

A PORTLAND BUSINESS MAN, AND A HEAVY ADVERTISER, SAID THE OTHER DAY TO ANOTHER BUSINESS MAN AND ALSO A LARGE ADVERTISER: "THERE ARE TWO FRUITFUL DAILY NEWSPAPERS IN PORTLAND, THE JOURNAL AND THE OREGONIAN; PAPERS OF STANDING AND INFLUENCE; PAPERS THAT MEET A WANT AND THAT SERVE THE PUBLIC; AND OTHER DAILY PAPERS IN PORTLAND REPRESENT NOTHING, STAND FOR NOTHING AND ARE NOTHING BUT AN UNNECESSARY BURDEN TO THE PUBLIC AND THE BUSINESS INTERESTS OF PORTLAND. THE TWO DAILY PAPERS NAMED MEET EVERY WANT, PERFORM EVERY SERVICE THAT IS POSSIBLE FOR A NEWSPAPER TO PERFORM. COVER THE STATE AS ADVERTISING MEDIUMS AND ARE USEFUL, SERVICEABLE INSTITUTIONS, DESERVING OF THE LIBERAL SUPPORT THEY RECEIVE."

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Oregon Journal

JOURNAL CIRCULATION

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PORTLAND, OREGON, FRIDAY EVENING, FEBRUARY 21, 1908.—SIXTEEN PAGES.

PRICE TWO CENTS.

ON TRAINS AND NEWS STANDS, FIVE CENTS

M'KINLEY BACK FROM SCENE OF ESCAPADES; BRISTOL IN COURT RAPS HENEY AND BURNS

JOLLY JOKER FROM ORIENT FACES JUSTICE AND LONG TERM IN PENITENTIARY

SIDELIGHT ON OTHER SITUATIONS

District Attorney in Preliminary Remarks Infers That Some Feeling Exists Between Him and F. J. Heney—Prisoner Cheerful

As debonaire and complaisant as ever he was in the heyday or Oregon land grafting, Horace Greeley McKinley, convicted of conspiracy in the famous "11-7" case, stood before Judge Wolverton in the United States district court this morning and gave his reasons why sentence should not be passed upon him.

There seems to be, in short, that McKinley expects an immunity bath, with Francis J. Heney and William J. Burns as the ones who are to turn the water into the tub. District Attorney Bristol plainly intimated that this would not be allowed by him.

Upon the prisoner's plea that sentence be suspended long enough to allow him to communicate with the special prosecutor and his lieutenant, Judge Wolverton asked District Attorney Bristol if he thought such action would in any way affect McKinley's sentence.

"I have no opinion," said Mr. Bristol, "but I know of no reason for it. Personally I have no bargains to make nor immunity bath to give. I have nothing to do with this prisoner's communication with Francis J. Heney."

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SAYS CONGRESSMEN GRAFT

Representative Lilley of Connecticut Charges Naval Committee With Being Servants of Holland Submarine Boat Manufacturers.

(United Press Leased Wire.) Washington, Feb. 21.—Representative Lilley of Connecticut, a member of the committee on naval affairs, has introduced in the house a resolution calling for the appointment of a committee of five members to inquire into the conduct of the Electric Boat company of New Jersey, manufacturers of the Holland submarine.

In it he virtually charged that a majority of the members of the naval affairs committee are the servants of this company and thereby revives the scandal started when Montague Lesler, a representative of New York, accused Phillip Dohlin in 1903 of having tried to bribe him in the interest of the same concern.

Lilley charges that many members of the committee are no more than, to quote his words, "so many traveling salesmen," for the Holland company.

POWERS MAY CALL HALT

State Department on Advice of President Expected to Address Circular to Nations on Japan's Manchurian Policy—Violation of China's Integrity.

(United Press Leased Wire.) Washington, Feb. 21.—The state department on advice of the president, is expected within a short time to address a circular note to the powers, calling attention to Japan's anti-open door attitude in Manchuria, the open door being the American policy.

It is learned that the state department at the proper time will address itself to the greater and graver question as to whether Japan is or is not violating the integrity of China by her machinations in Manchuria.

If conditions make it necessary Japan will be asked to show her hand in Manchuria, where great American, British and other international interests are involved.



Photo of McKinley Coming From Court This Morning in Charge of United States Marshals—McKinley in Center.

M'KINLEY FORGIVEN BY WIFE DESERTED FOR LITTLE EGYPT

Horace McKinley and his wife have been reunited.

He deserted Marie Ware McKinley two years ago for "Little Egypt," a dancer. For more than two years he has lived in the orient, a fugitive from justice.

McKinley returns from a foreign land, subdued—a captive—in the custody of a deputy United States marshal. And he is forgiven.

All his misdeeds and even the desertion of his wife for another woman—which in the eyes of a wife is the greatest wrong that can be done members of her sex—have been forgotten. Every incident is a thing of the past.

Marie Ware and McKinley have become reconciled after a separation of years, and the husband longs for the decision of the court so that as soon as possible he will know his fate.

One of the first to greet McKinley after he arrived in San Francisco was Marie Ware, his wife. The meeting had been arranged by letter. For months, even before he had been arrested in China, McKinley had been corresponding with his wife, who for a time has been living in San Francisco.

Mrs. McKinley accompanied her husband and his guard on the train out of San Francisco, leaving him, however, before Portland was reached.

It was a pathetic meeting when the two greeted each other in San Francisco. And almost immediately husband and wife began to plan for the future.

The reconciliation was a happy one, and the short time that the reunited husband and wife were together, their actions were of sweethearts, who had met after an extended separation.

It is said that McKinley and Mrs. McKinley agreed that he should begin his sentence—in case sentence should be imposed by the court—and that as soon as possible after serving time they are to begin living together, the husband making an effort to start life anew.

COMPROMISE PLAN WAS WELL LAID TO FOIST FERRY ONTO LITTLE CITY AT THREE TIMES ITS ACTUAL MARKET VALUE. CHEAP CONSTRUCTION.

Facts Show Plan Was Well Laid to Foist Ferry Onto Little City at Three Times Its Actual Market Value. Cheap Construction.

Since the account of the scheme to shoulder upon the city of St. Johns a \$7,500 ferry boat for \$19,000, published in The Journal Wednesday, additional facts exceedingly damaging to the ferry interests, Peterson Brothers and Smith, have been disclosed. That the ferry was constructed with the sole idea of turning it over to the city at a fancy price when completed becomes more apparent as facts come to light.

The ferry from the standpoint of a business property is of dubious value. The boiler is over 20 years old, the engine a little less than that and the boat and all the machinery and equipment in it at their contract price cost less than \$8,000. Even that has never been paid in full; there are still nearly \$1,000 of unpaid bills due the contractor which he has been unable to collect and for which he holds a lien on the property. In consequence Peterson and Smith have no clear title to the boat.

Cheap Boat Throughout.

The promoters' plan was very simple, namely, to build a boat as cheaply as one could be built and still keep afloat for a year and pass government inspection, and then to dominate the city government of St. Johns after the next election and through their agents in the city hall have the city purchase the boat at their figure, clearing \$12,000 profit on a \$7,500 investment.

All the figures and facts in the case are matters of record. Peterson Bros. & Smith contracted with Billyou & Hirstel of the American Tool Works, early last spring, for a second-hand boiler from the East Side Boiler Works and a lot of old machinery from the Shaver Transportation company, agreeing to pay \$4,430 for the whole thing when the stuff was fixed up and installed in the hull, which they would provide in accordance with the plans drawn by the contractors.

Plan to Dump Boat on City.

Hirstel's orders were "save all possible expense, since the boat when completed will be sold to the city. All we

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FOUR MEN KILLED BY FALLING MINE CAGE

(United Press Leased Wire.) Wilkesbarre, Pa., Feb. 21.—Four men were killed and four probably fatally injured this morning when the car in which they were being lowered in a mine fell to the bottom.

FOURTEEN KILLED BY COLLIERY EXPLOSION

(United Press Leased Wire.) New Castle on Tyne, England, Feb. 21.—In a terrific explosion occurring in the Globe colliery today 14 of the 15 men employed there were instantly killed.

NO DUTY ON GOODS SENT TO JAPS' FAIR

(United Press Leased Wire.) Tokyo, Feb. 21.—The house of peers today passed the bill exempting from duty the articles to be sent from other countries to the Japanese exposition.

ST. JOHNS SAVED FROM GOLD BRICK

Facts Show Plan Was Well Laid to Foist Ferry Onto Little City at Three Times Its Actual Market Value. Cheap Construction.

Attorney for Transportation Company Indignant Over Journal's Exposure, But Refuses to Tell Original Cost of Boat.

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PETTY THIEF INHERITS COIN

Youth Gets Fortune of \$15,000 While Serving Term in Prison.

STEFFENS AIRS OREGON POLITICS

Famous Muckraker Tells of Visit to W. S. U'Ren and Fight for Betterment of Corrupt Conditions in This State.

GOODNOW TO BUILD C. & M. & ST. P. TO PORTLAND

General Manager of Chicago & Alton Is Chosen as Head of Pacific Coast Construction Work—Paid Portland Visit With President Earling Few Weeks Ago to Look Over Field

C. A. Goodnow of Chicago, general manager of the Chicago & Alton, has been selected as western manager of the Chicago, Milwaukee & St. Paul and will have charge of that road's Pacific coast construction work, particularly its extensions into Portland and Seattle. H. R. Williams, formerly general manager of the Milwaukee road, now the company's western head at Seattle, will be left free to organize the business and operate the line as fast as completed.

The selection of Mr. Goodnow places the task of building the Portland extension of the Chicago, Milwaukee & St. Paul in the hands of one of the most prominent railroad builders and managers in the east.

The road is now finished and in operation as far west as Terry, well into the state of Montana, and is nearly completed in sections to Butte. A large section between Musselshell and Harlowtown, Montana, is completed and large crews of men are working from both ends of the line and also from Butte on the west and Terry on the east. They are laying steel at the rate of five miles a day and will within the next 30 days be ready to operate trains from Chicago to Butte.

Next More Officials.

So far advanced is the Pacific coast construction work that more heads of departments are necessary, and President Williams has called for the appointment of a general manager. Mr. Goodnow was seven years ago general superintendent of the Chicago, Milwaukee & St. Paul, and is at the present time a director in that company.

He has always enjoyed the warm personal friendship of President A. J. Earling of the Milwaukee and when the latter came to the Pacific coast a few weeks ago he brought Mr. Goodnow along to look over the situation. They visited Portland together two weeks ago.

Advices from Chicago are that Mr. Goodnow has been offered the place of general manager of the new transcontinental line and has accepted the place, his appointment taking effect about the time the line reaches Butte, April 1.

Mr. Goodnow will maintain offices both in Portland and Seattle, and as soon as the line is completed to Seattle he will move his headquarters to Portland.

The task of building the Portland extension is no mean test of ability and foresight. The Milwaukee's management, as has been well known, originally intended to come down the north bank of the Columbia river with its Pacific coast extension and make Portland the first Pacific coast terminal to be developed.

The sudden move made by J. J. Hill was forced, it is said, by the fact of President Earling's purpose becoming known to the former magnate and Hill's initiative on the north bank was a greater surprise and disappointment to Earling than to Harriman, who had for some time been a party to an agreement with Hill to build a joint line down the north bank and "knife" the Northern Pacific.

Long Legal Battle Begins.

That was before Hill gained control of the Northern Pacific. But his acquisition of the system did not remove the logical demand for a water grade railroad down the north bank. When Hill heard of the intention of a rival line he sent engineers into Wallula gash, and within 36 hours they had begun locating a grade.

Then followed the long drawn out battle between the Wallula Pacific, Harriman's attacking company, and the com-

(Continued on Page Two.)

STEFFENS AIRS OREGON POLITICS

Famous Muckraker Tells of Visit to W. S. U'Ren and Fight for Betterment of Corrupt Conditions in This State.

In American Magazine He Praises Work for Initiative and Referendum—Conversation With Heney Regarding Fulton.

"Some day I will write something about politics in Oregon; maybe at some near date."

Lincoln Steffens said this when on a recent visit to this city and he has kept his word. In the March number of the American Magazine Steffens has sounded a praise for W. S. U'Ren, calls him "the legislative blacksmith of Oregon," and attributes to him the credit of having hammered the blackened iron of graft into a shaft of steel that makes the cast-iron fly when it strikes the cast-iron exterior of a grafter.

Steffens in his article makes especial reference to the agreement between Harvey Scott and Jonathan Bourne Jr., in which the editor offered to pay Bourne \$25,000 for his influence to make him (Scott) United States senator.

Steffens says that Oregon had more fundamental legislation than any other state of the union excepting Oklahoma, and Oklahoma was new. They called the men the father of the initiative and referendum in Oregon but that wasn't big enough. U'Ren had fathered other Oregon laws and his own state was not the limit of his influence.

Steffens dilates upon the personal qualities of U'Ren and says that he vilified one tragic day out of this life for him. U'Ren talked much of Oregon and much of politics with a directness that showed that he knew all about both.

Heney Boasts Fulton.

Steffens referred to U'Ren's visit to San Francisco to confer with Spreckels and Heney regarding the initiative and referendum which had been discovered over certain antiquated state statutes of California. Heney put the question to U'Ren and the latter had proposed to put Fulton in the fore on a Statement No. 1 platform to establish a precedent. "Ah, would you support that?" U'Ren asked. "I would support that," U'Ren said. "I would support that," U'Ren said. "I would support that," U'Ren said.

U'Ren's conversation with Steffens was a conversation with U'Ren Steffens asked what of future reforms and further "tool making"; U'Ren's reply was: "Go back to Oregon and fight in the open," said Heney. "Tell the people what you are doing, they will back you."

But what about the man? What about reforms? as he has got his. It must be remembered, before passing judgment, that Oregon was in that stage of corruption where the methods were loose, crude and spontaneous.

The Scott Contract.

"Perhaps the condition I mean can best be brought home by citing an agreement written by Harvey W. Scott, the really great editor of that really great newspaper, The Oregonian (and of its afternoon edition, The Telegram), one night in 1902. There was a contest on for United States senator. Scott had hopes. Bourne had had them, but he had nothing left but a small minority of legislators. These he owned, however; they had cost him \$25,000. Scott wanted Bourne's legislators, so on the last night of the session he wrote the agreement printed below, and William

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(Continued on Page Two.)

CHAMBERLAIN WILL WIN

Ex-Senator F. W. Mulkey Thinks Election Will Go Into Legislature—Governor's Chances Present Complex Situation, Which Makes Republican Outlook Bad.

(Washington Bureau of The Journal.) Washington, D. C., Feb. 21.—Ex-Senator Frederick W. Mulkey is here and said in an interview: "Chamberlain may win in the general election for senator. Some Republican candidates for the legislature will refuse Statement No. 1. The injection of Chamberlain into the contest makes the situation so complex that in my opinion the election will be thrown into legislature, inasmuch as in my opinion Statement No. 1 men will now be in majority. Opponents to Statement No. 1, that is, those who don't believe in the election of senators by the people, will have an opportunity to manipulate the legislature and accomplish the defeat of the Republican candidate. This was the reason I withdrew from the race."

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