

# REDUCING NUMBER OF DEMOCRATS

### Spaker Joe Cannon to Cut Down Minority Representation on Committees.

### TO MAKE OPPOSITION UTTERLY INEFFECTIVE

### Senator Hopkins Informs President That Cuba Has Not Lived Up to Its Promises by Keeping Up Sanitary Reforms in Island.

(Special Dispatch by Leased Wire to the Journal.) Washington, Nov. 18.—Democratic members of the house are very much exercised over the announcement that Uncle Joe Cannon, of Illinois, the next speaker, had determined to cut down the Democratic representation on all committees, and so increase correspondingly the Republican membership. Many of the protestants have called upon the speaker and told him just what they think of such a plan. At present the ratio is 11 Republicans to six Democrats. The plan that the speaker has in mind will be about five Democrats to 11 Republicans. There are so many additional Republicans in the house this session that he must make places for them, and that is the way he is going to do it.

### Discussion in Minority.

If he cuts down the proportion of Democrats he will turn these troubles over to the minority leader, who will have to reposition the minority places, making his garment at the cloth. This, it is pointed out, will cause an immense dissatisfaction and disorganize the minority so badly that it will be utterly ineffective for any aggressive work during the session.

The Democrats insist that this is just what the speaker is trying to do. They point with some bitterness that the speaker, before he was speaker, used to insist that he liked a vigorous minority, well organized and effective, but they think his practice does not bear out the precept. Then, too, the Democrats realize that in the fifty-second congress, when there were only 58 Republicans in the house, no change was made in the proportion of Republicans on committees. The Democratic speaker continued the old rule, and Republicans got their six and even seven members of the important members.

### Cuba Belittled.

Senator Hopkins, of Illinois, with Senator Cullum, called on the President today to call his attention to the fact that the Cuban government had not lived up to its agreement with the United States made just before the evacuation of Cuba, in which it agreed to institute certain sanitary reforms that were needed and to keep perfect that system of sanitation that the United States began. The president will call the attention of congress to the matter. Hopkins went on record, after seeing the president, as in favor of a conservative rate legislation act.

Mr. Hopkins was asked what he thought of the talk in regard to tariff revision, and said he saw no reason or sentiment for a change.

The senator said that no law regulating insurance companies would be passed, as such a law would be unconstitutional.

## TO LAY CORNER STONE OF WALLA WALLA CHURCH

(Special Dispatch to the Journal.) Walla Walla, Wash., Nov. 18.—Assisted by the three Masonic lodges of Walla Walla, the congregation of the Christian church of Walla Walla will lay the corner stone of its new \$25,000 church in Pollock street, Monday afternoon at 3:30 o'clock. The ceremonies in laying the stone will be followed by addresses by Mayor Hunt and Rev. Morton Gregory, pastor of the church.

## TO TRANSPLANT GINSENG GARDENS AT WAITSBURG

(Special Dispatch to the Journal.) Waitsburg, Wash., Nov. 18.—A. W. Phillips, president of the Washington Ginseng company, has just returned from a trip to Missouri, where he has been looking after a ginseng garden owned in that state by the Washington company. Mr. Phillips found that ginseng grows so much better in this state than in Missouri that he arranged to transplant \$1,000 worth of plants in the company's gardens at this place.

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## HARRIMAN SPENDING \$24,000,000

(Continued From Page One.)

construction of all bridges in Oregon with steel, construction of many new depots and short-cutoff lines connecting the system in western Oregon.

### Watching the Burlington.

It is said the Harriman management just at this time is watching the Burlington with deep suspicion and preparing to checkmate expected moves in Idaho—it is reported that the Milwaukee plan on the Pacific coast have forced the Burlington to come into this territory. When the Hill lines absorbed the Burlington they rendered it practically a local railroad system, with no chance for securing through business. Formerly, under independent auspices, it was in a position to demand and receive a share of the transcontinental business from the northern roads, but since the Hill management has controlled its destinies they have naturally favored the parent roads in dispensing the patronage of through business. With a line to the Pacific coast and strong allies like the Union Pacific system the Milwaukee would be placed in a position to make heavy inroads upon the Burlington in its own middle west territory. Therefore, the necessity arises for pushing the Burlington on through Wyoming and Idaho to the Columbia river, and possibly to Portland, its original objective terminal on this coast.

### A Weapon for Hill.

The road is a convenient weapon for the use of Mr. Hill in playing the transportation game against the Harriman-Standard Oil group, and with this purpose in mind he has begun extending the Burlington from Guernsey, Nebraska, to Salt Lake. It is said the Burlington has made preliminary surveys further west, as well as north through Wyoming to connect with its Cody line and into Yellowstone park. The line to the north-west is said to strike eastward from the junction of the Big and Little Sandy to Fontenelle, and from there to descend Salt Lake to its connection with the main trunk of the Little Snake. Along the banks of the Snake the survey runs to a point near Market Lake, Idaho, when it strikes west across open country until Birch creek is reached. This stream is followed to the Lemhi river and to Salmon City, where the Salmon river is followed down to its junction with the Snake, and then to Lewiston. At this point, or at Kennewick, it can join forces with the Northern Pacific, build on to Portland via the south bank of the Columbia, directly invading the O. R. & N. field.

### Burlington Shut Off.

With a solid phalanx of the Union Pacific and its allies against the Burlington in the middle west, it is shut off from transcontinental business, and it is also without means of competing with the Union Pacific for Yellowstone park business. This is to be changed, so far as the Yellowstone tourist travel is concerned, by the construction of a direct line from Denver to the park. The Burlington is said to have absorbed the proposed Colorado, Wyoming & Idaho Railroad company, and will change its name to Yellowstone & Northwestern, and immediately let contracts for the grading from Fort Collins to Walden. The new route which the Burlington proposes to take from Denver to Yellowstone park will be even shorter than that of the Union Pacific, which now beats it by 12 hours. It will parallel the Union Pacific to Brighton, thence to Fort Collins, from there run into the mountains, through Box Alder canyon, along the North Platte river to Walden, in North park, through Saratoga to Raynolds. Thence it makes almost a straight line to Yellowstone park, crossing across the lower corner of the park.

### Western Pacific an Aid.

Regarding the extension of the Burlington to Salt Lake and the lining up of the great railroad forces in two groups, with the Hill and Denver on the one side to Harriman and the Rockefeller railroad interests, it is significantly pointed out by the Railway Gazette that the Western Pacific from Salt Lake to San Francisco will be found almost as serviceable to the Burlington as to the Gould roads. The same might be said for the extension in connection with an extension of the Western Pacific to Portland.

The situation in Idaho is full of interest, as it promises to result in an early connecting of north and south Idaho by the reported extension of the P. & N. to Grangeville. When the Northern Pacific and O. R. & N. reach an agreement to build the joint line from Riparia to Grangeville it was not expected that there would be any fur-

## Scrofula

is very often acquired, though generally inherited. Bad hygiene, foul air, impure water, are among its causes. It is called "the soil for tubercles," and where it is allowed to remain tuberculosis or consumption is pretty sure to take root.

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## LOUIS HILL MAKES RECORD-BREAKING AUTO TRIP

### Crosses Rocky Mountain Divide Between Butte and Helena at Express Speed.

(Special Dispatch to the Journal.) Helena, Mont., Nov. 18.—Despite the fact that the last hour of the trip was made in darkness, Louis W. Hill, son of President J. J. Hill of the Great Northern, has made a record-breaking automobile run from Butte to Helena. Mr. Hill left the postoffice at Butte at 4 o'clock and reached the Montana club at Helena at 7:35, which is within a few moments of the passenger train schedule time on his father's railroad between the same cities.

Mr. Hill beat the previous record by about 20 minutes, made by F. Augustus Heinze. The record is considered little short of marvelous, as in making the trip the main range of the Rocky mountains is crossed at an altitude of about 4,500 feet.

Mr. Hill was accompanied by his brother, W. J. Hill, and a chauffeur, unacquainted with the roads. Mr. Hill left for central Montana in his auto to make an inspection of that territory, supposedly for a new railroad between Great Falls and Billings.

## MAYOR'S PLAN POPULAR

(Continued from Page One.)

Mayor Lane has been an enthusiast for several years on the subject, and has taken the trouble to collect facts bearing on the results attained and the experience passed through by the many cities that have maintained systems of public docks.

"The idea is not new to me," said he, "but for years I have believed that, if Portland would take hold of the situation with vigor, enormous benefits would accrue to our commerce. I understand that whenever public docks have been tried they have been successful, and that the shipping world recognizes that they have been demonstrated as beneficial to any port."

Mayor Lane will advance the project with an assistance in his power to secure, and it is believed that the plans proposed will receive favorable consideration from the people generally.

## Electric People Oppose.

Edward Newberg, manager of R. M. Wade & Co., and Thomas D. Honeyman of the Honeyman Hardware company, backers of Thomas McCusker, who applied for the front street franchise for an electric line, are hopeful that the city council and the citizens generally will view their enterprise with favor and the greater the number of the public must elapse before the council committee on streets, to which the application was referred can consider the matter.

The business men who are backing Mr. McCusker, desiring to answer the question that Mr. McCusker, who has been for years in the employ of the Harriman lines as the contracting freight agent, might be acting for Mr. Harriman in applying for the franchise, last night made the following statement to the public:

### Confession to McCusker.

"We presume that generally one is familiar with the agitation now going on regarding the front street franchise. We desire to present the facts to the people and ask only that you treat us in trying to secure a franchise to operate an electric line on front street. While we thought that the public might at first glance think that Mr. McCusker represented other interests, still we felt sure that those who know him could rely on his word when he made the positive assertion that he only represented ourselves, but we think that he has been handicapped by Mr. Harriman, consequently we take this opportunity of saying that neither the Harriman system nor any other railroad corporation is interested in this matter and we trust that the public will give us the credit as citizens and business men of Portland of not being a party to any scheme to obtain a franchise under false pretenses for the purpose of turning it over to some railroad corporation to the detriment of the interests of the city.

## Are Acting Fairly.

"We think that our standing in this community entitles us to this consideration. We say plainly that we took this up as a business investment, as any one would do, and because certain interests in South Portland as well as on front street demanded it.

"We ask for an open franchise so that any line or person can transport their cars or freight over it without discrimination and are willing to leave the charge for the same to the consideration of the business men interested. We are willing to pay to the city a fair and reasonable per cent of the earnings of the road for the privilege of operating over the city streets.

"We are willing to have the city throw around the franchise such reasonable restrictions and regulations as will safeguard both the interests of the city and the patrons of the road.

In conclusion, all we ask is that the council and public accord us fair consideration in our business investment, and that they will support our application squarely on its merits.

THOMAS D. HONEYMAN,  
EDWARD NEWBERG.

## We Converted Another Man to the "Good Clothes" Belief

A man tried on a suit in our dressing room yesterday. He surveyed himself in the pier-glass and looked pleased. It was a \$20 suit—made to his measure. The suit fitted him, of course, because it was cut for his particular length of arm and slope of shoulder. There are no two sets of arms or shoulders in the world exactly alike. The man told us that he had been worrying along for years with ready-to-wear clothes. He paid from \$15 to \$28 for hand-me-down clothes because he feared "tailor-made" prices. That was before the day of the Columbia Woolen Mills Tailoring Co. We will make a suit to your measure for \$20. The cloth is an all wool worsted chevot—the new patterns—grays and plaids—imported Venetian lining—sewed with silk. P. S.—The man about whom we were talking ordered a second suit of us before he left the store. We will show you his order if you wish to see it.

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## WANT RECOUNT

(Continued from Page One.)

show for whom they had been counted. It is upon this ground that Mr. Shearn will demand a recount of practically all the ballots cast in Greater New York. The determination of the effect of the protested ballots secured cannot be foretold until a careful recount has been made. The careless manner in which the inspectors' work was done makes it impossible to learn what votes had been counted and for whom.

### Throwing Out Ballots.

The first of Justice O'Grady's decisions today was to the effect that the marks on the ballot, evidently intended for identification, should be thrown out, and in specifying what he regarded as an essential of mark of identification he classed as void all ballots in which more than two lines had been used in making the cross.

At the end of the day it was impossible to decide what the effect of the consideration of the 78 ballots would be. Several void ballots were adjudged units of Mr. Hearst's count, while one was added to McClellan's string. In the case of the protested ballots, however, nothing could be determined, and only the opening of the ballot-boxes will straighten out these uncertainties.

As the work of comparing the tally-sheets and returns proceeds, the alleged McClellan plurality decreases rapidly.

### Silverton Board of Trade.

(Special Dispatch to the Journal.) Silverton, Or., Nov. 18.—A board of trade was organized in this city last evening and a movement is now on foot by this organization to build a macadamised road from this city to connect

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