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SHOW OF FORCE AGAINST JAPAN

Why Battleships Are Coming to Pacific.

PUSH OPEN THE DOOR IN CHINA

Japan Has Blocked It and Broken Promises.

ROUTE FLEET WILL TAKE

Evans Will Assemble 19 Battleships at San Francisco—Officials Try to Minimize the Importance of the Demonstration.

Table with columns: Battleships, Tons, Guns, Speed. Lists various ships like Connecticut, Maine, Louisiana, etc.

WASHINGTON, July 5.—(Special.)—Interest in world politics and the possibility of conflict with Japan was renewed here today when the definite news that a great fleet of United States warships would be sent to the Pacific Coast became generally known.

Japan Blocks Open Door. Ostensibly it was for the open door that Japan went to war with Russia. But after her victory the door of trade in Manchuria and Korea was pretty well blocked up with obstacles placed by Japan, much to the discomfiture of American and British merchants.

Fleet Will Stay in Pacific. While it has been constantly declared by the Navy Department that no menace to Japan is intended by the dispatch of the fleet, and Ambassador Aoki, of that country, has asserted that Japan will not construe the presence of the fleet in the Pacific as such, it is understood here that the arrival of the battleship squadron in the Pacific marks the initial step toward the maintenance of a permanent fighting fleet in the Pacific hereafter.

Whether the entire fleet of 18 vessels which is now destined for the Pacific remains there or not, it is asserted on the authority of well-informed officials that the American Navy in the Pacific will never again be inadequate to cope with any emergency on that side of the continent unless there is a vast change in the aspect of international politics.

SHIPS AND ROUTE TO PACIFIC

Battleships and How They Will Make Long Voyage. WASHINGTON, July 5.—Details of the vast movement of the Atlantic fleet to Pacific waters have been theoretically worked out weeks in advance by the Naval General Board. But these details are necessarily subject to constant change resulting from the withdrawal of battleships from active commission on account of having been declared antiquated or in need of repairs and the substitution of other ships just going into commission and fresh from the builders' hands.

Magellan Route in 60 Days. The opinion of the officers on duty today is that the route most feasible for the big ships is by way of the Straits of Magellan. The route across the Atlantic and through the Mediterranean and Suez Canal is open to the objection that it would bring the big ships almost into Japanese waters, and the movement might consequently be regarded as a menace, which Mr. Metcalf has stated was never contemplated. The Suez route, too, is longer by a thousand miles than the Magellan route. This, according to the best calculations and allowing for short visits to ports not upon the nearest sailing route, is about 13,000 miles in length.

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This battleship Oregon covered the distance from San Francisco to Jupiter Inlet, Fla., in 1898 in 62 days. But she was handicapped by the company of the little gunboat Marletta, which was scarcely able to make more than eight knots an hour, and also by the fact that as a precautionary measure the Oregon was sent around the West Indies, sensibly lengthening her route.



United States Commissioner of Labor Charles F. Neill, Mediator in Telegraph Operators' Strike.

ing a reasonable time for coaling on the way, the Atlantic fleet can make the passage from New York to San Francisco in less than 60 days.

It is conceded that Rear-Admiral Evans will have the honor of commanding the fleet. It is believed now that the route will be as follows: Where Stops Will Be Made. Leaving New York or Hampton Roads in the early fall, the battleships would probably steam straight to Culebra, where coal would be taken on. The next stop would be Rio de Janeiro and from that point the vessels would not halt until they reached Sand Point in the Straits of Magellan. Here again the coal supply would be replenished for the run to Callao, Peru. The next stage would be from Callao to Panama and from that point the ships would proceed without a stop to San Francisco.

It is believed that after reaching Peruvian waters the movements of the vessels will be much more deliberate than up to that point. Although the reason for this statement is not officially obtainable, it is apparent that the explanation is to be found in the fact that the battleships will be within easy reach of San Francisco. In other words, they could in an emergency arrive at that point before any other fleet could. Naturally, the coaling of the fleet is a very serious question. Two methods of doing this have been provided for in the plans of the general board. The first is to send with the battleships a sufficient number of colliers to enable them to replenish their coal supplies without any dependence upon foreign coaling stations. In this case a fleet of no less than 30 colliers will be necessary, because something like 7,000 tons of coal will be burned on this cruise. In the second case the plan is to provide for the use of merchantable coal along the route, which of course would diminish the need of colliers. Under the latter plan, it is probable that the five colliers already attached to the Atlantic fleet would be sent forward to Sand Point. Coal at that point is scarce, and extremely bad.

Will Have 19 Battleships. Admiral Evans, it is expected, will start with 18 battleships besides as many colliers. The armored cruisers Washington and Tennessee, which are now in French waters, are under orders immediately to refit and proceed to the Pacific Coast to form part of an armored cruiser squadron to be assembled there. It is possible that they will be detained and accompany the battleships on the cruise. When Admiral Evans arrives off the Coast, his fleet will be increased by the addition of the battleship Nebraska, newly completed and simply awaiting the rounding out of her skeleton crew. The battleships Wisconsin and Oregon, now at Bremerton Navy-Yard, Puget Sound, will probably have completed their extensive repairs by next March, so that they too may be added to the fleet, which will then comprise 19 battleships, besides the armored and protected cruisers of the Pacific fleet.

The composition of the fleet today is as follows: Battleships. Connecticut—Captain Hugo Osterhaus commanding; tonnage, 16,000; guns, 24; speed, 18 knots. Maine—Captain Nathan Niles; tonnage, 12,500; guns, 20; speed, 18 knots. Louisiana—Captain Richard Wainwright; tonnage, 16,000 tons; guns, 24; speed, 18 knots. Missouri—Captain Greenleaf A. Merritt; tonnage, 12,500; guns, 20; speed, 18 knots. Virginia—Captain Slocum Schreyer; tonnage, 14,948; guns, 24; speed, 19 knots. New Jersey—Captain William W. Kimball; tonnage, 14,948; guns, 24; speed, 19 knots. Rhode Island—Captain yet to be assigned; tonnage, 14,948; guns, 24; speed, 19 knots. Alabama—Captain Samuel P. Conly; tonnage, 11,525; guns, 18; speed, 17 knots. Illinois—Captain Gustaf B. Blockinger; tonnage, 11,525; guns, 18; speed, 17 knots. Kearsarge—Captain Isaac C. Whitson; tonnage, 11,525; guns, 22; speed, 16 knots. Kentucky—Captain Edward B. Barry; tonnage, 11,525; guns, 22; speed, 16 knots. Ohio—Captain Lewis C. Heilner; tonnage, 12,500; guns, 20; speed, 18 knots. Minnesota—Captain John Hubbard; tonnage, 17,850; guns, 24; speed, 18 knots. Vermont—Captain William P. Potter; tonnage, 17,850; guns, 24; speed, 18 knots.

OLDFIELD TRIES TO TAKE HIS LIFE

Smashes Windows in Effort to Leap.

WIFE'S SCREAMS BRING HELP

Crazed by Charges of Fraud, He Takes to Whisky.

ENRAGED BY REPROACHES

Pounds Glass With Fists and Cuts Himself Severely, but Portland Hotel Detective Drags Him Away to Doctor.

Brooding over his troubles, growing out of the recent automobile races held at the Irvington track last Wednesday, Barney Oldfield, the speed marvel, who was arrested Thursday on a charge of fraud, attempted to commit suicide by leaping from the window of his room at the Hotel Portland at 2 o'clock this morning, but was restrained by the intervention of his wife and Detective Joseph Reasing.

Since the publication of the alleged faking of the race meet and his arrest for obtaining money under false pretenses, Oldfield has been worrying over the affair and has been drinking heavily. This morning he returned to his rooms at the Portland Hotel after having been absent most of the night, and was taken to task by his wife, who is said to have upbraided him severely for his conduct, whereupon he became frenzied.

As near as could be learned at this hour, Oldfield rushed to the window of his room and smashed out the windows with his bare hands, which were severely cut during the operation. His wife rushed to his side and, by catching his clothing, restrained him from leaping until the arrival of House Detective Joseph Reasing, who was attracted to the room by the noise and the screams of Mrs. Oldfield.

Mr. Reasing burst into the apartment, seized the crazed automobilist by the arms and dragged him by main force from the window. Mrs. Oldfield was almost hysterical at the sight of the bleeding and lacerated hands of her husband, who was hustled as fast as possible to Nau's drugstore on the ground floor of the hostelry, where the wounds were dressed and the flow of blood stopped. Mr. Reasing afterwards took the speed marvel to a physician.

Takes Fraud Charges to Heart. Oldfield has taken his arrest and the notoriety gained through the charges of fraud very much to heart, and in spite of the admonition of his friends he has taken to drink, which is unusual for the great automobile driver—usually a most temperate man. He says his arrest is an injustice and, owing to his prominence in the automobile world, he thinks the notoriety given him will damage his reputation considerably.

Last night he is said to have indulged heavily in strong drinks and acted like anything but his usual self, and to this his friends attribute his rash action. After being cared for by Mr. Reasing and the physician he became normal again, but refused to discuss the affair.

The employees of the postoffice heard the cries and screams issuing from the hotel window and rushed to the street,

thinking a murder was being committed. Several automobiles and carriages were also attracted to the scene and most of the autolets knew the great driver and expressed their sympathy for him.

Aside from the cuts on his hands, Oldfield is not hurt and will suffer no permanent ill-effects from the episode.

OLD VETERAN PENNED IN

Government Inquires Into William Rockefeller's Game of Squeeze.

WRIGHT AND DICKINSON SECURE LEASES ON ADJOINING GROUND AND WORK IS BEGUN ON PARK-STREET SIDE—CREDIT TO CITY.

MODERN IN EVERY DETAIL

Wright and Dickinson Secure Leases on Adjoining Ground and Work Is Begun on Park-Street Side—Credit to City.

Two 19-story additions to the Oregon Hotel are to be erected at a cost of \$500,000, making that hostelry the largest in the Pacific Northwest. Definite announcement of this improvement was made yesterday by Wright & Dickinson, proprietors of the Oregon. The plans as outlined assure Portland not only additional hotel accommodations much needed for the entertainment of visitors, but a fireproof and strictly first-class hotel that will in all ways be a credit to the city.

Preliminary work on the first annex is already under way. This building is to stand on the lot immediately adjoining the present hotel in the rear. It will face on Park street, between Stark and Oak. The contracts for both excavation and construction already have been let. The old frame structures on the property are being razed and the city's first skyscraper hotel is an absolute certainty. It is to be built by Margaret S. Ainsworth on the lot owned by her and under lease to Wright & Dickinson.

The second annex will occupy the lot immediately north of the present six-story building of the Oregon. This ground is now covered with a three-story annex which will be removed. The excavation for this annex will be made simultaneously with that for the one facing on Park street, but the building will not be erected until the first annex is completed.

Leased for Twenty Years. Negotiations for the lease of the site of the Park street annex have been under way for several months but Wright & Dickinson have kept their plans quiet until all details have been completed and all is ready to proceed with actual construction. The lease to the proprietors of the Oregon has been signed for 20 years. The cost of the Park-street annex will be \$250,000. Specifications have been prepared by Sutton & Weeks, a San Francisco firm of architects and the contract for the construction has been let to the Contracting Engineering Company of Portland and Tacoma.

As soon as the old buildings now occupying the property have been removed, C. J. Cook & Co. will begin excavation work. One of the old buildings already has been torn down and the work of demolishing the other will commence today.

The building will be of reinforced concrete, the third large structure of this character to be erected in Portland. The others are the eight-story Couch building on Fourth street, now nearing completion, and the 12-story Board of Trade building, at Fourth and Oak streets, now well under way. The big Oregon annex will be faced with buff-colored brick, with terra cotta trimmings to match. This front will be especially attractive in appearance and

WILL COUNT CATHOLICS

Population in United States Is Estimated at 15,000,000.

ST. LOUIS, July 5.—Archbishop John J. Glennon, of St. Louis, has just been appointed by the United States Census Bureau as a special agent to compile statistics of the Catholic population of the country, estimated at 15,000,000.

Archbishop Glennon has appointed Rev. J. J. Tanneth, of St. Louis, his chief assistant, and has written to all the bishops in the United States, asking their co-operation.

ADD SKYSCRAPERS TO OREGON HOTEL

Annex Buildings Will Cost \$500,000.

TWO TEN-STORY STRUCTURES

Hostelry Will Become Largest in Pacific Northwest.

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will be an important improvement for Park street. The annex will increase the capacity of the present hotel by about 150 rooms and 75 private bathrooms. It will be as nearly fireproof throughout as modern construction can make it and be equipped with every convenience. The floors will be of concrete and the halls of tile. The building will be equipped with its own water-pumping station, electric light and power plants, using oil for fuel, as well as a complete system of refrigeration for the barrooms and kitchen; also with a compressed air cleaning plant, probably the only one in the city.

The ventilating system will be one of the most attractive features of the building. It will furnish filtered air taken in at the top of the building even to the grill room in the basement, so that in not more than 15 minutes, and so much often as desired, the air of the entire structure will be changed. The usual conveniences of telephones, hot and cold



Admiral Robley D. Evans, Who Will Command Battleship Fleet Coming to Pacific Coast.

water, and two high-speed elevators will be installed. Grill to Seat 700 Guests. As soon as the lower floor of the annex is completed, the present grill room will be enlarged to 100x100. This will then become the largest grill in the Pacific Northwest and will seat 700 people. It is planned, as a novel feature, to employ two orchestras, one stationed at each end of the room. The grill will occupy the entire space beneath the main floor of the present hotel, and the culinary department will be removed to the basement of the annex.

When the two annex buildings are completed the hotel will have 400 guest rooms and about 200 rooms with private baths, as well as numerous sample rooms, with baths, for commercial travelers and many sample rooms without baths. As every detail has been completed for the Park street building, its construction will progress rapidly. It is expected that the building will be practically completed within six months, and that Wright & Dickinson will occupy the property with their hotel business not later than 10 months from the present time. A member of the firm of Sutton & Weeks has been in the city for some time putting the finishing touches on the plans and has just returned to San Francisco.

Both Rockefeller's arrive in Chicago to testify before Landis. Page 1. Foreign. Hague conference has lively debate on American proposition. Page 8. American woman in London accused of using Morgan's name in swindle. Page 4. Japanese formally demand licenses in San Francisco. Page 4. Politics. McClellan still fights recount and Hearst gains votes thereby. Page 2. Domestic. Victory for Kansas over C. O. D. liquor sales. Page 16. Runyan is captured in rooms of woman who betrayed him. Page 5. Chicago operator is hit on strike; Nell trying to keep peace. Page 4. Antonio Apache, darling of Portland and New York 406, proves to be negro. Page 14. Row between Tillman and Dolliver causes talk of duel. Page 2. Wisconsin tornado kills 21 persons and does immense damage. Page 5. Evidence in Harwood case relating to Orchard's prepared alibi. Page 2. Salmon fishing industry rapidly dwindling. Page 6. Work of United States Fish Commission in Oregon and Washington. Page 6. Rev. W. Brougher has twice refused Seattle offer. Page 6. Commercial and Marine. Flour sent to China on consignment. Page 15. Slump in Eastern wheat markets. Page 15. Stock speculation in narrow; continued improvement in business outlook. Page 15. Colonel S. W. Reesler, United States Engineer, completes annual report; deep channel on Columbia River is assured. Page 14. Portland and Vicinity. Oregon Hotel to be enlarged by addition of two skyscrapers, each ten stories high. Page 1. Portland labor unions will fight wood trust by engaging in fuel business. Page 11. Federated Trades Council condemns action of Industrial Workers of World. Page 11. First Congregational Church calls Dr. L. R. Dyatt, of Brooklyn, to the pulpit. Page 11. Police Inspector Bruin said to be slated for dismissal. Page 10. Interior Warehouse Company sues O. R. & N. for \$31,800 damages by car shortage. Page 10. Knotty problems puzzling Oregon politicians. Page 10.

STANDARD CHIEFS REACH CHICAGO

Both Rockefeller's Will Be in Court.

SLIP INTO CITY UNOBSERVED

Only Two Witnesses Cannot Be Found by Marshal.

ROGERS IN FROM EUROPE

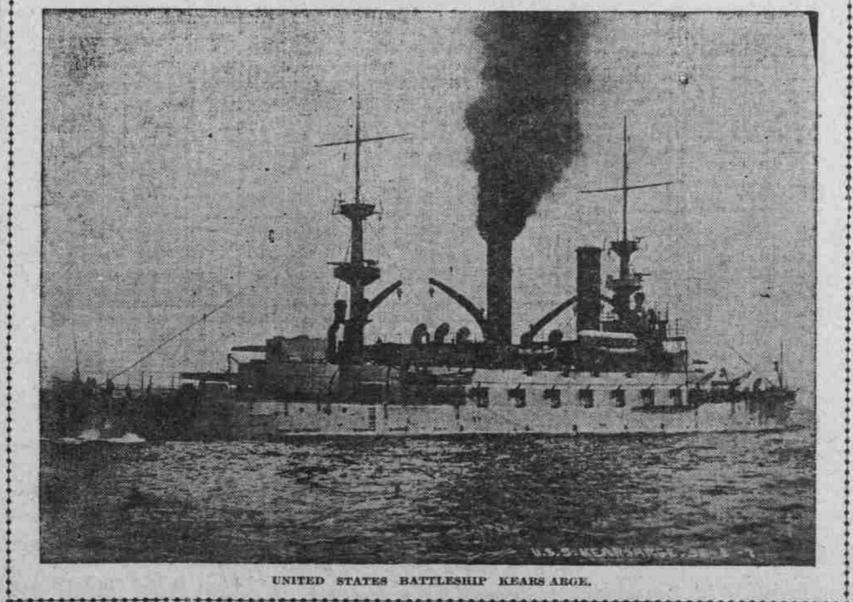
Long List of Oil Men to Be Examined About Stock Holdings. Many Questions Will Be Asked by Landis Today.

STANDARD OIL DIVIDENDS. CHICAGO, July 5.—(Special.)—The Standard Oil Company, whose dividends have furnished the foundation of Mr. Rockefeller's great wealth, is productive of dividends of dazzling proportions. Fifteen individuals and estates, based on estimated holdings previous to the formation of the Standard Oil Company of New Jersey, control more than 90 per cent of the stock of the corporation. They have received in the last ten years dividends aggregating \$64,000,000, or an average of \$28,400,000 a year. The average yearly dividend on Standard Oil stock over the last ten years was \$40.4 a share, so that the entire dividends authorized by the constitution of \$100,000,000 for the ten years ending December 31, 1907, will have reached \$404,000,000, of which all but \$28,900,000 has been credited to the 15 individuals or estates. John D. Rockefeller owned 27.4 per cent of the capital stock of the Standard Oil Company and apparently he has received an average of more than \$11,000,000 a year on the shares over the last ten years. It has been said that Mr. Rockefeller has largely increased his holdings since then. The Standard Oil Company pays more to its shareholders than any corporation in existence. Its disbursements of \$40,000,000 a year exceed the present dividend payments of the United States Steel Corporation by more than \$4,500,000 a year.

CHICAGO, July 5.—John D. Rockefeller, president of the Standard Oil Company, and his brother, William, one of the directors of that corporation, are in Chicago tonight, ready to appear tomorrow at 10 o'clock in the United States District Court before Judge Landis and be questioned regarding the management of the corporation. The two Rockefellers reached Chicago at 4 o'clock this afternoon over the Michigan Central Railroad and their arrival in the city was known to but few outside of their attorneys and relatives, for several hours afterward. It had been thought that Mr. Rockefeller was traveling over the Lake Shore road and would reach here at 3 o'clock tonight. No one except those who knew what road he was traveling on paid any attention to the arrival of the Michigan Central train, and the brothers left the train without being recognized by any one outside of their attorneys and relatives.

Consult Their Attorneys. An automobile was in waiting for the two oil magnates and they lost no time in getting away from the depot. They were driven direct to the office of Alfred D. Eddy, one of the Standard Oil attorneys. Waiting with Mr. Eddy were the other two attorneys who will represent the company in court tomorrow—John F. Miller and Moritz Rosenthal. The two men remained in conference with the attorneys for over two hours, when they jumped into an automobile and went to the home of Harold McCormick, 88 Bellvue avenue. Mr. McCormick is a son-in-law of John D. Rockefeller, and he, together with his brother, will make the McCormick residence their home while here. A telegram announcing that William Rockefeller was on his way to Chicago, and that H. H. Rogers had returned from Europe and had been notified that he was wanted in Judge Landis' court, was received by the District Attorney from United States Marshal Henkel, of New York. Following the receipt of the telegram by the District Attorney, it was reported that Mr. Rogers had started for Chicago when he learned that his presence in court was desired. The telegram received by Mr. Sims follows: Only Two Missing Witnesses. Have just been informed by Mr. Elliott, one of the Standard Oil attorneys, that William Rockefeller will be in Chicago July 8 without a subpoena. He is now on route. Have also learned that the brothers had just arrived on the steamer Baltic and will start west at once. Rogers did not go to the bedside of a sick son, but the New York Marshal said he was unable to

FLAGSHIP OF BATTLESHIP FLEET WHICH WILL COME TO PACIFIC COAST



UNITED STATES BATTLESHIP KEARSARGE.

(Concluded on Page 5.)