

LOCAL ANTI-SALOON LEADER HONORED BY VICTORY FOR THE DRYS

Portland Man Had Charge of the Campaign in Former Home.

HAD LONG EXPERIENCE

R. F. Hutton, One of Chief Workers in Cause Before Leaving West Virginia.

West Virginia going officially and formally "dry" today brings to mind that one of the chief workers in the West Virginia state wide prohibition fight is now assistant state superintendent and campaign adviser of the Oregon Anti-Saloon League.

It is a local Oregon newspaper man, who, having put liquor out of business in West Virginia, is here to accomplish the same thing in Oregon.

Mr. Hutton, a Virginia native, had charge of the campaign in the northern part of the state, where are located three-fourths of all the saloons, distilleries and breweries.

Having had great success in that state in getting three quarters of the negro and Italian population to vote "dry," Mr. Hutton will leave tonight for a conference with the chiefs of the Umattila and Warm Springs Indians, both the Christian and non-Christian leaders of these tribes being Prohibitionists.

Mr. Hutton has had 16 years' experience in "dry" campaigning, being drafted from the "wets." His record of accomplishments includes over 1000 successful localities, 40 county victories and participation in one state triumph—West Virginia.

Another man who took part in the West Virginia fight soon to be on the ground in Oregon is W. E. Johnson, known under the playful sobriquet of "Pussfoot." He will arrive in Portland July 10, to take charge of the dry press bureau of the Oregon Anti-Saloon League for the states of Oregon, Washington, Idaho, California and Colorado.

He will maintain offices at 611 Stock Exchange building, where he is a newspaper man in New York and Chicago, and is said to be acquainted with the Indians of the northwest as well as many former state and national officials.

DENY S. P. & S. WAS BUILT TO BLOCK ASTORIA

(Continued From Page One.)

parent company's earnings he said, but from which the S. P. & S. could borrow from the Great Northern and Northern Pacific.

The witness said the trouble with the earnings of the S. P. & S. apparently was not the inability of the company to profit as the lack of business.

Traffic Manager Skinner was put on the stand to explain why the rates now in effect were put there, and theory on which the defendant roads feel justified in standing fast against any reduction of the Astoria rates.

He said the rates were made to meet the largely arid and unproductive. He declared this fact has repeatedly been considered by interstate and state commissions in granting immunity from rate reductions for which numerous parties have contended.

He repeated the statement of the statistician that the S. P. & S. has never made a per cent on its investment and that the Oregon Trunk has never made in revenues its own operating cost.

Under the examination of C. A. Hart, Mr. Skinner submitted tables showing existing rates, comparatively from Astoria and from Puget sound to the inland Empire territory from which the rates sought for would apply.

He explained that sometimes, where longer distances are shown to have lower rates, that in every instance it is because the Washington roads, with the shorter haul, have made rates which the other roads, with longer hauls, have been made to meet in order to participate in the business.

If the order of the interstate commission in the so-called distributive rate case on the S. P. & S. were to apply to Astoria, he said, there would be no material disturbance of the present rate situation. In some cases, he said, the rate to Astoria would be slightly less, but in most cases it would be slightly more.

Says Present Rates Reasonable. Mr. Skinner insisted that the present rates of themselves are reasonable and the only criticism that could be made would be in regard to their application from the competing districts.

Rather than reduce the Astoria rates, he continued, the terminal rates to and from Willapa harbor and Grays Harbor should be raised. This would remove the discrimination complained of in that quarter.

On cross-examination, Mr. Fulton asked if it were not true that the Northern Pacific, part owners of the S. P. & S., had made made this rate to Willapa harbor. Mr. Skinner replied that this was true, but the rate was made before the S. P. & S. was built.

"But it allows the rate to stand," Mr. Fulton said. "Is the Northern Pacific, as owner of the S. P. & S., dealing fairly in allowing this territory a rate 3 1/2 cents lower than Astoria?"

As Mr. Skinner was answering, Mr. Fulton exclaimed: "Has not the S. P. & S. been put merely to hold the situation at the mouth of the river?"

S. P. & S. Has Advantage. Mr. Skinner denied that the S. P. & S. does control the situation, but admitted that it has the advantage at the mouth of the river.

of the river," asked Mr. Fulton, "does it not propose to hold its present terminal facilities?"

"No, that is not the reason for our stand," Mr. Skinner answered. "The witness declared it manifestly unfair to be required to haul freight 100 miles further than Portland for the same rates. Throughout the morning, the attorneys for the railroad kept referring to the Portland situation, which they declared is inevitably tied up with the Astoria and Puget Sound situation."

Mr. Skinner insisted that if Astoria were granted lower rates and that if these were lower reasonable, it would be unfair to Portland to be charged the same rates, and the people would be expected to plead for a reduction. If such were the case, he said, the lines entering Puget Sound would have to cut their rates to meet the new situation, all of which would leave Astoria with the same differential, only on a smaller navigable area, an evidence of financial burden to the railroads.

Deficit Is Claimed. In his testimony regarding the finances of the Spokane, Portland & Christian Church, Mr. Hutton said that George said that the book account showed the main line had cost of about \$80,000,000 up to April 30, 1914. This, he said, means a deficit of \$120,000,000. For the two years and 10 months ending June 30, 1913, he said, the net revenues from operation were \$2,852,822. Outside operations yielded \$13,474,927. Making a total of \$16,327,749. Deducting taxes, \$1,846,872 was left out of the gross earnings of \$2,181,317. Mr. Hutton said, shows a deficit of \$234,887.14. The following year, he said, the deficit was \$1,752,528.38. In only two months, August and October, a deficit of \$1,752,528.38 up to April 30, 1913.

Mr. George testified that none of the hands of the public, and of the \$30,000,000 bonds, \$7,000,000 are still held in the treasury.

HUNTINGTON'S LETTER ADMITTED TO PROVE ASTORIA RATE CLAIM

One of the strongest points made during yesterday afternoon's session of the court was the admission of the letter of Mr. Huntington's famous letter to A. B. Hammond, in which, as president of the Southern Pacific company, he demanded that port and inland rates be reduced to meet the transcontinental situation, with regard to which Astoria already has terminal rates.

Mr. Fulton referred to that, because Astoria had those privileges when the letter was written. The letter follows:

Change Nature. Referring to the conversation between us on the subject of making Astoria a common point with Portland, and my decision to that effect so far as the Southern Pacific company is concerned, I have given the question much thought.

When I told you that the Southern Pacific would do it, I was still in some doubt whether it would be a thing to do, as it would build up Astoria as a competitor of San Francisco and more than any of the towns on Puget sound could be, as the latter are all so much smaller than San Francisco.

As the Southern Pacific company would lose its great emporium, I have thought of the matter the more I am disposed to believe in it, and I am now ready to let man cannot change to any considerable extent the works of nature. The water of the Columbia river is a let, and that, of course, is at Astoria. The watershed of that river is the second largest in the United States, and substantially all the immense tonnage coming from it must follow the gravity line to Astoria.

Over the river to its mouth, where it can be transferred to the great ships that are hereafter to do the commerce of the sea.

Small Learn Mistake. This result may be prevented for a time by the people who are so interested in the Astoria rate, but it will come time when the people of Astoria as the embarkadero of their goods, and the people of the inland Empire, will be forced to recognize the fact that a mistake, although they may continue strenuously to hold to their views for a short time, for gravity lines on the Puget sound shall have had time to go to increase and improve their facilities for the trade of commerce between rail and ship that the danger and injury to Portland shall have become everywhere recognized, and it might then take years for the gravity line to be corrected, and it would be sooner or later, since no other port can compete continuously with gravity. The time to act for gravity lines on the country of which she is, and will no doubt remain, the financial center, is now, and I do not doubt that the wisdom and justification of my action in declining in favor of making Astoria a common point will be seen in the comparatively near future by all the people of your part of the country.

Have Been Told. I have been told that Mr. Scott, editor of the Oregonian, understands this question as I do, and if he should use his great ability and influence to make Astoria the embarkadero of Portland, only a small percentage of the tonnage of the Columbia river watershed will be lifted over the Cascade mountains to go to Puget sound; and even this small part will take that course only for a short time, for gravity lines on the land and great ships on the sea are going to determine the lines of trade as at present, but the future hereafter. In acting along these lines I may not be serving my own best interests at present, but the future longer than the present, and he does well who recognizes the signs of the times and gets out of the way of the inevitable.

Portland has neighbors on Puget sound who are not only wise but energetic. With Seattle's natural advantages to complete the Portland and Astoria, it seems to me, the imminent danger of losing her financial prestige, and the fact that the inland Empire embarkadero, Portland, in my opinion, can hold her position as a financial center for the great northwest.

Expectations. Mr. Fulton's effort throughout the afternoon session was to show that cost of operating trains has a direct bearing upon rate making and introduced several witnesses to show what the difference in cost is between Spokane and Puget sound over the mountain ranges and from Spokane to Astoria, over water grade.

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MEXICO CITY OFFERS SERIOUS SITUATION; DISORDERS PREVAIL

Washington Trying to Patch Up Differences Between Villa and Carranza.

REBELS ROUT FEDERALS

No More Developments Expected From Niagara Falls With Carranza Announces His Future Policy.

(United Press Special Wire.) Washington, July 1.—Officialdom was deeply concerned here today over the trouble said to have developed between Generals Carranza and Villa.

Villa's Washington representative, Felix Summerfeld, insisted to be sure that the general was still in accord with Carranza and had returned to Torreon only to prepare for the final assault on the city. However, he was quite open in discussing the quarrel, declaring that "Villa is drunk with ambition."

The "A. B. C." mediators having taken an indefinite recess, no further developments were looked for from Niagara Falls until more news is heard from General Carranza concerning the sending of rebel representatives to confer with the Huertista envoys, which he has no choice but to accept in arrangement as gracefully as possible.

General Obregon reported to Juarez that he had captured the Guadaluara electric line, and was expected shortly to begin a general attack on the city.

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NEW OREGON CITY LINE GIVES UP FIGHT FOR FRANCHISE ON 17TH

Company Now Proposes to Come Into City Along East Twenty-eighth Street.

OLD ROUTE RELINQUISHED

Resolution Introduced in Council Today Announcing Intention; Old Right Tied Up by Referendum.

By a resolution introduced before the city council today the Portland & Oregon City Electric Railway company relinquishes its franchise on East Seventeenth street over which there has been considerable trouble, and proposes to come into the city on East Twenty-eighth street.

The franchise for this new route is now pending. The resolution which was introduced by Will H. Daly, commissioner of public utilities, provides that the company is to sell six rides for 25 cents in the city limits. The measure carries amendments to the franchise applied for a number of months ago, but on which final action has not yet been taken.

Even General Nason, who was Carranza's choice, and supported Villa, wrote to the latter, pledging him his support.

As the break becomes complete, the expectation was that Villa, assuming general control of the rebel campaign, would proclaim General Angeles head of the civil branch of the rebel government subject to his own authority. It was the general opinion here that Carranza would have no choice but to accept the arrangement as gracefully as possible.

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Contracting Firm Facing Hearing

Company Accused of Tearing Up Fourth Street Within the Two Year Limit; Firm Arrested.

For tearing up the pavement on Fourth street within the two year limit the contracting firm of Gleibich & Joplin has been arrested and will appear before the municipal court this morning.

The city council December 17, 1913, passed an ordinance making it unlawful for any contractor to cut up or open the new pavement of Fourth street. According to the other city ordinances a permit must also be obtained from the engineering department before an opening is made.

Gleibich & Joplin did the work. An agreement was entered into between the city and contractors that the latter would keep the street in repair for five years. In other words, the pavement is guaranteed for this period, and the company has a bond of \$30,000 to this effect.

The city engineering department brought the work was not a repair of pavement, but of water main. Judge Stevenson said he was not satisfied on this point, and continued the hearing until Thursday for further testimony on this point.

Clafin Stores in Butte Are Reopened

Managers of the Two Stores There, Both to Continue Operations.

Butte, Mont., July 1.—Charles J. Keeler for the Henney Mercantile company and W. B. Ruffner for the M. J. Conell company, both were managers of the company for which they are now receivers. The stores will continue operations. Both are Clafin concerns.

Unitarians Are Entertained. White Salmon, Wash., July 1.—About 75 members of the Unitarian church of Hood River were entertained here Friday at the country home of Mr. and Mrs. George L. Aggers, by the Unitarians of White Salmon. A picnic lunch was served. Special music was a feature, solo being sung by L. A. Wenner of Hood River and Mrs. Roy Heaman of White Salmon.

Anniversary Is Celebrated. Commission Government Went Into Effect Year Ago Today.

Commission form of government is one year old today and this is the way the city of Astoria commemorated the first anniversary.

Listened to written objections of Paul E. French to the garage, incinerator and the Pacific Telephone and Telegraph company furnish five party service. The council has already heard the company officials' arguments against the plan.

Gave first and second readings to an ordinance authorizing Commissioner Brewster to purchase a strip of property on Mount Tabor to be used for park purposes. The piece is 30 feet wide and 1200 feet long. The price decided upon is \$800. If purchased it will be added to the present Mount Tabor park.

In addition to these the council took action on 105 other matters, including those pertaining to streets, ordinances, memorials, remonstrances and others.

Salary for June Involved. Interesting Developments Expected in Controversy Over Warrants.

Interesting developments in the controversy between Commissioner Dieck and the municipal civil service board over the appointment of Howard Holmes to the position of chief of the bureau of highways and bridges are expected this week when Holmes tries to draw his salary warrant for June. Some time ago the board ordered this held up.

Holmes was temporarily appointed to the position by Commissioner Dieck after an examination was held in which Holmes failed to qualify. The board ordered that a man be appointed from the eligible list, but this has not been done.

Policeman's Claim Allowed. The city council this morning al-

lowed George Ford, a patrolman, \$60 which he paid as the result of a suit brought at noon today by a man he had arrested March 30. According to the claim, Bush charged that he had been kicked and beaten by Ford and the court allowed a total of \$110. On the recommendation of Chief of Police Clark the council allowed Ford's claim for \$60.

Market Charge Is Urged. City May Charge Ten Cents for Each Stall.

In recommendations to be made by Commissioner Bigelow to the city council Friday rates are fixed for stalls in the Yamhill public market now