

CERTIFICATES TO BUY STREET CARS

Mayor-Elect Dunne's Plan to Purchase Electric Lines Meets With Approval.

FINANCIERS PRONOUNCE SCHEME PRAISEWORTHY

Proposed Issue Will Be Very Popular and Over-Subscribed Several Times.

(Special Dispatch by Leased Wire to The Journal) New York, April 2.—Edward F. Dunne, mayor-elect of Chicago, left for home on the Twentieth Century Limited today, after receiving a host of friends and admirers in his apartments at the Waldorf-Astoria.

Mr. Farson, of Farson, Leach & Co., one of the largest dealers in municipal bonds in the country, told Judge Dunne that his plan for financing his program was eminently sound and would be very popular.

"Your proposed issue of certificates," said Mr. Farson, "will probably be over-subscribed many times."

Mr. Farson was only one of the many financiers and business men who told the mayor-elect the same thing.

"I was visited by a gentleman who is a millionaire many times over, and who is one of the largest stockholders in the New York street railways," said Judge Dunne, "and who is in touch with every nerve in the great financial market of the city and country."

"I will withhold no sufficient reasons, though I may make it public at some future time. He was with me for half an hour, and during that time he made many valuable suggestions regarding the transfer of street railways of Chicago from private to public ownership."

He thoroughly approved of the plan, and I proposed to make the transfer, and spoke most encouragingly of every feature of it. He made me Godspeed in my work and told me that he believed my plan would not only be successful, but very popular."

Judge Dunne was entertained at luncheon today by Mr. and Mrs. William Randolph Hearst.

MADE A FORTUNE BY SWINDLING SERVANTS

(Special Dispatch by Leased Wire to The Journal) Pittsburgh, Pa., April 2.—Attorney E. Wood Whippo of Pittsburgh has been placed under arrest at St. Louis, charged with embezzlement and will be returned to Pittsburgh for trial. He was arrested on request of Pittsburgh authorities, who allege that Whippo, up to a few weeks ago, had an office in this city and swindled several girls and young women of not less than \$12,000.

Lena C. Nelson, a servant girl, has sworn that Whippo swindled her of a \$1,000 United States Steel corporation bond which represented the savings of a lifetime.

Whippo's wife is in Pittsburgh on her knees of starvation. When Whippo was arrested in St. Louis there was found with him a young woman thought to be the cashier of a big Pittsburgh store.

SWINDLER TO DEATH

(Special Dispatch to The Journal) Gifford, Ida., April 2.—Sam Allen, an employe at Elmer Cassel's, attempted to burn the furniture from a burning house last night, and the building collapsed, burning him to death.

ONE MAN KILLED AND FOUR INJURED

Locomotive Boiler on Northern Pacific Train Explodes in Montana.

ENGINEER DEAD AND FIREMAN MAY EXPIRE

Scarcity of Water Supposed to Be Cause of Terrible Disaster.

(Special Dispatch to The Journal) Butte, Mont., April 2.—One man was killed and four injured by the explosion of the boiler of an engine attached to an east-bound freight train at Central Park, a small station on the Northern Pacific, about 100 miles east of Butte tonight. The dead:

DAN GILLIS, engineer, of Livingston. Injured: Richard Kinley of Livingston, fireman, may die.

Everett Parks, assistant fireman, Brakeman Charles Bryant and brakeman John Freeman were badly cut and bruised, though their injuries are not believed to be serious.

Gillies' body was hurled through the air a distance of more than 50 feet from the track, his mangled corpse being found beneath a mass of tangled wreckage.

The engine was completely demolished, the firebox being driven several feet into the ground, tearing up tracks for a number of yards.

No cars were thrown from the rails, though the ones close to the engine were badly damaged. Conductor Bryant was thrown completely through the caboose window by the sudden stopping of the train.

A scarcity of water in the boiler is believed to be responsible for the disaster.

TUGBOAT TURNS TURTLE THREE OF CREW PERISH

(Special Dispatch by Leased Wire to The Journal) New York, April 2.—The tugboat Greenville turned turtle in the North river off Thirteenth street today and her captain, engineer and one deckhand were caught in the trap and drowned.

Three men saved themselves by leaping far out into the water when the boat began to swing over and were rescued by men on nearby tugs.

The accident was of a most peculiar nature and it happened in such quick time that there was no chance for those on the inside of the deck house to escape.

The Moran came puffing up the river, bearing four empty barges, when the Greenville set out to take over two of them, and maneuver them into the slip beside the dredge.

Suddenly, without warning, the Greenville being paid out after its end had reached the barge, it was made fast. The Moran, still fastened to the four barges by a steel hawser, continued moving ahead, while the Greenville moved in the opposite direction.

In an instant the hawser was drawn taut. Then the Greenville was brought about suddenly by the tugging of the Moran. She swung half way around, dipped the water rushing into her fire room and before any one knew what was happening, the boat turned completely over, and floated bottom up.

OLD LANDMARK BURNS

(Special Dispatch to The Journal) Cheney, Wash., April 2.—A \$5,000 fire destroyed the storehouse of J. E. Burbank and the warehouse and a four-story flour mill. The latter was an old landmark. The fire is thought to have been of incendiary origin.

BRISTOW WANTS GOVERNMENT LINE

Commissioner Will Report in Favor of Government Steamship System to Isthmus.

COMMERCE DIVERTED TO EUROPE BY PANAMA ROAD

South American Nations Testify That Concerning Practices of Private Ownership.

(Special Dispatch by Leased Wire to The Journal) Washington, April 2.—It required some government ownership of the Panama railroad to prevent it continually diverting the trade of the west coast of South America to foreign instead of American ports.

This is the startling revelation (which was accentuated today at the war department) made by the purchase of the road by the United States and the immediate interest taken in the road's future by the representatives of all the western American republics from Nicaragua south.

The Panama railroad was run in conjunction with the Pacific Mail Steamship company and transcontinental railroads. It is now proved by the South Americans that such a combination, instead of helping American trade, actually killed it.

Secretary of War Taft conferred today with the representatives of Ecuador, Chile, Peru, Bolivia, Guatemala, Costa Rica and Nicaragua, their object being the diversion of the trade of those countries from Europe into their legitimate channel, American Atlantic ports.

It is said here that the report of Joseph L. Bristow, the president's special agent who went to Panama to study the government's interest in connection with the running of the Panama railroad, will report to congress in favor of a government line from Panama to San Francisco, and a line from Colon to New York, and one from Colon to New Orleans.

The work of Mr. Bristow is intimately related to the subject of conferences at the war department today between the South Americans and the secretary of war.

It is evidently to the interest of Nicaragua and the other Latin republics' literal interests that there should be a government line on the west coast, because it has been demonstrated on the east coast that the Panama railroad was adverse to the South American trade.

There appears to be no question that the Hearst bill, which seeks to regulate the Panama railroad interests fairly with reference to the transcontinental railroads and the steamship trade east and west, will be passed by the next congress. The Hearst bill cannot be so changed as to do service in masquerade as a Republican bill.

It covers all the points, and it is noteworthy that as soon as its provisions had been, generally discussed the president took special interest in the affairs of the Panama railroad and Bristow went to work and has been discussing with commercial bodies the necessity of steamship connections for the Panama railroad east and west as provided by the Hearst bill.

This bill contains a provision which would enable the government to establish steamship lines immediately by the utilization of government transports to begin the work, which would, of course, be capable of other developments.

HAWAIIAN PROTEST.

Governor Carver Refuses to Let Japanese in Island Go to Panama.

(Special Dispatch by Leased Wire to The Journal) Washington, April 2.—The experimental draft on Hawaii for 2,000 Japanese laborers for work on the Isthmian canal has been made impossible by a protest of Governor Carter of Hawaii to Secretary of War Taft and it now becomes necessary to end upon a system of introducing actual Japanese aliens for the work.

In his reply, Secretary Taft makes the significant qualified reply, however, that the Japanese will not be admitted to the island until the contract for Japan is approved by the commission. This indicates that there is now some doubt as to the employment of Japanese.

Yesterday the governmental official estimate appeared to be from 30,000 to 40,000 Japanese and not run up against the alien contract labor law. The grounds for the governmental position were that the law was not passed before the United States obtained control over the zone and that the United States does not exercise sovereignty over the zone and therefore the Japanese could be introduced through Panama ports. The question has now become one of importance and interest.

ONE-DAY PATROLMAN IS UNDER ARREST

J. Scullen Taken into Custody Because He Was Acting in Suspicious Manner.

THOUGHT TO HAVE BEEN OLD-TIME STOOL PIGEON

Says He Has to Report Direct to Chief Hunt, Who Appointed Him.

Taken into custody by Patrolman Gibson last night because for a week or longer he had been prowling in the vicinity of Seventh and Washington streets, with apparently no legitimate purpose in view, J. Scullen caused a sensation at police headquarters by proving to Captain Moore that he is a newly appointed patrolman and worked as a member of the department today for the first time.

Rebuked by Captain Moore for his suspicious actions and what at first appeared to be his lack of reason in refusing to acquaint Gibson with his identity, Scullen made the excuse that he wasn't asked. After Gibson left the station, Detective Vaughn, defending Scullen, made several comments reflecting on the older officer.

"I know why Gibson arrested that man and brought him in here," he asserted warmly. "He has seen me talking to him in front of a saloon and a store three two or three times."

This remark was construed by every officer present to mean that Vaughn wanted to convey the idea that Gibson had taken Scullen into custody because he thought him a stool-pigeon and caused shrewd glances to pass back and forth.

Scullen began to make some statement relative to the affair, when Vaughn sharply advised him not to talk. Captain Moore, however, asked Scullen a number of questions and what he had to say about the fact that when Gibson had asked Scullen to what captain he made his report the latter had replied that he reported to nobody but Chief Hunt.

"He threatened to report me to Chief Hunt as well," said Scullen. "I told him that my duty was to report to my captain, and that he could report the affair to whomsoever he pleased."

Scullen's reply was interpreted to mean that he had been instructed to pass his time in other ways than by "holding down a corner."

"Any other officer would have taken the same action as Gibson under the same circumstances," asserted Captain Moore.

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The expert pianist demands a Grand Piano. Why should the ambitious amateur be less easily satisfied? For years this demand has been growing. Today it is well-nigh universal. But the desire has been the slave of conditions. The physical limitations of the modern home—small rooms, compact apartments, have compelled the musician whose artistic ear rebelled to be satisfied with an upright piano. But the highest artistic talent in piano construction that exists in the world today—Chickering & Sons—has been working on the problem for years: "How to produce grand piano tone quality that shall be available to modern space requirements?"

It has been abundantly proven that no upright piano could perfectly solve the difficulty. Then began the great scientific work which, after years of expert achievement, has brought from the workshops of Chickering & Sons the marvelous Quarter Grand, and the still later and smaller marvel—the Chickering Infant Grand. Today there is no home where any piano can be accommodated that does not have ample space to devote to a Chickering Infant or Quarter Grand. These superb instruments are, in the first place, beautiful, and the tone quality marvelous, artistic, resonant, powerful, satisfying. Never, heretofore, in all the 85 years of Chickering piano making has the Chickering quality been approached in pianos of such diminutive dimensions. It is our pleasure to demonstrate the powers and beauties of Chickering Grand Pianos to those who have a few minutes to listen.

EILERS PIANO HOUSE 351 Washington Street, Cor. Park, Portland, Or. Other large stores, San Francisco, Stockton and Oakland, Cal.; Spokane and Seattle, Wash., and Boise and Lewiston, Ida.

NAVAL DEMONSTRATION IN MEDITERRANEAN

France and England May Send Warships to Settle Morocco Question.

(Special Dispatch by Leased Wire to The Journal) Washington, April 2.—The German-French-English naval demonstration in the Mediterranean.

Notwithstanding the semi-official utterances to the contrary here yesterday, it is stated unequivocally today that France has not made any representations to Germany or to the United States giving any assurances whatever of the open door in Morocco other than the open door which now exists.

The British ambassador visited the war department today to see Secretary Taft and there is good reason to believe that he understands the open door in Morocco precisely as it was interpreted by Ambassador Jusserand to the state department yesterday.

France and England are not yielding to the kaiser. Although the kaiser has made openly a direct issue, demanding categorical assurances of the open door as it is understood in China, all of

RUSSIAN PURCHASING WYOMING RANGE HORSES

(Special Dispatch by Leased Wire to The Journal) Cheyenne, Wyo., April 2.—The Russian government is purchasing 50,000 range horses for the use of its cavalry from ranchers of this state.

The general rendezvous of the animals bought is at Moorcroft, where already several thousand horses are herded. They are to be shipped to the Atlantic seaboard and thence to St. Petersburg and over the Siberian railroad.

How Sickness Starts in the Inside Nerves

Most forms of sickness start with the inside nerve. Indigestion, sour stomach, heartburn, dyspepsia, weak kidneys, diabetes, Bright's disease, and irregularities of the bowels—all these ailments, and the ailments which they, in turn, bring on, are due directly to derangements of certain nerve centers. Understand first that we have two entirely separate nerve systems. When we walk, or talk, or act, we call into play a certain set of nerves—nerves which obey our mental commands. That is why the arm can be raised, or the mouth opened, or the eyes shut, at the slightest desire. That is why your fingers can delicately pick up a pin one moment, and hold a heavy hammer the next.

But these are not the nerves we are to consider here. There is another set of nerves which control and actuate the heart and the stomach, the kidneys and the liver and all of the vital functions. You cannot control these nerves. By no supreme effort of mind can you make your heart stop or start nor can you even make it vary by a single beat a minute. And so with the stomach and the liver and the kidneys and the bowels—they are automatic—they do their work at a certain set speed whether you are awake or asleep—whether you will it or not.

It is on these inside nerves that life and health depends. So long as these nerves perform their proper duties, we are well and strong. When they fail, we know it by the inevitable symptoms—stomach, heart, liver, kidney troubles. And these troubles have no other origin, never, than in these same nerves of the stomach, the heart, the liver, the kidneys, have no power of their own, to self-control. They own their very impulses to the inside nerves. The nerves are the masters. The organs their slaves.

But the most interesting part about the inside nerves is the bond of sympathy which binds them to all centers and branches of this great automatic system.

The center, which, for instance, controls the stomach, is known to science as the "solar plexus." The heart center is called the "cardiac plexus." The kidney center, the "renal plexus." Yet it is a well-known fact that in prize fights, a solar plexus blow instantly stops the heart, although its usual operations concern only the stomach.

Why? Because of the bond of sympathy between the various branches. That is the reason the inside nerves are sometimes called the "sympathetic" nerves.

This explains why stomach trouble often develops into heart trouble—why indigestion brings on nervousness—why diseases become complicated. It explains, too, why ordinary medical treatments are wrong—why medicine so frequently fails.

My remedy—now known by druggists everywhere, as Dr. Shoop's Restorative—is the result of a quarter century of endeavor along this very line. It does not dose the organ or deaden the pain—but it does go at once to the nerve—the inside nerve—of the stomach, liver or kidneys, until the inside nerve power is restored. When that is done, Nature removes the symptoms. There is no need of dosing them.

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SUMMER-READING FOR THE SUPREME COURT

A 562-page abstract of record has been prepared by R. R. Dunlavy, attorney for the defendant, as appellant, in the case against the Willamette & Columbia River Towing company, William Mitchell, Prior Henry Emken and the Pacific Export Lumber company, respondents, some from records of the circuit court of Clackamas county. The case was begun by the county to collect \$5,472 alleged to be due for damages caused by the Merrick, a tugboat, on February 15, 1921, by the steamship Almond Branch. A verdict was obtained in the circuit court, a motion for a new trial was allowed by Judge Sears and then a non-suit was entered. The county took the case into Clackamas county on a change of venue, and from that court the appeal was taken from the judgment.

The towing company was engaged in moving the Almond Branch from Inman, Poulsen & Co.'s sawmill through the Madison and Morrison street bridges and while it was near the Morrison street bridge the tug lost control of the vessel and the steamship swung against the bridge causing damages in the repair of which the county expended \$5,472.

It was testified that the captain of the steamship reversed his engine, thus causing the accident. It was on this evidence that Judge Sears granted the non-suit.

CONBLACKCATENATED ORDER OF HOO HOO

For one week, beginning September 2, black cats will overrun the city without fear of molestation. They may climb the near by fence and hold a feline saengerfest and woe betide the small boy who dares to hurl a stone.

Executive preparations are being made by Pacific Coast Hoo-Hoo to the country Hoo-Hoo from all over the enterprise during that week. The executive committee in charge of the arrangements consists of E. D. Jansen, chairman, H. W. Goddard, H. A. Sargent, F. H. Hanson, M. C. Banfield, J. S. Hamilton, W. B. Mackay, G. M. Cornwall, F. L. Zimmerman, A. H. Potter, supreme jabberwock ex-officio, and E. H. Halghorst, secretary.

Mrs. Edna B. Jones, press agent for the Portland executive committee, is compiling a souvenir book of the order to be issued at the convention.

GOVERNOR FOLK CLOSES SALOONS IN ST. LOUIS

(Special Dispatch by Leased Wire to The Journal) St. Louis, April 2.—For the first time in many years it will be impossible to-morrow to buy a drink in St. Louis. Governor Folk has ordered his appointees, the excise commissioners, the police commissioners and the chief of police to enforce the Sunday closing order rigidly and the word has gone forth that the saloon that opens its doors, either front or back, after 12 o'clock tonight, will lose its license and be closed permanently.

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Advertisement for Henry Jennings & Sons featuring a week's special sale of diningroom furniture. Includes images of a buffet and a sideboard, and text listing dining room chairs and extension tables. Address: 172-174 First Street.