

DUTCH MONEY FOR ROADS IN STATE

Representatives of Capital in Holland Promise to Promote Oregon's Interests by Starting Development Campaigns.

Dutch capital will be invested in Pacific coast securities and a systematic publicity scheme for the Oregon country will be inaugurated as a result of the visit to Portland of J. M. M. Simons, editor of the Amsterdam Telegraaf, and J. G. Scholvinck, president of Wiegman's bank and one of the leading bankers in Holland.

"I shall return to Portland not later than next September, and my second visit will mark the beginning of direct trade relations between Holland and the Pacific coast," said Mr. Simons yesterday afternoon before he and Mr. Scholvinck left for Puget sound and the A. Y. P. exposition. "I shall return to my country and begin," continued the Dutch editor, "the publication of the facts and figures gathered by myself and Mr. Scholvinck during our stay here. It will mean the setting in of a tide of Dutch immigration to the unsettled and undeveloped areas of eastern Oregon such as has never before been known in our history."

In Possession of Capital.
"We are ready to put Dutch capital into the building of railroads in this state," declared Mr. Scholvinck. "We believe the people of Holland will be more than glad to invest funds here in the construction of railroads, using the surplus when completed for the transportation. Ours shall be a peaceful invasion of this great country of yours. Our people will make good citizens. Thousands of them are ready to come as soon as we tell them that the prospects for their doing well here are good. Think, how great that territory seems to us. It is more than four times greater than our whole country. Reports furnished us by business men here indicate to our mind unlimited resources. For years the population of the Netherlands has been growing, and now the time has come when the overflow will benefit best by settling together. This will be the course we will pursue to advise all who contemplate coming to the new world to settle in Oregon. Meanwhile we will be making efforts to provide transportation facilities. We personally regard it as no misfortune that your Harriman has refused to build railroads into the interior, because it gives outside capital a splendid chance for profitable investment."

Secure Important Statistics.
Both Mr. Simons and Mr. Scholvinck were enthusiastic over their visit to Portland. President MacMaster of the chamber of commerce furnished statements and figures relating to the resources of Oregon, and the individuals and capitalists to leading bankers of the city, who advised them as to the best investment of the money they had put to work in this country. The railroad situation appealed to them most strongly, as it falls directly in line with their colonizing purposes to construct their own lines.

"How do the people of Holland happen to have so much capital for investment?" Mr. Scholvinck was asked.

"It is money the Dutch amassed during the old East India trading days," the banker replied. "History records the time when Dutchmen in Dutch vessels faced the perils of unknown seas and took from new lands the wealth which has been ever since carefully conserved and invested, making our little land one of the richest in the world. The Dutch people have always been frugal and industrious. Wherever there has been the possibility and assurance of legitimate investment or enterprise there the Dutch have been found. We are proud of this record."

Speak Several Languages.
Comment was made on the excellent English spoken by both men. Mr. Scholvinck explained this by saying: "We occupy a position between many larger countries. We have trade relations with them all. Sometimes it has been a contest of strategy between us and other nations to prevent their absorbing. So we have learned their ways, their languages, their resources and methods. I speak fair English but I speak much better German or French. At home I use my own language, but I have constant need of the Dutch through coming in frequent contact with the people of other countries."

Alternating ideas the two Hollanders told of their people and the resources of their country. When the name, Jolanna, was mentioned, both hats came off. She is the daughter of Wilhelmina, queen of the Netherlands, and as crown princess the infant is to save the land of the plucky Dutch from German domination. Her birth was the cause of national celebration and rejoicing and the plan for her succession is having great influence on the present national policy.

"We are unavoidably a nation where the blood is blended with the French, German and English, but we love our independence as much as any people in the world and would do anything in the world to preserve it. We do not want the Germans to rule us, and we had not this child come to our queen, this would have been the result," said Mr. Scholvinck.

SEVERAL CONCERNS FILE ARTICLES

The Banks Timber company has filed articles of incorporation with the county clerk, its capital stock being \$100,000. The incorporators are William J. Murray, Henry N. White and John L. Yarnell.

George A. Kleiser, Lawrence A. McNary and Edward A. Lundberg have incorporated the Owl Drug company. Its capital stock is \$25,000.

The Metropolitan company, formed for a general realty and agency business, has been incorporated by R. A. Wilbur, A. M. Dibble and W. E. Farrell with a capital of \$500.

The Portland Equipment company has filed articles, starting with a capital of \$25,000. The incorporators are Charles T. Slier, Frank M. Raymond and F. W. Christwell.

ADVANCE SALE FOR "THE MERRY WIDOW"

Mail orders from both in and out of town will be received for two days more at the Bungalow theatre before the regular sale opens at the box office for "The Merry Widow." Henry W. Paine's New York production of this world famous sensation will be the attraction at the Bungalow theatre all next week beginning Sunday night, June 20, with matinee Wednesday and Saturday. Address letters and make checks and money orders payable to W. T. Paine at Bungalow theatre. A self-addressed and stamped envelope must be inclosed to help insure safe return. These orders will be filed and returned before the regular sale opens next Friday. Phone theatre, Main 117 and "A" 424, for any information desired.

BACHELOR MEETS DEFEAT IN COURT

Frederick Nesme Fails to Get Permission to Adopt Child.

Frederick Nesme, saloonman and bachelor, will not be permitted to adopt 6-year-old Henriette Priole, the legally fatherless daughter of a former resident of the north end. This was the decision of County Judge Webster this morning, after considering the testimony heard by him yesterday.

Judge Webster made little comment in passing on the case, merely remarking that he could reach only one conclusion from the testimony in the case. He said the interest of the child was first to be considered, and he evidently did not believe that the child would be benefited by allowing Nesme to adopt it.

In view of the testimony as to the bad reputation of Nesme's place. The child is now in temporary possession of a family in Sellwood, where it was placed by the juvenile court when taken away from Nesme. Its permanent disposition will be a matter for further consideration by Judge Bronaugh.

10,000 PEOPLE ARE EXPECTED IN LAKE

Pendleton, Or., June 15.—An influx of 10,000 people is expected in Lake county this summer and fall, according to State Sheep Inspector Lytle, who in company with his wife returned Saturday evening from an extended official visit to that part of Oregon. The cause of the influx of homeseekers is the opening of a large tract of land originally granted to a road company and which has not been accessible to settlement heretofore.

Lytle says the inhabitants of that part of the state seem to be very prosperous. He went down in response to information that many sheep had been infected with scab, and while he found some diseased sheep, there was not nearly the number he had been led to expect. He will order a special inspection, however, to ascertain just how many diseased sheep there are and to make possible the stamping out of the disease.

JURORS RETURN HEAVY VERDICT

Award H. M. Pittsinger \$6000 for Having Been Hurt by Streetcar.

One of the largest verdicts for personal injuries recorded in the circuit court for many months was read at the opening of court this morning. It awarded \$6000 to H. M. Pittsinger and will have to be paid by the Portland Railway, Light & Power company, unless the latter can succeed in obtaining another trial on appeal.

Likelihood that the defendant will be able to secure a new trial is lessened by the fact that Judge Gatens, before whom the case was tried, gave every instruction that was asked for by the defense except one asking for a directed verdict.

Pittsinger, who is a ship carpenter, and is 59 years of age, was injured in

alighting from an Alberta streetcar at Burnside street and Grand avenue. He testified that the car started suddenly as he was attempting to alight, throwing him against the car and then to the ground. He was badly hurt and alleged permanent injury to his leg.

The case was concluded yesterday and the jury returned a sealed verdict last night. The plaintiff was represented by R. K. Sargent and the defense by R. W. Wilbur and A. M. Dibble. The defendant will appeal.

RAILROAD BONUS PLEDGED BY BAKER

(Special Dispatch to The Journal.)
Baker City, June 15.—Baker City pledges itself to raise \$10,000 as a bonus for the extension of the Sumpter Valley railroad into the John Day valley. Within two days of the time the amount of the bonus is raised David Eccles pledges to commence construction. The work will be done by day labor and

A VITAL POINT.
The most delicate part of a baby is its bowels. Every ailment that it suffers with attacks the bowels also endangering in most cases the life of the infant. McGee's Baby Balm cures diarrhoea, dysentery and all derangements of the stomach or bowels. Sold by Skidmore Drug company.

will involve the expenditure of \$225,000. Baker City will become the trading center for a vast empire of unsquandered natural resources extending from the Seven Devils, in Idaho, to Burns, in Harney county, the whole of eastern Oregon.

The rich John Day valley will be opened by transportation within a year. The Quartzburg mining district, held back for years by lack of a railroad, will be developed.

Pendleton Secures Cavalry Band.
(Special Dispatch to The Journal.)
Pendleton, Or., June 15.—The famous Fourteenth cavalry band of Walla Walla has been secured by the celebration committee and will be in Pendleton to participate in the big celebration to be held here Saturday, July 3. The band, consisting of 33 pieces, will come over from the Garden City Saturday evening and will remain until Sunday noon.

Tomorrow Will Be the Fourth Day of Our Great Removal Sale

Since 8 o'clock Monday morning we've had a steady stream of shoppers—women who do not attend ordinary sales, but who know the style—standing of "House of Tone" apparel, and who realize that when we mark every garment down for quick selling it's really "bargain time" in Portland. Our goods are uniformly high-class—fresh allotments are put out each morning—nothing shabby or "shop-worn." The price cutting here noted is merely a sample—there are as many more unmentioned bargains at the store.

Cloth Suits 1/2 Off

These are our perfectly tailored Street Suits, some plain, others very dressy, all colors, ranging in values from \$16.50 up to \$90. Every suit offered at exactly one half regular price. You'll be lucky to get one of these.

\$22.50 SUITS	at \$11.25
\$25.00 SUITS	at \$12.50
\$27.00 SUITS	at \$13.50
\$35.00 SUITS	at \$17.50
\$45.00 SUITS	at \$22.50
\$55.00 SUITS	at \$27.50
\$65.00 SUITS	at \$32.50
\$78.00 SUITS	at \$39.00
\$82.00 SUITS	at \$41.00
\$90.00 SUITS	at \$45.00

Linen Suits 1/4 Off

These essentially Summer Suits are in white, tints and natural color.

Values \$12.00 to \$32.00
On Sale \$9 to \$24

Linen Dresses 1/4 Off

No discerning woman passes these dresses by. They are so different from those seen elsewhere—have that "made-to-order" air.

Values \$15.00 to \$52.00
On Sale \$11.25 to \$39

Lingerie Dresses 1/4 Off

White and tints, daintily trimmed in lace, embroidery or bands of color.

Values \$16.50 to \$68.00
On Sale \$12.38 to \$51

Silk Dresses 1/4 Off

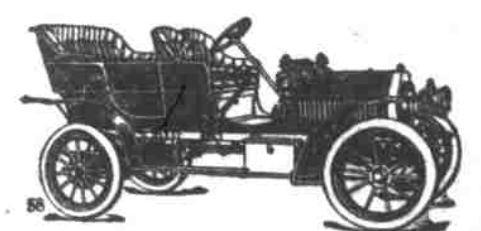
These are called the prettiest, most unusual Silk Dresses shown in Portland this season. Especially designed—no two alike—all colors—the biggest kind of a bargain.

Values \$35.00 to \$68.00
On Sale \$26.25 to \$51

Extra Special!
40 Skirts Values to \$7.50 On Sale
\$1.95

The Bartholomew Co.
392 Washington St "The House of Tone"

"KEATS MUST BE SORE"



If Keats can arrange to win a race by foul and underhanded methods, he should be satisfied, without trying to insult an intelligent public by a lot of dirty, contemptible statements that show only his ignorance and lack of all gentlemanly instincts.

J. MURRAY PAGE

A Crack at Keats



It is not very pleasant to indulge in personalities through the advertising columns of a newspaper, but occasionally a man is forced to it in order to defend himself against misrepresentations.

I refer to the ad of Keats, in the Telegram of the 14th, in reference to the recent ROAD RACES.

Under the caption, "LISTEN TO THEM HOWL!" he refers to some of us who did not happen to win every race, as "SOREHEADS"—not a very nice thing in itself. His adman must have once been a "patent medicine adman," because he handles the truth with about the same regard, and is right there with the before-and-after-taking stunt.

For instance, he says we ("the soreheads") expressed all sorts of confidence before; and after it was, "If this and if that hadn't happened." He credits me with saying, "If blood hadn't spurted from my hands." He does not say what I would have done if it hadn't; but in spite of that insignificant fact, which had nothing whatever to do with my performance, I licked his so-called wonderful little Chalmers 30, and Dingley, its professional race driver, to a frazzle, beating them pretty nearly three minutes in the first race of 43.8 miles.

Keats also credits me with saying: "If my cast-iron crank-case had not have busted, I would have won the 100-mile race." Such an assertion hardly needs denial, for the public is not so poorly posted as to believe I had much of a chance in that race except through the elimination of the faster cars, of which there is always a possibility. For instance, last year I started against a Chalmers 40, a Pope-Hartford and several other cars much faster than the Cadillac. I won, however, because the faster Pope-Hartford and Chalmers-Detroit broke down. Last year Keats cars had all sorts of trouble, but you did not hear the winning dealers KNOCKING HIM. On the other hand, he wrote an article, and had it published in the Sketch, reflecting and slurring upon the winning cars. So, no matter whether he is a winner or a loser, he is always the same KNOCKER.

You will notice he tells you all about the wonderful cars of his which won; but he fails absolutely to say a word about the Buick Model 10, which started in the first race, but went, I believe, only about three miles. I don't know what happened to it, nor do I care, because we try to attend pretty closely to our own business. If any of our customers break any cast-iron crank-cases, or any other part of a Cadillac or a Pierce car, through any fault of the car, we fix it up and charge them not a cent.

Keats even has the audacity to poke fun at "native-son drivers." Evidently he expects to sell his cars to Chinese and Japs, because poking fun at local talent is not likely to make any hit with Oregon people.

Keats practically admits Page's contention that Wallace, driving the Chalmers 30 in the 100-mile, fouled him. He credits Page with saying, "If I could have only passed that little Chalmers 30." Now, no sane person will believe for a minute that Page couldn't have passed him at will, with a clear road. The records of the 100-mile show that Page's time for six laps was about nine minutes faster than Wallace's; consequently we are forced to the conclusion that the only reason Page couldn't get by was because Wallace blocked the road, or, in other words, fouled him.

Keats winds up by saying, "The results of the race are just as we expected." Of course—certainly. Talk about your personified conceit and assumption! Webster defines such people as "ill-bred," and that's a mild term to apply to a man who will cause to be published such rot. He calls them "press comments." I defy him to show where I ever said such things at all, much less for the press. I have had hundreds of people congratulate me on the showing I made, and I could prove by every one of them, if necessary, that I never showed the slightest evidence of being a sorehead. I couldn't have been sore over the outcome of the first race, and my trouble in the 100-mile was not a result of having a cast-iron crank-case, but was due to the fact that we were forcing an engine, which was designed to travel 1600 to 1800 revolutions a minute, to travel 2500. Think of it—a car geared three to one, which is our regular factory stock run-about gear, regularly rated as a 50-mile-an-hour car, being forced up to 66 miles an hour on the straightaways, and averaging 55 3/4 miles per hour through the race!

We haven't done any advertising as a result of winning our class race, because we believed the public capable of discerning from seeing the races, and the press reports, where the credit belonged. We think we earned some of it, but have no desire to appropriate it all, nor to discredit anybody else's performance. We think the public will agree with us that Keats' ad was altogether uncalled for and very unsportsmanlike.

Yours truly,

HOWARD M. COVEY,

COVEY MOTOR CAR COMPANY

Pierce-Arrow

Cadillac

Detroit Electric