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COOPERATION WILL ASSURE NEW RAILROAD

KRUTTSCHNITT CALLED TO CONFER WITH CHIEF

Governor Chamberlain Says Harriman Has Promised to Build Into Central Oregon Immediately—Important Conferences Called—Mr. Harriman's Views

PROGRAM FOR CENTRAL OREGON. Central Oregon will be penetrated by a railroad, work upon which is to begin immediately. The route to be followed will, in all probability, run up the Deschutes river canyon from the Columbia, leaving the canyon at the southern extremity of the Warm Springs Indian reservation at the mouth of Trout creek, thence east to Madras and southward to Bend. Julius Kruttschnitt, active east of Harriman's coast lines, has been summoned to Pelican lodge. The result of the conference between the railroad king and his associate will be to definitely determine the route into the interior and the immediate construction of the line. All feasible routes into central Oregon having been surveyed, work will start probably within the next 60 days. The Columbia Southern will not be extended.

Edward H. Harriman has uncorked the bottle within which he has held the destiny of central Oregon ever since central Oregon's destiny hinged upon the advancement of railroad transportation. Harriman will build into the central portion of the state without further delay or parleying. The definite course of the route to be followed will be made known as soon as Julius Kruttschnitt, who leaves today for Pelican Lodge in response to a writ summons from the railroad magnate, concludes his conference. Road Extended. This much, however, is certain. The Columbia Southern will not be extended southward. Hence, it will be abandoned in consequence, Harriman has turned his attention to the Deschutes canyon line from the Columbia. There is little doubt but that within the next few weeks dirt will begin to fly in the ravine leading southward where the line will be constructed under the falling waters of the Deschutes at the mouth of Trout creek at the southern edge of the Warm Springs Indian reservation. An Easy Grade. Along the entire route the grade is easy, but the construction work in the canyon will consume practically the time necessary to complete the line from Madras to Bend where, owing to the smoothness of the country, there is little work detailed aside from laying the ties and rails. Ten thousand people in Crook county alone will welcome with unfeigned joy the announcement of immediate railroad construction into the interior—the result of the conference of several days duration which has taken place at Pelican Lodge between Mr. Harriman, Governor Chamberlain, J. O. V. Kelly, general manager of the O. R. & N., and

IMMENSE OIL DERRICK FOR ONTARIO

Contract for Sawing Huge Timbers Let to Local Mill—Structure Will Be Over Ninety Feet High When Completed. Over 15,000 Acres of Land Has Been Secured in Malheur County by Organization of Business Men of Ontario.

Contracts were let this morning to a Portland lumber mill for the sawing of timbers for the largest derrick which has ever been erected in the northwest. When completed within the course of the next couple of weeks, the huge timbers and scantlings will be shipped to Ontario in the eastern part of the state, where they will be erected preparatory to sinking a shaft in the development of 15,000 acres of oil lands. The contracts which were closed this morning call for a derrick whose total height will be over 90 feet from the ground to the apex. Practically 30,000 feet of immense timbers will be sawed. The work, owing to the nature of the structure, and the care necessary to insure rigidity and wear and tear of the heavy rigging which it will support, is expected to consume the greater portion of 10 days or two weeks. When completed and erected on the ground at Ontario, the monster frame of the largest ever constructed in this portion of the country, will also support the largest and heaviest oil rig to be found outside of the California oil fields.

Money is tight. Financial conditions are far from having recovered from the panic of last fall. It has taken extreme measures to keep things going. The money market is very tight. Hence, expending money on railroad construction must be done now and for some time to come with caution. We shall probably ask for an extension of a year's time in removing our lines from Fourth street in Portland. To do this work will require an expenditure of close to \$800,000. If we are compelled to spend that amount in Portland this fall, we will seriously handicap any road into the interior. We haven't any too much money, and

Two officers of the Ontario Cooperative Oil company, an organization composed entirely of Ontario business men, reached Portland yesterday from California. They are W. E. Lewis and W. H. Deolittle. While in California a drilling equipment which will be set to work as early as the derrick is completed. The rigging is sufficient to sink a well 4,000 feet, although it is expected that petroleum, owing to the strong surface indications, will be struck at a much lesser depth. Within a radius of a mile of Ontario there are over 40 wells from which petroleum gas rises in abundance to the surface. Houses in the city are lighted from natural gas and it has been proposed to pipe a match gas line to the surface of the water in the city's sprinkling wagon, whenever the tank is filled from the city well, will set a trail of blue flame circling across the top of the water.

Thought Farmer Was a Coyote. Santa Cruz, Cal., Aug. 22.—William Henney, a farmer, was shot and instantly killed at View Hill today by Don Metz, of this city, who mistook the farmer for a coyote. Metz was hunting and when he saw an object moving about in the brush he supposed it was a coyote and fired. He is employed here as a clerk and was spending a vacation in the country.

What does the rich woman do? JOSEPH MEDILL PATTERSON has completed a book in which he relates much of the well set of New York and its misdeeds. There are two sides to the question and as it has been discussed in the Sunday Journal has had prepared an article entitled "Mrs. Millionaire." The story will interest you in view of Mr. Patterson's scathing attacks. SEYMOUR MAC MANTS will have a forenoon story in tomorrow's issue entitled "Jack, His Wonderful Ship and His Wonderful Crew." What do you know about the Philippines? If the answer is "not very much," then read tomorrow's Sunday Journal. "HOW WILLIAM JENNINGS BRYAN STARTED THE COMMONER." Mrs. Cholly Knickerbocker has written a page about fashions that every woman will enjoy. The Sunday Journal has the story for its tomorrow's issue.

THE SUNDAY JOURNAL; ASK FOR IT

BOLD PHOTOGRAPHER TAKES PICTURES OF GREAT BRIDGE FOR THE JOURNAL



ALIENIST WILL EXAMINE HAINS

Relatives of Accused Man Say Expert Will Be Employed at Once.

When the cables for the new Manhattan bridge are at last strung, they will contain 4172 separate wires, stretching from anchorage to anchorage. The upper picture shows the first strand which has just been strung and the lower picture shows the workmen starting the little wire on its journey. The photographs taken for The Journal were snapped by a bold photographer who climbed out on one of the bridge stringers.

EX-GOVERNOR UP FOR SENTENCE

Mayor Barnes of Guthrie Found Guilty at Oklahoma City.

HENEY'S VIEWS ON ABE RUEF

San Francisco, Aug. 22.—I have no visions of personal feeling against Abraham Ruef but I believe, from the evidence I have heard, and from reliable information, to be one of the most accomplished, cunning and desperate criminals of the west since the days of the above is a portion of an affidavit filed in Judge Lawrence's court today by Assistant District Attorney Henry H. Henehy. Henehy is a prominent lawyer and is believed to be the principal witness for the prosecution. It is in the county jail here.

THOUSANDS CHEER FOR DEMOCRACY

William Jennings Bryan at Des Moines Opens Democratic Campaign With a Ringing Speech on Tariff Question.

Deals With Misleading Tariff Literature and Demands Curbing of Soulless Corporations and Trusts—Answers Questions.

(Special Dispatch to The Journal.) Des Moines, Aug. 22.—Before a tremendous audience that showed great enthusiasm, William Jennings Bryan last night delivered a powerful speech, the first gun of the national Democratic campaign. Mr. Bryan chose for his principal subject the attitude of the two great national parties on the tariff question. The speaker was a guest of Governor Cummins during the afternoon and was greeted cordially by the executive. After the meeting Mr. Bryan left for Chicago.

Mr. Bryan's speech in full follows: Mr. Chairman, Ladies and Gentlemen—In my notification speech I stated that as the campaign progressed, I would discuss the question, "Shall the People Rule," as it applies to the various issues involved in this campaign. I begin with the tariff question, because it is the most lasting of our economic questions and the one upon which the leading parties have most frequently opposed each other. The questions which affect taxation, like Tennessee's "top tax" but we are never far from the subject of taxation in an ever present one. We may discuss how much we should collect, but we are never far from the subject of taxation in an ever present one. We may discuss how much we should collect, but we are never far from the subject of taxation in an ever present one.

President of Great Northern Steamship Company Joins Pessimists. Seattle, Wash., Aug. 22.—Although refusing either to deny or to affirm the report that the Great Northern Steamship company will withdraw from the Pacific coast, the president of the company, Howard James of St. Paul, president of the Minnesota from the oriental freight trade as the result of the interstate commerce commission's ruling on the Hepburn freight law, requiring all through rates to the extent to be published three days before a change of rates, said Manager James. "In the steamship company, characterized by the Hepburn law as ruinous" and "is pessimistic over the outlook."

Notaries Commissioned. Salem, Aug. 22.—Commissions as notaries have been issued to James W. Williams, of Astoria, and John W. Thompson, of Willamette.

YOU CAN HELP THE CAUSE OF DEMOCRACY With the Democratic campaign in Oregon it opened the party leaders have issued a call for popular subscriptions to the campaign fund. The Democratic party has placed itself on record against a corrupt corporation subscriptions. It depends upon the rank and file for the money to carry on the work. The following call has been issued by state executive committee. To the Supporters of Bryan and Keim in the State of Oregon. We are on the eve of a great political battle under the leadership of Bryan and Keim. We expect to achieve a splendid victory for popular government with the best national platform written in the life of political parties. We are confident of victory. We hope in every follower of William Jennings Bryan and John Worth Keim in the state and ready to do his part for popular government. So let us unite and fight, go in and win. This is the people's fight. Remember it costs money to finance a campaign. Will you help us? We need a main headquarters, post office, literature, live talk, speakers, distribute literature, swing banners, all of which costs money. Send in your contributions to John Montag, 624 Bond street, Portland, Oregon. Books will be open for inspection before and after election. ALEX. SWEET, State Chairman. M. A. MILLER, National Committeeman. J. H. RYAN, Secretary.

TILLAMOOK LINE IS ASSURED

Chief Engineer Davis of Harriman Lines and Vice-President Kruttschnitt Inspect Country and Will Report to Headquarters. Returning from a trip over the route of the Pacific Railroad & Navigation company's proposed railroad from Hillsboro to Tillamook, Julius Kruttschnitt, director of maintenance of the Harriman lines, E. E. Lytle, president of the new road, and other officials, reached Portland this morning. Mr. Lytle announced that his line would be built through Tillamook as rapidly as possible, and said that the Harriman system would not purchase it. Mr. Kruttschnitt refused to talk on the rumored purchase of the Lytle road and said he had merely made the trip to Tillamook so as to acquaint himself with the country. The following dispatch from Tillamook concerning the visit of the party to the coast gives details of the trip:

(Special Dispatch to The Journal.) Tillamook, Or., Aug. 22.—"I believe that work on the P. R. & N. railroad was resumed inside of 30 days," said Chief Engineer Davis of the Harriman lines. Mr. Davis accompanied J. Kruttschnitt, vice-president and director of maintenance of the entire Harriman system, into Tillamook on a tour of inspection of the road, on which construction was begun out of Hillsboro in 1906, and which was discontinued at the time of the late winter. "Something like \$1,000,000 had been sunk in the enterprise. Those in the party with Mr. Kruttschnitt, president of the P. R. & N., E. E. Lytle, president of the P. R. & N., J. Kruttschnitt, vice-president of the P. R. & N., and J. Kruttschnitt, Jr., son of the vice-president. The object of the inspection is to get an idea of the resources back of the proposed route for the purpose of building a branch line to serve as feeders. Investigating Resources. "There is really nothing to be said," said Kruttschnitt. "I am making my first inspection tour through Oregon, and am viewing all the Harriman properties. Of course we expect to put a road through as soon as practical, and therefore I am interested in knowing what kind of a country Tillamook is. I cannot say at present just how we