

INITIATIVE BILL ON FREIGHT RATES

Medford and Baker Said to Father Plan for Distributive Schedules.

(From Bureau of The Journal.)
Salem, Or., May 8.—Petitions are being circulated at various parts of the state to initiate a measure fixing less than current railroad rates and making new classifications. Persons here in touch with what is being accomplished by the state railroad commission, which has the power to put into effect within 45 days all the regulations and rates asked for in the proposed bill if the members of the commission consider them to be just and equitable, say they cannot see any justification for the bill. It is understood here that the bill, being put forward as a result of the decision of the commission on petitions received by it from Baker and Medford, the object of which was to obtain low incoming railroad rates and lower outgoing rates, than current rates for those two cities, thus giving them an advantage over surrounding towns in becoming distributive centers. The commission held that to order such rates would not be fair to other cities in the state, and would be contrary to law.

Trying for Distributive Rates.
Now, it is asserted, this proposed initiative bill is intended to accomplish this to a large extent without regard to the railroad commission. Under the present rulings of the commission 100 per cent is the basis on which the relationship of various classes of freight rates are computed. First class is 100, second class 85, third 70, fourth 60, fifth 50, A 50, B 40, C 30, D 25, E 20. In the proposed classification the following changes are made: Second 84, fourth 59, A 43, B 35, C 29, D 24.

The bill provides that where no minimum carload weight is provided for each article by a railroad, or fixed by an order of the railroad commission, the minimum carload weight shall be 20,000 pounds. Then it provides that when the minimum carload weight is fixed at 20,000 pounds or less the carload rate shall not exceed 70 per cent of the less than carload rate provided for the article; when minimum is not in excess of 20,000 pounds the carload rate shall not exceed 65 per cent of the less than carload rate; when the minimum is fixed at not to exceed 40,000 pounds the carload rate shall not exceed 60 per cent of the less than carload rate; when it is fixed in excess of 40,000 pounds the carload rate shall not exceed 45 per cent of the less than carload rate.

Members Not Behind Bill.
Reports have reached Salem that in certain parts of the state representation has been made by circulators of the initiative petition that the state railroad commission is behind the proposed bill. This is emphatically denied by members of the commission, who leave no doubt as to the fact that the commission is opposed to such a measure, as the members consider it to be discriminatory.

PARDONED AFTER SEVEN YEARS; STOLE \$200,000

News has been received here from Seattle that George Edward Adams, the cashier of the government assay office in Seattle, who stole nearly \$200,000 in gold dust and was sent to McNeil's Island penitentiary for 10 years, was paroled Monday after serving seven years of his sentence. His time would have expired in 15 months owing to good behavior. The parole was granted by President Taft on recommendation of Judge Hanford, who sentenced Adams, and prominent citizens throughout Washington.

Adams, as cashier, had sole access to the vaults where gold dust was stored and here he kept a pair of scales with which he weighed out the dust he took and the beach sand he put in its place. As the gold dust was carefully weighed before he received it and when he turned it over to be melted and balanced he was not suspected. When the shrinkage was found to be too large after melting investigation was commenced in the melting department. Adams finally broke down after five hours' "sweating" by Steve Connell of the secret service, who handled the investigation. He was convicted in November, 1905.

When his home was searched a bag containing \$10,000 in dust was found buried in the coal, carpets were found containing large amounts of dust and little boxes, bags and packages of it were found in all parts of the house. The home was splendidly furnished.

Adams took the first batch he stole with him on his wedding trip to one of the assay offices in the east where he disposed of it. Another he took to San Francisco when on a vacation. When a baby was born and he could get no excuse to leave Seattle he even grew so bold he deposited it in a local bank as trustee of a mining company and it went through his own hands a second time. Strange to say, he did not steal from this consignment.

Nearly half of the amount he stole was claimed by the miner whom he robbed and the government made this good. His wife secured a divorce after his conviction. She never visited him while he was in prison. Adams is supposed to be wealthy still.

YAMHILL PRUNE CROP SAID TO BE DAMAGED

(Special to The Journal.)
Yamhill, Or., May 8.—Farmers in this vicinity report that, as a result of recent cold rains, the prune crop is badly affected. The prune is one of the most important products of Yamhill county.

Bank Building Begun at Yamhill.
Yamhill, Or., May 8.—Workmen commenced operations on a new home for the Yamhill State bank yesterday. It is to be a two-story building and will contain nearly all modern devices and that in construction of buildings of its kind. There are also reports that several other buildings equally as good will be started in the near future.

More than 60 per cent of the railroad cars built in the United States this year will be of all steel construction.

POPE PIUS' NEW ENVOY TO WASHINGTON



Archbishop Giovanni Bonzano, apostolic delegate, who has arrived in Washington to take the place of Mgr. Falconio, elevated to the cardinalate.

FISHING HAMLET BECOMES A TOWN

Waldport, Or., on Alsea Bay, Will Soon Have Even Electric Lights.

(Special to The Journal.)
Waldport, Or., May 8.—The city and property owners are laying new walks in both business and residence sections and expect to begin grading soon. Improvements public and private. Waldport has made an exceptional record. From a small fishing village of four years ago, it is now an incorporated city, prosperous and wide awake. One of the most needed of improvements was a city water system, which was installed by J. H. Gilman. To the public buildings has been added a good high school. To the business district a drug store, a new postoffice building, bakery, confectionery, clothing house and millinery store, and a moving picture show. The Barnes Cannery company has also erected a new fish cannery on the Waldport side of the bay. Two additions have been made to the residence district and are rapidly being covered with buildings, owned by both summer people and permanent residents. Among the new residences are a couple of \$2000 bungalows erected by William Nelson and Leslie Evans. Recently the city granted a franchise for an electric light plant, which is expected to be in operation some time in August.

An unusually large number of gasoline boats are being built this season. The largest, owned by J. C. Kello, will be put in operation on Tillamook Bay. Both cannery companies are putting out a lot of new fishboats for the accommodation of the fishermen.

Among social and fraternal orders the grange is in the lead, having a membership of over 80.

THREE BECOME ARDENT GOOD ROADS BOOSTERS

Good roads advocates now have three new boosters in Sig Wertheimer and Jess and Webb Harrington. At 2 o'clock Monday afternoon, the three left Portland in an automobile for a pleasure jaunt after dining at noon. Their troubles began when the road between Tualatin and Wilsonville was reached, but they kept on. Coming over to the East Side of the Willamette river, they struck another stretch of Oregon's "fine" roads, and at 11 o'clock that night they gave up and waited until daylight.

"Eats" had been a minus quantity, and when they finally extricated themselves from the mudholes they rushed to the first boarding house they could find. Starved as they were, disappointment again overtook them, for breakfast was over and the Mrs. Wright, of Liberal, who ran the boarding house, refused to get anything for them. Finally at 7:30 a breakfast was secured. At 11:30 they reached Portland, swearing vengeance against the Oregon road system and "cussing" the 100 miles of road which they had not enjoyed.

Anatole Russia's 158 rivers have a total navigable length of 73,568 miles, while the domain contains four lakes that can be navigated for 707 miles.

BEGIN WORK ON NEW COURT HOUSE

Wasco County Will Spend \$150,000 on Modern Building.

(Special to The Journal.)
The Dalles, Or., May 8.—Ground will be broken in a few days for Wasco county's \$150,000 courthouse, which the county court has authorized to be built. The bid of S. N. Arnold was accepted and his bond of \$20,000 approved last Saturday. The contract calls for the completion of the job by October 1. The price for Mr. Arnold's work is \$117,664. The building will be on 100x120 feet on the corner of Fifth and Washington streets, which the county bought about a year ago. It will be two stories high and "basement" the walls being of reinforced concrete, the facings of native stone or pressed brick. The county has available \$50,000 cash to expend this year, and with this amount the walls and roof can be completed. It is expected the building will be finished inside of three years, necessitating a special levy each year that will produce about \$50,000. Thus the burden to the taxpayers will be comparatively light.

The question of a new courthouse was one of considerable moment in the recent primary election, one of the Republican candidates for county judge announcing that if elected he would not under any circumstances build a new courthouse, while the other candidate announced that he would leave the matter to a vote of the people. The latter was nominated. However, the present county board, two of whom will retire in January, have relieved the incoming board of responsibility in the matter by starting work on the building.

MINING CAMP TAKES NEW LEASE ON LIFE

J. M. Abbott, the pioneer good roads advocate of the Pacific northwest, a former resident of Portland, and a mining engineer of national reputation, is in the city from Pioche, Nev., where he has been located for the past five years, bringing with him the news that the old and romance filled camp is taking on a new lease of life.

Pioche in the early 70s was one of the world's greatest silver camps. It made hundreds of millionaires, and then died. Since its palmy days it has suffered stroke after stroke of ill luck. But during the past few years it has acquired railroad facilities, new blood has been injected into the country and the mines are being opened.

A new discovery, the Prince mine, with more than a million tons of ore blocked out, is preparing to ship 500 tons of ore to the smelters daily. The pioneer mines, never worked out, are to be reopened, and prospectors are again flocking into the country. Pioche has produced more than \$50,000,000. It is a silver camp. In the early 70s it was the wildest and the wickedest city in the world. It supported nearly a hundred saloons, more than that many gambling houses, and the trimmings that go with them. It has a cemetery in which repose the bones of 78 "bad" men who died "with their boots on." Men were killed by knife, by gun and by hanging. It was one of the most lawless places in the United States. Paupers became rich in a night, and rich men became paupers. Bootblacks, chambermaids, barbers and bartenders carried away with them thousands of dollars. There is much romance there yet, and Mr. Abbott, who is merely paying a visit to his old friends in Portland, states that the camp will be greater than ever, but in a dignified manner.

Mr. Abbott will remain in Portland but a few days, after which he will visit San Francisco and Salt Lake before returning to the Nevada city.

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