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## DEMOCRATS DEMAND NOMINATION OF LANE AT POLLS

**"I HATE THE NAME OF MIZNER," SAYS HIS WIFE**



MRS. WILSON MIZNER, FORMERLY MRS. CHARLES T. YERKES.

### DIVORCE IS KEPT SECRET

**Young Lochinvar Declares That Evidence Has All Been Taken—Wife Will Secure Separation—Actress Named.**

(Journal Special Service.)  
New York, May 2.—Mrs. Yerkes-Mizner will secure a divorce without opposition from her young husband, Wilson Mizner, to whom she was married suddenly one night in her splendid Fifth avenue mansion a few weeks after the death of Yerkes. She named several young women of the stage as correspondents of the divorce, but their identity could not be discovered.  
Neither Mizner nor his wife care to discuss that portion of the proceedings. The fact that Mrs. Mizner had begun the action leaked out despite the apparent efforts of the county clerk's office to hide it, as the papers in the notorious Dodge-Morse case were hidden until after a judgment had been entered.  
"Yes, it's all over," Mizner said today. "It is a sad ending to a very unfortunate affair. My wife has sued me for a divorce, the case was sent to a referee and she will obtain her decree. The testimony is all in and the papers have been taken to the judge. I denied the allegations, of course, but I shall not fight the suit."  
Testimony All In.  
When Mr. Mizner was informed that just three hours before he said the suit had been ended the referee had asserted positively that the case had not come before him, that no date had been fixed for the taking of testimony and

### LEFT A FORTUNE BUT NO ONE CAN FIND IT

(Journal Special Service.)  
San Francisco, May 2.—With a fortune in stocks, bonds and securities amounting to \$75,000, Bernard Weiner, 33 years old, an iron molder, died in the Santa Clara county hospital on March 17, an hour after writing a letter of repentance to his family. Officers of the union of which Weiner was a member have prosecuted the search for the safe deposit vaults in which he placed his papers, but have so far been unsuccessful in the hunt.  
Weiner's family live at 770 Jackson avenue, New York City. He left them seven years ago after what he frequently described while in California as

## TO WRITE MAYOR'S NAME ON BALLOTS

**Executive's Admirers Plan Rebuke to Spoils Seekers Who Would Keep Party From Indorsing Administration—Seek to Make Lane Democratic Standard Bearer Without His Consent.**

To the Editor of The Journal—In common with almost every decent Democrat in the city (and I should judge about half of the Republicans) I want to see Dr. Lane reelected as mayor, and I have been much disgusted with the action of Mr. Thomas as chairman of the central committee in trying to shove Dr. Lane out of his way and get the nomination himself. As a private in the ranks of the Democratic party I do not like to see it "worked" in that way and now that Mr. Thomas says he wants to try conclusions with Dr. Lane I propose that we give him a chance. In having his name printed on the ballot he has the best of it by about five to one, but I believe there is enthusiasm enough in the party for the clean and fearless administration we have had to overcome that and more, too. I believe that the honest and intelligent Democrats in the city, who want good government and know it when they see it, outnumber in at least that proportion the noisy clique of disappointed job hunters and the bunch of "open town" men who are gulling Thomas with promises of their support, and I say—let's try it on. Let every Democrat who wants to put the party on record for the right thing go to the polls on Saturday, write Dr. Lane's name in the blank place on the ticket and make an X before it.  
The question here is a larger one than Dr. Lane's success—He can be elected as an independent as well as he can as a Democratic candidate. It is the question whether the Democratic party is to be ruled by the baser or better element, by spoils-hunters and friends of lawlessness and vice or by the decent citizens who feel honored by the name of Democrat and who try to do honor to the name.  
J. H. HOLBROOK.

### MAYOR CLEANS OUT BAD DIVES NEAR BARRACKS

Vancouver Army Officers Victorious in Contest With City Government—Protest Against Resorts Close to Their Residences on Reservation.

Vancouver's mayor has ordered the demolition of the tenement district near the army barracks to leave town. This is a victory for the army officers who had protested in vain against the city's allowing a whitechapel region to spring up directly across the street from their residences.  
Colonel Woodbury, commanding the department of the Columbia, had ordered closed two of the roads through the reservation. As these were city streets to all intents and purposes the people of Vancouver quickly realized that their town would be seriously injured unless the order was rescinded. It was alleged that several members of the council were desirous of keeping the new tenement district where it was because they were interested in the property, which had, of course, increased in value since the disorderly houses were allowed to open near the military reservation.  
Mayor Harvey's order was issued this morning. It directs all the inmates of the houses in the district to leave Vancouver for good and all within 24 hours. It will mean the closing of a

(Continued on Page Two.)

### CAN MAKE LANE CANDIDATE BY BALLOT MARK

Democrats Issue Instructions to Voters to Write in Mayor's Name at Primary Election—Can Thus Be Made Party's Choice for Nomination.

Spontaneous activity on the part of a large number of Democrats of the city bids fair to place Dr. Harry Lane at the head of the Democratic ticket as the Democratic nominee for mayor, even though he is not entered officially on the ballot as a candidate, and though Dr. Lane himself has not asked or suggested in any way that such action be taken.  
Since George H. Thomas on Tuesday night at the Democratic rally in the Selling-Hirsch building proposed that all those who favored the candidacy of Dr. Lane write his name on the ballot and promised that should Dr. Lane receive the Democratic nomination by that procedure he would give him his hearty support, many Democrats have jumped at the suggestion. Sentiment is rapidly crystallizing in that direction, as the following communication from Oglesby Young and that from J. B. Holbrook, published in another column, are indicative of the widespread movement now rapidly taking definite shape and form:

(Continued on Page Two.)

### UNVEIL STATUE OF McCLELLAN AT WASHINGTON

President Roosevelt Delivers the Principal Address—Ceremonies Attended by Thousands of Battle-Scarred Veterans—A Brilliant Military Pageant.

(Journal Special Service.)  
Washington, May 2.—With hundreds of war-scarred veterans and diplomatic and military representatives of foreign nations as guests of honor, the government this afternoon unveiled the magnificent equestrian statue of Major-General McClellan, the great army organizer of the civil war.  
President Roosevelt delivered the principal address and Generals Stickers and Howard contributed oratory. The president was escorted from the White House by a squad of cavalry. General H. O. Dwight, president of the Army of the Potomac, through whose efforts the funds were raised and the appropriation secured from congress for the erection of the statue, conducted the unveiling.  
Dr. George McClellan of Philadelphia, a nephew of General McClellan, pulled aside the flags and the Fourth battery of field artillery fired a salute, while the band played "The Star Spangled Banner."  
The unveiling was preceded by a parade of the troops. Mayor McClellan

(Continued on Page Two.)

**ACTRESS RUMORED TO HAVE ALREADY BECOME MRS. COREY**



MABELLE GILMAN.

### BRIDE-TO-BE WELL GUARDED

**Wise Maids and Sagacious Bellboys Keep Reporters From Mabelle Gilman—May Have Secured Stanford White's Studio.**

(Journal Special Service.)  
New York, May 2.—Late this afternoon Mabelle Gilman consented to answer five questions. One, the wedding is set for May 13. Two, the ceremony will be by a clergyman and not at Corey's apartments at Sherry. Three, afterward my home will be in New York, at my husband's side. Four, none will be present except members of the immediate family. Five, we were never married before.  
New York, May 2.—Wise maids and sagacious bellboys surrounded Mabelle Gilman and formed an impenetrable guard for her apartment at the Hotel Gotham today. The actress remained in

### TAX HEIRESSSES WHO WED FOREIGN PEERS

(Journal Special Service.)  
Philadelphia, May 2.—Talking here while on a visit to consult with the local agents of the company, Paul Morton, president of the Equitable Life Assurance society, after speaking optimistically of the insurance and investment situation, talked of the people who spend their money abroad and American heiresses who take their money abroad and marry noblemen.  
On this matter of the immense exportation of money from America to Europe by means of heiresses, said Morton: "I have often believed that some kind of a tax should be put upon it.  
"Particularly I think that a tax should be placed on the incomes which American women carry to Europe after their marriages to foreign noblemen—those good-for-nothing fellows who marry American girls solely for their money. And some taxation scheme should be worked out to save at least a portion of this outgo. Besides, we want to keep young American heiresses in this country."  
"The country loses not only the girl who might have brought home money, but her riches to some good American, and it also loses many of the millions that are made out of it."

## MILLIONS FOR STEAMSHIP SERVICE

New and modern docks, and betterments of the steamship service between Portland and San Francisco, involving an outlay of money up into the millions, is under consideration by the Harriman railroad management. For some weeks the matter has been a subject of correspondence between the transportation committee of the Portland chamber of commerce and the heads of departments of the Harriman lines and is now being discussed by letter between the committee and Mr. Harriman.  
Ever since the Lewis and Clark trail the extreme need of better steamship service, large dockage facilities and more modern machinery for expediting the handling of cargoes and freight on local wharves and in terminal yards has been daily more apparent. The enormous growth of business, far beyond the expectations of anybody in railroad or other vocations, has put the transportation companies into deep troubles. Their shortcomings have caused widespread dissatisfaction and the grievances of the shippers have been voiced through the transportation committee of the chamber.  
Much Progress Made.  
The work of the committee has been difficult and results have often been unsatisfactory to the most sanguine and impatient, but in a general way much progress has been made and the actual benefits to the city and state have been for a long time apparent to those who were well informed on the situation.  
A statement given out by the transportation committee is to the effect that a local newspaper was in error in publishing an item to the effect that letters of the committee to E. H. Harriman had been ignored. The railroad president and his officials have at all times answered the committee's letters and telegrams, on various subjects, and courteous relations have been maintained.  
The subject of the particular letter referred to was the betterment of steamship service between Portland and San Francisco and the building of new and modern wharves in Portland, construction of which was promised some months ago.  
Results from Correspondence.  
Mr. Harriman's response was general in its nature and indicated that he possibly was not familiar with the exact conditions here. The committee then took up the matter further with him and an active correspondence has ensued, from which it is hoped to get some large results. J. N. Teal, attorney for the committee, said:  
"The committee believes it is a good way to present these matters direct to those in control, as in this way there can be no misunderstanding of the facts and conditions from the standpoint of the people here. The committee acts upon the assumption that these heads of the transportation interests desire to know the facts and wish to keep in touch with conditions and with the people their companies serve."  
A vast amount of work has been done by the transportation committee in the last year, and is constantly being done, to further the various commercial and shipping interests of the city and state. Ponderous files of correspondence attest the watchfulness and activity of the committee in all matters affecting the development of transportation lines in the state, and the betterment of service on the lines already there.  
Committee Works Silently.  
The work of the committee is kept from the public because to publish its plans and correspondence would not often be of general public interest and would frequently defeat the ends sought to accomplish. Its meetings have averaged two a week for the last two years. Ordinarily no detailed reports are work undertaken are made until the work is finished. At present the committee's time is taken up with the Spokane rate case and other rate adjustment matters; investigation of the terminal situation in Portland and the expediting of loading and unloading cars; remedies for the car shortage; the unloading and delivery of freight from steamers; more prompt delivery of local and through freight by California steamers, and through freight via the American-Hawaiian line; for direct steamers to this port by the American-Hawaiian line, and for the improvement of the coasting service out of Portland.  
The construction of the railroad across the southern portion of the state is also receiving its attention. Hardly a question affecting the transportation interests of the city and state does not come before this committee and receive its active support, involving a large amount of investigation and correspondence.