

Rain or snow tonight and Saturday; east to northwest winds.

Table with 2 columns: Location and Temperature. Includes cities like Boston, New York, Chicago, etc.

TO WHOM DOES WIFE OF GATES IN SOUTH, KILL, INJURE MANY

Arkansas, Missouri, Louisiana, Indiana Visited by Twisters That Cause Millions of Dollars Damage; Every Northern State East of Montana Snowbound

Hoxie, Ark.—4 dead, 50 injured. Poplar Bluff, Mo.—7 dead, 100 injured. Walnut Ridge, Ark.—1 dead, 10 injured. Saline, La.—5 dead, 30 injured. Frankfort, Md.—1 dead. Lafayette, Ind.—1 dead. Tiffin, Ohio—One killed, six injured. Northern Mississippi—Four dead, 20 injured. Lower Peachtree, La.—Fifteen dead. Coldwater, Miss.—Two dead. Columbus, Ohio—One dead. Senatobia, Miss.—One dead. Alamo, Tenn.—One dead. Uniontown, Tenn.—One dead. Spring City, Tenn.—One dead.

(United Press Leased Wire.) Chicago, Ill., March 21.—Forty persons met death and 500 were injured in a storm and blizzard which is raging today in nearly every state east of Montana. Most of the fatalities occurred in Arkansas, Louisiana and Missouri, where several towns are reported wiped out, and in three states the storm approximated a blizzard.

Wire communication with the storm-swept districts is prostrated and it is almost certain that the death list will be increased when it is restored. Poplar Bluff, Mo., a town of 7000 inhabitants, is reported destroyed, with seven persons dead and more than 100 injured. The storm left hardly a building standing at Hoxie, Ark., where four persons are reported dead and 50 injured.

At Saline, La., a town of 200 inhabitants, five persons were killed and 30 injured. Sixty buildings were demolished. Walnut Ridge, Ark., reports one dead and 10 injured. Several other persons were killed in Indiana towns by falling signs and in other accidents.

Twenty states are held in the grasp of the storm, and the damage to crops is conservatively estimated this afternoon at \$2,500,000. The Missouri valley is in the center of the storm's path and the gale is playing havoc with buildings and other property. The weather bureau here holds out little hope for immediate relief, predicting lower temperatures for tonight.

Two persons were killed at Coldwater, Miss., and one killed in each of the following towns: Columbus, Ohio; Senatobia, Miss.; Alamo, Uniontown and Spring City, Tenn.

The blizzard swooped down on the city early today accompanied by a blinding snowfall and a terrific gale. Reports from Milwaukee say that snow started falling there at midnight, four inches having fallen at 6 o'clock this morning. All street car and railroad traffic is at a standstill.

Five inches of snow is reported at La Crosse, Wis., and two inches at Minneapolis, where zero weather prevails. Twenty states are suffering from today's storm. The crop damage will run into the millions. In the northwest the

APPLE MEN OF ENTIRE NORTHWEST TRYING TO PERFECT ORGANIZATION

Central Selling Agency, However, Is Opposed by Local Units at North Yakima.

(Special to The Journal.) North Yakima, Wash., March 21.—Representatives of all leading fruit producing sections of Oregon, Idaho, Montana and Washington, from Medford to Hamilton and from Wenatchee to Payette and Hood River, assembled here today at the organization meeting of the Pacific Fruit distributors.

The session this morning was an informal open conference and this afternoon an executive session was held. Representatives of different sections seem anxious to organize for assembling of national and international data regarding crop and markets and for standardizing of stock and grading, but do not seem prepared to unite on a central selling agency, which is the main object of the gathering.

INCH OF SNOW THIS MORNING AT EUGENE

(Special to The Journal.) Eugene, Or., March 21.—Fully an inch of snow fell here this morning. The temperature is still low, the sky cloudy and more snow is looked for.

Cove, Or., March 21.—This is the coldest weather ever known in this vicinity at this time of year. The mercury registered two degrees above at daylight yesterday morning. The farmers think little damage is done, however, as the vegetation had hardly started.

Prairie City, Or., March 21.—The present has been the longest and severest winter in the history of the valley. Snow has covered the ground uninterruptedly since last November, as well as the hills. Stockmen have been feeding continuously since the first of December. Snow continues to fall.

WOOLGROWERS WIN FIVE YEARS' BATTLE FOR RATE DECREASE

Order Issued Today by State Railroad Commission Puts Into Effect 45 Per Cent Cut From Original Charges.

PORTLAND TO BECOME DISTRIBUTING CENTER

Estimated Saving to Oregon Shippers Will Be at Least \$40,000 Annually.

(Salem Bureau of The Journal.) Salem, Or., March 21.—After continuous fight, begun five years ago by the state railroad commission, Oregon woolgrowers today won a victory by obtaining from the railroads in the state a reduction of over 45 per cent in the freight rates on wool that obtained at the time the fight was started. At a formal hearing being held here today, the railroad commission issued an order to all the railroads in Oregon that had not already issued tariffs in conformity with the lower rates, compelling them to file new tariffs, effective May 1. The larger roads have anticipated this action, and within the last few days have been filing tariffs satis-

(Continued on Page Seventeen.)

RACING AUTO WARNS AGAINST CAR RUNNING WILD DOWN STEEP HILL

Geary Street Trolley Breaks Loose in San Francisco; One Killed, Scores Escape.

(United Press Leased Wire.) San Francisco, March 21.—Killing one and injuring half a dozen others during its flight, a new Geary street car, in tow of an Ellis street car, broke away at the top of a steep grade early today, and plunging down the hill, wrecked two other cars before it came to a stop. Carl Schutte, a member of the crew taking the car to the barn, was struck and killed when the coupling broke.

Crashing headlong into an oncoming Ellis street car, whose motorman could not see the unlighted juggernaut in the darkness, the runaway injured six men who were in the Ellis street car. Then it sent the Ellis street car speeding ahead. Both cars were brought up when the wild procession rammed another Ellis street car, from which all the passengers had escaped.

When the runaway car started its flight Police Sergeant John Collins jumped in to an automobile, dashed ahead of the flying trolley and warned all vehicles and pedestrians out of the way. He probably saved a score of lives.

COST EXPERT BEGINS WORK



Winfred B. Holton.

PORTLAND'S PAINS THOSE OF FAST GROWTH, SAYS HOLTON

New York Cost Accounting Expert, Who Comes to Analyze City's Methods, Hopes to Be Able to Indicate a Municipal Business System.

If Portland lacks correlation of city departments, if there is no uniform purchasing system and no established means of cost accounting—

If the result is waste of taxpayers' money, handicapping of public improvements, lessening of efficiency, multiplication of officials and overlapping of authority—

It is but the inevitable penalty to be paid by a city that in ten years grew in population 127 per cent without planning ahead for such expansion.

It furnishes reason for just what Portland is doing—squaring up to the situation, learning concrete facts about present conditions, using the information in deciding whether a change to commission form of government is warranted and necessary—says Winfred B. Holton, cost accounting expert, who began this morning the work of municipal analysis authorized by the Portland bureau of municipal research, aided by the New York bureau of which Holton is a representative, and approved and welcomed by the mayor and other city officials.

TAKING THE REIGNS



GERMANY'S FEAR IS OF THE CZAR, SAYS DELBRUECK

German Historian Says Menace on East Is Cause of the Kaiser's Desperate Means to Make Fatherland Strong.

ROUMANIA AND BULGARIA MAY START GENERAL WAR

Austria Can Concede No More; Germany Faces Extinction, He Explains.

(United Press Leased Wire.) Berlin, March 21.—That a general European war is a real danger; that this struggle will start the moment Bulgaria and Roumania clash; that Russia is the firebrand of Europe; that Austria is in the last ditch and can concede no more, and that Germany has appropriated the enormous sum of \$250,000,000 for military purposes only because she faces possible national extinction, were the remarkable statements made here today by Professor Hans Delbrueck, Germany's foremost historian.

"Germany is in danger—I will even say terrible danger, the gravity of which can hardly be exaggerated—of being involved in a war it doesn't desire and is seeking to avoid," said Delbrueck. "That danger is Russia at the present time, not France or England. With the hope of averting such a war, Germany is simply trying to make itself strong enough to take such defensive measures as will discourage starting such a war."

Russia's Grim Policy.

"Under the spur of the Pan-Slavic movement, Russia is pursuing a relentless policy, which, if not curbed, cannot but lead to war. It is playing a strong hand in the Balkans. It is stiffening Bulgaria and Serbia against making acceptable and reasonable peace terms with Turkey; stiffening Bulgaria against Roumania's demands and threatening Roumania if the latter dares go to war with Bulgaria, and, lastly, through its support of Serbia and Montenegro, has forced Austria to the limit of concessions."

"Austria recoiled from its position on the Sanjak of Novi-Pazar; Austria gave up its dream of marching to Salonika; it moderated its just demands upon Serbia. It gave up rights to which it was and is entitled. And Russian influence pressed on relentlessly for more. Russia massed 500,000 men on the German and Austrian frontiers, and today has something like 1,500,000 men under arms—double the size of the German army."

Waiting Till Germany Is Down.

"Austria's strength as Germany's ally has been largely absorbed by the new situation in the Balkans. Germany must be prepared to take care for itself—to face two ways—towards Russia and towards the east."

(Continued on Page Five.)

SPECIAL ELECTION IS SUGGESTED AS BRIDGE SOLUTION

Ways and Means of Building Oregon-Washington Span Over Columbia, Discussed With County Court.

TOLL SYSTEM IS NOT FAVORED BY CLEETON

Multnomah Asked to Pay All Over \$500,000 Which Would Be Needed.

The calling of a special county election in connection with the city election on June 2 for the voting of bonds was suggested to a committee from the Vancouver Commercial club which called on the county court this morning as the only solution of the Vancouver bridge proposition. Judge Cleeton declared that the county court could do nothing in regard to the matter and that the election would be called only on petition of the people.

The committee from Vancouver asked that Multnomah county pay all over \$500,000 which the bridge would cost. Joseph P. Stapleton, of the committee, declared that Clarke county, Washington, could be bonded for but a half million for the purpose of building the big bridge and that no other means of erecting the structure could be devised. He said that the committee is seeking to secure a much lower estimate than that of \$2,000,000 placed by Engineer Modjeski when it was proposed that the states erect the bridge and that he had figures showing that with minor changes it could be built for less than \$1,500,000.

Plans Are Suggested.

Mr. Stapleton stated that two methods might be followed in arranging the details of apportionment of the cost. He said that the North Bank bridge was assessed but one-twentieth of its length in Washington and the rest in Oregon. He suggested that the apportionment be made on the basis of each state's building to the state line or that Clarke county pay \$500,000 and Multnomah county pay the remainder. He declared that should the cost of the bridge be reduced, Multnomah county would have no more to pay than would have been the case under the proposed construction of the bridge by both states.

Proposal That Bridge Be Made a Toll Bridge and Thus Pay the Interest on the Bonds Did Not Meet with Favor in the Minds of the County Court.

Judge Cleeton declared that such a proposition would never be supported as the ones who would pay most for the bridge would in all probability be compelled to pay the toll and would object to that.

Election Best Solution.

Judge Cleeton declared that the county court would gladly call a special election if it could be done by petition but that he did not desire to take the responsibility on his own shoulders and Commissioners Lightner and Hart concurred in that.

Representative J. H. Nolte, who was present, declared that he believed an election of that nature would be the best means of the charity had can go plumb; was considered the best as a great part of the expense would thus be eliminated on account of the fact that only outside of the city would special election officers and booths be necessary.

The members of the special committee of the Vancouver Commercial club who were present were Joseph P. Stapleton, Judge A. L. Miller, F. A. Swan, B. L. Dorman and J. P. Kiggins.

SEATS FOR ALL MEN EMPLOYES PROVIDED FOR IN NEW MEASURE

Amended Ordinance Recommended for Passage by City Council; Fare Bill Tabled.

The ordinance providing that one seat must be furnished for every female employe of a factory, laundry, department store and other place where women are employed was amended today by the city council health and police committee so as to include male employes as well. As amended, the ordinance was recommended to the city council for passage.

The Clyde ordinance, providing for reduced fares on street cars in the morning and evening rush hours, was tabled for two weeks on request of its author, who stated that he wants time in which to secure expert legal advice and information as to the physical valuation of property of street car companies.

The Maguire ordinance fixing charges for the burning of food products after stable refuse at the city incinerator was indefinitely postponed. Superintendent Otis of the Guild's Lake burner appearing before the committee to say that the measure would not be practicable until another crematory has been built as municipal collection of refuse established.

The committee voted to transfer the position of fire escape inspector from the building to the fire department, in accordance with the wishes of Fire Chief Dowell.

CALVIN IS SAID TO BE SLATED FOR PRESIDENCY OF CENTRAL PACIFIC RY

(United Press Leased Wire.) San Francisco, March 21.—Elevation to the office of president of the Central Pacific railroad is awaiting B. E. Calvin of San Francisco, at present vice president of the Southern Pacific, according to reports received here today from New York. It is declared that with the taking over of the Central Pacific by the Union Pacific, Calvin will be made head of the former road, and W. R. Scott of San Francisco, general manager of the Southern Pacific, will be given Calvin's place.

WILDE CONSIGNS BALL PROMOTERS TO WARM SPOT; WIFE IS SNUBBED

San Diego Society Leaders in Disfavor With Former Portland Man—He Says So.

(United Press Leased Wire.) San Diego, Cal., March 21.—The promoters of the charity ball can go plumb to—Mr. and Mrs. Wilde will not be there.

Wilde declares his wife has been dropped from the list of patronesses. "She doesn't care a rap for the money," he said, "but I feel it keenly, particularly at this time."

It is thought he had in mind his indictment, trial and acquittal in Portland, Or., as a result of a telephone stock deal involving an Oregon bank. Wilde took occasion also to point out what he considers a slight by the San Diego Y. M. C. A. in not inviting him to officiate at the opening of the new building in recognition of his help in raising subscriptions for it.

CAPTAIN RANDALL, OLDEST SKIPPER, DIES

(United Press Leased Wire.) San Diego, Cal., March 21.—Captain Samuel H. Randall, one of the best known old time skippers on the Pacific coast, is dead here today aged 73. He is believed to have been the oldest captain in the service on the coast. Captain Randall was a sailor for 45 years, had commanded vessels on the coast for more than 40 years and had had more than 40 vessels under him. His last command, under the Spreckels company, he relinquished three years ago in Honolulu.