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The Weather—Cloudy with probably showers tonight and Friday.

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# WESTERN PACIFIC WILL BUILD TO PORTLAND

## EDWIN GOULD TELLS OF BROTHER'S PLANS

### George Gould Says He Will Complete Line to San Francisco Immediately

### North Line Work to Start at Once—The West Great Railroad Field

(United Press Leased Wire.) Los Angeles, May 21.—Edwin Gould, pathfinder for the "ocean to ocean" railroad ambition of his brother, George, announced that the Gould lines will not only reach San Francisco, but they will enter Los Angeles and the ports of the Pacific northwest, through Portland. Mr. Gould arrived today from Texas in his private car "Dixie."

Gould is a director of the Western Pacific and makes the positive announcement that the ocean to ocean Gould line will be consummated with the early completion of the Western Pacific into San Francisco and that the lines of the Goulds will also be extended to Portland in the near future.

Further Mr. Gould declares that the Pacific coast will be the scene of the most extensive railroad operations ever known.

For many months it has been rumored that the Gould interests have been securing options on rights of way along the coast from the north shore of San Francisco bay to Eureka. The Northwestern railroad, which ends at Willits, Mendocino county, is supposed to be the property of the Southern Pacific and Santa Fe jointly, but lately it has been reported that part of the right of way between Willits and Eureka had been found to overlap other claims and litigation was threatened.

### WESTERN PACIFIC MOVEMENT STIRS UP HARRIMAN

Announcement from a member of the Gould family that the Western Pacific Railroad company will build into Portland, Oregon, was received today by the Journal over its special wire from San Francisco. The news is taken to mean that the railroad from Reno to Lakeview, long regarded as a Gould line and now under construction toward Lakeview, Oregon, will be extended by some convenient route into the Willamette valley and Portland.

Ever since the Western Pacific was projected to the Pacific coast it has been believed that the Gould people must do more than merely tap San Francisco to justify the construction of so large a mileage through the numerous mountain ranges between Salt Lake and the California coast. The road had hardly been commenced when the little line running from Reno to Madeline, with a survey to Lakeview, changed hands under circumstances that stamped the transfer as a Gould purchase.

Ever since that time it has been expected that the Western Pacific would break into Oregon. The news that it has determined to do so was anticipated a few days ago by the Harriman lines, which have included Lake county in their scheme of railroad development in eastern and southern Oregon. A week ago the chief officials of the Southern Pacific incorporated a company to build a line from Anderson via the east shore of Goose lake to central Oregon. Yesterday Oregon officials of the Harriman lines incorporated another company, at Salem, to build a short stretch of road between Lakeview and the California line. These

### Cruisers Coming to See Festival

Washington, May 21.—The bureau of navigation announced positively today that the Charleston and Yorktown, cruisers, and fourth flotilla of torpedo boats, five in number, making seven ships in all, will go to Portland, arriving there June 1, and remaining until June 6.

### WOMAN FALLS; BABE KILLED

### Mrs. L. G. Hogue Faints While Carrying Infant, and Child Loses Life.

(United Press Leased Wire.) Tacoma, Wash., May 21.—Falling in a faint while carrying her 13-day-old baby, Mrs. L. G. Hogue dropped the infant to the floor and when she revived a few minutes later the child was lying by her side dead, from a fractured skull.

### PATIENTS FIGHT DUEL IN WARD

Bloodshed was averted in the Good Samaritan hospital yesterday afternoon only by the prompt arrival of a husky attendant who grabbed C. O. LeMasters, a patient in the convalescent ward, just as the latter, with a drawn jackknife, was in the act of springing on Axel Johnson, another patient in the same ward.

Patients in this ward are thrown together in great numbers and are well acquainted. LeMasters had discovered that Johnson was not of American birth, and was wont to rib him about his ancestry. The two had many arguments on the nationality question, LeMasters claiming to be an American. Eventually this engendered a bitter feeling which came to a climax last night when, after some hot words, LeMasters dared Johnson to throw down his crutches and fight him.

### LA GRANDE READY FOR BOOST CAMPAIGN

(Special Dispatch to The Journal.) La Grande, Or., May 21.—The board of managers of the Commercial club have almost perfected their plans for expending the booster fund of several thousand dollars subscribed by the business men a short time ago. A contract has been let, and the plan followed with the publicity firm of several minor amendments to the original proposition. The plan followed will be similar to those that have proven effective in other localities.

### MAE WOOD IS JAILED BY COURT

### Justice O'Gorman Finds That Senator Thomas C. Platt Is Not Husband of Woman Who Filed Suit for Divorce From Him.

### Omaha Adventuress Unsuccessful in Attempt to Get Money From Aged Statesman—Reporter Tells the Court of His Interview.

(United Press Leased Wire.) New York, May 21.—Mae Wood was sent to jail this afternoon, after Justice O'Gorman had found for Senator Thomas C. Platt in the divorce suit instituted against him by the woman.

The blow that broke the plaintiff's back was the submission of the deposition of the stationer from whom she plaintiff purchased the alleged marriage certificate, in which it was sworn that the certificate was not printed until at least a year subsequent to the time the Miss Wood claimed that the marriage ceremony was performed.

This statement was corroborated by the testimony of the lithographer who printed the certificate, the plates from which they were printed being produced, showing that Miss Wood could not have obtained the certificate at the time she said she did.

More hard blows were struck at the foundation of Mae Wood's contention that she is the wife of Senator Thomas C. Platt when the annulment proceedings were resumed today. One of the principal witnesses was the defendant's son, Frank, who was present when the plaintiff was paid \$10,000 for the return of the letters.

The first witness called was Lawrence Hill, a New York newspaper man, who interviewed Mae Wood soon after the appearance in a Chicago newspaper of the woman's first story of her alleged marriage, accompanied by a reproduction of the alleged marriage certificate.

"Miss Wood told me," said the witness, "that Senator Platt's matrimonial affairs were of no interest to her; that she was not concerned whatever. She said she respected the senator, but that was all."

Frank Platt was the next witness. He told of witnessing the payment of \$10,000 by Attorney Nicol to the plaintiff for the return of the letters which she had intended to produce in book form under the title "Love Letters of a Boss."

"Did you see those so-called love letters?" the witness was asked by Attorney Stanchfield for the defendant.

"Did they contain any endearing terms, such as 'My bride-to-be' and 'My dear little one'?"

"They did not."

### STALEY PASSAGE OF FLEET

### Great Fighting Machines of the United States Navy Pass in Review Before Crowd of Excursionists Who Greatly Enjoy Scene.

### Nearly Everybody on Board Steamships Roanoke and Alliance Keeps His Feet in Heavy Seas Until the Men-of-War Pass North.

After all, old Pacific does not appear so terribly big when \$75,000,000 worth of Uncle Sam's fighting machines are out ripling it up and tearing its long undulating swells into frothing foam.

A feeling of pride over the glorious sight prevailed among the 1,000 excursionists on the steamships Roanoke and Alliance yesterday afternoon when Admiral Sperry's Atlantic fleet of battleships passed north in review off the mouth of the Columbia river, and so perhaps the ships seemed larger than they really are, but in any event the impression went abroad that they would make any hostile fleet feel small should it come to a case of the survival of the fittest.

Viewed from the excursion steamers, the battleships appeared to fine advantage. They were only a few hundred feet distant—as close as it was consistent to navigate under the circumstances. A severe storm of several days' duration stirred up the ocean and the sequence was still in evidence. So nimble did the big craft slip through the water at a 12-knot clip that to many they seemed like a school of monster frolicking porpoises speeding on their way. There was just enough of a swell to give the craft an opportunity to plunge and rise to the danger point.

Decks Swept by Waves.

It was noticeable that the older craft of the fleet labored harder in the sea than those of newer construction, the flagship Connecticut keeping almost above board all the time, whereas the Kentucky, which brought up the rear, plunged and tossed until at times the entire forward section was buried in foam. But it is only a habit of hers, for the next moment she would rise from the deep, shake off the foam and be safe and ready for another bound.

The Virginia displayed a tendency to lose her forefoot high into space, and the familiar keelwags at times had her decks swept by rollers, much to the discomfort of the jacksies. For them it is to remain below while under way in heavy weather or keep busy drowing seas.

The Louisiana wallowed and plunged but somehow managed to throw the spray over her bows without shipping a drop of water and the jacksies were engaged in sport on deck while the fleet passed the Roanoke.

The hospital ship Relief, in its conspicuously solemn coat of white and green, glided along so smoothly and silently that it seemed she must be aware of her important mission. Perhaps the seas were more considerate in her case; at any rate there was no commotion when she came along. Tenderly she passed on, the last in line.

Little line has ticked out message after message from one desk to another. The other day a western congressman came in to see about the postal service in his district. DeGraw was busy as a beaver in the inside room when Allen announced the congress-

man's arrival by means of the telegraph line. "Choke him off," clicked back the little machine. "Acts like a stayer," retorted Allen. "Can't see him; you'll have to get rid of him." DeGraw is said to have replied: "The congressman, without a word, drew forth a metal paper knife and began to tap the metal inlaid on a desk in front of him. Allen pricked up his ears and heard the visitor click out, in the finest Morse code: "Oh, rats, don't give me that guff." Almost immediately the congressman was ushered into DeGraw's office. Both Congressmen Cooke of Colorado and McDermott of Illinois are telegraph operators, but neither will admit that he recently called at the postoffice department.

### CHAMBERLAIN CLEANED UP STATE LAND OFFICE MESS

### Oswald West Nails Campaign Lie

Oswald West, who was state land agent during Governor Chamberlain's first term, gives the lie direct to the charges published yesterday in the Evening Telegram, impugning the governor's record in connection with state school lands. Mr. West was appointed state land agent in the fall of 1903, and was the governor's right-hand man in the stupendous task of reforming the abuses which had grown up in that department under the administration of Governor Geer. No man in the state is so thoroughly familiar as is Mr. West with the history of the frauds which have been perpetrated in the past in connection with the state's school lands and with the earnest, persistent and successful efforts of Governor Chamberlain to put a stop to these frauds, to punish those implicated and to protect the school lands from further spoliation. Mr. West has issued the following challenge:

"An article appeared in last night's Telegram under the head of 'Chamberlain and Land Frauds,' which, by garbled letters, misstatement of facts and innuendo, attempts to blacken the character of Governor Chamberlain.

"I hereby agree to pay to W. M. Cake, chairman of the Republican state central committee, for the use of his brother in his present campaign, \$500 if, upon the submission of all the state records having a bearing on this case, to Mr. John F. Carroll, managing editor of the Evening Telegram, he (Mr. Carroll) does not admit that the course pursued by the governor was wise and commendable, actuated by the purest motives and for the best interest of the state, and that he would have done the same had he been in Chamberlain's shoes. OSWALD WEST, "Salem, May 21, 1908."

### WESTERNER REFUSES TO BE STOPPED BY TELEGRAPH CLICKS

(United Press Leased Wire.) Washington, May 21.—The "shortest operating telegraph line in the world" has got its operators into such a peck of trouble that a movement is on to discontinue the batteries.

This line begins on the desk of Fourth Assistant Postmaster-General DeGraw of the postoffice department and ends on the desk of his private secretary, Benjamin Allen, in the next room. Both are expert telegraph operators and ever since DeGraw was put in charge of the postoffice work the little line has ticked out message after message from one desk to another.

The other day a western congressman came in to see about the postal service in his district. DeGraw was busy as a beaver in the inside room when Allen announced the congress-

man's arrival by means of the telegraph line. "Choke him off," clicked back the little machine. "Acts like a stayer," retorted Allen. "Can't see him; you'll have to get rid of him." DeGraw is said to have replied: "The congressman, without a word, drew forth a metal paper knife and began to tap the metal inlaid on a desk in front of him. Allen pricked up his ears and heard the visitor click out, in the finest Morse code: "Oh, rats, don't give me that guff." Almost immediately the congressman was ushered into DeGraw's office. Both Congressmen Cooke of Colorado and McDermott of Illinois are telegraph operators, but neither will admit that he recently called at the postoffice department.

### 60 KILLED IN CONTICH WRECK

### Hundred Seriously Injured by Collision of Fast Trains Near Antwerp.

(United Press Leased Wire.) Antwerp, May 21.—In one of the worst railroad disasters that ever occurred in this country a great number of passengers, the number being estimated as high as 60, were killed today and at least 100 seriously injured in a collision between two passenger trains. The trains were running at a high

rate of speed when the crash occurred. They came together with great force, throwing the cars from the tracks and piling them up in heaps of ruins. Great difficulty was experienced in releasing the imprisoned passengers. Twenty-two bodies have been recovered and search for more is being made in the ruins.

The collision occurred at Contich, six miles southeast of Antwerp. One train was bound for Brussels and the other was going to Liere. Three coaches of the latter train were crushed into kindling wood. The accident, which is thought to have been due to mistaken signals, took place on a crossing.

### JAPAN FAVORS AN OPIUM CONFERENCE

(United Press Leased Wire.) Tokio, May 21.—The Japanese government has signified its intention of joining America in the latter's efforts to secure the calling of an international opium conference.

### FOUND ROOT OF SCANDAL

### Through Governor's Vigorous Action Wronged Land-Owners Were Given Justice—Facts Now Distorted to Injure Him.

In all the excellent record of George E. Chamberlain as governor of Oregon there is nothing more to his credit and honor than his management of the state land problem. Almost simultaneously with his assumption of the governor's chair he began the herculean task of reforming the abuses which had existed in the state land department under former administrations, and which were left for his solution and settlement by those who had preceded him in office.

Working from the first for the protection of the people of Oregon wronged by the management of state lands officials, and by land sharks ever waiting about the land offices, he accomplished a task in straightening out the affairs of the state land office which should entitle him, more perhaps than any other series of official acts, to the honor and admiration of the people of the state.

Garbled Facts Printed.

In spite of this condition of facts, a garbled mass of misrepresentations and intentional deceit has been published attacking the honesty and integrity of the governor and charging him with fraud in the management of state lands under the control of the state land board of which he as governor was chairman. This article, the result of an extensive investigation made by a Portland detective in the employ of E. M. Cake, Governor Chamberlain's opponent in the senatorial race, is false and misleading.

Sent by H. M. Cake to make his investigation with a view of finding something to the discredit of the state land board, the Portland detective was accordingly responsible for the publication of the article. The investigation was conducted in a distorted manner, is a charge that the governor was responsible for the fact that some thousands of dollars paid by bogus applicants for state land were paid back to them, to the loss and discredit of the state.

Tangle Was Years Old.

As a matter of fact, borne out by the records of the state land office, the tangled condition of affairs existing in the state land office in 1903 and before that were due not to Governor Chamberlain, but were inherited by him from the administration of Governor Geer and his state land agent and cousin, "B" Geer, the latter working in the state land office for years before state land agent in the crooked management of state land base.

Governor Chamberlain entered into the investigation of land base abuses and followed the instructions of the general land office to the letter, to secure justice to those who had been wronged by the former state officials. When Chamberlain became governor he found the state land office a tangled mass of confusion, and he set to work to straighten it out, and to secure the calling of an international opium conference.

School Land's History.

When Oregon was admitted to the Union it received a grant of two sections (sections 16 and 36) in each township of the state daily protected, but for years the benefit of the common school fund. The federal laws provided, however, that in the event that a school section proved to be mineral in character or was occupied by a settler, claimants could hold the same against the state and could perfect their title under the federal laws. To indemnify the state for the losses thus incurred the government permitted the state to select other vacant government lands of equal acreage.

It was the duty of the state land agent to keep a record of those lands (called base) in order that other lands might be selected and the interests of the state daily protected, but for years the benefit of the common school fund. The federal laws provided, however, that in the event that a school section proved to be mineral in character or was occupied by a settler, claimants could hold the same against the state and could perfect their title under the federal laws. To indemnify the state for the losses thus incurred the government permitted the state to select other vacant government lands of equal acreage.

### CARMEN AT CHICAGO THREATEN TO STRIKE TO PROTECT UNION

(United Press Leased Wire.) Chicago, May 21.—"Discharge these 19 non-union men or 5,000 union men will walk out and tie up every street-car on the west side and the north side." This is the strike ultimatum delivered to the Chicago Railway company by the Amalgamated Association of Street Railway Employees on behalf of the men who demand a strike.

Battleship Virginia, Off Columbia Bar. Taken by Journal Photographer as Warship Was Passing Steamship Roanoke.