

GRAIN PRICES DROP AS RESULT OF CLOSING OF FIVE BIG ELEVATORS

Others to Be Closed Because Capacity Is Reached With Shipments Impossible.

ROADS REFUSING FREIGHT

Submarine Embargo Causes Almost Unprecedented Congestion of Loaded Freight Cars in Middle West.

Chicago, Feb. 13.—(U. P.)—The announcement of the closing down of five elevators having a capacity of 7,000,000 bushels, by the J. Rosenbaum Grain company here, shortly before noon caused a sharp break in the price of grain in the exchange. May wheat dropped 2 cents, July 3 cents, and September 2 1/2 cents. Corn and oats also tumbled.

Along with the announcement of Rosenbaum came the news that a half dozen other elevators would close. They are filled with grain and cannot ship. The Washburn railroad placed an embargo on all grain shipments to Chicago and the east this morning.

Unprecedented Congestion Reported.

Refusal of railroads to accept shipments owing to the submarine embargo is causing an almost unprecedented congestion of loaded freight cars in western terminals according to officials on various western trunk lines.

Steps were being taken today to relieve the situation here by adopting the measures taken by eastern roads. From the operating departments of several of the western roads went all orders to refuse shipments billed to destinations east of Chicago or to the Atlantic seaboard unless guarantees of storage facilities were presented.

In Chicago yards according to officials of the Rock Island there are more than 900 loaded cars consigned to the Atlantic seaboard from points on the Rock Island alone. Most of these contain grain for export. At other Rock Island terminals are 700 additional cars.

Shippers Up in Arms.

Northwestern officials also admit that they are facing a problem in keeping their rolling stock moving toward the eastward and in supplying empty cars to western shippers.

Kansas City and St. Louis report traffic conditions there are "terrific." Only one road out of St. Louis is giving through bills to the seaboard. Shippers are up in arms but thus far have secured no relief.

In Kansas City shippers describe the situation as the worst in the history of the city. The Santa Fe railroad alone is said to have 1000 cars tied up in its yards, waiting to be delivered to eastern points. The freight tied up consists mostly of grain, hay, alfalfa meal and lumber.

Santa Fe Is Worst Hit.

The Santa Fe probably is the worst hit, because of its being the largest line tapping the middle and far western markets. Other roads entering Kansas City also report great difficulty in getting cars to seaboard destinations.

That there are more than 10,000 cars tied up in Chicago yards alone was the statement of Chicago, Burlington & Quincy officials.

According to H. E. Byron, vice president, the C. B. & Q. alone has about 2000 cars on its hands. Many of these are from other roads, however. A similar condition exists on the Chicago, Milwaukee & St. Paul and the Big Four. Officials of the Big Four stated that not a single western road was accepting shipments for the east except upon special orders and guarantees that the cars would be given clearance.

Food Prices May Take Drop.

More than 2000 cars loaded with lumber and cotton are being held in the Big Four yards, according to J. H. Porterfield, general superintendent of transportation of that line. In addition to these, 600 are held at Indianapolis and 2400 at other Indiana and western Pennsylvania points.

It is explained that the German sub-

marine embargo is piling up goods to the limit of eastern storage, and as a result eastern railroads are unable to unload cars.

With warmer weather predicted and continued embargo on shipments east, Chicago commission men look for a big decline in price of foodstuffs. The inevitable result, they point out, will be a flooding of western markets with perishable and non-perishable foodstuffs. The uncertainty of the national political situation will prevent speculators from holding on or cornering the market, and farmers are loath to overlook the present opportunity to secure top figures for their produce.

Soliciting Is Stopped.

San Francisco, Feb. 12.—(U. P.)—Santa Fe freight officials were ordered today to stop soliciting east-bound freight. All freight is accepted now by the Southern Pacific and Santa Fe subject to a flock of embargoes on eastern railroads.

Except for perishables, no freight whatever is being moved from the Pacific to the Atlantic seaboard. Grain dealers of the Pacific coast see no relief and some are demanding government action.

GENERAL PERSHING IS TO MARRY NEW YORK WIDOW SOON, REPORT

Aides of Commander of Recent Mexican Expedition, However, Deny Rumor.

El Paso, Texas, Feb. 12.—(I. N. S.)—The engagement of General John S. Pershing, commander of the American forces recently withdrawn from Mexican soil, to a New York widow will be announced early in March, according to reports in circulation in army circles today. The reports are denied by the general's aides. The name of the widow is not disclosed, but it is said General Pershing has known her for years.

General Pershing is 55 years of age. His wife, a daughter of Senator Frances Warren of Wyoming, and three children, were burned to death in a fire that destroyed their home at the Presidio, San Francisco, a few months before the American punitive expedition headed into Mexico last March.

It is reported that General Pershing will go to Santa Fe, N. M., February 22, to accept a medal from the state legislature and will then take a month's leave of absence, proceeding to New York for the wedding.

Pershing was placed in command of the El Paso district upon his return from Mexico.

Turning away several hundred people eager to hear Dr. Earnest H. Lindley of Indiana university, who is lecturing as part of the Reed college extension department, the Reed college authorities have arranged to have his future lectures given in the Lincoln high school auditorium which has a seating capacity of 1200. Dr. Lindley's lecture Wednesday night will be on "Will Power" and is one in the series given by him on "Psychology in Relation to Business."

Lindley Lectures At Lincoln High

Bill to Fix Railway Fares Is Killed

Salem, Or., Feb. 13.—The house this morning killed Crandall's bill 453, fixing the maximum passenger fares that may be charged by a railroad. The railroad commission had recommended its indefinite postponement and, although Crandall made a vigorous fight to save the measure, the slaughter was complete. It was declared for the committee that the measure would hamper the construction of lines into new territory, like the Strahorn project.

Records Tell Early History of Clarke County, Washington

County Seat Located on Claim Jumped After Being Laid Out as a Townsite.

"COLUMBIA CITY" NAME

Early Day Officials Were Generous in Way of Voting Compensation for Their Own Public Services.

By Fred Lockley.

Vancouver, Wash., Feb. 12.—In 1859 northern Oregon, as what is now the state of Washington was then called, was divided into two counties, Lewis and Clarke county. The census of 1850 gave northern Oregon a population of 1201. There were 241 families living "in that portion of Oregon that lies north of the Columbia river," (Clarke county) had 95 families and Lewis county 146. There were 58 children of school age in Clarke county, 11 of whom attended school. The official records of Clarke county begin with July, 1850. Amos M. Short, John C. Alliman and William Goodwin were probate judges, or county commissioners as they are now termed.

Judges Claim Jumpers.

The third official act of their first session was the selecting of a county seat. The fact that Henry Williams, son and William Fellows had already laid out the identical townsite selected and had had it recorded at the land office at Oregon City (and the further fact that Amos M. Short had jumped their claim and killed the man left to guard it did not seem to greatly concern Judge Short and his fellow judges.

On the next day, Wednesday, July 3, 1850, the county court "in the name and for the use of Clarke county" took formal possession of the claim and appointed R. H. Lansdale agent for the county with authority to have it surveyed and laid off into town lots, streets and alleys.

Salary Allowances Generous.

They voted themselves \$30 each for the three days' work and allowed equal amounts to the clerk and the bailiff. They also voted Judge Short, Judge Alliman and Clerk Lansdale \$6 each \$3 judges of election and allowed A. M. Short \$11 for three small blank books and \$16 to Clerk Fellows for blank books he had bought for keeping the minutes of their meetings.

At the next meeting of the county court they went over the assessor's report and found that there were 60 voters in the county who were assessed a poll tax of \$1 each.

They found that within the limits of Clarke county there was taxable property to the amount of \$415,756, a large part of which was the holdings of the Hudson Bay company.

First Taxes Levied.

They levied a tax of half a mill for territorial purposes and 3 1/2 mills for extension purposes. They received the report of R. H. Lansdale to the effect that he had hired George R. Porter to survey and plat the county seat.

They ordered the plat of the city recorded and ordered that the surveyor be allowed \$20 a day for the six days he had spent on the work (\$120), and further that R. H. Lansdale be allowed \$50 for supervising the surveyor in his survey of the county seat and that Amos M. Short and John C. Alliman be allowed \$20 each for assisting R. H. Lansdale to supervise the surveyor in surveying the county seat, and that Amos M. Short be allowed the further sum of \$20 a month for the use of his house to meet in three days a month.

Lots Are Ordered Sold.

R. H. Lansdale was ordered to offer for sale all odd numbered lots in "Columbia City," sale to be held on September 30, 1850, minimum price of \$25, and he was ordered to advertise the sale in the Oregon Spectator of Oregon City. W. W. Chapman of Portland was engaged as legal counsel for the probate court to represent

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These three bills are not as radical as the ones first proposed, but nevertheless it is pointed out that the senate leaders are playing politics with the state industrial accident commission.

The first of the three bills reduces the number of commissioners in the industrial accident commission from three to two and cuts their salaries from \$2600 to \$2000. It repeals the present requirement that all the commissioners shall not be of the same political party.

The governor will appoint the two commissioners, as at present; and he will also appoint the department physician, at a salary of \$1800 a year. The physician will be called in to vote with the commission in the event of a deadlock between the two commissioners.

The second bill makes the industrial welfare commission and the child labor commission one.

Knocks Obstinate Coughs in a Hurry

A Simple Home-Made Remedy That Gets at the Cause.

Thousands of people normally healthy in every other respect, are annoyed with a persistent hanging-on cough that has lasted for weeks, disturbing their sleep and making life disagreeable. It's so needless—there's an old home-made remedy that will end such a cough easily and quickly.

Get from any druggist the "50 cents of Pinex" (50 cents worth), pour it into a pint bottle and fill the bottle with plain granulated sugar syrup, then shaking it at once. Gradually but surely you will notice the phlegm thin out and then disappear altogether, thus ending a cough that you never thought would end. It also promptly loosens a dry or tight cough, stops the troublesome throat tickle, soothes the irritated membranes that line the throat and promptly relieves the chest almost immediately. A day's use will usually break up an ordinary throat or chest cold, and for bronchitis, croup, whooping cough and bronchial asthma there is nothing better. It tastes pleasant and keeps perfectly.

Pinex is a most valuable concentrated compound of genuine Norway pine extract, combined with gualacool and is used by millions of people every year for throat and chest colds with splendid results.

To avoid disappointment, ask your druggist for "2 1/2 ounces of Pinex" with full directions and don't accept anything else. A guarantee of absolute satisfaction or money promptly refunded goes with this preparation. The Pinex Co., Ft. Wayne, Ind.

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its interests in the county seat matter. He was to be paid \$100 in cash in hand at once and \$100 in county lots in Columbia City and to be paid \$600 additional if the county got the claim.

In spite of the doubt in the minds of the probate judges as to whether they could legally secure the claim they decided to go ahead and sell the odd numbered lots as it would raise revenue to the county and pay the expense of necessary trips on county business to Portland.

Military Reserve Trouble.

On Wednesday, December 4, 1850, the following record appears in the court's transactions: "Amos M. Short is authorized to act in procuring to be printed, circulated and forwarded to the proper authorities, and to receive the military reserve in Clarke county to one quarter section." This was done so that there would be no conflict in the boundary lines of the proposed Columbia City and the military reserve. Amos M. Short was allowed \$182.50 for his work in circulating the petition to have the military reserve cut down to 160 acres.

Because of protests of the settlers the military reserve had been cut down from 16 square miles to 10 square miles and then to four square miles and finally to one square mile and now it was sought, although unsuccessfully, to cut it down to a quarter section.

First Record Book Found.

In the auditor's office you may also see another small old-style blank book on the front page of which is written "This book is the record of land claims in Clarke county, number first, recorded at July 1, 1850. Richard H. Lansdale, clerk of probate, and official recorder of said county."

On page 1, claim 1, is recorded the fact that on October 1, 1850, John Barclay recorded his claim in Book 1 at Oregon City and that his claim adjoins that of James Douglas. On the same page is recorded the second claim to be recorded in Clarke county which reads as follows: "Claim of 160 acres of land for county seat of Clark county, Oregon territory."

Short's Claim Causes Litigation.

The next claim to be recorded is that of Amos M. Short. Probably no claim in the west has caused more litigation than this claim. There has been long drawn out litigation not only as to the legality of the claim, but to the validity of the dedication of the public levee and the park has been the subject of acrimonious debate and decisions and reversals of decisions and appeals have been taken times without number on almost every phase of the claim. Amos Short had been dead for more than 20 years and his widow had been dead for more than 12 years before a patent to their claim was finally issued and this was but the beginning of a renewal of long drawn out and bitterly contested legal fight. In my next article I will touch briefly upon this legal contest in its relation to the public ownership of the 1300-foot public levee.

Pressure Should Be Brought to Bear on Kaiser, Is Intimation

President Indicates Germany Will Be to Blame If Armed Clash Occurs.

Washington, Feb. 13.—(U. P.)—By replying quickly and sharply to Germany's suggestion for negotiations tending to avoid war, President Wilson, it was declared today, has handed out a hint to organized pacifists and propagandists.

Those close to the president intimated that he has shown that those working against war are laboring at the wrong end of the trouble. If there is an armed clash, the president has emphatically said, the blame will rest on the shoulders of the German government. The way to peace he declared yesterday, is for Germany to withdraw her U-boat decree.

Henceforth, he said, the pacifists and propagandists should bring their pressure to bear on the kaiser.

A delegation representing the friends of Irish freedom, headed by Victor Herbert, the composer, left a peace appeal at the White House today, one of scores of its kind that have come in since the propaganda against war got into full swing.

Bryan Did Not Send Plea.

Boston, Feb. 13.—(U. P.)—Replying to a telegram from the Christian Science Monitor regarding his alleged participation in the sending of the wireless private peace plea to Germany, William J. Bryan telegraphed as follows:

"Miami, Florida—I have not seen the story to which you refer, but can give you the facts.

"I did not see the German ambassador or any one representing him, an American citizen asked me how a communication in the interest of peace could be sent to Germany by wireless. I advised him to take the matter up with Secretary Daniels, who has supervision over wireless stations and gave him a letter of identification to the secretary.

"I have no knowledge as to the contents of the message and do not know whether it was sent."

No Recommendation For Tunnel Bill

Senate Committee on Revision of Laws Is Expected to Report Out This Afternoon on Enabling Act.

Salem, Or., Feb. 12.—It is expected the senate committee on revision of laws will report out senate bill 185 today, known as the "Tunnel Bill," which provides for the construction of tunnels for highway purposes, and the object in view is to submit to the property owners the question of organizing a district for the purpose of running a tunnel under Council Crest to connect Portland with the fertile Tualatin valley.

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—the sweetest valentine of all— A Box of Cat'n Fiddle Chocolates

Each morsel is rich in deliciousness and sentiment in the meaning of the Valentine. It is a distinct compliment to good taste and discerning judgment. 50c to \$1.00 the pound box.

Valentine's Day Favors

Distinctive novelties that meet the requirements of the Valentine party. An inspection does not imparture you to buy.

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Reliable Dentistry

We guarantee our work for 10 years. We will examine your teeth free and tell you just what they require and what it will cost.

DR. H. F. NEWTON, Prop. Open Evenings Until 10. Boston Painless Dentists

Between 4th and 5th on Washington St.

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The third bill merely transfers to the office of labor commissioner the factory inspection now done by the industrial accident commission.

Speeches in support of the measures were made by Dimick, President Moser and Orton, while Smith of Coos and Huston opposed the bill changing the industrial accident commission and Senator Eddy questioned the wisdom of it but voted for the bill.

Senator Huston said he would vote against the bill because he had received many telegrams and letters from large employers urging the legislature to leave the industrial accident commission alone, "as the present law is the best we ever had."

He pointed out that the workmen's compensation law was referred and in the election carried every county in the state.

Senator Smith of Coos predicted that this was the first step in a movement which would endeavor to ultimately abolish the workmen's compensation law of this state.

He pointed out that the industrial accident commission has handled more than 17,000 cases and appeals from its decisions have been taken in only nine cases. He pronounced that a remarkable record and said the good work of the commission should not be disturbed.

The vote on this bill, being senate bill 302, was as follows:

For the bill—Barrett, Bishop, Cusick, Dimick, Eddy, Farrell, Garland, Hawley, Hurley, La Follett, Lewis, Orton, Pierce, Shanks, Smith of Josephine, Stelwer, Strayer, Vinton, Wood, President Moser—30.

Against—Baldwin, Handley, Huston, Leinenweber, Olson, Smith of Coos, Von der Heilen—7.

Absent—Bingham, Gill, Wilbur—3. The two other bills were carried without opposition.

The senate today indefinitely postponed the following bills:

S. B. 227, by La Follett—Abolishing the state board of horticulture.

H. B. 217, by Callan—Providing for the advertisement for sale of school district bonds.

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