouraging," and he said he believed Roosevelt will be the nominee of the party. He will leave tomorrow morning for Colorado to attend the state convention there. During the day he is conferring with Fred W. Mulkey, the Roosevelt manager in Oregon.

65 RESERVATIONS FOR PRESS CLUB SPECIAL

With 65 reservations for the Press Club Special to Salem tomorrow morning already made and more expected, officials of the Oregon Electric this afternoon decided to run a two-coach special for the Press club party. The train, which will leave from in front of the Seward hotel, Tenth and Alder streets, at 9 o'clock, will be under the personal charge of C. A. Cooldge, general manager of the Oregon Electric. The special will be run as the second section of the Salem limited, and will be known as the "Press Club Special."

At Salem the party will be taken in tow by Ralph Watson, private secretary to Governor West, and will be the guests of the governor and the state board in charge of the various state institutions while at the capital.

The visitors will take lunch with Governor West and other state officials. After luncheon the club members and their wives will be bundled in automobiles and taken to the state reformatory, insane asylum, reformatory, institution for the deaf, institute for the blind and institute for the feeble minded.

During the journey two motion picture machines, under the direction of L. W. McDowell, industrial agent for the Hill, will be focused on the junketers. Pictures will be taken also of the state institutions for future exhibition.

The moving photos of the clubmen "in action" will be privately shown to members of the Press club early next week.

FOUNDLING TAKEN TO ST. AGNES' BABY HOME

(Special to The Journal.) Oregon City, Or., March 23.—The baby girl found in Dr. H. S. Mount's automobile, which was taken to the St. Agnes baby home today. It is thought the baby was left in the machine by a Portland woman. The automobile was left in front of his home by the physician at 6:30 o'clock and at 9 o'clock he decided to put it in the garage. Just before entering the house he heard a cry and looking back in the car saw a bundle on the rear seat. Upon opening the bundle he found a beautiful girl baby, about ten days old. He carried the infant into the house and notified Policeman Green. The baby was well dressed and its parents are evidently in good circumstances. There was nothing about the clothing that would give a clue to the identity of its parents.

In Astoria have always contended that the granting of common point rates to Astoria or what would be the greatest factor in retaining the shipping to the Columbia river and Oregon. In fact we were always met with this rate question, when attempting to have parties locate here and establish factories. The difference in rates if figured on a year's output of a 2000 barrel flour mill, would amount to \$4,000 per annum or thereabouts, and the fact cannot be disputed that this is one of the principal factors that has built up the commerce of Puget sound ports. It is believed here, although not officially announced, that the Great Northern, Northern Pacific and Oregon-Washington Railway & Navigation company are at the present time delivering grain from the wheat belts of Oregon and Washington, via Vancouver and the North Bank road to Tacoma and Seattle at the same rate as to Portland, Or.

Thanks From Astorians. The following telegram was received yesterday by The Journal: "Astoria, Or., March 23.—Your splendid editorials on Astoria's rights for equal freight rates with Puget sound are appreciated here. We believe they should be termed Oregon's rights. To charge more for hauling freight down hill than over the mountains is rank discrimination. As loyal Astorians we thank you. The United Railways track runs along the sidewalk should be. This has not been paved. Whether or not the council can compel the company to pave between and on both sides of its rails will depend on the opinion rendered by City Attorney Grant. This official said yesterday that the county never had the authority to grant the franchise now claimed by the company. A written opinion will be filed by the city attorney for the committee."

Requestion for Uthman. (Salem Bureau of The Journal.) Salem, Or., March 23.—Requestion was granted today by the governor of California for J. Uthman, wanted by Portland officials on a charge of larceny by bailie.

PILES CURED IN 6 TO 14 DAYS. Your druggist will refund money if the ointment fails to cure. Suffering Blind, Bleeding or Protruding Piles, 60c.

LAY RESPONSIBILITY ON HUMPHREY BROTHERS MAYOR, CHIEF SLOVER INDICTED FOR MURDER

John B. Coffey and Waldemar Seton, members of the police commission, appeared at the grand jury rooms this morning in answer to summons from that body to tell what they know of the failure of the city police to catch the I. W. W. anarchists utterances on the streets. The two commissioners expressed their indignation to the grand jury that they had not done with shaping the policy of the department, adding that the matter was entirely in the hands of Chief of Police Slover and Mayor Ruschlight.

Upon this explanation, the two commissioners were not asked to go before the grand jury. The district attorney apparently was not satisfied with this explanation, as he directed Richard Deich, bailiff to the jury, to secure a copy of the city ordinances and charter, in which is specified the duty of the commission. Considerable time was spent by the district attorney in perusing the law on the situation. He had not decided at noon what course he would take, although it is understood the grand jury is anxious that something be done to stop the violent talks on the street.

"The chief of police takes his orders from the mayor," said Commissioner Coffey. "Every morning he goes to the city hall and gets his instructions. Therefore, it is up to him to outline his method of regulating and handling the street speaking. As police commissioners, we are powerless to act in this case. If the grand jury should indict us, it should indict the entire executive board, from that board." Commissioner Seton's views on the matter were the same. W. H. Fitzgerald, the third member of the commission, answered his subpoena, but was not called before the grand jury.

ORDINANCE FAVORED BY STREET COMMITTEE The street committee of the city council yesterday recommended the passage of an ordinance assessing the cost of laying a hessian pavement on Macadam street between Dakota street and Hamilton avenue. The cost of the pavement will be \$64,117. It was laid by the Consolidated Contract company. The United Railways track runs along the sidewalk should be. This has not been paved. Whether or not the council can compel the company to pave between and on both sides of its rails will depend on the opinion rendered by City Attorney Grant. This official said yesterday that the county never had the authority to grant the franchise now claimed by the company. A written opinion will be filed by the city attorney for the committee.

Club to be Guest of Mount Hood Road Members of the Portland Transportation club will be guests tomorrow of the Mount Hood Railway & Power company on a trip over the company's line from Montavilla to Bull Run. The train will leave Montavilla at 1 o'clock in the afternoon and will return about 5 o'clock. At Gresham the excursionists will be met by the Gresham Commercial club.

LA FOLLETTE TO SWEEP OREGON, SAYS M'CUSKER

"La Follette is going to sweep Oregon. The North Dakota victory has stirred the progressives of Oregon, and there will soon be vigorous clubs in many parts of the state."

This said Thomas McCusker, manager for La Follette, today told of the progress of the Wisconsin senator's boom. He says clubs are to be formed shortly in Corvallis, Troutdale, Newport, Medford and Roseburg, requests having been received from these points for literature and club blanks.

McCusker is planning to organize a "Wisconsin club" of the La Follette kind in Portland to form the nucleus for active work and to assist in welcoming the senator when he comes to the state next month.

BRIDGE COMMITTEE IS APPOINTED BY PIPER Frank B. Riley, C. C. Coit and J. H. Nolta were today appointed by President E. B. Piper of the Portland Commercial club as a committee to represent the club in the project to build an interstate bridge across the Columbia river to Vancouver. They will cooperate with the committee of Vancouver business men. A larger general committee may later be appointed from the club to handle publicity and direct all work necessary in promoting the bridge.

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PROPOSAL FOR RAILROAD TUNNEL PROPOSED TUNNEL SEEN IN APRIL 4

Representatives of Scholls Commercial Club Pay Visit to Portland.

Ford Groser, president, and Charles E. Wickham, secretary, of the Commercial club at Seattle, Washington county, are in Portland today in the interest of the proposed project to cut a tunnel through Council Crest and thereby bring the heart of the Tualatin valley within a few minutes of Portland.

"We have organized a commercial club at Scholls," said Secretary Wickham this morning, "and have now well on to 200 enthusiastic members. We want to interest Portland in the boring of the proposed tunnel, for while it will mean a great deal to the Tualatin valley, it will also be of tremendous advantage to Portland."

"We have about concluded to cover the cost of the tunnel and the building of a double track electric road by adoption of the principle employed with such success in the building of the last New York subway, that is to assess against each acre one fourth of the increased value as a result of the building of the tunnel. For instance, if an acre of land is worth \$100 today and the tunnel could be made in five minutes, it would practically bring 250,000 acres into the very city."

"Portland has a tunnel commission, of which George W. Joseph is secretary. We called on Mr. Joseph today and he said the commissioners would hold a meeting Monday to see what can be done. We hope that Portland will get busy, for while it means a great deal to us, it will also be of tremendous benefit to the city."

Mr. Groser is one of the most enthusiastic supporters of the tunnel project and has given the subject a great deal of attention. He says the tunnel should be wide enough for double tracks, rapid service and of the very best type of construction. There are many acres in the heart of the Tualatin valley he pointed out, that are not now readily accessible, but could be made so by the tunnel.

FLEEING RESTAURANT MAN IS CAPTURED

Word was received by the local detectives this morning that A. Frank Walton, alias A. Frank Williams, who is wanted here on a charge of converting property not his own to his own use, made against him by Jacob Cassell, had been arrested in San Francisco after having been identified by a friend of Cassell's. Walton and Cassell established the Overland restaurant on Sixth street, between Washington and Stark streets, after Cassell had furnished \$2700 for the enterprise. Shortly after the money had been turned over to Walton, who claimed to be an experienced restaurant man, he disappeared. His capture was effected when a friend of Cassell's saw him on the street. He followed him until a patrolman was requested. Detective Pat Maloney will probably go to San Francisco for Walton.

MAN FALLS DYING TO STREET; 2 BROTHERS

Joseph Stoddard, aged 55 years, of 146 Front street, was taken suddenly ill this morning at Front and Morrison streets, and died in his room a few moments later, after having been carried there by two employees of a commission firm in front of which place he fell. Death was due to heart failure. A brother, Perry Stoddard, of Spokane, and another in Texas, survive him. The remains were taken to the morgue and are being held for the relatives.

FATHER OF HOUSE DEAD

(Salem Press Leased Wire.) Philadelphia, Pa., March 23.—Congressman Henry Harrison Bingham, of Pennsylvania, "father of the house," died at his home here today. For many years Bingham had suffered from a complication of heart disease and kidney trouble. He was born in Philadelphia in 1841 and had been a member of congress since the forty-sixth session.

Aluminum Trust to Dissolve. (Salem Press Leased Wire.) Washington, March 23.—The aluminum trust has compared negotiations with the United States department of justice by which it will voluntarily disintegrate. It has plants in New York, Pennsylvania and Canada.

State Commission Will Consider Sumpter Valley Logging Dispute.

(Salem Bureau of The Journal.) Salem, Or., March 23.—The time of the hearing of the case of the Baker Commercial club against the Sumpter Valley Railroad company was set today by the state railroad commission for April 4. The hearing will be held at Baker.

The Baker Commercial club protests against the proposal of the railroad company to discontinue hauling logs on its road from points beyond Sumpter, the company giving as reasons that logs could be hauled over the high mountains only at financial loss and with danger to property and life.

ISLAND LIGHTKEEPER BOUND AND ROBBED

(Special to The Journal.) Cathlamet, Wash., March 23.—Gregory Thompson, an aged lightkeeper of the station at the head of Puget Island, was held up Tuesday afternoon by two men who landed in a small motor boat. Under a pretense of buying some supplies, they tendered him a \$10 bill, thus locating his money. While he was making change he was attacked and bound with a piece of gill netting, and robbed of about \$180. The robbery was discovered by two fishermen who landed at the station shortly afterward.

Sheriff Butler of Cathlamet was notified, and Wednesday captured Harold Hartson and Jens Nelson, and recovered the money. The robbers have been held in a cabin on the island. The culprits were turned over to the sheriff of Clatsop county.

REBELS BEAT FEDERAL TROOPS IN PARAGUAY

(Salem Press Leased Wire.) Buenos Aires, March 23.—Reports received here today of a battle in which the revolutionary forces decisively defeated the Paraguayan government troops, more than 600 men falling in the clash. President Pedro Pena has taken refuge at the Uruguayan legation in Asuncion.

GOLD HILL ORGANIZES LA FOLLETTE CLUB

(Special to The Journal.) Gold Hill, Or., March 21.—A non-partisan La Follette club will be organized here. Republicans and Democrats alike are jubilant over the Wisconsin senator's great victory in North Dakota, which they regard not as a party triumph but as the first battle won for the rights of the people in the present campaign.

BITTER WARFARE STIRS UNITARIAN CONFERENCE

(Salem Press Leased Wire.) Fresno, Cal., March 23.—Bitter warfare raged here in the convention of the Pacific coast Unitarians when a letter was read from Rev. Fred S. Well of Bellingham, protesting against the carrying out of a convention's morning program of a discussion of "Unitarianism Against Orthodoxy." Well's protest was based on the ground that the discussion might give outsiders a wrong impression. His adherents were finally voted down and the program was carried out as originally planned.

PLAN TO SPEND SUNDAY AFTERNOON AT Eastmoreland

Take Sellwood Car to Bybee Ave. and Transfer to the Eastmoreland-Reed College Car. Look Out for the Eastmoreland Ad. in Sunday's Paper. F. N. CLARK Spalding Building.

The Distinct Advantages of a checking account are security, convenience and safeguard against overpayments. Open an account with this company and you will not be bothered balancing your accounts. Your monthly statement will show just what you have spent. Your canceled checks are indisputable receipts. SECURITY SAVINGS & TRUST COMPANY Fifth and Morrison Streets. CAPITAL AND SURPLUS - \$1,400,000