

EVERGREEN STATE DEMOCRATS PICK CLARK, 455 TO 135

Bryan, Not Wilson, Is Second Choice, Result of Alliance Between Wilson and Bryan Forces to Defeat Clark.

(Special to The Journal.)
Walla Walla, Wash., May 6.—Clark was endorsed for the nomination for president by the Washington state Democratic convention in this city.

Out of a possible 455 votes, Clark secured 455. Bryan 135. Wilson 100. The vote was taken on the basis of the Wilson-Bryan alliance. The Wilson-Bryan forces got together, as it has been predicted they would, and tried to stampede for the Wilson-Bryan alliance. The Wilson-Bryan alliance was the first to vote for Bryan. The Wilson-Bryan alliance was the first to vote for Bryan. The Wilson-Bryan alliance was the first to vote for Bryan.

The delegation from Bend, Oregon, consisting of eight members, was the first to vote for Bryan. The delegation from Bend, Oregon, consisting of eight members, was the first to vote for Bryan. The delegation from Bend, Oregon, consisting of eight members, was the first to vote for Bryan.

The Bryan boom, which was planned primarily by Wilson men to take strength from the Clark support, had gone but a few minutes when the Clark men saw what the move was and were on their feet declaring the move a Wilson one. Chief among the men who spoke against the Bryan stampede were Judge Ronald of Seattle, and Paul Patterson of Spokane.

The convention decided to send 25 delegates to Baltimore with one half a vote each. The delegates were chosen from each district and 16 at large. The delegates are: First district—W. H. Merritt, Seattle; J. E. Neeter, Bellingham; John D. Bird, Snohomish county; R. L. Davis, Skagit county; Second district—M. A. Langhorne, Tacoma; J. A. Murray, Clark county; Eldridge Wheeler, Lewis county; Francis Donahue, Lewis county; Third district—Mrs. May Arkwright Hutton, Spokane; Martin Maloney, Colfax; F. A. Hartford, Yakima; W. A. Ritz, Walla Walla; A. C. Wallace, Tacoma; J. D. Fletcher, Tacoma; P. M. Troy, Olympia; E. A. Fitzhenny, Port Angeles; Julius Zetter, Spokane; F. C. Robertson, Spokane; George Turner, Spokane; J. F. Green, Harrington; E. F. Shaser, Chelan; Daniel Drumheller, Spokane; E. M. Rouse, Pomeroy.

Delegates Must Vote as One.
Upon the motion of a Pierce county delegate the convention decided to instruct the delegates to vote as a unit in the national convention. The committee will be instructed to vote with the knowledge that the sentiment of the delegates to the convention is in favor of Clark.

Upon the motion of W. H. Cochran of Spokane, "Honest" John Patterson of Spokane was unanimously elected as national committeeman. Charles G. Heifner, chairman of the elected King county delegation, was hard in the fight for this position at the opening of the convention, but lost support steadily. His name was not mentioned in the nominations. Following the seating of both King county conventions at 1 o'clock yesterday afternoon Mr. Heifner drew from his delegate's badge and withdrew from the convention. He is C. C. Todd, candidate for nomination for governor, was the only one of the elected King county delegation present at the convention after the seating of both committees. He voted the 53 Wilson votes for King county on the presidential preference question.

From 11 nominations for presidential

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EIGHT STORY WAREHOUSE TO BE ERECTED BY HILL ROADS



Proposed new warehouse will occupy half block bounded by Union avenue on East, East Morrison on north and Belmont on the south.

electors the following were chosen: First district, Edwin English, Mount Vernon; Second district, E. K. Morrison, Tacoma; Third district, J. D. Matson, Ellensburg; at large, A. P. Anderson, Bremerton; Robert E. Mullenger, Prosser; Robert Tunstall, Kalama; W. E. Cass, Vancouver.

The vote as it was finally cast for the presidential preference is as follows:

Co. Delegates.	Clark	Wilson	Bryan	Harrison
Adams	11	7		
Asotin	11	7		
Chelan	11	7		
Chelan	11	7		
Chelan	11	7		
Columbia	11	7		
Cowlitz	11	7		
Ferry	11	7		
Franklin	11	7		
Grant	11	7		
Jefferson	11	7		
Klickitat	11	7		
Lincoln	11	7		
Lewis	11	7		
Mason	11	7		
Okanogan	11	7		
Pacific	11	7		
Pend d'Oreille	11	7		
San Juan	11	7		
Skagit	11	7		
Skamania	11	7		
Snohomish	11	7		
Spokane	11	7		
Stevens	11	7		
Thurston	11	7		
Walla Walla	11	7		
Whatcom	11	7		
Yakima	11	7		
Total	455	106	135	1

*Not represented.

The platform adopted amid much enthusiasm endorses the Denver platform adopted in 1908, and praises the work of Jefferson, Jackson, Cleveland and Bryan. It accuses the Republican party of being insincere, subservient to the interests of the trusts and unresponsive to the will of the people. The Alrich tariff bill is roundly denounced. In state affairs the Republican party is charged with inefficiency, waste, extravagance and dishonesty. Increased taxation is said to be the result of misrule. Disposition of state lands by Republican administrations is bitterly condemned.

The platform endorses the preferential primary, the initiative, referendum and recall, a corrupt practices act, changes in the ballot law, a weights and measure law, bank guarantee law, a graduated income tax, a law regulating the issuance of stock by corporations, a rigid factory inspection law, a law giving aid by the state to the improvement of logged off lands, and a law compelling publicity of the ownership of the newspapers of the state.

HILL LINE REVEALS IS PLANS FOR EAST SIDE FREIGHT SHEDS

(Continued From Page One.)

waiting. The Harriman interests have made us "Mother Hubbard" promises that covered everything and touched nothing; the Hill interests propose deeds rather than words.

C. A. Bigelow, a member of the legislature, in proposing a resolution endorsing the Hill terminal plan, declared that though the Harriman interests had promised an east side freight depot for 20 years and were obligated to it by the terms of their franchise, when they did propose a \$100,000 structure, they asked vacation of streets worth \$500,000 as recompense. He called attention to the fact that the Hill proposal involves no vacation of streets, neither does it propose the crossing of East Morrison or other congested thoroughfares, except by tracks now in use. William Reid declared his experience was the Hill lines always gave more than they promised. H. W. Mitchell and Edward Newbegin, east side shippers, expressed pleasure over the prospective relief.

The first freight warehouse will be built on the half block at the southwest corner of Union avenue and East Morrison street. It will be eight stories high and of modern fireproof construction. Subsequently other freight warehouses may be built on the blocks between Union avenue and Third street and East Main and East Yamhill streets.

Land Bought Outright.
President Gray described the quiet effort by which the Hill interests acquired blocks and half blocks at a cost of approximately \$2,300,000, on the east side needed in establishing their terminal system within the described limits. He said that the land had been bought outright, and that it would be considered a good investment, even if the plan for the passing of the common user and franchise ordinance should fail.

An anticipation of trouble in carry-

ing out the terminal scheme is contained in the formal wording of the ordinance which the east side business and shipping interests will organize to have passed. It reads:

"It shall be unlawful for any person or persons to obstruct the laying down, construction, maintenance or operation of the tracks or the lines of railway provided for in this ordinance and any person or persons who shall violate the provisions of this section shall upon conviction thereof, before the municipal court of the city of Portland be punished by a fine of not less than five dollars or more than \$25 for each and every offense."

The terminal plan proposes the construction of new tracks on Water street between Hawthorne avenue and East Oak, also on East Oak street between East Water and East Third.

Common user is proposed on East First between East Oak and East Washington, original construction on East First between East Washington and East Morrison; common user between East Morrison and East Taylor, and original construction on East First between East Taylor and Madison.

Resolution Adopted.

On East Second common user extends the entire distance between East Oak and Madison. This is also true of the same distance on East Third, and then extending to Hawthorne avenue.

Original construction is proposed piercing the blocks from the ferry slip by the bridge on the east side to East Third and then, turning north, across the blocks comprehended by East Main and Morrison; East Third and Union. All necessary team tracks are included in the plan.

President Gray promised last night for the S. P. & S., Great Northern, C. B. & Q., Northern Pacific and associated Hill lines in Oregon that construction work on the terminal plan should begin immediately upon passage of the ordinance for which he asks popular support. The resolution adopted last night reads as follows:

"Resolved, That the East Side Business Men's club, the shippers, property owners and citizens interested in the upbuilding of a greater East Portland highly appreciate the proposals made by the S. P. & S., the Great Northern, the Northern Pacific and the C. B. & Q. railways—the Hill lines, if you please, for the betterments in freight and passenger traffic handling in central East Portland. That we appreciate their splendid efforts to "uncork" the east side freight "bottle" and release the strangle hold, by the Harriman lines, which has so greatly retarded east side growth and development for 34 long years—a growth held back and monopolized for more than a generation.

Securing of Franchises.

"Be it further resolved, That we all do all in our power to assist the Hill lines in securing the franchises needed to put their plans into immediate effect. And to that end that a strong, live committee be appointed by the chair to take the matter up vigorously with the mayor, and city council, and do their utmost to bring about the granting of the needed franchises.

"Resolved, further, That it is the sense of this body, that words will not express the gratitude which the citizens of Oregon feel toward the Hill lines and their representatives for the splendid development work they have done and are doing in Oregon and Washington, all of which redounds to the upbuilding of a greater Portland and a greater Oregon, and we wish them God-speed in their work."

The club also adopted a resolution proposed by L. M. Lepper, asking that the county court do nothing at present in the matter of leasing the upper deck of the new railroad bridge, saying that the fees asked both of the county and the streetcar company are inequitable and exorbitant. President Dan Kella-her of the East Side Business Men's club presided over last night's meeting.

STEEL OFFICIALS DESTROY PAPERS WHEN SUIT FILED

said: "I never told you any such thing. I insisted, and he then told me, if I could, in my testimony, to avoid reference to the destruction of the papers, and that he would like it. I told him I would have to tell the truth, and he

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destruction, and that both had said they did not. He added:
"But I know the order was issued. Baackes said to me, 'Harry, I want you personally to see that these papers are burned.' Baackes' most severe cross-examination failed to shake Whitney's story in the slightest degree."

WORST OF MISSISSIPPI FLOOD DANGER IS OVER; 20,000 ARE RESCUED

(Continued From Page One.)

fied to the upper stories of the buildings.

The towns of Marysquin and Greenville, both built on high ground, are islands.

The levee at the junction of the Mississippi and Old rivers, five miles below Tensas, broke today, making a crevasse 100 feet wide.

War Craft to Help Refugees.

Washington, May 6.—The navy department ordered the battleship Nebraska and the gunboat Petrel today to steam up the Mississippi river and rescue flooded refugees. It is expected that the boats' launches will prove effective in this work. The Nebraska will be able to go up the river as far as Vicksburg.

That the floods in the Mississippi valley have caused \$5,000,000 loss already and probably will cause \$50,000,000 more is the estimate announced by the government flood experts. The damage to cotton crops is stupendous, say the experts. Congress already has appropriated \$150,000 for relief, and probably will find it necessary to add \$5,000,000 more to this fund.

Government Aids 117,000.

Washington, May 6.—The navy department today estimated that the government is aiding 117,000 flood refugees in the flooded sections south of the Arkansas river as far as its mouth and from there down the Mississippi to the Gulf of Mexico.

Mail Service Increased.

(Washington Bureau of The Journal.)
Washington, May 6.—Representative Hawley has been notified that mail service between St. Louis and Kyser has been increased to six times a week.

Fun and exercise skating, Oaks Rink.

\$205 in Cash

Prizes for

Wage - Earners

Full Details in
Sunday's Papers

The Brockton Manufacturer's Shoe Sale Will Start Thursday, 10 A. M. at 330 Washington Street

Greatest Shoe Sale Ever Held in the Northwest



5000 Pairs LADIES' HIGH SHOES and OXFORDS, values \$3.50 to \$5.50 on sale for

\$2.45

300 Pairs LADIES' WHITE NUBUCK BUTTON BOOTS, regular \$5.00 values on sale for

\$2.95

300 Pairs LADIES' RUSSIA TAN BUTTON BOOTS, regular values \$4.50 to \$6.00, sale

\$2.65-\$2.95

500 Pairs COLORED EVENING SLIP-PERS, in all colors, regular value \$4.00 on sale for

\$2.45



250 Pairs MEN'S HIGH CUT BOOTS on sale for

\$2.95

200 Pairs MEN'S LEATHER LINED SHOES, Goodyear welt, regular value \$5.50, on sale at

\$2.95

500 Pairs MEN'S DRESS SHOES AND OXFORDS, value \$4 to \$6, on sale at

\$2.45-\$2.95



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