

CHAMBERLAIN WILL SEEK SENATORSHIP DEUTERDAHL GIVES REASONS FOR CRITICISING NAVY

CHAMBERLAIN'S STATEMENT 1

Platform That Would Seem to Appeal to Voters—Enters Race Against Charles W. Fulton—Appeals to the People.

George E. Chamberlain, governor of Oregon, is a candidate for the United States senate, to succeed Charles W. Fulton. Yesterday afternoon the governor made the announcement of his candidacy, pledging himself, should he be elected, to serve the people of the state irreflexively and impartially, and promising should the office fall to him, to place country above party and to support those measures whether of a Republican or Democratic administration, which his conscience approved as best calculated to promote the best interests of the country at large and the state of Oregon.

In making his announcement, Governor Chamberlain states that he has been requested by friends of different political belief to become a candidate for the office. He has received the endorsement of his own party in different counties of the state.

In outlining his position the governor places himself straight as a firm believer in and supporter of the direct primary law and in the right of the people of the state to nominate candidates for all offices. He reiterates his belief in the principle that the people should by direct vote elect the United States senators, and takes the stand that no member should be elected to the legislature who does not sign Statement No. 1 without qualification.

The principle of direct nomination of the senators in the state is the only issue in the present campaign, the governor contends, and it is one which involves the maintenance of the primary law in its integrity and the right of the people to rule. It is a death struggle between the people on the one hand and a corrupt government on the other.

Governor Chamberlain was born in Natchez, Mississippi, January 1, 1854. He graduated in Washington and Lee university in 1876, and came to Oregon in December of the same year.

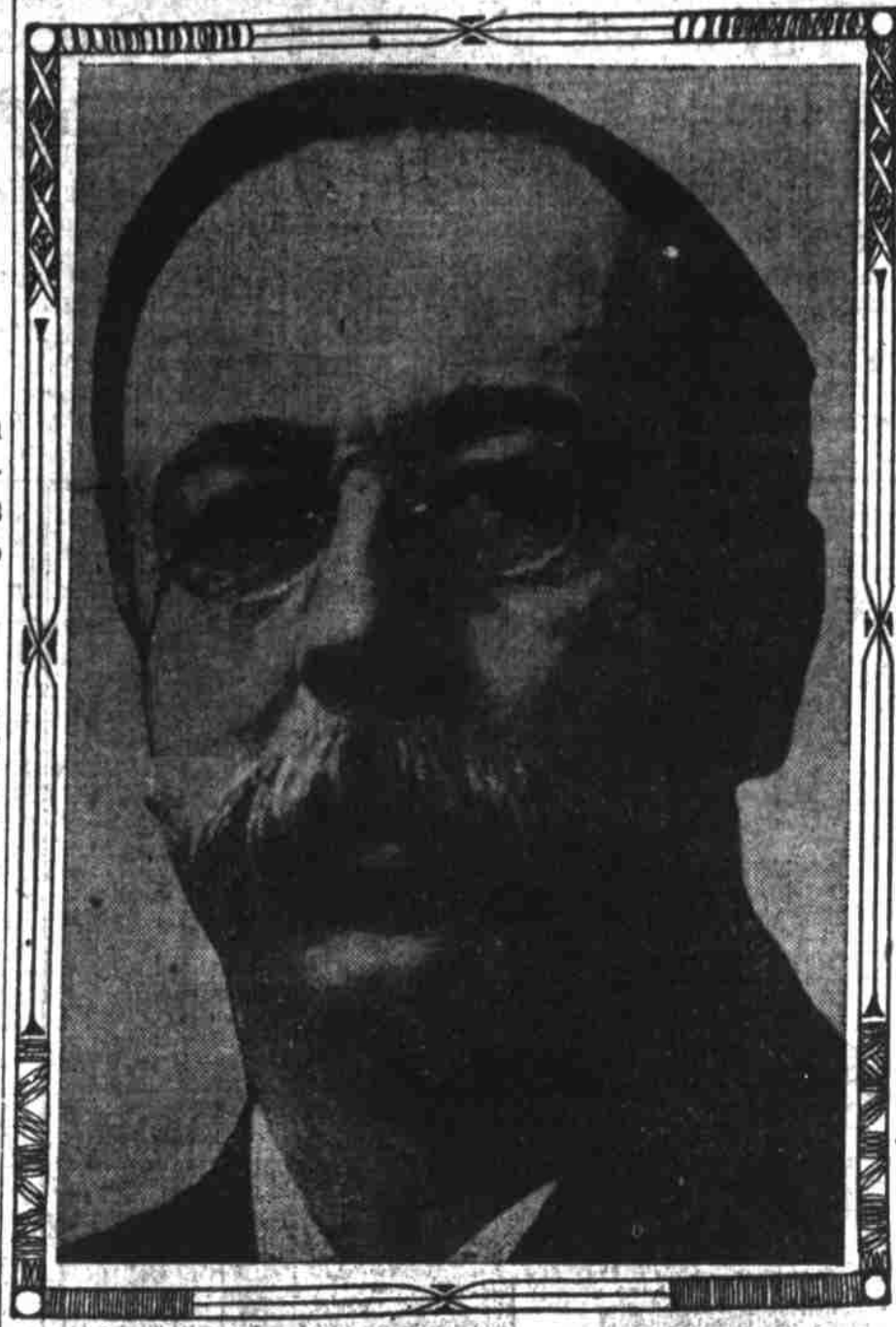
Many Years in Oregon. Settling in Albany, Governor Chamberlain began the practice of law, and in 1880 was elected to the house of representatives from Linn county. He was elected prosecuting attorney for the Third judicial district in 1884, serving in that position until 1890.

At the legislative session of 1891 the office of attorney general for Oregon was created and Governor Chamberlain was appointed to that position by Governor Penney. He was re-elected to the office at the general election in 1894, defeating J. H. Webster, resident county judge of Multnomah county, who was the Republican nominee for the position.

At the June election of 1900, Governor Chamberlain was prosecuting attorney of the Fourth judicial district, defeating Judge Sewell, the Republican nominee. He was elected governor of Oregon at the June election of 1902, defeating W. J. Furnish, of Pendleton, the Republican nominee. He was re-elected in 1904, defeating John D. Sullivan, of Salem, the Republican nominee.

The announcement issued by the governor telling of his attitude toward the nomination for the United States senatorship is as follows: Salem, Or., March 14.—To the People of the State of Oregon.—I have been re-

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GOVERNOR GEORGE E. CHAMBERLAIN, WHO HAS ANNOUNCED HIS CANDIDACY FOR UNITED STATES SENATOR.

PORTLAND GIRL MAY HAVE ELOPED WITH DUKELET'S LUGRE

Has Phyllis Dare, the beautiful young English actress, eloped with the son of Lord Rosebery, heir to \$15,000,000? If she has the Portland relatives of Miss Dare have heard nothing of it, but they say they would not be surprised if their much-photographed cousin had joined the ranks of the "actress nobility."

Nearly as many English noblemen are marrying popular actresses as are marrying wealthy American girls, and Englishmen say that the actresses have the better of the bargain as their husbands usually have a million or two in their own right, while those marrying Americans are in a fairly poor way.

Anyway Miss Dare's American relatives have been looking for some such match. Only last week a cousin of the beauty, who lives in Portland, received a letter from her saying that she had received an offer of marriage from the Duke of Birmingham's son. That she had had other noble admirers by the legion is a well-known fact among the young woman's many friends.

Miss Dare went on the stage when she was 3 years old—she is 19 now. After her temporary appearance as a squalling baby she went to school in

Liverpool until she appeared as the Fairy Godmother in the pantomime of Cinderella in 1902.

She met with such success that she later appeared in "Cumberland" and then as leading woman in "The Catch of the Season," making a tremendous success in the latter play, and far outclassing her predecessors in the part in popularity.

She has recently been playing Cinderella in the famous pantomime in Birmingham. It was from Birmingham that Miss Dare and young Lord Rosebery are supposed to have eloped.

Miss Dare's sister, Zena, is nearly as well known as she and is also a London stage favorite.

LANDS FINES MAN ONE CENT

Judge Who Handed Lemon to Standard Oil Sees Human Side of Case.

(United Press Leased Wire.) Chicago, Ill., March 14.—George S. Miller, who wrote a dozen postal cards attacking the character of Dr. David W. Wilkins in vehement, defamatory and sometimes unprintable terms, was fined one cent by Judge Keneaw M. Landis today in the United States district court, after Dr. Wilkins had admitted that he had failed to pay a debt of \$2 to Miller for washing the windows of the doctor's office.

"You are technically guilty, Mr. Miller," said Judge Landis to the defendant, "because you said these things on postal cards. Don't use the United States mail to say such things in the future. Go to the jail and pay them to his face, if you think you are justified. I will fine you one cent, and you need not pay any costs." Miller paid the fine at once.

Dr. Wilkins had a witness fee of \$1.50 coming to him and Assistant District Attorney Shiber suggested to the worthy doctor that he could add 50 cents to the fee and pay the window washer what he owed him.

CREEK INDIANS ARE INDIGNANT AT WHITES

(United Press Leased Wire.) Washington, March 14.—Chiefs of the Creek Indians are preparing to lay before the president in person a copy of the treaty of March, 1828, signed by Lewis Cass and other prominent men of that period, "solely guaranteeing" to the Creek Indians "the territory west of the Mississippi and prohibiting states from passing laws for the government of the Indians."

BACK TO THE FARM FOR FAST "HOSSES"

(United Press Leased Wire.) Washington, March 14.—A record-breaking bill is the anti-gambling bill, prohibiting gambling on everything from a horse race to futures, even making illegal telegraphic communications on such matters, will be introduced in the house Monday by Representative Campbell of Kansas.

AT REBELS

Admiral Dewey Relates a Hitherto Unpublished Story of Civil War—Two Survivors of Old Mississippi Celebrate.

Hero of Manila Bay Proud of Record Made by Rear Admiral Evan's Fleet in Voyage From Atlantic to the Pacific.

(Hearst News by Longest Leased Wire.) Washington, D. C., March 14.—"It was a notable performance, a great exploit in naval history over which we should be very happy and of which we should be accordingly proud.

"The achievement of sending so successfully this splendid fleet already a distance of more than half way around the globe is assuredly something on which our nation should congratulate itself. By this undertaking which has been so happily accomplished, it is demonstrated to the world that we can have such well-trained officers, such fine seamen, and that we have built 16 such magnificent battleships as those which have arrived at Magdalena bay.

"It is a particularly pleasing thought that the ships of this fleet should have arrived in better condition than when they started on the cruise around the world. I don't think I could say anything more because the history of the cruise is now known everywhere."

These are the sentiments expressed today by Admiral Dewey, the highest officer in the navy, to the Hearst News Service upon the great work done by Admiral Evans in getting his ships safe and sound from Hampton Roads to Magdalena bay.

As the head of the general naval board, Admiral Dewey has reason to be proud of the cruise of the battleship fleet which to all intents and purposes may be regarded as an accomplished fact. The general naval board had much to do in conjunction with the bureau of navigation, in preparing the plans for the undertaking. The problem was suggested by the president early last spring, but it was not until June 18 that the report of the general board was handed to the secretary of the navy and on the following day the Hearst News Service exclusively announced the proposed transfer of the Atlantic fleet to the Pacific coast.

As soon as the fleet was reported at Magdalena bay Admiral Dewey visited the White House. Nothing was made public about the visit except that there were mutual felicitations, the president being about as happy as the admiral. At the White House they say that the president, in addition to preparing the cablegram of congratulation to Admiral Evans, warmly complimented Admiral Dewey and the expert officers whose plans were so successfully carried out. Admiral Dewey's discussion of the record made by Rear Admiral Evans put him in a reminiscent mood. Talk-

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Forty Persons Shy at "Thirteen"

(United Press Leased Wire.) New Bedford, Mass., March 14.—Forty men, women and children, representing the passengers and crews of the wrecked ships, the Sylvia, the Beta and the Marjorie J. Summer, tired and hungry, but overjoyed at feeling land once more beneath their feet, were landed here this afternoon by the United States revenue cutter Mohawk.

When the Sylvia struck on Sow morning, she had on board the crews of the Beta and the Summer, who were on their way to Halifax as passengers, after having been picked up at sea and taken to New York.

Those who among the crew of the Sylvia are inclined to be superstitious, say that never again will they leave on a voyage with shipwrecked crews aboard on Friday the thirteenth of any month.

In fact, they assert that unlucky thirteenth figured materially in the wreck of the Sylvia. Not only was the trip to Halifax started on the thirteenth from New York, but the Sylvia left her dock at exactly 1 o'clock in the afternoon on the thirteenth of the day. Officers and crew of the Sylvia, they say, above decks numbered 13, and they carried the crew of a ship, the Summer, that was wrecked on February the thirteenth. The passenger list of the Sylvia was made up of 18 people and a "sky pilot."

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HARD FIGHT ON TAXES

Public Service Corporations Dispute Assessment on Franchises—Will Carry Matter Into Courts—One Million Collected.

Half a million dollars poured into the county treasury through the tax department of the sheriff's office yesterday. On Friday \$307,264.40 was collected, making over \$800,000 in the two days. The total amount of taxes collected, not including yesterday, is \$1,928,308.88. Tomorrow will be the last day on which the 3 per cent discount will be allowed.

All the public service corporations are fighting the assessment of their franchises, alleging that the taxation of franchises is unconstitutional and amounts to double taxation. Most of the big corporations have refused to pay on franchises, but a few have paid under protest, giving notice that they intend to try to get their money back.

Yesterday was the record day of the year in the payment of taxes. So great was the flood of checks that at a late hour last night the exact sum received during the day had not been computed, but it is estimated to be over half a million dollars. The day before \$307,264.40 was received.

Tomorrow will be the last day on which taxpayers will be able to save three per cent on the sum assessed against them. Usually March 15 is the day, but March 16 fell on Sunday this year, the discount will be allowed all day tomorrow and tomorrow night. Discount is allowed only on full payments, those who pay only half being required to hand over exactly half of the total tax levied against them.

Deputy Sheriff Martin and his deputies in the tax department of the sheriff's office were on the rush all day yesterday, and expect the same experience tomorrow. Long lines of people formed in front of the windows, nor did they dwindle away at the noon hour.

Not including yesterday's receipts, \$1,928,308.88 has been paid on the new tax roll. The total roll amounts to \$3,226,564.25, showing that fine progress has been made with about two and one-half millions paid.

Corporations Will Fight. Those who desire to pay only half of their taxes will have until April 6 to do so, at which time unpaid taxes will become delinquent and subject to 10 per cent penalty. To this penalty 1 per cent per month will be added on the balance made. The second half series will become delinquent on October 3. Those who pay half should be careful to be exact in their figuring.

It is now apparent that all of the public service corporations intend to fight the collection of taxes on their franchises. The most of them are refusing to pay on franchises, though paying on all other property they own.

The Portland Railway company and its sister corporations, the Portland Railway, Light & Power company and the Portland General Electric company, have paid the \$23,000 assessed against their franchises, but have filed written protests and given notice that they intend to try to recover the money.

"The Southern Pacific, the O. R. & N., the Northern Pacific, the Postal Telegraph and the Pacific States Telephone & Telegraph companies have refused to pay on their franchises.

Under the advice of the district attorney's office the tax collector has received payments from these companies exclusive of the franchise tax, the advice being to the effect that the rights of the county to collect on the franchise would be in no way affected by payment of the other taxes.

String Tied to Payment. The protest filed by the Portland Railway company sets forth the position of all the corporations in objecting to the franchise tax. These objections follow the line mapped out by attorneys who fought the assessment before the county board of equalization last fall, the salient feature of the protest reading as follows:

"The company does not voluntarily pay said taxes, or any thereof, attempted to be exact in their figuring.

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THINKS WRONGS ARE NOT BEING RIGHTED

(Copyright, 1908, by The Oregon Journal and the Los Angeles Examiner.) Los Angeles, Cal., March 14.—Henry Reuterdahl, the marine artist, whose criticisms of certain features of construction of the battleships of the navy has caused perhaps more discussion among representatives of the service in Washington than any other one criticism, started today for New York to join his family.

Although his plans are not fully settled upon, Mr. Reuterdahl intends to visit Washington at once after his arrival in New York and there personally acquaint himself and followers and those who disagree with his criticisms exactly what he intends doing henceforth.

To an Oregon Journal and Examiner reporter he explained succinctly his plans for the immediate future. "I have been out of the world so long," he began, "that it is not fair to expect me to enter into any lengthy discussion of my plans until I have had time to get better posted on the situation. We on the fleet saw a few newspapers and no fresh ones. From such few documents as have been called to my attention in the newspapers of recent date, it seems to me that Washington is decidedly favoring my suggestions.

"When one deals with the wrong its extermination depends entirely on how directly one can attack it. It is an easy enough matter—and a relatively inexpensive one too—to change the present faulty armor-belt so that all our battle ships would be as good as any nation in this respect. The height of a new armor-belt above the waterline could be made eight, 10 and 12 inches greater than at present at an expense entirely disproportionate to the total value of the ship. But one cannot tinker with the United States battleships as one might with an individually-owned merchantman.

"Here we have men in the naval service, heads of bureaus, whose jobs, other things being equal, are perpetual and whose sway over their respective departments is absolute. It does not require any great amount of insight to perceive that under such a system the head of a bureau who has held down the position for years is going to reject any suggestion, the acceptance of which would show his policies to have been wrong.

"If the armor-belt is too low on our battleships, it is a matter of the most grave concern for all of us. But to the navy constructor the angle of his viewpoint does not include any sight of the nation's interest in the case. All the constructor thinks about is 'what will happen to me if my methods are proved wrong?'"

FLEET'S OVER-DISPLACEMENT "Until a very much more sweeping change in existing methods among departmental bureaus is made, the poor battleship must continue to plow her way through the sea with a free board entirely in excess of a main armor-belt. Planned to displace 16,000 tons, our battleships on this cruise displaced 18,000 tons. With this unplanned for submersion in the water, the veriest land lubber must see a grave danger if these ships are to be engaged in a fight.

"Like the eternal puzzle the solution of which has been the despair of so many good, honest men, which faces any daring reformer who attempts to mend present methods under which our rear admirals are old men when they receive their commands—this matter of regulating the construction of our battleships in such a way as to insure the best materials, the best workmanship, the most advanced ideas and do away with all useless, expensive, speed-hampering, redtape of the bureaus as it is today is one that may well discourage the most sturdy reformer.

"That a change of present conditions can be effected only after the hardest kind of a fight, and then only with the united support of the country, is evidenced sufficiently by the fact that all of us who know the navy intimately have contented these faults with virtually never a word of protest.

"It may be interesting to know that without exception every magazine has had offered for publication articles generally like mine, condemning existing conditions. And it is illuminating, when one stops to think of it, that so little has been known of the gravity of the situation, that these articles have been rejected on the ground that they are untimely.

"As a matter of fact, the material which was used in writing my criticism, which appeared just after the fleet sailed from Hampton Roads, I had used four years before in an article of precisely the same kind. It was not until a New York newspaper printed an anonymous letter from me in October, conveying essentially the same message as my later magazine article, that civilians everywhere began to take notice. It was directly as a result of this newspaper letter that I was enlisted to write the magazine article.

"I have been with the fleet and among its officers for three months, and with hardly an exception every man of the lot not only agrees with me, but laughs at me for laying claim to originality in having discovered defects which we all know have been in existence from time immemorial.

Can Do Good for Cause. "I could do very little good for the cause so long as I remain aboard ship; one never wages a winning fight if one stays forever among one's friends. When we reached Callao, therefore, I made up my mind to get home without further delay. When I got on the scene and know something about what has happened in the past 90 days, I will be

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ARMOUR'S EYE ON PORTLAND

Representative States Question of Site on Peninsula Has Practically Been Settled—Plant to Be Built Will Adjoin Establishment of Swift & Company.

Armour & Co. of Chicago have under consideration the proposition of locating an immense packing plant on the lower end of the peninsula near the site of the Swift packing house.

That Armour & Co. are considering the matter seriously is evidenced by the fact that the question of their men have been here during the last few months, that they have been offered a large tract of land for the institution, and that one of the executives is now in Portland and went over the ground yesterday.

G. B. Robbins of Chicago, one of Armour's right-hand men, arrived at the Hotel Portland yesterday. He is accompanied by his wife, and will remain here several days.

In an interview with a Journal reporter last night Mr. Robbins admitted that there was strong possibility of Armour & Co. locating one of their big plants near Portland. Furthermore, he said that the question of a site for his company had practically been settled and that the land which is available for the Armour plant is on the peninsula near the tract where Swift & Co. are to build their \$4,000,000 establishment.

Not Pleased With Grant. The fact that Schwartzschild & Sulzburger have recently made a request to the city of Portland to locate a packing plant within the city limits has been somewhat of a surprise to the Swift officials of Portland. The head men of the Armour concern, and they are the least pleased with the prospects that there is a possibility that the necessary ground will be delivered if it can be arranged that the plant, which would be built on the peninsula, or some other place near the city, there is plenty of available land outside the city limits, and then the city government would not have to be confronted with such a proposition as this firm proposes.

"If the request of the Schwartzschild & Sulzburger is finally granted by the city fathers, and I understand there are many people who favor the idea, it will not encourage Swift to complete the big plant he is preparing to build here will it in any way be favorable to bringing Armour Co. to Portland.

"There are many persons in South Portland, I understand, and of course the residents of that part of the city will object to the plant, which would prove a nuisance to people living in that vicinity.

"If Swift or Schwartzschild & Sulzburger do locate within the city limits, it will be a great advantage to the city." (Continued on Page Seven.)

WATER WAGON PRESENTS MANY PLEASURES TO J. D.

(Hearst News by Longest Leased Wire.) Augusta, Ga., March 14.—"I am an old man, but am glad to say that I never touched whiskey," said John D. Rockefeller to a Hearst News reporter today while the latter was the guest of the oil king in his automobile. Mr. Rockefeller expressed himself freely upon the subject of prohibition, indicating plainly that he favors the anti-liquor side of the question.

"It is a splendid thing to keep intoxicating drinks away from the negroes of the south and from the lower classes of the whites in Georgia," said the oil king, adding that whiskey had proved a terrible curse to many persons.