

Hundreds of Wants

In Today's Journal—It Will Pay You to Read Them—Read the Wants Every Day.

The Weather—Fair tonight and Thursday; variable winds.

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ON TRAINS AND NEWS STANDS FIVE CENTS

Oregon Journal

JOURNAL CIRCULATION

YESTERDAY WAS

29,100

U. S. SAVERS MOB SANTA BARBARA BARBARA GRAFTER

ABILITY, NOT POLITICS, STATE'S GREATEST NEED IN CONGRESS

CHAMBERLAIN EXPLODES MINORITY ARGUMENT

Immediate and continuous improvement of the Columbia and Willamette rivers.
Greater powers to the interstate commerce commission to prevent the arbitrary raising of freight rates.
Eight-hour-a-day law and a statute to protect employees of interstate railways.
Constitutional amendment which will permit passage of an income tax.
Immediate revision of the tariff and establishment of postal savings banks.
Tax on national banks providing reserve fund out of which depositors shall be paid in full in case of bank failures.
Immediate prohibition of oriental immigration, either by law or treaty.
Reclamation of arid lands in Oregon through use of millions Oregon has already paid into the reclamation fund.
"Politics isn't going to get you what you want from congress. It's a question of principle, the irrevocable right of the people to rule, and the ability of your representative in the senate to put it up to them in the right light and then get it."

In a plain, flat-footed, straight-from-the-shoulder declaration of the principles upon which he stands in his race for nomination as United States senator, Governor George E. Chamberlain in the opening address of his campaign at St. Johns last night evoked the plaudits of a crowd that packed Hickner's hall.
From Democrats and Republicans alike the governor brought hearty demonstrations of approval. His advocacy of laws for the people, first, last and always, were the source of constant cheers and applause for the candidate who having "made good" in one office, pledges that the vice of the one office shall be heard should be successful in his present campaign.
After brief introductory remarks by Rev. F. L. Young and Bishop Barclay, Chamberlain launched directly into the issues of the campaign, detailing explicitly each plank of the platform on which he stands, and then drove in the king pin of his candidacy by explaining away the fallacy of the argument advanced that the Democratic senator from this state could not accomplish much if elected to congress.
Effective Work of a Democrat.
Governor Chamberlain quoted figures to show that Oregon had profited more through the combined efforts of Senators Geahr and Fulton than at any other period of its history. He read extracts from Fulton's commendation of Geahr's effective work and read extracts from leading Republican papers of the state in which they congratulated the successful endeavors of a Demo-

cratic senator working hand in hand with a Republican colleague.
Continuing the argument along this line, Governor Chamberlain quoted figures relative from the treasurer of the United States in which it was shown that two cities—Butte, Montana, and Baker City in Oregon—had been given three years more than twice as much in government appropriations as Portland, Oregon, and Salem. "And you could put both those Montana towns in the vest pocket of Portland and she wouldn't know there was anything there," he concluded.
"Without a single Republican senator or representative in congress, Texas has received millions in appropriations for improvements. Galveston's harbor has been deepened from eight to 15 feet."
In the same way, he explained, Democratic states bordering on the Mississippi had received similar appropriations of money.
"I don't care," he declared, "but a matter of putting it up to them in the right way, then staying with it until you get what you ask for."
Governor Chamberlain then took up the needs of the state. He told of his connection with the initiative and referendum laws and how he had advocated from the first the principle that the people's wishes are paramount. He intended to carry out these principles in the United States senate if elected.
Cheers greeted the speaker when he said that labor on this coast and elsewhere.

(Continued on Page Two.)

DENOUNCE LANGTRY'S PLAY

London Critics Say "The Fearful Joy" Should Have Been Named "The Fearful Bore"—Freakish Costumes Agitate the Audience.

London, April 28.—Dramatic critics are unenthusiastic in their denunciation of Mrs. Langtry's latest play, "The Fearful Joy." One critic is unkind enough to say that it should be renamed "The Fearful Bore." The play is all about a fool of a woman who is in love with two men, one of whom is her husband. There is a blackmailing valet and a maid, both of whom reap a rich harvest.
The most striking scene in the play shows Mrs. Langtry in a magnificent white and gold gown of freakish construction, down on the floor in the attitude of a scrub woman. She crawled

all over the stage on her hands and knees, making believe to look for a pearl. This scene brought out the only applause given, but the audience was bored by the trying ordeal. The dresses of the women in the play created more comment than the acting. Mrs. Langtry's piece de resistance was a gown that entirely eliminated hips and waist, and Miss Lully Grundy, the ingenue, also wore some eccentric clothes. In the first act her skirt had something sticking out a foot or so on either side, the bottom, that looked like a set of studding sails of a yacht.
At the end of the play there were robust and long continued bows.

TWENTY-FIVE BIG CARS ORDERED FOR CITY; FIVE FOR MT. SCOTT

Twenty-five new streetcars of the very latest pattern were ordered today by the Portland Railway, Light & Power company.
The order was placed with the American Car company, St. Louis, by E. S. Fosely, president of the street railway lines. They are all closed cars and the contract calls for their delivery in Portland by next fall.
The new cars will be the largest ever used in Portland. They will be equipped with air brake appliances and up to date in every respect. They will be built after the style of the larger yellow cars which arrived last fall.
The platforms of the cars ordered today are to be extra long. This was decided upon by the company officials so that in the future if it were deemed advisable to adopt the pay-as-you-enter

plan now in use in several of the larger cities the idea could be put into effect with little difficulty.
Five of the new cars will be put on the "A" line of the division of the Portland Railway, Light & Power company. The other 20 cars will be distributed about the city on the various other lines.
To handle the immense and steadily increasing travel on Portland Heights and Council Crest four additional cars are to be put on this line as soon as they can be equipped with magnetic air brake appliances and motors. The cars will be put on as soon as possible.
To supply additional power several other copper feed wires will have to be installed along the line. This work is now in progress. Owing to the magnetic brakes, based on the hill-climbing cars, four motors are required. The down town cars are equipped with but two.

Is Engaged to Prince Wilhelm



The Grand Duchess Pavlone of Russia, who is soon to wed Prince Wilhelm of Sweden, has been the recipient of a great many presents from the Russian people with whom she is very popular.

JEAN REID TO WED ENGLISHMAN

London, April 28.—The marriage engagement of Miss Jean Reid, daughter of United States Ambassador Whitelaw Reid, to Hon. John Ward, brother of the Earl of Dudley, was announced. The marriage will take place during the coming summer.

ORANGE PEEL TRAIL LEADS TO COUNTERFEITERS' DEN



Louis Turner, Alias Frank Burns, Alias Fred Horton.

Their fondness for oranges and traced by the peelings to their lair in the woods where they had been turning out counterfeit dollars, led to the downfall of Louis Turner and Steve Ramsey, now held by the United States authorities, and the confiscation of their outfit which is to be used as the principal evidence against them.
Turner once served a two year term at Folsom for counterfeiting under the name of Fred Horton. Another alias is Frank Burns. He was arrested at San Diego. Ramsey served a similar sentence for the same offense. His real name is thought to be Norris H. Pylon, and he is known among the secret service agents as a "passer." James Rafferty, who was arrested with Turner, is also known as a "passer."
Turner, it seems, was the leader of the gang. Ramsey will have a preliminary hearing before a United States commissioner this afternoon. Rafferty and Turner will be taken to Tacoma for trial, having been arrested at Vancouver, Washington. Ramsey was arrested by Policeman Blackman on the east side last Friday.
Molds, furnace, metals and other paraphernalia used in the manufacture of the spurious dollars, hundreds of which have been passed in Portland during the last two months, were found in a dump of trees near the foot of Twenty-first street, west of Vancouver, B. A. Connell of Portland and Thomas B. Fos-

(Continued on Page Three.)

OVERCHARGE RESULTS IN BIG FIGHT

Battleship Tars First Remove American Flag From Restaurant, Then Storm It With Clubs and Stones.

Proprietor and Waiters Escape Through Rear Door—Provost Guard Hurried to Scene—More Trouble Expected.

(United Press Leased Wire.)
Santa Barbara, Cal., April 28.—Driven beyond all restraint through what they consider unjust treatment, a crowd of bluejackets from the battleship fleet stormed and wrecked the restaurant of John Senich late last night.
Groups of angry sailors today are congregating along the waterfront and the provost guards are being strengthened to prevent a repetition of the disorder. The men are thoroughly aroused and it is feared that the slightest provoking incident may incite them to violence. Unless the provost guards are able to round up the sailors and get them on the ships before dark, it is certain there will be serious trouble.
The trouble in the Senich restaurant started over the charging of two bluejackets \$6 for a supper. The men paid the bill under protest, and leaving the place, quickly spread the word of their treatment to the crowds of angry sailors who had been controlled with difficulty throughout the day.
In a moment a surging crowd of bluejackets had gathered in front of the resort.
"Boys, not a move until the flag is taken off this place!" yelled a giant bluejacket, pointing to the flag that waved in the door. Quickly forming a human scaling ladder, the man mounted on each other's shoulders and cut the emblem from the staff. Every head was uncovered as the national emblem was lowered into the arms of a score of sailors. Every piece of bunting of the national colors was then removed, amid wild cheers from the crowd, which now numbered over a thousand.
"Now, men, go to them!" yelled the leader.
Like a human avalanche the mad-dened crowd charged the bolted doors. There was a crash of glass as the doors went down under the impact from the big crowd, and the crowd surged into the interior, demolishing tables and crockery. In less than a minute the place was completely wrecked. The proprietor and waiters escaped.

(Continued on Page Three.)

COLONEL ROESSLER MAY NOT BE SUPPLANTED BY MAJOR LANGFITT

Revive Ancient Irish Melodies



These two Philadelphia young women, Mrs. Helen O'Donnell at the top, and Miss M. H. Doherty, are prominent in the movement to revive the ancient Irish music. They were prominent figures in the recent "Fels Ceol Agus Seanachas" (Irish Musical Festival) held in New York.

JAP APOLOGIZES TO AMERICAN

(United Press Leased Wire.)
Peking, April 28.—Consul-General Kato, Japanese representative here, has been severely scolded by his government for engaging in a controversy with American Consul-General Straight over the recent attack made by Japanese rowdies on the American consulate at Mukden, according to a report circulated in official circles today.
It is said since his government took him to task Kato has humbly apologized to Straight, promising that the Japanese postman who led the rioters should be imprisoned for a month.

WASHINGTON ADVICES REPORT HE MAY STAY

Following upon the request of the Astoria chamber of commerce that Colonel S. W. Roessler be retained as engineer in charge of the government work at the mouth of the Columbia river comes a message from Washington that the United States engineering department has not definitely settled that Major Langfitt shall return to take Colonel Roessler's place and that it is possible if the people of Astoria and Portland wish the colonel to remain in charge of the jetty work he will be detailed to do so.
Major Langfitt is a most efficient officer and is well liked by Oregon peo-

ple, but the representatives of the state at Washington have been requested to explain that Roessler has within a few months adopted such methods of proceeding with the jetty work that it would be somewhat awkward for a new man to follow in his path.
Senators Ewing and Fulton have been requested to put the matter up to the proper authorities at Washington and make urgent request that Roessler be retained. The harbor entrance work is particularly important at this time, and the sentiment in favor of making a bitter fight for its further betterment during the next session of congress is growing tremendously. Portland and Astoria feel that since have been cast upon the port, and both cities want men at the head of development work that will insure results that will apprise the world of the worth of the Columbia river as the finest deep-water harbor in existence.

PLENTY OF WATER FOR FLEET

Official Figures Supplied by Secretary of the Navy Prove That Bar Is No Obstacle to Battleships Reaching Portland—Evidence of Discrimination.

That the entire battleship fleet of the Pacific squadron can with perfect safety enter the Portland harbor has at last been conclusively proven, and by the figures furnished by no less high authority than the secretary of the navy himself. In a record kept of the draft of the battleships in the fleet on entering and leaving every port visited, it is shown that most of the vessels were at one time or another drawing about 25 feet of water.
With 25 feet at extreme low water on the shoalest place over the Columbia river bar, and 8 to 12 feet more at high tide, ships can every day come into the Columbia river and up to Portland on 25 to 30 feet of water. The navy department has exposed its hand in a letter and schedule of vessel drafts just received by the Portland Commercial club, and the last remnant of a reason for refusal to assign battleships to Portland harbor is swept away. The only real reason for the hostile attitude of the navy department now apparent is that Secretary Metcalf is a Californian, while Portland is in Oregon.
If figures do not lie, half a dozen or

more of the battleships in the Pacific squadron can with entire safety call at Portland harbor. These figures are furnished by Secretary Metcalf himself. By imaginary loading of his vessels down to their maximum fuel load and figuring on the minimum water at low tide on the shoalest place at the bar, he has managed to frame up an excuse for not sending the battleships to Portland on their way from San Francisco to Bremerton navy yard.
The first official attempt to give a reason for this action is contained in a letter from Secretary Metcalf today by the Commercial club. It reads as follows:
"Navy Department, Washington, April 22.—Sir: While the department does not desire to discuss and criticize the depth of water in the channel to Portland, Oregon, on the other hand it is desirous of correcting the erroneous impression which is conveyed by the clipping enclosed with your letter relative to the draft of the vessels of the battle fleet."
"The drafts given in the Navy Register, from which those in the clipping were taken, are what is known as mean drafts at trial displacement. This mean

(Continued on Page Two.)

WOMEN RESCUED FROM FIRE

Stable Flames Spread to Dwelling Where Two Females Slept Unaware of Danger—Pope and Talbot Lose Many Valuable Horses.

(United Press Leased Wire.)
San Francisco, April 28.—Heroic rescue of two women who were snatched from death at a moment when it seemed certain that they would perish, and the loss of 49 horses were the results of a fire originating at midnight.
Mrs. Grace Taylor and Mrs. Mary O'Gara were sleeping in the home in Juniper street when the building was struck by fire. After the house had been almost enveloped in flames, B. Taggart, a neighbor, rushed in and carried out one of the two women. He returned for the other and struggling under the heavy weight, was walking down the front steps when the building fell in his last effort he was equally burned and completely exhausted. The women were badly burned.
The flames spread to this house from a burning stable in Eleventh street, where 49 valuable horses belonging to the Pope & Talbot Lumber company died in the fire. The fire burned so fiercely that only two or three of the animals were rescued. The others leaped about in the flames, kicking over stalls, until they fell dead.

(Special Dispatch to The Journal.)
Corvallis, April 28.—It has leaked out here that H. M. Calk, senatorial candidate, has apparently loosened somewhat in his ardor for Statement No. 1, since the primaries in Benton county there is so far but one legislative candidate. He is a candidate for representative and took for his statement, a glady to support that senatorial candidate receiving "the majority" of the votes in the June election. The effect is that if no senatorial candidate receives a clear majority over all candidates in the June election this legislative candidate, whom Mr. Calk and that he had announced that the candidates have pledged to a "majority" statement, and not to support No. 1, would be retiring voluntarily to the senatorial candidate.

CAKE DID NOT WANT STRICTLY STATEMENT CANDIDATE IN BENTON

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Calk, according to the account, B. L. Kline, his lieutenant in this county, went to Portland to see Mr. Calk as soon as the Statement No. 1 movement was broached, being himself favorable to the plan. After seeing Mr. Calk he returned to Corvallis and at once called a meeting of local politicians. Mr. Kline presided at the meeting, and after calling for order took the floor and announced: "Gentlemen, I bring you greetings from Mr. Calk."
He proceeded then to say that there had been some talk of sending for a strictly Statement No. 1 candidate, but that the situation had been explained to the candidates and that he had announced that the candidates have pledged to a "majority" statement, and not to support No. 1, would be retiring voluntarily to the senatorial candidate.



Steve Ramsey, Alias Norris H. Pylon.