

THE WEATHER

Rain tonight and Tuesday; warmer; south winds.

Oregon Daily Journal

TEMPERATURES TODAY

Table with 2 columns: City and Temperature. Includes Boston, New York, Chicago, etc.

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PORTLAND, OREGON, MONDAY EVENING, JANUARY 13, 1913.—SIXTEEN PAGES.

PRICE TWO CENTS

Senate Sitting as Impeachment Court Finds Judge Robert W. Archbald Guilty Malarkey and McArthur Both Win at Salem. Passenger Depot to Cost \$3,000,000

BITTER ATTACK ON DAN MALARKEY BY JOSEPH IS FAILURE

Multnomah County Man Coolly Reads Letters While Being Assailed by Member of His Own Delegation.

WINS PRESIDENCY BY VOTE OF 25 TO 5

Declares Charge He Promised Committee Appointments Is Untrue.

(Staff Correspondence.) Salem, Or., Jan. 13.—Bitter denunciation of Senator Dan J. Malarkey...

Try to Stop Joseph. That Malarkey is a friend of the corporations...

Malarkey had been placed in nomination by Moser of Multnomah, who paid...

M'ARTHUR ELECTED TO GAVEL, ASKS ECONOMY BE SESSION KEYNOTE

Multnomah Man, Named Amid Cheers, With His Own Vote Only One Opposing.

(Staff Correspondence.) Salem, Or., Jan. 13.—Without so much as a ripple to disturb the smooth course...

The election of McArthur went through like the rush of a steam locomotive...

Rules Fight Hot Up Yet. The onslaught on the speaker's power of making committee appointments...

Speaker Urges Economy and Dispatch. Speaker McArthur in his address when he took over the speaker's gavel...

"Let us get down to business," he said, "and regain for this legislature the confidence that the people have lost in it because of the performance of past legislatures..."



NO FOOLISHNESS!

Speaker of Oregon House



BUTTONHOLE BRIGADE GIVES MEMBERS LITTLE REST ON SESSION'S EVE

Flying Wedges and Old Style Football Formations Used by Job Seekers at Salem.

(Staff Correspondence.) Salem, Or., Jan. 13.—Any legislator who came up to Salem yesterday in the southful hope of obtaining a nice night's sleep before the battle must have been strangely moved as he gazed about him...

As everybody knows, the buttonhole squad is composed of those who are seeking, and having others seek for them, the clerkships and other jobs at the disposal of the legislature.

It was the last night on earth as candidates for most of the job seekers, for the sorting of the plums in both houses is expected to take place this afternoon...

SPECIAL COMMITTEE TO DECIDE FATE OF 1915 FAIR APPROPRIATION

Matters Concerning State and County Fairs to Be Threshed Out by It, Too.

(Staff Correspondence.) Salem, Or., Jan. 13.—Whether Oregon appropriates \$500,000 or \$250,000, or less, for the Panama exposition at San Francisco in 1915 will be threshed out by a special committee on fairs in the house.

This committee will not only handle all business in connection with the San Francisco fair, but the Oregon state fair and the various county fairs will be referred to it as well.

The state fair has heretofore been in the hands of the ways and means committee, to which the proposal to extend state aid to the various county fairs would also have been referred.

This will make the committee on fairs one of the most important committees in the house. The appropriations recommended, of course, will be referred to the ways and means committee.

Members of the Oregon delegation favor having such a committee on fairs and there seems little doubt that it will be authorized.

PUTS FOUR ROBBERS TO ROUT WITH UMBRELLA

(Special to The Journal.) Medford, Or., Jan. 13.—Using an umbrella as a weapon of offense, Z. Leonard, station agent at Phenix, beat off four would-be robbers last night. When ordered to hold up his hands, Leonard attacked the men with the umbrella...

DORA GRAY, SALEM GIRL, NAMED PAGE

(Salem Bureau of The Journal.) Salem, Or., Jan. 13.—Dora Gray, a Salem girl, 17 years of age, has been appointed a page, or pages, in the state senate. This is the first time in the history of the Oregon legislature...

President of Senate



D. J. Malarkey.

SALARY RAISES GET RECOMMENDATION OF COUNCIL COMMITTEE

Affects 53 Employees; Daily to Oppose Plan Unless Request Shall Include Laborers.

Fifty-three salary raises, totaling approximately \$5600 a year, were recommended by the ways and means committee of the city council today at the first of a series of sessions that will be held to apportion the general fund for the present year.

Councilman Wallace, Burgard and Meneses, the other members of the committee present at today's meeting, expressed their willingness to comply with the chief clerk's demand.

ARCHBALD GUILTY; SENATE FINDS HE ABUSED OFFICE

Associate Justice of Commerce Court, Impeached for Dealings With Litigants, Convicted on 5 Charges.

ON FIRST ARTICLE VOTE 66-5 FOR CONVICTION

Court Charged Him With Attempt to Induce Sale of Culm Dump.

(United Press Leased Wire.) Washington, Jan. 13.—The maximum penalty provided by impeachment laws was imposed upon Judge Robert W. Archbald of the commerce court late today when he was convicted by the United States senate of "misbehavior and misdemeanor in office."

The jurist was found guilty of five of the 13 articles with which he was charged—the first, third, fourth, fifth and thirteenth.

After voting continuously for three hours, the senate went into executive session to decide whether Archbald shall be forever disqualified from any other federal office, or merely removed from his present position.

Conviction on any of the 13 counts carried with it a penalty of removal from the bench.

The highest vote in favor of Archbald came on article 19, when every senator voted for acquittal except Senator Ashurst, of Arizona.

While the voting was in progress, Judge Archbald and Mrs. Archbald were sequestered in a committee room, the house several railroad officials from a curious crowd which filled the corridors.

No comment was forthcoming from the accused jurist as he read each strip of paper which he handed to Mrs. Archbald after the trial.

Article 19, in which all the senators voted for acquittal except Senator Ashurst, charged that Judge Archbald accepted a trip to Europe at the expense of Henry W. Cannon of New York, a director of several railroad companies.

Archbald was acquitted of the charges in the second article, the vote standing 46 to 15. Forty-eight votes were necessary to convict.

Archbald was found guilty as charged.

(Continued on Page Two.)

LOVETT RESIGNS FROM SOUTHERN PACIFIC AND KRUTTSCHNITT U. P.

Latter Is Out of O.-W. R. & N. Co. and Becomes Chairman of Board of S. P.

New York, Jan. 13.—Steps for the dissolution of the merger of the Union Pacific and the Southern Pacific Railroad companies in compliance with a recent decision of the United States supreme court were taken today.

Kruttschnitt was elected chairman of the Southern Pacific board of directors, and Horace Harding W. P. Bliss, Cornelius N. Bliss, G. F. Leighton, J. N. Jaryja, J. H. Kelby, C. H. Kelby and E. P. Swanson were elected directors of that company to fill vacancies caused by the retirement of Otto H. Kahn, Charles A. Peabody, M. L. Schiff, F. A. Vandervip, E. W. Goelitz, J. J. Spence and Marvin Haughton.

Commerce Court Justice



Robert W. Archbald.

TO ASK IMPEACHMENT BY IDAHO LEGISLATURE OF SUPREME JUDGES

Progressive Members, Following Conference, Say Resolution May Be Introduced.

(Special to The Journal.) Boise, Idaho, Jan. 13.—That resolutions calling for the impeachment of the judges of the Idaho supreme court may be introduced in the house of representatives this week was reported today following a conference last night of a number of progressive members.

The matter was freely discussed but no definite plans were outlined.

Following his telegram of sympathy to R. S. Sheridan, C. O. Broxon and F. R. Cruesen, sentenced to jail for contempt of court, Judge Henry E. McGlincy of Portland wrote Senator Dunning, who started the "penny brigade movement," enclosing \$10 with the following letter:

"I wired you this \$10 to pay on contempt fine of Sheridan, Broxon and Cruesen. If dear old Sam Johnson were alive and were to revise his dictionary in which had such vogue in its day, he would doubtless, with his great love of truth and his detestation of sham and humbug, define contempt of court as 'always the refuge of a judicial tyrant and sometimes a judicial scoundrel.'"

"With the hope that the great God of Justice will be and abide with R. S. Sheridan, C. O. Broxon and A. R. Cruesen and all theirs forevermore."

SAN FRANCISCO-PORTLAND S. S. CO. MAY MAKE ITS HEADQUARTERS HERE

Offices May Be Moved From San Francisco as Result of Conference Now Being Held by Leading Harriman Officials in New York; J. D. Farrell in Attendance; Anti-Merger Decision of Supreme Court May Be Cause.

That Portland instead of San Francisco will be the seat of management of the affairs of the San Francisco-Portland Steamship company is believed to be one of the results of the conference now being held in New York by high Harriman system officials, among whom is J. D. Farrell, president of the O.-W. R. & N.

The San Francisco-Portland Steamship company operates the three large passenger steamships, Beaver, Bear and Rose City, between Portland and California ports, and until a year ago was a part of the Southern Pacific, although operated here from the docks of the O.-W. R. & N. Co. At present the company is headed by W. H. Baneroff, general superintendent of the Oregon Short Line, and its headquarters therefore are at Salt Lake, Utah, although General Manager R. P. Schwerin is the executive head at San Francisco, with the title of vice president and general manager.

Mr. Schwerin is also general manager of the Pacific Mail Steamship company. F. H. Hansome is local agent here and the Portland end of the business is transacted from the Alsworth dock at the foot of Hoyt street.

PASSENGER DEPOT PLANNED AT COST OF THREE MILLION

Architect Emil Schacht, Who Drew Designs for the Hill Freight Station on East Side, Drawing Plans.

PRESIDENT YOUNG SAYS HE'S NOT AWARE OF IT

Report Revives Speculation of Union Depot, at Head of Park Blocks.

Plans for a \$3,000,000 passenger station for Portland are being drawn by Architect Emil Schacht of this city.

Mr. Schacht is the architect who prepared the plans for the Hill east side freight house to be constructed this year, and it is reported that he has been commissioned by the Hill interests to prepare plans for the passenger station.

President J. H. Young of the North Pacific line and the Hill lines in Oregon denies that such commission has been issued as far as he knows, and inquiry at Mr. Schacht's office today brought the answer that "Mr. Schacht doesn't know anything about it."

However, this does not necessarily mean that the rumors are without foundation of fact, for when the Hill system invaded the heart of the great jobbing district it was equally definitely stated by Carl R. Gray, then president, that he did not know a thing about the Hill system's interest in the purchases of the various blocks of ground that are now to be transformed into terminal yards.

It was illustrated that for good and sufficient reasons that deal had been swung through channels that left President Gray with a perfectly clear conscience in spite of his reiterated denials of the truth of the reports, so far as his knowledge went.

Since both President Young and Architect Schacht indicate they are not in position to throw light on the subject, at least at this time, it is only possible to surmise that the reported plans are for a union station at the head of the Park blocks, about midway between the present Grand Central station, Sixth and Hoyt, and the Hill and Harriman systems own practically all of the intervening ground, and the matter of getting together on some definite plan for pooling these interests to the satisfaction of the Hill lines, the O.-W. R. & N. and the Southern Pacific, has been before President J. D. Farrell of the O.-W. R. & N., representing the Harriman lines, and President Young of the Hill lines for more than a year.

In fact, conferences were held during the presence here of Mr. Gray, who is now president of the Great Northern.

Tentative plans of the terminal grounds as they would serve the purposes of the several roads that would enter the proposed Grand Central station were prepared some time ago by engineers of the Hill and Harriman systems, but as yet there has been no indication of a final agreement, except the reported commission of Architect Schacht to proceed with the preparation of plans for the structure.

If the union passenger terminal is to conform to the Greater Portland plan, the depot will be placed at the head of the Park blocks. In this event the railroad will solicit from the people of the city support for the greater city association's proposition that the Park blocks be opened and made to furnish an admirable vista of municipal improvement for the benefit of the visitor first entering the city.

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Several years ago the O.-W. R. & N. company operated the San Francisco liners, but the water lines were divorced from the rail lines and since then until a year ago the management was centered in Mr. Schwerin at San Francisco. Until about a year ago the Southern Pacific figured prominently in the ownership of the company, but reorganization was effected to meet the provisions of fulling of the Interstate Commerce Commission.

A short time ago the supreme court held the merger of the Union Pacific and Southern Pacific illegal and the change reported about to be made is supposed to be one of the results of this decision.

To what extent the change will affect the local force will not be ascertained until the return from New York of President Farrell.

It is regarded quite probable, too, that the management of the steamer company, operated between this port and Marshfield on Coos Bay, may be amalgamated with that of the San Francisco-Portland line, since that line is also a Harriman proposition in control of the Southern Pacific.