

HOME

There Old Glory Is Seen and There Is Found Human Comfort, and the Weary Traveler Finds the Old Town a Comfy Place.

Manila, being a well regulated American city, has a certain amount of... The Americanization of Manila has not gone so far as it has... without the granting of concessions to native customs. The Filipino, on his part, has come to the Yankee's terms in many important respects. Each has a vested interest in the other's stock, with no compulsion or attempt to threaten on the part of either. The result is social peace and harmony. Mr. Haskin will tell all about the process, tomorrow.

By Frederic J. Haskin. Washington, Aug. 7.—The American circumnavigator of the globe—and two-thirds of the modern circumnavigators of the first cabin passenger variety are Americans—feels a quickening of the heart when his ship drops anchor in Manila bay and he sees floating from a score of flagstaffs the Star Spangled Banner. If he is of a certain class of American he will communicate his joy in a loud voice to the entire ship's company. If he is of another certain type of American he will not say anything, perhaps, but he knows that it is good to be under the flag. But of whatever type or class he may be, he will be surprised when he steps ashore to find how thoroughly Americanized Manila has become.

Eleven years ago the United States knew only that Manila was the place the hemp came from, but where it was or what it amounted to not one American in a thousand could tell. There was an accident, however, on a certain day party, and Manila became American in name. How it has become American in fact is the subject of this article.

The "Charge" follows the flag. Stepping off the ship one experiences that thrill of patriotic joy which always comes to the home-coming American when he sees the stars and stripes go through his baggage, not in the perfunctory manner of the polite Briton, but in a thorough and business-like fashion, as if he actually suspected the presence of smugglers.

Having finished with the customs house, one walks out on the well-paved street and waits for a street car. Once on the car, the traveler again is sensible of the thoroughness of the American system. The street car is a Banner, which waves over the land of the free and the home of the brave. He has been in the streets of Calcutta, in Bombay, in Rangoon, in Singapore, in Hongkong, in dozens of cities where there is cheap Oriental labor, but he has never seen a street car much as 14 cents or 2 cents or even 4 cents in American money if the district is a good one. In Manila, being under the flag of the free, he is permitted the gracious privilege of paying 5 cents gold money for a ride to the city or for a short ride.

Also lemonade and soda. If the American traveler is not exactly bubbling over with patriotism after the customs-house and the street car ride, it will not be long until he will be ready to take a short walk and launch an individual Fourth of July celebration. The hotel he goes to is responsible for the lemonade and soda without any apparent scorn on his face, the waiter brings a glass of distilled water with actual ice in it, and the waiter who has not known the taste of plain water for months, to him who has choked down impossible hygienic vile water, is a revelation. After "tonic water" to him who has almost if not quite forgotten the appearance of a glass of soda pop, and he is ready to drink a glass of lemonade and soda. Then, too, the breakfast begins with fruit, is served as early in the morning as one can get it, and has no resemblance whatever to the "meat breakfast" of the English continent. A hot stock dinner of a dozen kinds of flesh.

At the Army and Navy club an American, late from India and China, asked for a "lemonade." How was that usually brought forth a bottle of vile, sweet soda pop, and he wanted to see the lemonade. He squeezed into a glass, and there compounded with water and sugar. The Chinese boy behind the bar looked up at the American and said: "You mean lemonade. We are Americans here."

Also, there are American shoes. Shoes were not popular in the Philippines before the Americans came, as nobody but the Spanish and a few very rich natives wore them. The Spanish-made shoe is long, pointed, and has a very high heel. It is a torture. European shoes of any make are blissfully innocent of an architectural design which takes into account the difference between the right foot and left foot. Shoes will wear out and all around the mall boat circles of the orient one hears suffering men saying: "I had to get these blamed shoes because my good ones wore out. But just wait until I throw these things away and get some sure-enough shoes." Of course, there are American shoes on sale in Manila, but the American newspapers worry along with cable bulletins. But they are conducted with characteristic American energy and one

of them has paid two dividends since January 1, 1909. Editors as Human Beings. Manila, being a well regulated American city, has a certain amount of... The Americanization of Manila has not gone so far as it has... without the granting of concessions to native customs. The Filipino, on his part, has come to the Yankee's terms in many important respects. Each has a vested interest in the other's stock, with no compulsion or attempt to threaten on the part of either. The result is social peace and harmony. Mr. Haskin will tell all about the process, tomorrow.

Special Edition a Sea Mess. The Times came out that afternoon and struck Manila with dismay. Men were killed and a steamer was wrecked. The newsboys for selling it. It didn't look like a newspaper. The first page, of course, was all advertisements. The second page was the first page, but in the third column came the "leader," followed by a dozen other heavy editorials. They were all news. No miserable reporter was driven to brain fag by being forced to write "leading" news. Each day of the day of the carnival. Not a bit of it. The head line was "The Carnival." Under that in slightly smaller type was the second head line. The first sub-head was "10 a. m." and so on. It was the official program of the carnival, and the only official one. So just as it was.

The American who has not visited the Philippines is a stranger. He has acquired 11 years ago by one of those accidents that are sometimes inevitable, even in the best of regulated nations. After visiting the island and "looking them over," and especially after having visited the island and observed the information that has resulted from American occupation, the same American feels that his country might have far more to gain from a civilized city at Manila than it could possibly have "one farther." The port of Manila is more distant from the United States than almost any other port in the American globe trotter sets sail. No matter whether he comes to the island in a "private" or "public" or "immovable" or "aggrandized" or "territorial" or "entangling foreign interests," the pleasing prospects before him cause him to smile upon a smiling tropic land.

At Home, Though So Far Away. Whether it is the stars and stripes over the government office, the soda fountain in the corner drug store, the shoe on the feet of the Filipino, the ice in the glass of drinking water, the sign in the corner drug store for the short order restaurant, the high price of street car transportation, the baseball uniform, newspaper readings, the sign in the policeman's cap, whether it is the combination of these things and more of the same order, or whether it is the flag in the corner of the American globe trotter sets sail. No matter whether he comes to the island in a "private" or "public" or "immovable" or "aggrandized" or "territorial" or "entangling foreign interests," the pleasing prospects before him cause him to smile upon a smiling tropic land.

TAFET RETIRES FOR REST

(Continued from Page One.) In perfect condition and hundreds of electric lights distributed throughout the grounds. Special Spur Track. For the convenience of the president a spur track was constructed at the Montsurat station, which is considerably nearer to the Evans estate than Beverly. This track will be used by the president's train and it has been arranged that the trains at Montsurat station instead of going to Beverly. The house will shelter only the family of the president and Secretary Cameron, while the numerous clerks, stenographers, secret service men, attendants, etc., will have to find quarters in Beverly, where the executive offices are located. Secret service men are stationed at several connecting points on the Board of Trade building on Cabot street, which have been arranged and fitted up for their use. The building is modern and the rooms are large, light and airy. The building is only about two blocks from the Evans estate, near enough to be conveniently reached by the president should he wish to walk to his office for a short distance. The quarters of the secret service officers who will be stationed here during President Taft's sojourn at the Evans cottage.

Private Harbor. The private harbor on the Evans estate, which was constructed for the accommodation of the president, is practically completed and will be ready to receive the president's official yacht, which will be anchored there in case the president and his family should choose to take short cruises up and down the coast. The location of the Evans cottage is ideal. Within 50 feet of the front porch of the house is the ocean, where the surf rolls incessantly over a wide stretch of beach. The Evans cottage is one of the finest on the coast and includes the beautiful coastline of the Evans estate. The Evans estate is surrounded by other beautiful estates owned by wealthy people who have their summer homes along the coast. If the president wishes to go golfing, fishing, swimming, motoring or horseback riding, he will find all these under ideal conditions and there are in the vicinity scores of beautiful places attractive from a scenic point of view. From a historical point of view, should the president desire to take short cruises, many members of the diplomatic corps and other prominent men in the immediate neighborhood of the Evans estate.

Insure Privacy. The question whether it will be possible to insure the privacy of the grounds in case the president and his family should desire it still worries the local politicians. It is expected that some way will be found to solve the problem. The trouble is that the Evans estate is so close to the waterline a public road runs along the beach, connecting with the public highway. It is claimed that this right of way cannot be closed to the public, but the local police will undoubtedly see to it that the shore road is not used too much, to the annoyance of the president's family. The question whether it will be possible to insure the privacy of the grounds in case the president and his family should desire it still worries the local politicians. It is expected that some way will be found to solve the problem. The trouble is that the Evans estate is so close to the waterline a public road runs along the beach, connecting with the public highway. It is claimed that this right of way cannot be closed to the public, but the local police will undoubtedly see to it that the shore road is not used too much, to the annoyance of the president's family.

Big Piling Contract. A large contract for piling was placed with George Keck & Co. of this place a few days ago. The contract calls for about 150 carloads and will be shipped from here to Oakland, Cal., for use on the Harriman line.

JOHNSON PORTER TELLS OF THE WORK DONE BY OREGON TRUNK CONTRACTORS—SAYS HARRIMAN PEOPLE DO NOT INTEND BUILDING LINE.

According to a statement given The Journal by Johnson Porter of the Oregon Trunk line into central Oregon, his firm is expending \$1000 a day in the work of building the Oregon Trunk. Six new camps along the Deschutes river are to be opened up by Porter Brothers, contractors for the Oregon Trunk line, and the equipment of Porter Brothers, now stored in the yards of the P. & N. at Vancouver and which was used for the construction of the Columbia river line is to be rushed to the Deschutes by steamer as fast as it can be put up. Porter is explaining the work being done and planned for Mr. Porter said:

"When I come down to Portland I am asked, every side whether the Oregon trunk line is to build its railroad or is only bluffing. Such a question shows a total misconception of the situation here today. The Oregon Trunk has not only the right, but it had bought and paid for every foot of its right of way for 130 miles, except on government land, and on that we have our maps approved for all of it for the entire distance. On the other hand the opposition has no right of way deeds at all, except some that they have recently taken up through a circuitous route. The maps on government land for less than one third of our distance. And what we have approved right of way on the public land. So that it seems to me that the bluffing, if there is any bluffing, is on the part of Harriman's people."

Don't Intend to Bluff. "I don't know whether they are bluffing or not, but I do know that they never intended to build a railway on the Deschutes and the Columbia rivers in there today if it was not to hamper us. We have no fight against our opponents. They can build a railroad if they want to; but it is rather curious that when they were in the room for the Oregon trunk line, they picked out our survey and located right on top of it, and then incorporated another paper company to buy the opposite side with a survey. "I would as soon have one side of the river as the other, and I would like the Oregon Trunk that it will draw straws with them for choice. But they can't camp on our right of way and hold up the other side of the river."

Have Given Way. "I supposed the people of Oregon wanted a railroad to the interior, but if so they have a question. They have a little while ago many of the prominent men of the state were ready to vote bonds and have the state go into debt to build a line up central Oregon, but as soon as our maps were approved and we began to go ahead with the work, they have changed their minds. They are now backing up the holdup game of our competitors, but actually misrepresenting the facts. They are putting ever obstacles in our way. However, we are asking no favors, and we will build our railroad as fast as men can get it. "We have been annoyed by injunctions granted without a hearing, and we suppose the courts will have to overcome the difficulties we will have to overcome, but we know that in the end the courts will protect our prior rights."

Big Fight. "We will have about 1500 men on the work by the middle of next week and will increase the number as fast as they can be had. The work has started yet, but when we are in full swing we will set a record in railroad building. We will open six camps in the Deschutes district, and the place covered by the injunction next week. We have to build some long tractive roads to get our surveyors and men to the work. "We will ship a good deal of our material and supplies by the railroad to Durum and work out a system of roads from there and from Tygh valley, wherever we can find suitable grades to reach the river. Some of the grades will be 10 or 12 miles long, so you can see that we have difficulties to overcome besides the law suits and the snookers."

Material on the Way. "We have several carloads of powder and machinery on the way, and have bought or rented, or will build storehouses for the powder. We have Shaniko, and Durum, and Tygh Valley, as seem most convenient for our purposes. "The laying out of the campaign is like planning for the moving of an army, and there is a vast amount of preliminary work that does not see, but we are now spending several thousand dollars per day, and have every day a long line of men working."

Fortunates. "Fortunately, we have a fine body of experienced men that have been with us for years, and who know every inch of this work. They can do it without the usual mistakes and delays." "We have several carloads of powder and machinery on the way, and have bought or rented, or will build storehouses for the powder. We have Shaniko, and Durum, and Tygh Valley, as seem most convenient for our purposes. "The laying out of the campaign is like planning for the moving of an army, and there is a vast amount of preliminary work that does not see, but we are now spending several thousand dollars per day, and have every day a long line of men working."

Two-by Bros. and Porter Bros. are going personal during the coming contact with each other on many railroad enterprises, principally along the Deschutes and in the Columbia. The first time Two-by Bros. have worked for the Harriman interests, and they find themselves arrayed against men they have worked with for years. The conflict may bring forth the principals on the work will have no personal controversy, although each will be with might and main to secure the victory for his own side. "A good deal of the freight for the Oregon Trunk is sent by boat or by the North Bank railroad to The Dalles and there it is forwarded by four-horse teams to the front. Great trains of freight, steam shovels cannot be used on roads in all directions. Most of the men are taken out by wagon and it is a problem to get conveyances for them."

MODIFY EXPRESS RATES ON FRUIT

(Special Dispatch to The Journal.) Salem, Aug. 7.—J. W. Rodgers, general superintendent of the Pacific Express company, has under consideration the complaint of the Troutdale Fruit & Produce association relative to alleged discriminatory rates on produce from that point to the westward. The matter has been taken up with the secretary of the Produce association that higher rates were charged from Troutdale and to other points of the Oregon Railroad & Navigation company's lines east than were charged from Portland to points east. The matter will be taken up with the railroad commission by Miss M. Dewey, secretary of the Troutdale Fruit & Produce association. The rates from Troutdale will be modified and made the same as the rates from Portland.

WATER PROBLEM PUZZLES BEAVERTON

(Special Dispatch to The Journal.) Beaverton, Or., Aug. 7.—At a mass meeting in the city hall last night the water question was argued seriously but nothing definite was accomplished. Mr. Holliday, who proposed to install the electric light system, also offered an electric light proposition, but the matter was not taken up in detail. The committee consisting of Messrs. Hawkins, Vincent, Snyder and Spraul was appointed to investigate the proposition to install the electric light system by the municipality and also to confer with Promoter Holliday relative to his plan. Another mass meeting will be called in the near future.

MINE PLANTING SHIP AT WORK

San Francisco, Aug. 7.—The mine planting ship Colonel George Armstrong began laying dummy mines in San Francisco harbor today. As soon as the drill is completed the real mines will be laid, which will later be exploded by the artillerymen of the United States navy. The purpose of the harbor's submarine defenses. According to the present plans large mine towers will be allowed to pass over the mines and the mines will be exploded by the gun crews on shore.

UNIONS WILL NOT ACT IN HASTE

(Continued from Page One.) union leaders. The meeting of the day was the result. The conference included President Buckley of the south side lines and President Quinlan of the north and west side lines and members of the executive committee of both divisions. Special meetings of the union divisions have been called for tonight and for tomorrow. The meeting of the executive committee of the north and west side lines will be held at 8 o'clock. A strike could be called after the meeting if desired by the union men. It is generally stated among the union men that they will hold out at least 10 days longer before taking drastic action.

Observation Car, Portland and Cottage Grove.

The Southern Pacific is now running an observation parlor car between Portland and Cottage Grove, leaving Portland, southbound train 19, at 8:15 a. m., returning on train 18, leaving Cottage Grove northbound at 4:30 p. m.

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TAKEN FOR LANE

Portland Chamber of Commerce and Other Organizations to Make Plea to President for Reappointment of Commissioner.

Active steps may be taken by the Portland Chamber of Commerce as well as other commercial organizations of the Pacific coast, in an effort to forestall any attempt on the part of special railroad interests to prevent the reappointment of Franklin K. Lane to the Interstate Commerce Commission. Mr. Lane is regarded as being a particularly desirable candidate for the post, and the public generally and if reports of opposition to his reappointment are confirmed it is probable a meeting of the commercial bodies will be called to bring the matter to the attention of President Taft. Herman Wittenberg, chairman of the Chamber of Commerce and concerning the matter of the fight against Commissioner Lane:

"I have heard on several occasions of opposition on the part of the 'Harriman' interests to the reappointment of Commissioner Lane. It is well to be on our guard and have our representatives and all public and commercial bodies know the situation so that they may act intelligently. There is no doubt but that their wishes, if known, will be respected by the president, nor is there any doubt but that the vast majority desire Mr. Lane's reappointment. If the commission is to be of service its members should not be appointed in haste. It is probable that this railroad interest or that one, nor be reappointed because they are in a hurry to get these interests out of their duty. "In my opinion a very serious mistake would be made if Mr. Lane was not reappointed. The interests of the people of the United States demand the reappointment of a useful public servant as Mr. Lane has been, and under the circumstances with the known opposition of the railroad interests to his reappointment it would be the more serious, as it would tend to create the impression of the railroad interests that public interests were controlling."

WEAKNESS CURED

Mrs. Dr. S. K. Chan: Dear Madam—I wish to thank you for all you have done for me. I have been sick so long and had taken so much medicine without getting any benefit. Then I read of your medicine, I felt like a new woman which is saying a good deal, as I was so weak and suffered so much I could not leave my bed. Now I am strong and entirely cured. The cure that was 10,000 miles away, I would send you for medicine if I were sick. I wish all people suffering from weakness or any sickness could try your medicine and get well as fast as I have. They would bless you for the cure that has saved my life.—Mrs. C. S. Edwards, Junction City, Or. Write to THE S. K. CHAN CHINESE MEDICINE CO., 326 1/2 Morrison St., Portland, Or., bet 1st and 2d.

SOUR STOMACH

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THOMAS DEVLIN FAILS TO APPEAR

Does Not Come to Court to Press Charges Against Ruffner. Thomas C. Devlin failed to appear in the municipal court this morning when the case against Ralph Ruffner was called for trial, and it was continued to August 10. Counsel for Ruffner asked what a dismissal was entered, but Judge Bennett thought it only just to give the other side a chance, and so had it set down. Ruffner was found not guilty yesterday on the charge of assault on Devlin, but today he was to have been tried on the charge of threatening to kill. In view of the verdict in the first case, it is believed that the second charge will not be pressed.

FREIGHT CAR THEFTS AGGREGATE \$20,000

(United Press Special Wire.) San Francisco, Aug. 7.—Thefts of goods aggregating \$20,000 in value from the freight cars on the Southern Pacific during the year have aroused the official attention of the company and it is proposed to place a number of detectives at work, with the view of preventing the robberies and apprehending the thieves. The detectives garbed like tramps will ride on every freight, and mingle with the professional hobos who travel in like manner. In addition a close watch is to be kept at points where the shipments are ferried. Recently it was discovered that employes had been entering cars by springing the side doors at the bottom.

New Wheat Sales at Wenatchee.

Wenatchee, Wash., Aug. 7.—Several loads of wheat have been received already from Southside, in Douglas county, and the quality is pronounced by local buyers as first class. The first carload of new bluestem wheat was shipped in to the Best Milling company, and was bought at 96 cents per bushel.

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