

# JEFFERSON MYERS, STATE COMMISSION'S PRESIDENT, BREAKING GROUND FOR THE FIRST BUILDING AT THE LEWIS AND CLARK FAIR



Reading from left to right, those in the official picture are: Contractor J. E. Bennett, President Jefferson Myers of the state commission, Secretary E. C. Giltner, Senator George Myers, Director-General H. W. Goode, I. N. Fleischner, Paul Wessinger, W. D. Fenton, Henry E. Dosch and Judge Rufus Mallory.

### There is a young lady employed in a store in Portland who will gladly tell her story

To her suffering states who may be interested and call upon her. We are not at liberty to publish her name, but she will cheerfully explain her treatment by Doctor Fulton—how she had suffered at other hands and how the druggist physician gave her immediate and permanent relief. This young lady's heart is full of gladness and she bubbles over with it when relating the facts of her recent experience. She had been carried both in and outside the church—her countenance however, marked by the pain and the girl is getting as well as she ever was in all her life. And this without a moment's medicine. In all the people of Portland could but understand this method of healing the sick there would be more well people in the town than there are today. Doctor Fulton uses no drugs and no knife, hence there are no drug bills to pay and no carving to endure.



Dr. N. J. FULTON, Naturopath.

Read these testimonials and see what others say:  
MRS. J. N. HAGENSON, 740 Michigan Avenue, this city says: "I suffered two and one-half years from nervous disease and stomach trouble. I had consulted numerous physicians without beneficial results. Dr. Fulton cured me in five weeks."  
Her neighbor, MRS. BUSH, writes that her son's leg was thrown out of its natural position by reason of a disease originating in birth. The doctor of his leg was crushed, and the limb useless. Dr. Fulton cured him in ONE treatment.  
MRS. HENRIKSEN, of Beach Street, suffered 12 years from asthma, heart and stomach troubles; also tumor in right side. Cured by Dr. Fulton in seven weeks.  
J. KEENE, Rutherford, Marion County, sold his handsome farm because crippled up with rheumatism. The Journal directed him to Dr. Fulton, and he cured him in SIX treatments.

## Dr. N. J. Fulton NATUROPATH

Phone Main 5123. Office hours from 9 to 12 and 1 to 5 daily. OFFICE—Suite 30, Lewis Bldg., cor. Park and Morrison sts.

These brief statements contain a whole world of information for the sick. EVERY ONE IS TRUE, except that the patients gave more lengthy testimonials, couched in words of affectionate appreciation. YOU may have the glory of similar relieving. Try it once and see.  
All Carnegie hall with such a throng of enthusiastic admirers by their sole unaided efforts (except for the services of an accompanist) as Mme. Schumann-Heink did yesterday afternoon—fill every seat in the auditorium and crowd the stage with several hundred people who could find no room elsewhere in the house. It was Mme. Schumann-Heink's first appearance in New York this season, and her only song recital. She gave a program derived solely from the classical and modern German song composers, except for the first number, an air from an opera by the old Italian composer Rossini, and the last, a negro lullaby by the New York musician, Mr. F. B. Burleigh. There was unbounded and somewhat indiscriminate enthusiasm over everything she did, and unmistakable tokens were given of the high esteem in which the singer and her accomplishments are held by very many admirers in New York.  
Mme. Schumann-Heink will appear in this city under the management of Miss Lois Steyer.

35-Cent Trolley Trip  
Open today to Oregon City and Canemah. Cars every 20 minutes with open trailers. Tickets on sale at First and Alder streets; east side Grand and Hawthorne avenues.  
The Gervais Star wants the town dog catcher to get busy.

## CEILO CANAL FIRST, THEN PORTAGE ROAD

### Governor Chamberlain Answers Critics Who Complain That Work on the Latter Project Is Not Pushed by State Commission.

There has been considerable criticism recently of the state board of portage railway commissioners, because they are not pressing the work of constructing the road. The board is composed of the governor, the secretary of state and the state treasurer. Governor Chamberlain was asked yesterday whether he would tell the reasons which have induced the commissioners to delay active work upon the enterprise.

"Certainly," he replied, "I am glad to keep the public informed as to what we have done and are doing in this important work. When the legislature at its regular session in 1903, passed the act creating the board of portage commissioners, defining their duties and authorizing the construction of the portage railroad, \$165,000 was appropriated for this purpose, and the act provided that no expenditure should be incurred thereunder in excess of the appropriation. Immediately after the act went into effect, the board organized and employed an engineer who came highly recommended to them, to survey a route for the portage, and to make careful estimates of the cost of construction along the proposed route. It was fully explained to him that the whole cost of rights of way and construction must come within, or rather must not exceed the appropriation.

"The legislature at its special session in December, 1903, and while proceedings were pending under the portage act, passed an act creating a board of canal commissioners, composed of the same state officers, and requiring them to procure a right of way for a canal between the foot of The Dalles rapids and the head of Celilo falls. It is thoroughly understood by the people that this work is to be done by the United States, and that the board of engineers recommended that no work should be done by the government until the right of way had been secured and conveyed to the United States. The work is to cost in the neighborhood of \$4,000,000 and is to be permanent and substantial.

"Portage vs Canal  
"The work devolving upon the board of canal commissioners under the latter act had to be done in accordance with the surveys of the United States engineers, and subject to their approval. The board had no choice in the selection of the route, and could only secure rights of way which the engineers laid out. It was found at once that the route of the canal in many places went over and along the route which had been selected for the portage, hence one or the other had to give way, temporarily at least.

"The board deemed it wiser under these circumstances, to proceed first to procure the right of way for the canal, which is to be the permanent improvement, and when that is secured to cause a resurvey for the portage, procuring estimates of probable cost of the portage over the new survey when made.

"Change in Route Certain  
"Because of the fact that the canal right of way interferes with the portage right of way, the attorney general was instructed to proceed no further with the actions which had been commenced to condemn. Why proceed to condemn a right of way for a portage when a change in the route thereof would be inevitable if a right of way for the canal was obtained in accordance with the surveys of the United States engineers? It is proper to say in this connection that Major Langitt and his corps of assistants have at all times done everything in their power to accommodate themselves to conditions to assist the officers of the state and for the protection of the property owners as well.

"It is probable that but for the passage of the canal bill, the actions for condemnation of the portage right of way would have resulted in judgments in the circuit court. The board, in conjunction with the United States engineers, have worked steadily for securing this right of way for the canal, and if the critics of the board will be indulgent for a while, this right of way will be obtained in due course. The work to this end is urgent, because until the rights of way are obtained, the United States engineers will do nothing toward the construction of the canal.

"When this has been secured, the portage right of way must be again surveyed and estimates of cost made, and unless such estimates show that the new route can be constructed within the appropriation, the board cannot proceed.

## NEW YORK HARBOR DENSE WITH FOG

### ATLANTIC STEAMERS TIED TO THEIR PIERS UNABLE TO GO TO SEA—FERRY BOATS THE ONLY VESSELS THAT CROSS ABOUT—FEAR OF DISASTER.

(Special Dispatch by Leased Wire to The Journal)  
New York, April 9.—For 24 hours there has been little shipping moving in the harbor. Ferry boats moved, of course, and some necessary towing was done, but the fog that set in last night laid an embargo on the water today, and the most dismal in the memory of New Yorkers.

The effects of the fog on the steamship lines was particularly severe on the Atlantic steamship companies. There were due to sail today the Patricia, Vaderland, Harquette and Louisiana. They were still tied up at their piers at 4 o'clock this afternoon.

Among the vessels due to arrive today were the La Lorraine, the Konig Albert, Begravia, St. Paul and Umbria. It was supposed that some of these vessels had this afternoon been waiting outside the harbor for hours. "Tramp and freight steamships were fog-bound in the same way.

Thick, milklike fog that enveloped the harbor this morning made navigation difficult and delayed the commuters from Jersey and Long and Staten islands. Ferry boats moved at a snail's pace, while tugs and harbor vehicles felt their way along the rivers or bay amidst a constant tooting of whistles.

The Long Island railroad ferry boat Jamaica on one of its trips to Long Island City about 8:30 o'clock had a narrow escape from colliding with the Anson boat of the same ferry line, which was bound for the Wall Street slip. The two boats loomed up suddenly in the fog near the Long Island shore, with the Anson boat bearing down so that it seemed she would strike the other on the port bow.

The passengers on both boats had a momentary scare, but both vessels were stopped by the time they were a few yards apart.

## DIPLOMATS CALLED "DEAD EASY" GAME

### New Industry Springs Up at the National Capital Which Is Made Prosperous by Vanity of Smart Set.

(Washington Bureau of The Journal)  
Washington, April 9.—Quite an important industry has lately been established in Washington in procuring and selling photographs of distinguished men and women. If a diplomat becomes involved in an unpleasant scrape, if an heiress elopes with a butler, if a representative or a senator makes a sensational speech or engages in a fist fight, the fact is that his or her photograph can be had for \$1.50 in at once sent to all the leading newspapers of the country by the rival dealers in this traffic. It is not at all difficult for the photographers to get pictures. If the truth were known when the people complain and effect surprise at seeing their pictures in the papers, it would usually be found that they had furnished them for publication, if, indeed, they did not voluntarily offer them.

Are "Dead Easy."  
"The diplomats are dead easy," remarked a leading photographer when asked if he had any trouble in getting pictures of ambassadors and ministers. "They like publicity, and think it boosts them along with their home government if their pictures are constantly published here. It looks as though they were popular."

"Now, here's a new line of diplomatic pictures—we are just taking out—ambassadors and ministers, with their wives and daughters riding in up to date automobiles. Here is the dignified Russian ambassador, Count Cassini, sitting back in a red devil.

"This foreign looking man in a sporty bubble is the Japanese minister, and here is Ambassador Durand, the Britisher.

"Yes, they all look as if they were expert chauffeurs, but as a matter of fact, not one ever drove an automobile a foot.

"How do we work it? Easy enough. We hire a nice looking automobile, put a couple of cameras in the back and start out to call on the ambassadors. We tell each man we have an order from a big magazine for a picture of him sitting in an automobile.

A Little Persuasion.  
"A little persuasion and he goes out, takes his seat, grasps the lever, and looks wise, while our man gets all the negatives he wants. Then we take the ambassador for a ride about the town, send to him a couple of pictures, and

when he finds himself advertised in a leader in the automobile set of Washington he is highly gratified.

Few people know the conditions under which the famous photograph of President Roosevelt on horseback jumping over a high fence was taken. The president spent most of his hours of recreation in the spring of 1902 riding his jumping horse. He determined to get some photos of himself and mount in the act of clearing obstacles. So a photographer was engaged and the two consumed one entire morning on the course of the Chevy Chase Hunt club. Some splendid pictures were taken, and a New York magazine paid \$500 for the privilege of the first publication of the series.

## NOTED CONTRALTO TO SING IN CITY

A musical event of almost unprecedented importance is announced for Tuesday, April 19, when Ernestine Schumann-Heink, among the greatest of all living contraltos, will sing at the Marquam. This will be the first time she has ever appeared before a Portland audience, and if at song recital meets with the same extraordinary demonstrations of enthusiasm here as elsewhere, she is destined to receive an ovation of a kind seldom granted to a prima donna by a Portland audience.

In delightful bonhomie of personality and in the impressive power of her dramatic delivery Mme. Schumann-Heink is said to excel all other singers of the day. She is now in the full splendor of her powers, the possessor of a voice that for magnificent volume of tone and richness of timbre in the lower register is probably unequalled.

Mme. Schumann-Heink's remarkable popularity in New York may be judged from the following comment by a leading critic of the day:

"There are very few people who can

## Magnetic Healing Taught and Practiced

All diseases, chronic or acute, permanently cured. Sexual troubles a specialty. Classes in healing now forming; can join at any time. Clinic work and demonstrations. Come, learn how to heal your own body and be free. YOU can be cured if you will TRY. Consultation free.

## Betz Hot Air Baths

And massage in connection. A trial of these baths will convince the most skeptical, and you will want more of them.

Mrs. L. H. HART, Tel. Black 3086, 305 Alisky Bldg.

## OREGON PIONEER DIES IN SEATTLE

Edwin A. Stearns, a pioneer of 1853, and for many years a resident of this city, died in Seattle, Wash., last Thursday of diabetes. Mr. Stearns was for a number of years a machinist in the employ of the Smith Bros & Watson iron works, and the Portland iron works of this city, and constructed the foundation in the lower reservoir at Mount Taber. For the last six years he was a marine engineer, in charge of the engines of the steamers Eugene and Game Cock in their trips from Portland during their Alaska excitement. For the last four years he was port engineer for the Northern Commercial company, with headquarters at St. Michaels. He was a brother of J. O. Stearns, Gus M. Stearns, Andrew J. Stearns, Mrs. A. M. Miles and David B. Stearns of this city, and Mrs. L. O. Stewart of Cascade Locks. His aged mother, Mrs. Jacob McDuffee, a resident of Sunnyside, survives him. Mr. Stearns left a widow and three children. He was buried in Queen Anne cemetery at Seattle.

Attorney Fred R. Strong, who died this week, was a playmate of E. A. Stearns. He died at the age of 52 years, exactly the age of Mr. Stearns.

Found at East.  
From the Atlantic Constitution. New York physicians claim to have discovered a microscopic bug that burrows into the palm of the hand and excites a lively itching sensation. The great microbes, at last.

## Your Name is Your Bank Account

Come to our store for Ladies' or Men's Clothing, for Furniture, Carpets or Draperies. We will treat you right. The prices on our goods are figured so low that no store in this city is in a position to undersell us.

### We'll Give You Credit, Too

There is no necessity of you doing without a great many things when you can buy them on

### The Easiest Terms in Town

At this store, where the credit privilege does not cost you a single cent extra. We were the originators of the easy weekly or monthly payment plan in this city. We expect to maintain our leadership and you will find that there is no red tape connected with it.

## Eastern Outfitting Co.

The Store Where Your Credit is Good 390 Washington Street