ENDORSE ROAD DISTRICT PLAN

Oregon-Idaho Development Delegates Urge Construction of the Boise-Coos Bay Railroad by People to Be Benefited.

(Special Dispatch to The Journal.)

Marshfield, Or., Aug. 21.—Strong appeals for the promotion of a district built railroad were made by Colonel C. E. S. Wood of Portland, who was the principal speaker at the afternoon session of the Oregon-Idaho Development congress, which closed tonight. This movement for a district built road between Boise and Coos Bay, together with the improvement of the Coos Bay harbor, are chief among the positions taken by the congress.

Colonel Wood took up the points which might be urged as objections to such a plan and explained how the idea was good and practical. He gave his hearty indorsement to what had already been done at this end of the line.

Clambake for Delegates.

The afternoon session of the congress was held in the pavilion at Simpson park, in North Bend, following the big clambake which the people of that city gave the visitors. Colonel Hofer presided and W. F. Evans of North Bend gave an address of welcome. J. H. Ackerman, state superintendent of public instruction, spoke briefly, advocating good roads and good schools as the foundation of good communities. C. S. Jackson, publisher of The Journal, on the program for today, spoke for a few minutes, and George Cornwall of the Timberman spoke on the conservation of the forests. He said that everything should be done to prevent the exhausting of the timber supply of the country.

Binger Hermann of Roseburg gave stories of the old times in the Coos Bay country, and J. W. Bennett of Marshfield told what the people had done on Coos Bay in the way of helping themselves.

Congressman W. C. Hawley repeated to the North Bend gathering what he said at Marshfield regarding the government dredge Oregon. He said that it was reported that the dredge was to be taken away from Coos Bay in a month, and that the people had felt some alarm, but that the port commission had appropriated $50,000 for the maintenance of the dredge. Mr. Hawley said that he was working with local people and would do all in his power to keep the dredge here.

Messrs. Wood of Idaho and Hurlburt of Echo, Or., and several others made short talks. The delegates were brought back by boat to Marshfield for the night session.

Very Successful Meeting.

The congress has in every way been successful. The attendance was good and the interest in the matters taken up has been intense. The visitors were pleased with the entertainment provided by the Coos Bay people and a much better feeling will hereafter exist between Boos Bay and Portland business men because of the gathering.

While some of the delegates will leave for home on the Breakwater tomorrow quite a number will remain for a few days and go on the excursion tomorrow to Bandon.

Resolutions.

At the closing session the following resolutions were adopted:

At the conclusion of this its first fiscal year of labor the congress wishes to invite the atention of the delegates and the public to the fact that it is essentially a movement toward self help by which the people may be aroused to the fact that their resources are their own and their strength is in themselves, and they need not and ought not wait helplessly until relief comes from the outside. In furtherance of this principle the congress lent its aid to and believes it secured the passage of two acts by the Oregon legislature which mark a new era in the efforts of the people toward their own progress and development.

One of these is the port commission act by which any community is authorized by proper procedure, including submission to a popular vote, to create a taxing district for raising funds to deepen and improve harbors and waterways in the district. Under this act four such districts have already been formed, viz: The Port of Coos Bay, the Port of Coquille, the Port of Siuslaw and the Port of Tillamook. The beneficial impulse thus given to local self help is apparent.

The second is the passage of an act to refer to the people constitutional amendments to permit state or district railway construction. The congress points out that no amendment is necessary as to the district plan, and the state of Idaho passed such an enabling act unanimously and already a railway district has been created, including the county of Ada, in which Boise is situated. The petition for the creation of the district was signed by the leading business men of Boise. But the Oregon legislature was not so sure of popular approval and the submission to the people by the initiative was only procured by the aid given by the business men of Portland, who went in a body before the legislature and insisted that the measure be submitted to the people. To these men much credit is due.

Resolved, that the thanks of this congress are due to the Marshfield and North Bend commercial organizations for their entertainment of delegates and their provision for holding this congress. The hospitality of the people of Coos Bay has been again fully demonstrated.

Newspaper Support Appreciated.

Resolved, that the fearless and straightforward championship of the purposes of this congress by newspapers, especially the Portland Journal, Salem Journal and others throughout Oregon and Idaho, are recognized and the indorsement of this meeting be extended to these publications.

Resolved, that the importance of the Coos Bay harbor and the territory naturally seeking it as an outlet, and its possible value to the naval vessels of our nation, warrant the improvement of the harbor on the most permanent plan, and that the temporizing or nibbling projects are bad in real economy and injurious to the true value of the harbor.

Further resolved, that it is the decided sense of this congress, after investigation of the situation, that the general government ought to at once undertake the improvement of the harbor on a jetty plan, supplemented by dredging, substantially as indicated in project No. 2 of Colonel S. W. Roessler, United States corps of engineers. * * *

Want Dredge at Coos Bay.

Whereas, it has been represented to this congress that it is intended by the war department in charge of river and harbor improvements to remove the dredge Oregon, now at work on the channel of Coos bay harbor to Grays harbor, Washington; and,

Whereas, it is further represented that the dredge was in fact constructed for work on the Oregon coast, and especially for Coos bay harbor, due to the personal efforts of citizens of Coos Bay, and that the dredge was brought to Coos Bay and operated with money furnished by private subscriptions of citizens of Coos Bay, amounting to $16,500, and additional sums making a total of $21,-000.

And, whereas, the Port commission of Coos Bay is now offering a guaranteed fund of $50,000 to continue the much needed work of said dredge.

Resolved, That the good people have been in every age the highest law and it is against public policy and true equity to permit those who would not build when they could to use the courts as means of obstruction against those who seek to develop the state by the indispensable modern highway, the railroad. Such abuse of the powers of justice is an injury to the people.

Protect Natural Passes

Resolved, That it is unwise to permit individuals to file surveys in or otherwise secure control of the great natural passes merely to hold them against rivals, refusing either to develop the country or permit others to do so, and that a law should be passed declaring or condemning all such controlling points to the state, and that the state should not permit any right of way to be acquired therein except upon sufficient guarantees of building in good faith, without delay and open to use by all or any other roads under proper regulations.

Resolved, That it is the decided sense of this congress that, while it will welcome all bona fide private railway building and will aid and not obstruct, yet it believes construction and ownership of rail highways on the district plan is the correct principle and is as feasible as the keeping open of waterways by the district or commission plan, and it is further the sense of this congress that the people ought to adopt the proposed amendments to the constitution which will come before the people in 1910.

It is unanimously resolved by this congress that under all the circumstances it would be most inequitable and unjust to interrupt the important work the dredge is now doing in Coos bay, and while citizens of this community are paying for it, and this dredge ought in good public policy and common honesty remain at its present work until it is completed.

CHINA WILL HAVE UNCLE SAM'S AID

President Taft Announces Government's Position as Favoring Independence.

By William Holstein.
(Hearst News by Longest Leased Wire.)

Beverly, Mass., Aug. 21.—To Charles R. Crane of Chicago, the new minister of the United States to China, President Taft this afternoon outlined the policy of this government toward the Chinese empire. There is particular significance attaching to the first clause of this policy in view of the exploitation to which China is now being subjected by Japan. There is always to be kept in front, the President instructed Minister Crane, the obligation of the United States to help China in every way to become independent of other nations.

'In addition to this, it is to be our policy to combat the idea that it is a good thing to keep a nation in an inferior position in the belief that thereby it will be more profitable to barter with her. China is to have the advantage of our most considerate friendship. The open door policy is to be insisted upon.

Independence for China.

While the relations of China and Japan were discussed by the president in outlining the general policy of the United States in the far east, nothing of the estimate that is placed by the president on the relative value of the friendship of the two nations was made public. It is distinctly understood, however, that this government will always throw its influence in favor of China in every issue where the independence and integrity of China are concerned. The policy is not new with the president. It is all embodied in the speech that he delivered in Shanghai. But its application just now is significant.

Minister Crane was with the president for half an hour immediately preceding the first important cabinet conference that the president has had since he left Washington. Beginning at 3:30, the president was closeted with Attorney General Wickersham, Secretary of the Treasury MacVeagh and Secretary of the Navy Meyer, until 7:30 this evening.

Put Tariff Experts to Work.

One of the matters discussed long and earnestly was the board of tariff experts that was authorized in the Payne bill. It is an open secret now that the president believes he has authority, under the provisions of the Payne bill, to put his tariff experts to work on any feature of the customs laws that he believes requires investigation. If the board cannot report to congress, the president knows of no law by which he can be prevented from reporting to congress the findings of the tariff board, with any recommendations he may see fit to make.

The president intends, if possible, to have the experts named and at work early in September, or before he departs on his western trip. Just now he and Secretary MacVeagh are in deep trouble trying to settle upon the number of experts that shall be named and who shall be named.

Amend Anti-Trust Laws.

Next in importance to the foreign tariff board was the discussion today concerning the proposed changes in the interstate commerce commission and the amendments to the anti-trust laws. The changes that are under discussion have already been referred to.

The president will not attend the bullfight that is being arranged in Juarez as part of the entertainment for October 16, the date of the meeting there between Presidents Taft and Diaz. Secretary Carpenter, by the way, has been busy all day consulting state department experts by telegraph and telephone over the etiquette that must be observed on this occasion of the meeting of the two presidents.

JOHN BARRETT HERE ON VISIT

Entertains a Few Friends at Supper at the Portland.

John Barrett, wearing a South American straw hat, a New York dinner jacket and a congressman-back-from-Washington smile, arrived in Portland last night from Denver, where he has been attending the Transmississippi Commercial congress. He at once dashed into the gayety of things by giving a little surprise at the Hotel Portland last night, but between courses consented to deliver the following interview:

"I have just come from Denver, where I attended the sessions of the Transmississippi Commercial congress and where I addressed the congress. The congress I consider to have been a great success. I am now on my way to visit the Seattle exposition, where I have a display in the Government building of the great work I am carrying on in Washington in connection with my republics.

"I had expected to bring with me the Cuban minister, who is a very fine fellow and who would have learned much on this trip, but I regret to say that illness in his family prevented his coming. I hope to bring him out with me later. I am unable to state just how long I will be in Portland, but I want to remain here as long as possible. You see, I have to keep very close watch on the tariff, because it affects every one of my South American countries, and any little change means much to me and to them. I, however, hope to meet my friends while I am here.

"I am glad to know that the Oregon lumbermen are free to take advantage of the very liberal offer I made them with regard to my giving permission to have the interior of the reception room of my new building in Washington finished in Oregon fir. It is not every one that could have made such an offer or that would have thought of doing so, but I hold a very warm spot in my heart for my adopted state and I wanted to give them this unrivaled and most liberal opportunity for displaying their native wood. Good night.

"Oh, yes—I am delighted with Portland and I am greatly surprised at the improvements that have taken place in it since I was last here; it is indeed, in my opinion, a beautiful city."

Just what entertaining of a public nature will be done for Mr. Barrett while he is here has not been decided, but there will probably be a luncheon at the Commercial club some time between Monday and Thursday.

IMPORTANT CHANGE IN TRAIN SCHEDULE

Some important changes in the time card at the union depot affecting both O. R. & N. and Northern Pacific schedules went into effect this morning. Trains to depart on the O. R. & N. are now as follows: No. 12, Atlantic express, 7:30 a. m.; No. 8, Chicago Portland special, 10 a. m.; No. 6, Oregon and Washington limited, 5:45 p. m.; No. 4, Soo-Spokane-Portland, 7 p. m.; No. 10, eastern express, 8 p. m.. Arriving: No. 9, Oregon express, 8:10 a. m.; No. 5, Oregon and Washington limited, 8:30 a. m.; No. 3, Soo-Spokane-Portland, 9 a. m.; No. 11, Pacific express, 6:30 p. m.; No. 7, Chicago-Portland special, 8 p. m.

On the Northern Pacific the Yacolt passenger train is operated through into Portland instead of terminating at Vancouver. It will arrive at 9 a. m. and depart at 3:15 p. m.

HUMOR IN NAME OF NEW STEAMER

(Hearst News by Longest Leased Wire.)

Berlin, Aug. 21.—There is a touch of humor in the telegram in which Herr Ballin announces his intention of calling the next big steamer of the Hamburg-American line "Furst von Bulow," in honor of the chancellor "who neither could nor would carry on a policy hostile to trade such as finds expression in the new taxes on industry and commerce."

The taxes in question were pushed through both the Reichstag and the Bundesrat under the chancellorship and responsibility of Prince Bulow, and he himself has just admitted in a press interview that, as was pointed out in your columns months ago, the real reasons which rendered his resignation imperative were the triumph of the centre and the utter possibility of declaring war on the conservatives by a dissolution of the Reichstag against them.

FIRST STEEL STREET CARS IN CHICAGO

Chicago, Aug. 21.—The first consignment of the 50 steel cars ordered for the Chicago Railways company has been placed in service on the Van Buren street line. Eight of the cars have been received and put in service and seven more are being fitted out with trucks in the shops of the Pullman company.

In appearance the steel cars are hardly noticeable from the other new cars except that the rivet heads show in the bodies. There is not an inch of wood about the cars except the steps and the wood carpet on the floors, which is laid loosely on the top of composition floors. The cars are about 500 pounds lighter than the wood cars and are said to be practically indestructible.

RAYMOND MARSHAL IS UNDER ARREST

(Special Dispatch to The Journal.)

South Bend, Wash., Aug. 21.—At 8 o'clock tonight a warrant was placed in the sheriff's hands for the arrest of E. W. Culver, city marshal of Raymond, who is charged with receiving $50 from Ed Carter, a saloonkeeper at Raymond, on May 25, this year, for allowing gambling in Carter's saloon.

Culver recently filed his resignation as marshal to take effect September 1. Culver is an Elk and stands high in Masonic circles.

Prize Announcement.

The following names are the grand prize winners in the postal card contest held by the Reed-French Piano Manufacturing company, Sixth and Burnside streets:

First—Ralph R. Cone, 533 Smith street, Montavilla, 3033 sentences.

Second—Helen Newman, 1524 Madrona street Woodlawn, 3015 sentences.

Third—Mae Brown, 495 Stark street, Portland, 2529 sentences.

Fourth—Agnes B. Evans, 24 Pearl street, Montavilla, 2277 sentences.

As judges of this piano contest we take pleasure in submitting the above report to the management of the Reed-French Piano Manufacturing company as our correct and unbiased decision as to the grand prize winners.

(Signed)
PROFESSOR A. R. DRAPER,
Asst. Superintendent Public Schools.
ALLAN R. SLAUSON,
Mgr. Hartman & Thompson, Bankers.
J. H. JONES, Deputy Sheriff.

Note—All cards will be on exhibition at the Reed-French piano warerooms.

VISITORS BOOST COAST COUNTRY AT CLOSING SESSION

Marshfield, Or., Aug. 21.—E. Hofer, in opening the night session, said that the members of the Oregon-Idaho Development congress were pleased with what had been done during the year. He introduced C. S. Jackson, publisher of The Oregon Daily Journal, who referred to Oregon as the greatest show state of the union, and expressed his pleasure at seeing the Coos Bay country. He spoke of the vast resources of the different parts of the state, the wheat of Umatilla county, the value of Crater lake and the rivers. Mr. Jackson's speech was received with prolonged applause.

Attorney General A. M. Crawford, formerly a resident of Coos county, spoke on the railway situation in Oregon in general. J. W. Bennett of Marshfield, made a brief address, and Binger Hermann of Roseburg spoke.

E. Hofer has not decided whether he will accept the office of president again, but will give his decision at a meeting of the Marshfield chamber of commerce next Monday night, at the same time A. Haines, chief engineer of the proposed Coos Bay, Oregon and Idaho Railway company will make a report.

The engineer will show that he has completed the location of the line from the summit of Camas mountain westerly down the middle fork of the Coquille river, a distance of 17 miles, with preliminary lines down nearly to Rock Creek, a few miles farther. By September 1 it is expected that the location will be completed to the vicinity of Remote, with maximum grades of 1 per cent and maximum curves of 6 degrees. Engineer Haines states that no tunnels will be required, and that for cheapness of construction, light grades and easy curvature the line can not be surpassed by any of the present lines to the coast. With completion of the location to Remote the most difficult part of the work will be accomplished, the grade from that point to Marshfield being very light. From Camas mountain to Roseburg the location of the line will be easy.

GERMANY AIMS AT TWO-POWER STANDARD

(By Journal Staff Correspondent.)

London, Aug. 4.—As the organizer of an aerial fleet Germany has already outstripped this country and if England means to overtake her she must put aside her national apathy in matters other than sport and show herself awake, purposeful and alert. The aerial situation between the two countries is the exact converse of the naval one. Here it is England who must put forward all her resources and employ all her energy if she is to overtake her more enterprising rival. Germany has had a good start, thanks to national foresight and the lead of her kaiser; England lags behind, apparently indifferent to changed conditions and to the fact that it is not only sea power, but air power, that will be the deciding factor in the wars of the future. A recent tour through Germany, undertaken solely with a view of studying the empire's aerial program, has convinced me that Britain's handicap is a heavy one, but it is not too late for her to retrieve her position, provided she enters the lists at once.

Returning with my mind full of what I have seen in Germany, I feel compelled to repeat the Prince of Wales' exhortation to his countrymen and to say in an aerial sense, "Wake up, England!" The scareship episode of some weeks back seemed silly and laughter provoking enough in all conscience—and was. But underlying it all there is a stratum of very good real reason for apprehension. What in truth may we not expect from Germany or any other power that gains the command of the air while we rest indifferent to our opportunities and responsibilities.

I have no wish to write an alarmist article, but merely to state in plain matter of fact terms how the attitude of the German nation struck me. The first point I must emphasize is the widespread enthusiasm for the conquest of the air that prevails from the kaiser on his throne down to the humblest peasant. Aviation has become a kind of fetish with the people. It appeals to the popular imagination in a much more powerful way that ever did the creation of an invincible sea fleet. This fact was borne in upon me when at midnight, a few weeks back, I found myself one of a vast crowd near the lake shore at Friedrichshafen waiting to see the Zeplin airship start on her journey to Metz. It was a cloudy night, rain had fallen during the day, and did fall afterwards. Yet thousands of spectators waited in the open air for hours, having come long distances, chiefly on foot. In that crowd were to be seen peasants, who would have to face on the morrow a long day's toil in the fields, clergymen, merchants, every class and profession were represented there. There was a slight sprinkling of other nationalities, but it was essentially a German crowd.

Cause of the Thrill.

I looked round and asked myself what was it that had brought this multitude and that caused the subtle electric thrill that one felt in the atmosphere? Not the fact that an airship was about to be launched, for that, of course, is no novelty at Friedrichshafen, since Zeppelin's works are there. No, the magnet that had attracted these people, that which lent special significance to the occasion, was the fact that this airship was about to be formally consecrated to the service of the Fatherland. The weary hours of waiting were absolutely forgotten when, at last, the ghostlike form of this aerial leviathan crept slowly from its garage. After a few moments of almost painful silence, what mad enthusiasm seized upon that crowd! How they cheered, sang and cheered again! And chief amongst the patriotic songs which rang out over the silent waters of the lake was "Deutschland, Deutschland, ueber Alles." Not until the great white thing, so full of possibilities for the future had completely disappeared from view could they be persuaded to turn away. And then they went on their homeward road still singing the old songs, which for ages past have expressed the patriotic devotion of our Teutonic cousins.

So much for the feeling amongst the masses! At the other end of the scale are two powerfully organized bodies, the Aero club and the Aerial league, which the kaiser himself has called into being, and whose aim it is to make Germany paramount in the air. Only a few years ago, outside of Count Zeppelin's heroic labors at Friedrichshafen, the science of avaition, in so far as it applied to dirigible airships, was not in a very advanced condition in Germany. France, on the other hand, was making marvelous strides. She was building the Lebaudy, the Republique, and the Patrie, whose subsequent flights were to astonish Europe. At a dinner given by the kaiser at Potsdam one evening to some wealthy friends this rapid rise in France as an aerial power became the topic of conversation.

"We must not allow Germany to be beaten," remarked his majesty, "it is the duty of every patriotic citizen to help. Now is the time to make a beginning." He opened his private purse and the other members of the company each followed with a contribution, not one of which was below £50. The greatest financiers of the country were appealed to privately and responded handsomely.

The Aero Club.

All this was carried out quietly without blast of trumpet. And the outcome of the gathering at Potsdam was the founding of the Aero club. Ostensibly a social organization, hitherto its doings have attracted little attention outside Germany. But in reality this body is the mainspring of the silently conducted movement which is working for the creation of a national aerial fleet. Born under imperial auspices, it is bound to prosper, and no one can gainsay its mission. From it has sprung the vigorous Aerial league, with its collecting boxes so effectively inscribed, "Ten pfennige (one penny) will help to buy an airship." This league was an instantaneous success. It has a membership roll of more than 10,000, with branches in all the chief cities of the empire.

In contrast with the parent Aero club, whose annual subscription is a minimum of £50, the league limits its subscription to three marks, so that it is possible for every citizen of the empire to be taken to its bosom. Thus it includes amongst its members horny-handed toilers, schoolboys, soldiers, sailors, bankers and business men, and in fact some of the ablest men of the state. It is entirely non-political, and it is representative alike of wealth influence and of prestige, and of patriotic poverty. Its methods of propaganda closely resemble those of the Navy league, whose motto it has borrowed and transformed into "The future of Germany lies in the air."

Not that these two bodies, the Navy league and the Aerial league, clash in any sense. Each in its own individual way is working toward a common end, that of making the fatherland, already mighty on land, feared and respected both on the sea and in the air, after which follows, as a matter of course, the Germanization of the rest of the world. In my wanderings I met many members of both bodies. I found them on the whole zealous advocates of international peace, quietly amused at the late scareship panic, and disclaiming any intention of invading us aerially. There is, as I discovered, at this moment, one insurmountable obstacle to Germany's attacking England from the air. She has not one single dirigible which might reasonably be expected to safely cross the North sea. The Zeppelin ships, which are now classed as the Dreadnoughts of the air, have made, it is true, long journeys on land, but rarely indeed without a serious mishap which has necessitated their coming to earth and staying there helpless for some time.

The newest type which I saw at Friedrichshaven could at a pinch carry 16 men, including the crew, and about two tons of fuel or ballast, sufficient for a raid of say 1100 miles (counting the return journey). The Gross and the Parseval ships, of the semi-rigid and non-rigid types respectively, as contrasted with the rigid Zeppelin, are small and active, and may be called the flight cruiser division of the aerial fleet. What they lack in bulk and carrying capacity they are supposed to make up in mobility and "handiness," so to speak. They have but a limited radius of action. As at present constructed they are capable of short reconnaissances over an enemy's army or into an enemy's country.

Zeppelin and Non-Zeppelin.

Germany is divided by a fierce controversy as to the respective merits of the rigid, as represented by Zeppelin, the semirigid of the Gross design, and the nonrigid of which the Parseval is the embodiment. Indeed, briefly put, the kaiser's kingdom may be classed as "Zeppelin" and "non-Zeppelin." Draw a line from east to west across the empire at Frankfort and you have the frontier boundary of the two main contending parties. In North Germany, while every one recognizes his self-sacrifice and the splendid services which Count Zeppelin has rendered to his country at so much financial cost to himself, they are cautious in concluding that his huge dirigible is the ideal for the German aerial battleship of the future. In South Germany, on the other hand, they are Zeppelinites to a man, showing a blind faith both in their hero and his constructions.

The kaiser and the Aerial league remain neutral in the conflict of opinion. Lately, after the Zeppelin airship collision with a tree, when she failed to reach Berlin, the kaiser, whose faith in her builder seemed to have been somewhat shaken, ordered a trial cruise of a Gross and a Parseval, in order to once more compare and contrast their respective merits. But he could come to no decision, and with his military advisers is preserving an open mind on the question. Here is where the Aerial league plays a useful if noncommittal part. "Let us have the best of whatever type it be," it says, and so from public platform and in the columns of the newspapers devoted to the cause it preaches unceasingly the doctrine of experiment. "Investigate, investigate, and again, investigate!" is its watchword.

While we in England are advocating the building of fresh Dreadnoughts and our colonies are subscribing liberally towards the same object, in Germany I found as I went from town to town that the aerial fever was rife.

Young and old have caught the infection, the germs of which have been so cleverly disseminated by the Aerial league. The literature of the penny dreadful order which one finds on street or station bookstalls is tinged with it. The hero and the villain no longer go to sea; their surprising adventures now take place in cloudland, on the decks of an air cruiser. In the streets of the German cities, too, where the Aerial league is strongest, the hatbands of these children not yet promoted to the honor of a gymnasium cap no longer bear the name of his imperial majesty's ship this or that, but the motto of the Aerial league, surmounted by a dirigible in full flight. These are trifles, perhaps, but they are signs of the times, indicating how actively Germany is working towards the solution of the aerial problem.

More fortunate than England in its study, she is able to spend large sums in this direction without having to dip into the taxpayers' pockets. Nevertheless, last year the government devoted to the cause of aviation £400,000—10 times more than France and 80 times more than England officially spent in the same period. This sum, devoted chiefly to the purchase of a rigid dirigible, the maintenance of a specially trained corps of aerostats and a handsome subscription to the public fund raised for the repairing of the damaged Zeppelin, is, however, far from representing Germany's total expenditure. The private munificence of the wealthy members of the German Aero club has enabled her to spend much more. No country, not even France, has shown herself so alive to the possibilities of aerial navigation as has Germany. The dream of the Aero club and of the Aerial league is to dot the Fatherland with a powerful fleet which will be superior to any other and which will, in fact, represent a two power standard of the air. To any one who has noted the result of German thoroughness and efficiency this seems but an easily realizable ambition should England not bestir herself in time to prevent it.

M. H. DONOHOE.

DIAZ GARRISONS INTERIOR POSTS

Mexican President Fears Disturbance Will Prevent His Meeting Taft.

(Hearst News by Longest Leased Wire.)

Galveston, Aug. 21.—The Mexican war department has ordered two regiments of cavalry and one regiment of infantry from the central barracks near the capital city to stations in the states of Coahuila, Neuvo and Leon. A dispatch from the capital of Mexico says that President Diaz has practically admitted he will not be able to come to the border and meet President Taft upon the occasion of the latter's trip south in a few weeks.

This report says that a committee of citizens from Texas called upon the president to extend him an invitation to visit Texas and if possible, President Taft in the Lone Star state, but the general, after thanking the Texans, informed them that he deeply regretted he could not come to Texas at this time and that he had very little hope of being able to even come to the Rio Grande to greet President Taft.

This delegation learned that General Diaz will not leave the capital at least until all signs of a disturbance have disappeared.

Irrigation Men at Yakima Soon

(Special Dispatch to The Journal.)

North Yakima, Wash., Aug. 21.—The senate irrigation committee will reach the Yakima valley next Thursday, August 26, and will spend Friday and Saturday looking over the Sunnyside, Wapato and Tieton projects. This was the information received by Senator Wesley L. Jones from Senator Cooper. The committee will stop at Prosser on Thursday evening and will come up the valley in automobiles the next day to North Yakima. The Commercial club will meet tomorrow to arrange a definite program of entertainment.

LADY GORDON IN AMERICA AGAIN

(Hearst News by Longest Leased Wire.)

New York, Aug. 21.—Lady Granville Gordon, the Chicago society belle, whose sensational divorce from "Eric" Gordon in London six years ago stirred the court circles of all European capitals, arrived in New York today on the steamship St. Louis. She was accompanied by her little daughter Cicily, the child whom she once kidnaped and took to France after making disclosures that cost her exile from St. James' Palace and public disgrace at the hands of Queen Alexandra.

"Really, I can't understand why my movements are of interest to the public," Lady Granville told an American reporter. "I am now living quietly in the south of France. This is the first time I have been in the United States for 15 years. I am going to return to France after a month's visit."

HERE TO CONFER ON LUMBER RATE CASE

Luther M. Walter of Washington, D. C., attorney for the Interstate Commerce commission, and who has worked in conjunction with J. N. Teal of Portland in several cases before the commission, notably the Willamette valley case and the lumber rates cases, is in Portland to confer with Mr. Teal on the lumber rate case. He will be here until Tuesday or Wednesday and will work with Mr. Teal in defending the government's ruling which is being attacked by the carriers.

AMBASSADOR REID IS COMING HOME

President Taft Prefers Man Who Will Recognize Common People.

(Hearst News by Longest Leased Wire.)

Beverly, Mass., Aug. 21.—Whitelaw Reid, United States Ambassador to Great Britain, is coming to Beverly next week. It is worthy of note that he doesn't come at the invitation of President Taft. Miss Boardman has invited the ambassador to spend a few days at the Boardman place at Beverly Cove and it is altogether likely that during his stay here the ambassador will see the president. If he does, he will learn directly what has been pretty broadly hinted heretofore, that his tenure of the British post will continue only until the president succeeds in finding Mr. Reid's successor. It can be stated positively and on good authority that the resignation tendered by Mr. Reid upon the inauguration of President Taft has been accepted by the latter, to take effect immediately upon the nomination of his successor.

Taft Looking for Reid's Successor.

That the president means to send a successor to Mr. Reid as soon as he can get one was evidenced in the tender of the appointment to former President Eliot of Harvard. The publication that was given that tender and refusal, Secretary of State Knox being the medium of communication with the public, is regarded in administration circles as sufficient notice to Mr. Reid that he is not to be reappointed.

Stories have reached here that Mr. Reid was coming back to the United States to use what influence he can command to secure his retention as ambassador to England; but there are the best of reasons for saying that such a movement could not succeed. There is but one chance that Mr. Reid will be retained. That chance rests on the inability of President Taft to find his successor.

Mr. Reid has represented the "superior" classes of the United States and it is known that Mr. Taft is seeking as his successor one who will be more in touch with the best sentiment of the nation, who will be more in sympathy with the ordinary average American citizen.

BERLIN CREMATORY MYSTERY EXPLAINED

(Hearst News by Longest Leased Wire.)

Berlin, Aug. 21.—The discovery by the conservator of the Eastern cemetery at Munich of some human bones in the debris taken from a crematorium is explained today.

A few years ago a cremation society was formed at Munich. But Munich being an intensely Catholic city, the church refused the last honors to incinerate bodies, and the government withheld its authorization to establish a crematorium. Those in favor of cremation had, therefore, to leave instructions in their will that their bodies should be sent to Ulm and Jena.

The supporters of cremation in Munich, however, would not be beaten, and had a crematorium constructed. As bodies were offered for cremation they had a mock ceremony. Dr. Poschel of Neustadt sent three packages, containing the bones of his wife and daughter, who died 24 years ago.

Through holes pierced in the walls of the crematorium, Dr. Poschel and his friends were able to watch the cremation, the coffin containing the three packages was consumed in less than three minutes, but it took half an hour to incinerate the bones. This explains the gruesome mystery which gave rise to considerable excitement in Munich.

GEORGE PET TELLS ODD TALE TO POLICE

George Pet of 349 Fourteenth street, north, a car cleaner employed by the Pullman company, had a peculiar tale to tell at police headquarters yesterday afternoon. He said he was standing in front of a jewelry store on Burnside street, between Second and Third, looking at his watch, when one of the clerks in the store came out and asked to look at the timepiece. Pet said he unhooked the watch from the chain and gave it to the man. Then the jeweler dropped it on the pavement.

"I'll fix it for you," Pet said the man told him. "It will cost you $11."

Rankin Would Locate Brother.

W. T. Rankin of Midland, Texas, has asked Police Chief A. M. Cox to make an effort to locate his brother, F. E. Rankin, wife, son Porter Rankin and Miss Elkins, all of whom he believes are stopping at some Portland hotel. W. T. Rankin is stopping at the Arlington hotel, Sixth and Flanders streets. He was to have met his brother and family in Portland last week, but believes them still in the city.

WILD RIDE ON BURNING TRAIN

Conductor Makes Heroic but Vain Effort to Signal Engineer, Who Is Warned by Cries at Station—All Ends Happily.

(United Press Leased Wire.)

Albany, N. Y., Aug. 21.—Risking his life by swinging far out from the side of his train to wave a danger signal with a lantern, Conductor Voucher, of the Lake Shore Limited, played a heroic part tonight to save his train and the several hundred people aboard.

As the west bound flyer was running 60 miles an hour, shortly before 9 p. m., a short circuit of the lighting system plunged the train in darkness and set fire to the rubber vestibule between the buffet car and the first sleeper. The smoke from the burning rubber swept back through the darkened cars. Conductor Voucher, who was riding in the buffet car, jumped for the emergency bell cord, but it was out of order and attempts to stop the train failed.

Meanwhile the flames were mounting higher and as the excitement increased Voucher opened the vestibule and, swinging far out of the door, began waving a lantern, signalling the engineer. Apparently no one on the engine was looking back, however, and it was not until the train dashed through Hudson, where a crowd of 300 people set up a cry at the sight of the burning train, that the engineer caught the signal and stopped his train.

Conductor Voucher took personal charge of the work of extinguishing the flames and quieting the excited passengers.

Among the passengers was Abe Erlanger, the theatrical manager, who occupied a stateroom in the burning coach. No one was hurt.

SHOT FROM BEHIND, MAN DIES ALONE

(Hearst News by Longest Leased Wire.)

Berlin, Aug. 21.—A mysterious shooting affair is reported from Stendal which attracts wide attention. At an early this morning a revolver shot was heard in that portion of the barracks of the Tenth Hussars which is occupied by one year volunteers, and young cadets in training for commissions. Men hurrying to the spot found a volunteer named Baumgart naked in the corridor outside a room occupied by a cadet named Von Zeuhme.

On entering the room of the latter, its inmate was found naked in bed with a bullet wound through his brain. The idea of suicide is out of the question, as the wound was inflicted from behind. Baumgart has been arrested, but for the present he refuses to offer any explanations. The two young men were known to have been close friends, who, with their companions, had passed the greater part of the night in a drunken orgy. The military authorities have ordered a searching inquiry to be made.

PERSONAL

Dr. J. S. Morris, who is traveling in Europe, will leave Vienna for Berlin on September 12, according to a card received by a Portland friend. He will then have been two months in Vienna, following two months in London. Dr. S. E. Slocum, of Portland, is also in Vienna, he says.

Chief Clerk Harry Hamilton, of the Imperial, left yesterday for his annual vacation. He will visit, among other places, one of the roughier sections of Washington, where a friend wrote him he had a bear up a tree and was waiting for Mr. Hamilton to come and hunt it in the approved Roosevelt style. The letter explained that meat hooks with the points projecting upward, had been driven in all sides of the trees, so that whenever the bear attempted to come down, he found himself impaled.

Colonel Robert Oberfelder of Governor Shallenberger's staff gave a theatre party at Orpheum last night to the entourage of the Nebraska executive.

Mr. and Mrs. F. G. Bauer of 411 Tillamook street are rejoicing in the arrival of a daughter.

FURTHER ADDITIONS TO THE PIANOLA FAMILY

Another of America's Illustrious Firms of Piano-Makers Acknowledges Pianola Superiority and Will Embody This Mechanism in Its Future Upright and Grand Pianos —Eilers Piano House to Sell Them.

INITIAL SHIPMENTS WILL ARRIVE WITHIN THE NEXT FORTY DAYS.

Much has been written in American Music Trade Journals about an alleged consolidation of the Weber Piano and the Pianola makers and another of New York's great pianos, the Steinway. A great deal proved to be conjecture and guess work. Nevertheless there was foundation to much of the rumors. Eilers Piano House is in a position today to announce the birth of the Steinway Pianola-piano. Samples of these instruments will be on display at Eilers Piano House within a very few weeks.

The Weber was the first of the great American pianos to consolidate with the makers of the Pianola and to embody the Pianola and Metrostyle and Themodist features within its piano, thus constituting the new world famous Weber Pianola-piano.

The success of the Weber has been positively phenomenal. Instantly it was accorded recognition in the highest musical and social circles. It has been said that the Weber Piano factory was the only one of America's highest grade piano factories that did not experience any decline in orders and output during the many months of the financial depression from which the country now is so splendidly emerging.

The enormous demand for the Pianola Piano and the excellence of the Pianola itself brought about very naturally the combination of the Pianola with New York's other great and illustrious piano, the Steinway. In spite of oft repeated statements to the contrary, the acknowledgment of Pianola supremacy had to come. The Steinway Pianola will of course be sold by Eilers Piano House, which is the only place in the Pacific West where the genuine Pianola Pianos are sold.

The Pianola Piano is a combination of an upright piano of the highest grade and the complete Metrostyle Pianola in a single instrument. It costs no more than the two instruments in separate cases.

The Pianola Piano is always available for hand playing without being limited to it. It has a keyboard, like any piano. But when manual dexterity can go no further, or when the fingers tire—or more especially when there is no one in the home who can play at all—it is only necessary to slide back a panel for the insertion of the perforated music rolls, and step immediately into the field of all the music there is.

The Pianola Piano does not differ from the ordinary upright piano in any outward aspect. Both Piano and Pianola are fully as effective as the separate instruments, while being more convenient and economical of space.

Whether the purchase of a piano at moderate cost is contemplated, or the highest grade art instrument imaginable, the tremendous assortment of genuine Pianola Pianos now offered insures the buyer's securing maximum value for the money together with the very highest artistic product.

Eilers Piano House now offers a Pianola Piano for $500 and at intermediate prices up to $1850 for the most supreme Pianola Piano achievement. The Weber Grand Pianola Piano, comprising a Weber Grand Piano with the interior Pianola. The purchase of an instrument from this house carries with it the guarantee that it embodies the last word in the development of an instrument of its type. We sell Pianola Pianos on the regular Eilers liberal payment plan when desired.

Eilers Piano House, wholesale and retail. Pianos, Pipe Organs and Talking Machines. 353 Washington St., at Park.