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The Weather—Fair tonight and tomorrow; easterly winds.

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TENS OF THOUSANDS IN LINE FOR LABOR DAY PAGEANT

GOVERNOR CHAMBERLAIN ARRAIGNS HARRIMAN

Chamberlain Urges Congress of Irrigators to Aid in Breaking Land Monopoly Held by Railroad King in Oregon.

State Executive Suggests Graduated Taxation to Force Big Corporations to Recognize Rights of People in West.

(Journal Special Service.)

Sacramento, Sept. 2.—With delegates present from all the states west of the Mississippi river, representing practically every commercial organization in the great territory included in the semi-arid and arid region of the country, the National Irrigation congress began its fifteenth annual session here today to discuss ways and means to "save the forests, store the floods, reclaim the deserts and make homes on the lands."

The session will continue until Saturday, and during that time much important action is expected to be taken looking toward the reclamation of the vast unsettled territory of the west that but awaits the touch of water to bloom as the roses.

The live interest taken in the congress and its objects is evidenced by the large and representative attendance in addition to Governor Chamberlain of Oregon, who is the president of the congress, the executives of several other western states are already here or are expected before tomorrow.

Others in attendance include several United States senators, government experts in forestry and irrigation and representatives of many commercial organizations and colonization movements. Speakers in the morning will be Charles W. Fairbanks, vice-president of the United States, whose address will be on the features of the initial session.

Governor Chamberlain will speak on the same length relative to the work of the congress and the work which the government is doing in its reclamation and forestry departments.

He referred to the national irrigation projects, the great benefits they are doing, and then compared these with the private contractors who are working under the provisions of the national Carey act. He spoke to some extent on the great land grabbing work of railroad and wagon roads which has been done in past years in Oregon, took up the matter of the forest reserves and the spoliation of the public domain in the matter of water rights in the state.

Work of Land Pirates. "How unfortunate for our country that greater care was not used in the disposition of the public domain in the past! I do not believe in confiscation. I am not a believer in lawlessness. But I believe in the view of the revelations of the past few years as to the methods which have been used to acquire vast holdings of the most valuable of the public lands by individuals and some vigorous and effective method ought to be devised to prevent the waste of the forest, field and farm and the water on and under the earth to the people who have been reaped of them by corrupt land speculators, individuals and corporations.

By crooked manipulation of the stone and timber, the homestead and other acts intended for the benefit of the actual settler and the homestead, through the rascalities perpetrated by the land speculators.

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LABOR LEADERS IN CHARGE OF MULTNOMAH COUNTY'S GREAT DEMONSTRATION TODAY.



JEAN WEST COMMITTEEMAN L. D. REID GRAND MARSHAL V. C. WELLS ASSISTANT GRAND MARSHAL W. H. FITZGERALD COMMITTEEMAN

HEARST ON LABOR DAY

Great Editor Says Combines are Necessary But That They Must Be Formed in Interests of Employes and People in General.

(Journal Special Service.)

Jamestown, Va., Sept. 2.—One of the greatest celebrations of Labor day in the whole nation is being held at the Jamestown exposition today. William Randolph Hearst was the chief orator of the day and his address was attentively listened to by thousands of people.

"Labor day ranks with the Fourth of July. One celebrates the independence of the United States while the other celebrates labor, by which we receive the prosperity which we enjoy. We have no aristocracy in this country save that of labor and intellect.

"Capital is only created by the cooperation of employers and employes. Wages is a division of capital. Where this is not the case there should be arbitration of differences in opinion.

"Both organized labor and organized capital is necessary to the creation of wealth. There is just as much difference between legitimate organization and a criminal combination as there is difference between commerce and piracy.

"Prosperity means first the creation of wealth and then its distribution. Through legitimate combinations of capital operations are conducted on a scale impossible to a single individual. For this reason legitimate combinations are a good thing for the country. It is the combinations of unscrupulous men who do not work together for a worthy purpose which create all the trouble."

Mr. Hearst was warmly welcomed when he took the speaker's stand and he was frequently forced to pause in delivering his address by the thunderous outbursts of applause which greeted his remarks.

JOHN DEMOTT DROPS DEAD AT GREENCASTLE

(Journal Special Service.) GreenCastle, Ind., Sept. 2.—John B. Demott, the famous lecturer, dropped dead of heart failure today.

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EVERYBODY TURNED OUT TO WITNESS BIG PARADE

Monster Demonstration Held By Wage Earners Surpassed Anything Ever Before Attempted in Pacific Northwest for Worthy Cause

(Journal Special Service.)

With bands playing, banners flying and their representatives out in full force Labor celebrated its own day this morning. For over an hour the monster parade wound through the downtown streets and every man, woman and child in the city was out in gala attire to see the procession and cheer the "men behind the guns" of Portland.

And it was worthy of the city and the cause that it typified. There were between 4,000 and 5,000 men and women in the pageant. It stretched out for over two miles and took 80 minutes, with the men walking four and five abreast, to pass a given point.

In former years and less prosperous times those taking part in a Labor day parade have been content to walk, but the past year has been so prosperous a one for Portland and all her citizens that fully one half of the "Sons of Martha" who were in the parade rode in automobiles, tallyhoes or carriages.

The parade was headed by the great Portland and the share they have had in her prosperity. Every union did her best for the day from the long line of plasterers in their white shirts and caps who headed the parade to the little band of telegraphers down toward the rear who carried their defiant banner "Stick! Stick! Stick!" and smilingly answered the cheers of the people on the curb.

Probably never before has a parade in Portland started more promptly on time. When Grand Marshal L. D. Reid signalled the twenty-four, waiting unions to start it was exactly 10 o'clock and the carriage containing the speakers of the day who made the addresses at the Lewis & Clark fair grounds the afternoon came near being left behind.

At the head of the parade were two mounted police who cleared the streets of spectators in the following order: Operative plasterers, hodcarriers, lathers, sheet metal workers, carpenters, bricklayers, shingle weavers, longshoremen, grainhandlers, plumbers, steamfitters, tile setters, bridge and structural steel workers, electrical workers, painters, teamsters, boiler-makers, machinists.

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WILL BUILD BOTH LINES

Corvallis & Eastern and Branch of Southern Pacific From Natron to Klamath Will Be Constructed Says Man With Harriman

(Journal Special Service.)

Both the Corvallis & Eastern and the branch of the Southern Pacific from Natron to Klamath will be built," is the assertion of Fred S. Stanley who, in company with General Manager J. F. O'Brien of the Harriman lines, spent all of last week with E. H. Harriman touring through Crook and Klamath counties in an automobile.

"These two lines into the central part of the state will be built," he continued, "because Mr. Harriman is satisfied that the country is worthy of greater development. The progress already made there he has seen with his own eyes and was highly pleased. Although not saying it in so many words he realizes as well as the rest of us that further development rests entirely with the completion of rail connection.

"Mr. Harriman stated that he could not afford to build a railroad when forced to use 7 per cent money. All the available money in the east is tied up, but as soon as the financial market eases a trifle, there is no question but that both of these lines across the mountains will be constructed."

The automobile tour covered a distance of 100 miles.

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GLASS POLES FOR TELEPHONE WIRES

German Inventor Overcomes Obstacle of Decreasing Timber Supply.

(Journal Special Service.)

Washington, Sept. 2.—The problem of what this country is to do when the rapidly decreasing supply of timber for telegraph and telephone poles is exhausted may be solved by a German architect, who has been granted patents in the United States and European countries on poles made of glass.

The consular agent at Casablanca reports that a stock company has been organized in Germany for the manufacture of glass poles has been built at Grosssalmrohr.

The glass of which the poles are made is strengthened by interlacing and inter-twining it with strong wire threads.

The selling price of poles has not been fixed, but the company is willing to accept 15 a pole of the length of 23 feet. The imperial post department which has control of the telegraph and telephone poles in Germany has ordered the use of glass poles on one of its trunks.

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RAILROAD KING VISITS PORTLAND.

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HARRIMAN CHARMED BY OREGON TRIP

Railroad Magnate Finds That Population of Central Portion of State Has Doubled in the Past Two Years.

No Definite Announcement Made of Intention to Build to a Section of Country Long Neglected—Speculators to Get No More Land.

(Journal Special Service.)

That E. H. Harriman has had "the time of his life" in the way of an outing cannot be doubted by anyone who discusses with him the trip he has just made through Oregon. He has demonstrated that transportation by automobile is feasible from Klamath Falls to Shaniko, and has made the first trip on record over that route in an auto. He has seen enough of central Oregon to entice him with its climate, and to convince him, if he was not convinced before, that the country has great possibilities in agricultural and railroad development.

It is now pretty well understood that Mr. Harriman adheres rigidly to at least one rule—that he will not tell the public he is going to build a railroad until the engineers are ready to begin throwing dirt. It is said he learned an abiding lesson from this line in the case of the Columbia Southern, when he said two years ago in a speech to Portland business men that the road would be immediately extended from Shaniko to Bend.

Upon further investigation it was decided to abandon the project, and the people never have forgiven him for continued neglect of central Oregon. Every indication now points to early railroad construction into that region by another route, for he has just completed his first personal inspection of the country.

"What do I think of central Oregon? Well, I have been asked that question everywhere along the route," he said to the Journal interviewer this morning in his private car Arden, sidetracked at the union depot.

"Then he discussed in a general way the country he has visited, the climate, the vast distance the land grants, and the principles of railroad building and traffic and wound up by declaring that land grants should be disposed of solely to actual settlers; that timberlands owned by railroads should be retained by them and produced for sale in full; that the timber for the railroad building of the future; that railroad commissions are good things if they are used as mediators between the public and the roads, and bring both into closer harmony and understanding; that central Oregon is a vast country, and that the roads are separated widely by rough or desert places; that it has a climate in August delightful beyond compare; and that the country has about doubled its population and development in the last two years.

Knows the Country Well. "We have not by any means been without information about central Oregon," he said. "For several years we have had reports on its conditions, and for the last two years our engineers have been busy through that region. I believe we know as much about central Oregon as does any man in Portland. It is not so hard to find places to build a railroad, but when once built it must

SUED FOR BEING AWARDED MEDAL

Brave Miner Finds It Expensive to Save His Companion's Life.

Bellefonte, Ill., Sept. 2.—Theodore Hostetler of Bellefonte has just learned that employing a lawyer to prove himself a hero is expensive business. Hostetler was awarded a Carnegie medal several months ago for having saved the life of Ernest Jopp in a coal mine. Now he is defendant in a suit for \$500 attorney's fee in which Thomas H. Moore is plaintiff.

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E. H. Harriman

Table with 3 columns: Local, Foreign, Classified and real estate. Rows show advertising volume for the week ending Sept. 1, 1907, and advertising rates for the week.