

### ANVIL CAN KEEP TRADE AT HOME

#### But If Project Fails Tillamook Bay Men Will Turn to Frisco.

(Special Dispatch to the Journal.)  
Bay City, Or., April 25.—The Tillamook Lumber company, which operates the big sawmill plant at Hobokenville, a mile and a half north of Bay City, has made a proposition to the merchants of Tillamook bay to carry their freight for \$1.50 per ton, providing they purchase their stocks in San Francisco. The Tillamook company, which proposes to operate a line of steamers between San Francisco and Hobokenville, will be ready to place its first boat, the steamer Minnie M. Kelton, on the route about May 15, and letters have been received by all the merchants along Tillamook bay soliciting their patronage. It would cost the merchants of Bay City about 50 cents per ton to freight their goods from Hobokenville to destination, which would mean a total freight rate of \$2 from San Francisco, or about half the rate now being imposed upon them by the Pacific Navigation company to carry their merchandise from Portland and Astoria on the steamer Sue H. Elmore.

### JAPAN SUFFERS FROM FINANCIAL PANIC

(United Press Leased Wire.)  
Tokyo, April 25.—The financial crisis in Japan has become so acute that the raising of the South Manchurian railroad debentures has been suspended. Business throughout the empire has fallen off woefully and there is no immediate prospect of improvement.

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### NEWS FORECAST OF COMING WEEK

#### Many Republican State and District Conventions Will Be Held.

(United Press Leased Wire.)  
Washington, April 25.—The coming week holds in promise an abundance of events that will interest newspaper readers. Political happenings, church celebrations, conventions, sporting events and the entertainment of the battleship fleet on the Pacific coast will share in the public attention.

More state and district political conventions will be held next week than during any similar period since the present campaign began. Of these the majority will be of the Republican party. Secretary Taft will carry off the honors in the most of the states, but in the number of delegates he will be beaten out by Senator Knox, for whom the Pennsylvania state convention to be held at Harrisburg next Wednesday, will instruct the delegates from that state.

Republican conventions, state and district, will be held in two New England states during the week. Vermont and Maine. From present indications both are likely to follow the example of Massachusetts in sending an unopposed delegate to Chicago, with the majority of the individual members presumably for Taft. The Taft managers expect to get the Colorado delegation and also have hopes of capturing West Virginia, whose state convention is to meet at Parkersburg Tuesday. Of the southern states in which Republican state conventions will be held during the week, Maryland and North Carolina are regarded as somewhat doubtful in their choice for the presidency. Arkansas, Mississippi and North Carolina are placed in the Taft column. The anti-administration Republicans of Alabama will meet in state convention in Birmingham Wednesday, and will choose a delegation to Chicago that will oppose Taft.

The week will likewise be one of great activity for the Democrats. Chief interest will center in the state primary in Texas, which has already developed into one of the most bitter political contests the Lone Star state has ever witnessed. The point at issue is whether or not Senator J. W. Bailey shall be one of the delegates at large to the Denver convention. Other Democratic happenings that will attract attention will be the state conventions in Connecticut and New Jersey. In both states the signs seem to point to unopposed delegates to the national convention.

The presidential aspirants of both parties have heard in public speeches in several parts of the country. William J. Bryan will circle through the middle west, Taft will be heard Tuesday night in New York city and Governor Johnson has accepted an invitation to speak in Detroit Wednesday night.

The American battleship fleet will spend the entire week in the harbor of Santa Barbara, where an elaborate round of festivities in honor of the officers and men will be carried out.

The centennial celebration of the New York diocese will be the centenary of eyes in the Catholic world, attended as it will be, by all of the dignitaries of the church in this country and several from abroad.

Portugal is swarming with some anxiety, the reassembling of parliament Wednesday, when King Emanuel will personally take the oath before that body to observe the constitution of Portugal.

Five of the southern states will observe Monday as Confederate Memorial day, and throughout the north the same day will be celebrated in honor of the birthday of General Grant. The state prohibition election in North Carolina will be another event of interest.

### WHAT MOST WOMEN WILL DO AND WHY THEY DO IT

By T. Clay Shaw, M. D., Lecturer on Psychology at St. Bartholomew's Hospital, London.

What a woman will do, and why she does it, are questions which men are always putting themselves; and, it must be confessed, they more frequently than not are brought to view their conclusions with chagrin and disappointment. These false estimates of character arise mainly from the idea that there is in the mind of women some faculty peculiar to the sex, something which makes them an eternal riddle; whereas there is really no necessity to postulate any such special essence.

The mind of the woman is, on analysis, the same as that of the man; but the circumstances in which they have respectively been placed for many years—even for ages—have so completely affected the development of the faculties, whose mode of action is so modified, that it seems fantastic or distorted, whereas it is really the same thing in other garments—a paraphrase, a sport, if you will, masked, perhaps, but springing from the same base.

**Paradox and Monotony.**

Though there is, strictly speaking, no actual mens feminina, we still recognize that there are two minds—women are women and men are men. This bi-sexual arrangement is eminently satisfactory. Just think for a moment how tame life would be if there were not two minds, but one mind. There is no pleasure or to understand, no idea of a mystery to be unraveled, what men dislike is thought should they cancel their womanhood and merge it in manhood; that they should cease away what there is in them of paradox and monotony, and assume all that goes for making a blended life, attuned and harmonized; not fused in a dull identity. When lives are similar the result may be friendship or toleration, but it is not love; and that is what a man wants. He desires love. He desires to have it if he can get it, merely a look-into-it? On no pretext can amorousness be a mere look-into-it? On no pretext can amorousness be a mere look-into-it? On no pretext can amorousness be a mere look-into-it?

**The Secret of Emotion.**

There are two main factors which largely determine the conduct of woman, viz.: intensity and self-protection or conservatism, the former showing itself in a plus amount of emotion; the latter in impulsive action. Of these the former is largely responsible for the latter. No exact knowledge of the nature of emotion exists beyond that it is a mental state associated with ideas, and that the "emotional tone" of an idea is a very uncertain and changeable element. At one time it may be strong, at another weak, and at still another so altered as to be the very opposite of what it was at first.

It is just this peculiarity of the nature of emotion that upsets all our calculations, and makes us unjust critics of conduct. If marriage were determined by natural selection we should have a simple condition of things. If the handsome man always married the handsome woman, the short man the short girl, the senior wrangler the top B. A. in honors, there would be no difficulty in forming a sliding matrimonial scale; but the personal equation comes in and upsets our orthodoxy. What is beauty to one man is ugliness to another. In the face of such facts as "love marriages," "marriage de convenance," "suitable marriages," and so on, we can only conclude that what is certain is that there is a union, and what is not certain is the nature of the precedent.

I have often seen young girls in whose cases the disturbing element takes the form of doubt. They cannot make up their minds, they have become "engaged," and all has done well for a time; when suddenly, for no reason apparent to other people, they have



L. L. WHITE, Chief of Staff

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ince to fill, as follows: Chief of police, H. J. Oliver; health officer, Dr. A. J. McIntyre; street superintendent, Virgil Smith; police justice, Seth Warren; city treasurer, George Robertson; city attorney, Sidney M. Heath. The appointment of Judge Warren was opposed by four of the councilmen.

### New Incorporations.

Salem, Or., April 25.—Articles of incorporation have been filed in the office of the secretary of state as follows: The Astoria Amateur Athletic association; principal office, Astoria, Ore.; capital stock, \$1,500; incorporators, J. M. B. Hawthorne, George T. Judd, E. R. Blair, Charles Gammal, W. A. Eigner, Charles H. Abercrombie, A. V. Allen Jr., and Carl E. Franzen. The Mount Hood company, principal office, Portland, Ore.; capital stock, \$10,000; incorporators, F. C. Finkle, E. P. Clark and R. C. Gillie.

### Honorary Officers Appointed.

(Special Dispatch to the Journal.)  
Hoquiam, Wash., April 25.—Mayor-Elect Fry has announced his appointments for the various offices of the city government which is in his pro-

### PORTLAND RAILWAY, LIGHT & POWER COMPANY

#### Bulletin No. 1

The Portland Railway, Light & Power Company is a public-service corporation, and we realize that the most valuable asset a public-service corporation can have is the good will of the public. We are trying to be candid and sincere in all our dealings with the public and with the city, and we frankly admit that we shall consistently strive to secure and maintain the good will of the people of Portland.

It is an important part of our business to run a street railway and to run it efficiently. We feel that we can do more, ordinarily, by attending to our business than by entering into discussions or explanations.

The secret of getting along with the other fellow in this world is to have a better understanding of his troubles. The man who is the sharpest critic is often the best friend when he understands the other fellow's job.

Comparatively few people realize the difficulties of modern street railway operation. When anything goes wrong, everybody notices it; whenever everything goes right, nobody notices it.

We want to have everything go right and everybody to notice it. We feel that we are making friends with the people of Portland, and that our efforts to give the best service possible are being appreciated. This is not the accomplishment of a day, but the result of grinding work and large expenditures for some years past, and we desire to show the public what we have done and are doing for the improvement of the service; what problems we meet with daily, and some of the methods which would be mutually helpful and beneficial to the railway company and the public.

You may take this fact as assured, that it will not be possible to remove all sources of complaint. There is the amiable gentleman who kicks at home and growls all day at his office.

We cannot expect to escape him between time. He will probably kick at the publication of these articles. But, leaving him out of the question, it is still plain, from the nature of the business, that there will frequently be unavoidable troubles and inconveniences.

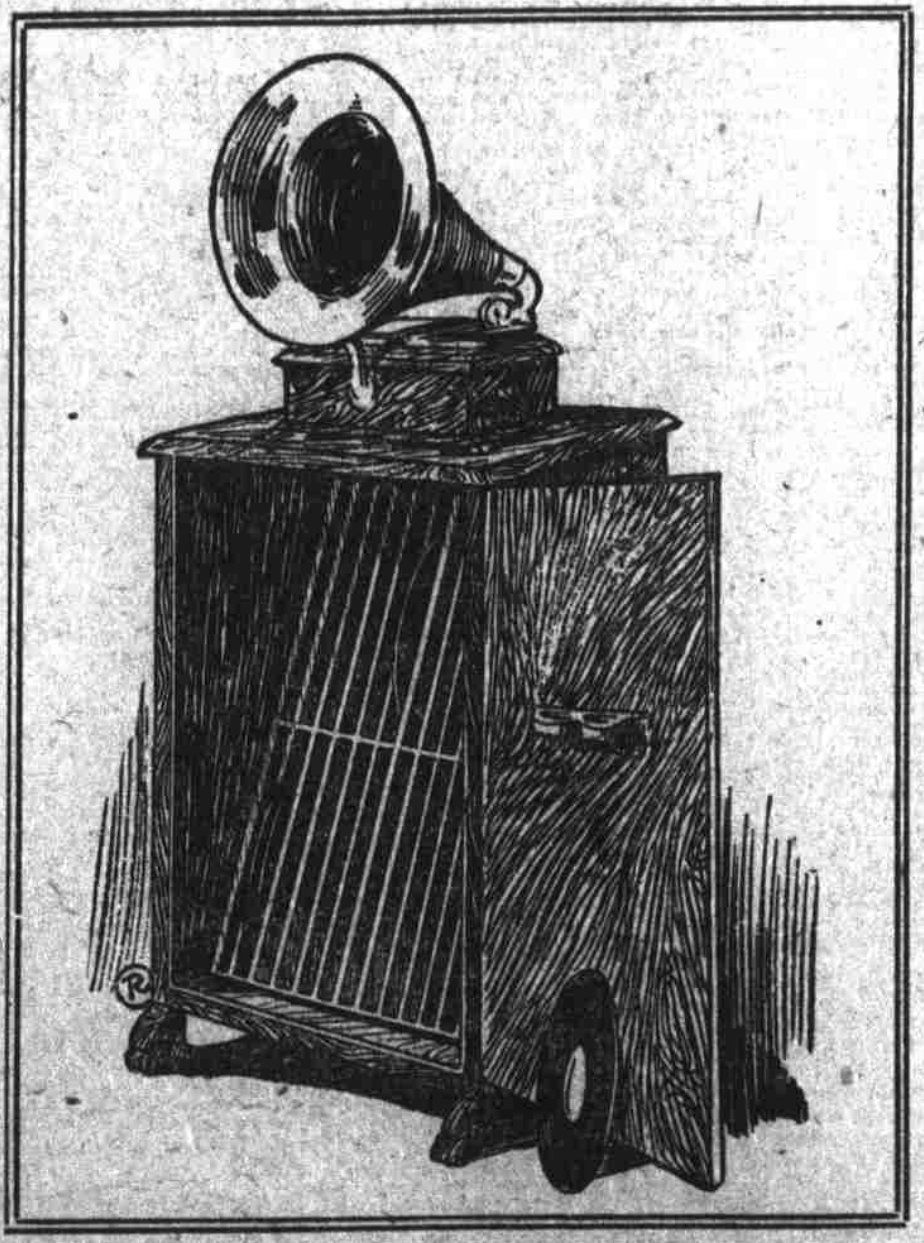
We carry a large portion of the population of Portland twice a day. Counting the transfers, people step up and down from the cars 320,000 times a day. The streetcars of Portland pass backward and forward through crowded streets, covering about 29,000 miles, or one and one quarter times the circumference of the globe, in a single day. There will always be accidents under these circumstances. Then, too, the conductor's lot is not a happy one. He has to collect money from people of all sorts and dispositions. He alone is expected to keep his temper, and it is his duty to do so. If he does not, upon proper complaint, he is disciplined, and perhaps discharged. We endeavor to secure the highest class of employees. We are proud of the character and courtesy of our men, and we believe that, as a body, they have not their superiors in the country. Still they are only human, and they make mistakes. Many a reasonable kick will necessarily be registered against us. The unreasonable kicks come hard. We feel that we can do away with many of them if the public understands the streetcar business a little better. We want to present to you a series of articles discussing some of the problems, together with a statement of how we are meeting them.

As for the reasonable kicks, we want to hear them. They help us. We realize that we can best serve ourselves by serving you. An outsider can sometimes suggest remedies for existing conditions which have escaped the men engaged in the detail of the work. Suggestions are solicited.

If, by telling you our story, you will understand us better, and the spirit of mutual helpfulness will be advanced, we shall feel that our work has been well done. We welcome honest criticism, particularly if it is good-natured.

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