



## BEAN DEFENDS PORT BILL

### Portland Fears Measure Would Cripple Her

### CAMPBELL STARTS ROW

### Multnomah Representatives Allege That They See 'Joker' in Pilotage Bill

### PASSED FIRST TWO READINGS

### Measures is Reported Yesterday by Special Committee With Recommendations For Its Passage When Campbell Raises Objections.

STATEHOUSE, Salem, Or., Jan. 21.—Discoveries of "Jokers" in the bill introduced by Representative Bean of Lake County, providing for the incorporation of ports, made at the last minute, when the proposed measure was about to be read for the third time and placed on final passage this morning, have stirred up a hornet's nest in the House. The alarm was sounded by Representative Campbell, of Clackamas, who declared emphatically that if the bill were enacted into law without its teeth being drawn it would "bottle up the pilotage at the mouth of the Columbia River in favor of Astoria as against the interests of Portland."

When Campbell first raised his objection to the proposed measure, he met with the opposition of a member of the Multnomah Representatives, who expressed the conviction that the bill had been framed in the interests of Southwestern Oregon, and as it did not interfere with the northern part of the state should not be combated by it. It was not long, however, until the members of the Multnomah delegation in the House had begun to open their eyes, and soon the news that "something was doing" reached the Senator Chamber, with the result that Senator Bailey lost no time in procuring a copy of Bean's bill. Becoming convinced on hastily reading the first few clauses of the measure that it would deal Portland a solar plexus blow if passed, he hurried into the house chamber and circulated among the Representatives, calling their attention to several features which he believed derogatory to the interests of the state metropolis.

The bill was read first time January 12, and the second time January 19, going to a special committee on the same day. The committee was composed of Bean, chairman; Buchanan, McCue, Bedillion, Muncy and Jones of Lincoln and Polk. It was reported yesterday with the recommendation that it pass. The report was adopted, but the bill was not placed on final passage because of Campbell's opposition. He said he wanted more time in which to study its features before voting on the measure. Accordingly, it was made a special order for 10 o'clock this morning but was not taken up until an hour later. The bill was then considered in committee of the whole with Campbell in the chair.

In committee of the whole the bill was considered clause by clause. The first six sections were adopted with practically no opposition, but Campbell precipitated a battle royal when clauses 3, 4 and 5 of section 7 of the bill numbered 28 on the calendar came up for consideration.

"These clauses give any part of any one county the right to organize as a municipal corporation," said the man from Clackamas, "and when so organized the port has exclusive control over the waters within its boundaries and between its boundaries and the sea. This in all probability would take away from the Port of Portland control of the Columbia River below any port hereafter organized under this law between Portland and the sea."

Mr. Bean earnestly defended his bill, and McCue came to his aid, denying that such could be the case, when the United States controls the waters of navigable streams.

"If the United States controls the waters of any such stream entirely, what is the use of attempting by law to give any port the right to do so?" demanded Campbell.

In the meantime Senator Bailey had drawn the attention of several members of the house to provisions of the bill, explaining that according to his construction, Astoria could afterward incorporate as a port and completely control its own waters and those between Astoria and the sea. In such case it was contended Astoria would have the power to fix towage rates governing pilotage at the mouth of the stream and regulate the speed of towboats, causing them to travel no faster than two miles an hour after they entered the waters of the port if it saw fit.

It was not long until Representative Jaeger saw the light, and was on his feet with objections to the bill. Couch followed, and soon the entire Multnomah delegation was "sitting up and listening."

The debate was lively when the committee of the whole dissolved at noon. The house adjourned to 2 o'clock and in the interim the members of the Multnomah delegation got together to decide on the policy to be followed.

It is believed even by Campbell that Representative Bean introduced the bill in good faith, thinking it to be in the interests of the Siuslaw River and the Coos Bay district, but the members of the Clatsop delegation are suspected of being responsible for the provisions considered inimical to the

interests of Portland. Representative McCue denies that such is the case and maintains there is nothing in the proposed measure which would cripple Portland as a port.

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Senator Flint and other Californians have told the president plainly while they are willing to help him, they do not place much confidence in the government's figures as to the increasing numbers of Japanese in this country. Facts dispute figures, they say, and add that the Japanese are taking possession of whole towns.

The president urged that he would like to see a fair trial given to the promise of the Japanese to decrease the number of their citizens in this country and if this trial shows there is no decrease, then he will no longer use his influence, even after he goes out of office, to prevent hostile legislation.

Senator Fulton after a talk at the White House said the feeling in his state is not so acute as in California. "Japanese and Chinese children attend the same schools as white children in our state," said Fulton.

SACRAMENTO, Jan. 21.—Governor Gillett repeated today there be no legislation against the Japanese so far as he could see at this session of the legislature.

He has not decided to address the members of the legislature in a special message as he does not think it necessary with view of the wide publication of the wishes of the federal authorities. The governor has a letter from Secretary Root but declined to make it public on the ground that Root considered it of confidential character. Assemblyman Johnson's bill providing for segregation of Japanese within municipalities was favorably reported today, but all such measures will be held in abeyance until Wednesday when they will be made a special order. It was stated on reliable authority that even if all the anti-Japanese measures pass the house, the senate will not endorse them and as the governor has declared himself against them there seems to be but little likelihood of their becoming laws.

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## ASKS FAIR TRIAL FOR THE JAP

### Wants Immigration Bill Held in Abeyance

### GILLETT CONFIDENT

### Governor of California Declares There Will be no Legislation Against Japanese

### NOT LIKELY TO PASS SENATE

### Senator Flint Tells President That he Places Little Confidence in Government Figures Regarding Immigration as Facts Tell Another Story.

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### LANDS NOW OPEN.

DENVER, Jan. 21.—The Sangro Deprieto land grant, one of the oldest granted by the Mexican government is thrown open to settlement after having been in the possession of the Costilla family for a century and the grant comprises 600,000 acres and was ceded by Mexico to the head of the Costilla family before the territory was acquired by the United States. The grant lies partly in New Mexico but mostly in Colorado, being situated near the San Luis Valley in the southern part of the state.

### CHINESE STEAMERS.

VICTORIA, B. C., Jan. 21.—The Chinese government has instructed the ministers at Washington, London, Paris, and Tokio to make enquiries into the system and management of steamship business of the four countries with a view to the establishment of national steamship lines financed by the government and people of China and aided by subsidies similar to the Japanese state aided steamship lines. It is proposed to establish service first on Chinese rivers and on the Chinese coast followed by a trans-Pacific line.

## DEBRIS BLOCKS CHANEL OF WILLAMETTE

### DRIFTS SO THICK THAT THE STEAMERS ARE STOPPED—BRIDGES THREATENED.

PORTLAND, Jan. 21.—Sawlogs, driftwood, boomsticks, cordwood and uprooted trees are being carried through the harbor by one of the swiftest currents ever seen in the Willamette. Practically all of the piling used for boistering up the Madison street bridge were wrenched out by the strong undercurrents and went tearing down stream with the rest of the debris which is strewn so thick as to about close navigation on the Willamette River.

Because of the dangerous drift, coupled with the moving ice, the large coast steamers Majestic, St. Helens and Daisy Mitchell, which were bound for San Francisco had to tie up after reaching Rainier last evening. Reports from there state that the debris was feared by the navigators more than the large cakes of ice with which the channel appears to be almost full.

## POLICE HAVE SOLUTION TO CRIB DISASTER

### SURVEYOR GIVES EVIDENCE THAT A MAN CARRIED A TORCH NEAR DYNAMITE

CHICAGO, Jan. 21.—That the list of 50 known dead will probably be increased to 70 or more was developed today in official investigation of the burning of the crib in the lake yesterday.

It was discovered that most of the workmen died at the mouth of the shaft. This was searched to the depth of 165 feet, but no bodies were found. It is believed that the bodies will be found further on and also in the lake.

It was late tonight that the police conceded that one of the three working men who escaped from the crib will be able to explain how the fire started. One of the men is being kept under surveillance and another is in the hospital. The survivor is said to have given evidence that one of the men carried a lighted torch into a compartment of the crib in which the dynamite was stored and that he either dropped the torch or allowed some sparks from it to fly about and then escaped.

### SWIMMING POOLS.

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## SPOKANE LINE DEMORALIZED

### Storm and Floods Cause Slides and Washouts

### TRACKS UNDER WATER

### O. R. & N. West Bound Trains Stalled at Colfax—N. P. Out at Pasco

### WILLAMETTE STILL RISING

### Will be Several Days Before Vancouver-Kalama Line Will be Able to Resume Operations Owing to Landslides and Soft Track.

PORTLAND, Jan. 21.—Isolation of Spokane from both Portland and Puget Sound is complete today as the result of the snow now general over the Northwest. All railroad communication with the metropolis of the Inland Empire was cut off when massive slides and extensive washouts on the Great Northern between Spokane and Leavenworth incapacitated that road from service.

The O. R. & N. cant move a train west of Colfax on its Washington division, while the floods have put the Northern Pacific east of Pasco out of commission, at least, until tomorrow.

The main line of the O. R. & N. has been reopened, but all trains are running one or more hours late because of the soft track and the precautionary orders which have been issued to "make safety paramount to speed."

There have been no serious washouts or slides on the main line in the past 36 hours, and none are looked for.

The Southern Pacific succeeded in clearing away the rock and mud obstruction which derailed No. 221 north of Ashland at 6:45 o'clock last night, Nos. 13 and 15 being laid out five and two hours, respectively, by this accident. A bad washout between Salem and Turner still further delayed all trains several hours, but at noon the line was reported clear.

Weather reports received by the Harriman offices show that heavy rains fell throughout Western Oregon most of the night; but that all streams on the West Side are falling this afternoon. The streams on the East Side are at a stand, while the Willamette is still going up.

The North Bank was unable to get No. 2 out further than to Vancouver last night, but this train took No. 4's time this morning and will go as far as Butler where the line is blocked. Here passengers and baggage will be transferred to another train east of this washout. Woodward Creek has caused serious trouble and much damage at this point. At Cooks, an engine rammed into a rock obstruction on the track and was ditched into several feet of water, several cars following it, the train very near toppling into the river. North Bank officials will try to get westbound No. 1 through to Portland out of Pasco tonight.

Latest advices are that it will be several days yet before the Northern Pacific will be able to resume operation of trains over the Vancouver-Kalama line, owing to continued landslides and soft track.

### HONOR PETTIBONE.

BUTTE, Jan. 20.—The Butte Miners' Union last night raised a fund for a monument to the late George A. Pettibone, of the Orchard murder trial fame. The subscription lists are still open. The shaft, it is said, will be raised in Denver.

### RACING AND BETTING.

HELENA, Mont., Jan. 21.—The statement that the abolishment of long race meetings with gambling would destroy or injure horse breeding throughout the state, received a bad jolt last night at the hands of W. H. Knight, secretary of the American Trotting Association.

A. D. Galbraith, vice-president of the Montana Breeders Association, wired Mr. Knight yesterday. Mr. Knight's reply follows:

"Long race meetings with gambling have either entirely destroyed or have injured horse racing in most every locality where they have been permitted. Meetings of greater length than two weeks should not be permitted in any county."

### THIS JUDGE WAS WISE.

CHICAGO, Jan. 21.—One municipal judge has been found who is not willing to qualify as an expert on dressmaking contrary to the example set by his fellow-jurists in the recent past.

Miss Mabelle Probska has demanded \$250 damages from a cleaner for the alleged ruination of a velvet gown.

"If you don't believe the gown has shrunk," said M's Probska, "I'll put it on and show you."

"No, no, no," said the court. "Please don't. I would not know a thing about it. I could not tell if it was the best fit in the world."

"But it doesn't fit," protested Miss Probska.

"Well, then," said the court, "We'll have an expert witness tell us about that."

## GOMPERS WILL CARRY FIGHT TO END

### REQUESTS FRIENDS NOT TO ASK FOR CLEMENCY FOR HIMSELF OR COMRADS.

WASHINGTON, Jan. 21.—We have not and will not ask for clemency and we hope our friends will not urge us to pursue such course. To ask pardon would render useless all the trials which you men and our friends in all walks of life have made for their rights and their liberties of our people might be restored. Such a pardon would only leave the whole case in confusion and it would have to be fought over again from the beginning."

This is the language used in a statement signed by Gompers, Mitchell and Morrison, in a current number of the American Federationist, in formal protest against Judge Wright's sentence of imprisonment for contempt of court.

### ARE STUDYING LINCOLN.

CHICAGO, Jan. 21.—With the approach of the Lincoln Centennial memorial February 7-14, there is a great demand at the public library for books on Lincoln and to assist the hundreds of daily callers for information, a special catalogue has been issued. This furnishes more than one thousand titles and for further convenience, classifications have been made, such as "Lincoln as a Lawyer," "Lincoln as a Literary Man," "Lincoln and Temperance."

## JUDGES RAISED \$2,000 PER YEAR

### Circuit Judges Salaries Increased From \$7,000 to \$9,000—District From \$6,000 to \$8,000

WASHINGTON, Jan. 21.—Debate on the propriety of increasing salaries of the federal, circuit and district judges consumed nearly the entire time of the senate today with the result that the compensation of 29 circuit judges are increased from \$7,000 to \$9,000 and that of 84 district judges from \$6,000 to \$8,000. Senator Borah, who had offered amendments reducing the increase of salaries, recommended by the committee on appropriations declared that action of the senate in increasing salary of the president to \$100,000 was in violation of the spirit of the constitution and would never have been taken before or during the recent political campaign. Tillman insinuated that some federal judges are on the payrolls of corporations. His remarks called forth denunciations that such charges should not be made without specifying naming the judge referred to.

## TERRIFIC STORM IN CALIFORNIA

### Stockton in Danger of Great Flood

### FEAR LEVEES WILL GO

### San Joaquin and Sacramento Valleys Suffer Greatest Damage

### WORST IS YET TO COME

### Weather Bureau Predicts Continued Showers and the Crest of the Waters From Mountains Has Not Yet Reached Lowlands.

SAN FRANCISCO, Jan. 21.—With railroad traffic virtually suspended on some lines and train schedules badly demoralized on all roads with telephone and telegraph wires prostrated and communication only fitfully maintained, San Joaquin and Sacramento valleys are vast inlets, while California as a whole has during the past 24 hours experienced one of the worst storms in a quarter of a century. At some places the rain took the proportions of a cloudburst and was accompanied by a gale. Although the down-pour has ceased and the barometer is rising, the weather bureau predicts showers for tomorrow and the crest of the storm waters from the mountain streams will not reach a dangerous point in Sacramento and San Joaquin until midnight.

Weakened by the heavy pressure which has been subjected to it is feared many of the levees will break tonight. Stockton is most seriously situated. The suburbs of the city are already inundated and the waters are beginning to invade the business district. The loss to merchants of that city many of whom did not have time to move their goods from the basements will be heavy.

At Angels Camp, to the eastward of Stockton, a wall of water five feet high swept through the town carrying away 35 houses and drowning several Chinamen. This is a mining district. Trains on the Shasta division of the Southern Pacific began moving slowly tonight but later was brought to a halt by the washout of the bridge aterland.

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